

BROMPTON-WESTBROOK PRIMARY SCHOOL

SUBJECT/AREA: Travel Plan

YEAR 2013-2014 MANAGER/S

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SUMMARY OF RESOURCES:

Salary/Supply Costs: £0

Consultant/INSET fees: £0

Resources £ 0

Staff Mtgs: Sum:0 Aut:0 Spr:

Dev. Days: Sum: 0Aut: 0Spr: 0

Location, Type and Size of School

Brompton Westbrook Primary School, Kings Bastion, Gillingham, Kent. ME7 5DQ

School starts at 8:40 finishes 3:30

Staff approx.55

Car parking spaces approx. 16 unallocated

The school is situated in a no through road leading to a pedestrian opening to a public park and Naval Monument. The road is narrow, although two vehicles can pass and much of it is marked with yellow lines. The speed limit is 15 miles per hour and the area is surrounded by Forces married quarters.

This primary school has approximately 350 pupils ranging from Nursery (age 3) to Year 6 (age 11). There is also a Sure Start Children's Centre on site which is well attended throughout the year and not just when school is in session. The premises are used in the evening for Sure Start and other functions and at weekends, the fields and buildings are hired out for sports and community activities.

One third of the children live on the estate but others live in Melville Court, Gillingham and some come from far afield. However, most pupils live within a mile radius of the school.

Current Travel Problems

The school is due to begin a basic needs building expansion from April 2014. These works are scheduled to last for at least a year. Site safety has been discussed in planning meetings and contractors have taken steps to minimise risk, as detailed in their H and S planning documents.

There are still too many students travelling to school by car, especially on wet days, which can cause traffic congestion in the vicinity of the school. When the weather is good, it is noticeable that the number of parents using cars reduces. Parking is mainly on one side of the road but this can cause a disruptive narrowing at certain points e.g. by the roundabout. This has been effectively tackled by signage, windscreen wiper notices and a presence of the site manager, MOD Police presence and senior staff at the school gate. The difficulties are not so great in the mornings, as children tend to be dropped off but in the afternoons, some parents park in the road, waiting for their children to come out of school.

DCSF	School Name	Year	Roll Count	BUS NOT KNOWN	CAR	CAR SHARE	CYCLE	PUBLIC SERVICE BUS	TAXI	UNKNOWN	WALK	
2646	Brompton-Westbrook Primary School	2007	302	3	44	56	0	0	0	0	199	
		2008	321	0	42	64	0	0	0	0	215	
		2009	321	0	43	54	1	0	0	0	1	222
		2010	314	0	36	49	0	0	0	0	1	228
		2011	319	0	40	37	0	0	0	0	0	242
		2012	320	0	43	30	0	0	0	0	0	247
		2013	354	0	70	0	0	0	2	0	0	282
		2014	289	0	61	0	0	0	0	0	0	228

Survey completed July 2014

Issues, problems and perceptions (from Travel Report)

This plan has been developed in conjunction with a planning application linked to our school extension and is a useful piece of evidence that shows we are communicating with parents and the local community.

- Occasional cars parked at the mini roundabout making it difficult for cars to turn without reversing
- Breaking the speed limit
- Narrow pavement causing people to step off when passing in different directions
- Fear of accidents by parents
- Fear of strangers because of the close by local park and its reputation
- Children living some distance away sometimes with brothers and/or sisters at other schools
- Leaf litter covering yellow lines
- Following the extensive building works the following arrangements have been made :-
- Putting in signs in place
- Sending texts
- Messages in the newsletter
- Directing parents/visitors from the gates am & pm
- Class teachers directing parents when required

Potential for change

- Fewer pupils would like to travel by car (28% whole school Travel report)
- 36% of all pupils would like to come by bike and some think there should be a cycle path (Travel report)
- There is some support for a walking bus from the Barracks (Parent replies – 25 positive)
- As part of the curriculum, the children walk longer distances when they go on visits –they are getting used to walking (Teacher views)
- Lollipop person for Wood Street, Brompton Road, Garden Street (Parent replies)

Main obstacles to change

- Parents use their cars for a variety of reasons e.g. dropping children off on their way to work
- No cycle paths or storage facilities available and the road too narrow for a cycle path
- Volunteers are needed for a walking bus
- The school is in a conservation area
- The road is narrow
- There are no nearby bus routes

Current journey patterns – the initial investigation

- 34% travel by car to school
- 61% walk to school
- 5% other

Preferences

- 33% would like to walk
- 30% would like to go by car
- 36% would like to cycle
- 1% would like to use public transport

Who accompanies children?

- Adult 79%
- Other pupils 5%
- Other families 5%
- By themselves 11%

Main obstacles

- Too far to walk
- Not allowed to walk/cycle
- Cycle training too late in the year Y6 and some have to bring younger siblings to school

- Not enough time to walk children due to other commitments
- Worried about having an accident/strangers

Current perception of safety

- 40% of pupils say they have had an accident travelling to or from school
 - trips and falls
 - 'near misses' with cars
 - another car hitting theirs
- 88% of juniors think their journey is safe
- 74% of infants think their journey is safe

- Other people make it dangerous
- Crossing the road is seen as dangerous or the road is too busy
- Too many cars near school

Staff

- 5% (1 person) travel by train and 3% cycle
- 5% walk
- 89% car
- 5% other
- 11% do not travel on their own
- 35% would prefer to walk to school
- 74% live further than 3 miles away from school
- 67% give distance as the reason they do not walk to school
- 29% give time as the reason they do not walk to school
- 11% have had a near miss on the way to school
- Some members of staff who drive sometimes walk in better weather, or when they don't have to carry very much

Targets 2013-2014

Target 1. To further improve safety at the school gates am and pm

Target 2. To reduce the level of car use to and from school from 61 to 50 by Term 6 2016

Target 3. To engage in initiatives to avoid congestion at the school gates

Objectives to achieve targets:

Staff at school gates am/pm PCSO's serving as a presence, labels and signs, messages with constant updates, road safety education, working with organisations along with Medway Council to improve road safety in the area
Encourage park and stride to minimise congestion directly outside the school

Evidence of current position:

To date we have: (i) Tried to set up a walking bus from the barracks but failed to get volunteers (ii) Set up a system for keeping parents informed about where to park and drop of their children (iii) Set up a system for drop of and turning which is supervised am and pm (iv) Erected a fence at the edge of the playground to separate it from the car park (v) Liaised with the MOD to lay more speed humps closer to school (vi) Liaised with MOD police to enable the children to be involved with regular speed monitoring (vi) Made strong links with the providers of the walking bus and written on their behalf to the LA about parking on the pavement on their route (vii) Erected new signs along the road for at least 50 metres about parking and to promote walking to school (viii) Make sure there are regular lessons about healthy lifestyle, walking to school and safety (ix) Holding sponsored walks (x) Walking to local visits e.g. weekly swimming (xi) Taking part in Walk to School Week events (xii) Experimented with different systems e.g. closing the road below the school and closing one gate to direct all foot traffic one way (xiii) Buggy park for SSCC (xiv) Talk and Walk session SSCC (xv) Cycling Proficiency (xvi) Created new access to upper playground to provide additional parking for weekend events. (xvii) Close liaison with the grounds man of the adjacent sports facilities to share parking during key events (xviii) Good system for clearing pathways to school when it snows

Planned Position:

Traffic is both minimized and moves freely. Those that drop children off do so in the planned zone. Those that park do so in the designated areas. There is a walking bus from the barracks (if sufficient interest and volunteers). Plans to enable children to cycle to school and keep their bicycle in a safe place are developed to be delivered after the building works are completed (2014 – 2015) (if sufficient interest and if bikeability training can be moved to earlier in the academic year for pupils)

Construction site traffic is well managed and minimized, with restrictions at key school times. The construction contractor has laid restrictions for any site traffic to be prohibited between the hours of 8.30 – 9.00 and 15.15 – 16.00.

The construction company has made arrangements with RSME for holding traffic at Sally Port Gardens whilst waiting to dispatch to the school.

Temporary road surface will be installed early in the build to provide separate access for construction traffic.

Pedestrian walkways will be clearly designated to avoid construction site.

Harris fencing will be erected around all construction areas.




Children and families will be briefed on construction site safety in assemblies and through the newsletter.

DATE	TASK	RESPONSIBILITY / RESOURCES	EVIDENCE
Autumn & Christmas Terms	<ul style="list-style-type: none"> ○ None 	<ul style="list-style-type: none"> ○ 	<ul style="list-style-type: none"> ○
Winter & Easter Terms	<ul style="list-style-type: none"> ○ Update data about travel to and from school ○ Book cycling proficiency for autumn 	<ul style="list-style-type: none"> ○ PM ○ OA / TB 	<ul style="list-style-type: none"> ○ Questionnaire ○ Analysis ○ Cycling proficiency awards and booking ○ Bike shelter quotes ○ Number of children cycling ○ Ward improvement funds in budget ○ Walking bus feasibility
Spring & Summer Terms	<ul style="list-style-type: none"> ○ 'Ivor Goodsite' assembly lead by Bolt & Heeks ○ Regular newsletter items regarding the progress of the construction to include regular H and S reminders ○ If successful, build bicycle shelter ○ Update travel plan using 2014-2015 data to include building works ○ Cost bike shelter ○ Bid for Ward Improvement funds to install a bike shelter and check whether planning is likely to be granted ○ Survey interest in a walking bus from the barracks 	<ul style="list-style-type: none"> ○ NB / SM / Bolt & Heeks ○ CB, JC ○ PM ○ CB ○ CB/ PM ○ PM 	<ul style="list-style-type: none"> ○ Bike shelter ○ Travel plan

Interim Evaluation	Date:	
Final Evaluation	Date:	
New Target Areas		

School Involvement	<ul style="list-style-type: none"> • JH, SM, PM, CB (Travel Plan Team) • Survey Monkey completed by all staff/children and parents (summer 2013) (Travel Survey) • SLT gate duty am/pm • JRSO discussions with all classes in school fluorescent toggles issued • SM/PM meeting to discuss Travel Plan • Walk to school week data collected and used in numeracy lessons • Seat belt challenge • Cycle proficiency course • Paul Binnie road safety walk with Year 1, Year 2 to be completed in Term 5 or 6
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<p>Monitoring & Review Sections</p>	<ul style="list-style-type: none"> • School travel surveys to be carried out with the school census data collection • Reviewed Term 6 2016 travel plan include a commitment to review pupil travel needs arising from new developments in education and or transport provision in line with our travel plan review
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<p>Appendix</p>	<ul style="list-style-type: none"> • School newsletters • JRSO meetings with Paul Binnie (link to action plan above) • Travel plan meeting with James Sutton • Seatbelt sled in car safety initiative • Paul Binnie road safety walk <div style="margin-top: 20px;">  <p>Newsletter.msg</p> </div> <ul style="list-style-type: none"> • Newsletter with parking messages <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;">  <p>Location Map_Brompton Westl</p> </div> <div style="text-align: center;">  <p>Site plan_Brompton Westbrook.pdf</p> </div> </div>
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