

ELMSTEAD PRIMARY SCHOOL
SCHOOL TRAVEL PLAN



**School Travel Plan co-ordinated by Clive Middleditch (Head Teacher)
(Reviewed Autumn Term, 2011)**

Elmstead Primary School
Elmcroft
Holly Way
Elmstead Market
COLCHESTER
Essex
CO7 7YQ



RATIONALE

The safety of pupils, at Elmstead Primary School, is an immediate concern and this policy continues our work on how to reduce road safety risks to children. This is also an ongoing response to the Department of Transport (DfT) initiative to ensure that every school has a travel plan, thereby reducing the number of children injured and killed on the roads. The initiative looks at reducing the number of children travelling to school in cars, thus making the areas outside schools safer. At the same time all schools need to have an ongoing programme of improving the road safety skills of children, whilst recognising that walking to school is much healthier.

This policy is a working document and will be reviewed on an annual basis. It looks at the existing situation and problems, and then sets targets for improvement, saying how they might be achieved in a safe and sustainable manner. For the plan to succeed we need the full backing of parents, because it is their attitude and actions that we must change – at least a significant minority. We must ensure that this minority are aware of our Travel Plan and why the school is leading the initiative. If we are to meet the proposed targets, as detailed below, then they are the ones who can make it happen!

SETTING

Ours is a village primary school, with a day nursery on site, having a wide catchment area, ranging from Elmstead itself to Brightlingsea, Clacton, Wivenhoe and Colchester. We have 216 pupils aged 5 to 11 years, who travel to our premises each day. The premises are situated on the edge of a busy housing estate with only two roads leading to the school.

Firstly, as about 30% of our children come from surrounding villages they are driven to school, with no public transport options available. A number of parents share car and car journeys, but there is still considerable congestion at 08.45 and 15.15. We have school parking restriction lines, extended as part of the Safer Journeys to School project, but with minimal local parking there is a lot of dropping off and waiting in the minimal space available. Local residents also use the road as the only access to their part of the housing estate, opposite.

Secondly, the children who live on the other side of the village have to cross a very busy main road (A133) to get to school. Despite the 30 mph speed limit, it is regularly broken by motorists commuting to work in Colchester, or using the road as

access to the A120. The 30 mph limit is also closely followed by a 70 mph derestricted zone, which means many people drive into Elmstead and across the school entrance road, doing well over the 30 mph speed limit.

EXISTING FACILITIES AND POLICIES

- **Pedestrians:**

The lack of respect for the 30 mph speed limit, on the A133, makes us believe that many motorists are still unaware of the dangers facing young children and families who are attempting to cross this road during peak travelling times. We have a Pelican crossing in the centre of the village, but this provides no safety for the children crossing at the Colchester end of the village nearest to the school (Oatlands). It is clear that a number of children take car journeys, because parents deem this a safer alternative to crossing the main road, thereby increasing congestion at the school.

The children who walk to school, down Church Road and Holly Way, also have to contend with busy roads and fast moving cars. Local residents themselves have shared their concerns with Tendring District Council and the school, in the past, regarding the safety of the children travelling to school.



- **Cyclists:**

As part of the Safer Journeys to School initiative two cycle sheds were constructed for use by Year 6 children and this has proved a popular development. With somewhere dry and safe to store their cycles children are keen to use the facilities, providing their route is safe. Parents are naturally concerned about the lack of cycle paths and the busy roads. Cycling proficiency is a regular feature for Year 5 children, prior to their entering year 6, which at least permits them to develop greater awareness of the hazards they face. All children wear helmets and are frequently reminded about possible hazards.



The first cyclist of the day arrives at school – 08.32

- **Cars:**

The number of cars, congesting the immediate approach to the school is a real issue, particularly when the weather is wet! A covered waiting area was constructed, in the Key Stage 1 playground, for parents and children to wait, but space is strictly limited, meaning that children are more likely to be brought to school by car and then wait in them until they know the school is actually open. With additional covered areas we believe that car usage would not only be reduced further, because children could still walk and be sure of cover once they arrived, but parents who did drive would not then park their

cars for so long, causing more congestion than normal. Promoting car-sharing has to be a priority, with the benefit of not only reducing congestion, but reducing the amount of petrol used.



WHAT MY MUM THINKS

“The situation around the school area, when dropping off children and picking them up, should be reviewed – possibly by the parish council. We, certainly, and other parents feel that the small car park that doesn’t belong to the school should belong to the school. We think it should be every school policy to have a car park for parents to drop and pick up their children. There is a massive grass area owned by the council near the car park, which could easily be extended to hold more spaces than the present 10 – 15 cars. We feel that there will soon be an accident if something isn’t sorted out.”



Parking places are hard to find! When it rains the situation is worst, because of a lack of sufficient covered waiting areas!

“My mum thinks there needs to be a proper turning point and a bigger car park by the school.”

A number of people have made this suggestion, but this would actually increase traffic past the school – not our objective.

WHAT MY DAD THINKS

“My dad thinks there needs to be a proper zebra crossing by the school! I think there needs to be a teacher on duty who is taking number plates of cars, whose parents are dropping their children off on the zig-zag lines.”

A lot of local residents do not want a larger car park, but would rather see parents use their cars less, or at least park further away from the school and walk. Another child observed:

WHAT I THINK

“People park on the pavement so you cannot get past, making you go onto the road which is unsafe. Parking opposite another car also makes the road narrow and parking on bends is dangerous because you cannot see oncoming cars. There is no thought for anyone: other drivers or the safety of children!”

- **Buses:** Using public buses is not a feasible alternative for the children who live outside the school’s immediate radius. There is no school bus, as those parents who live outside the catchment area are responsible for getting their children to school, because they opted not to use their local primary school, for whatever reason.

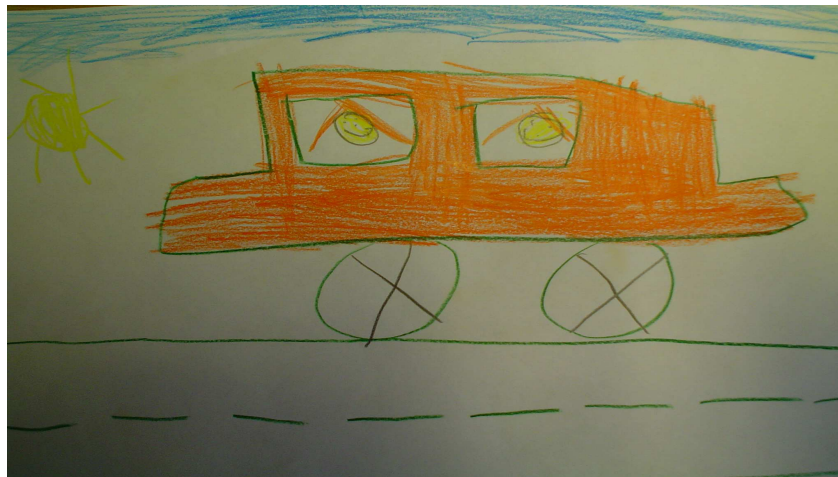


A school bus, by Class R

DESCRIPTION OF OUR TRAVEL/TRANSPORT PROBLEMS

- **Problems identified on journeys to and from school at normal start/finish times:** The volume of traffic, on dark mornings and when it is raining, are exacerbated by having only a small area for parents and pupils to wait until the school is officially open. There is no designated parking area for school, with those who park 2-3 minutes walk away, in Holly Way, causing even more congestion. The Parish Council gets complaints about illegal parking and is a real issue for the local residents.
- **Problems identified on journeys to attend pre and after school events:** Parking safely, for coach drivers, is not easy with cars often preventing a coach from getting within a reasonable distance from the school, both at the start and end of the school day. Outside these times parking a coach is relatively easy and the children are not required to cross a road before they can climb aboard.
- **Problems identified on journeys made during the school day to attend activities at other locations:** When leaving early coaches can't get in, as described above. During the school day delivery lorries and coaches can move freely. To do so at any other time would be dangerous.

- **Steps already taken to solve some of the above problems:** We have a staggered start and end to the day, with children arriving at 08.30 for our early morning self-help club, and children leaving at 15.15, 16.00 and 16.15 when they leave at the end of the school day, after one of our many clubs ends. The yellow lines, around the school entrance, were extended with restricted time parking and double yellows on the approach road. As part of the Safer Journeys to School initiative two cycle covers were built to allow our Year 6 children to cycle to school, plus a covered waiting area. An island has also been placed in the road at the Colchester end of the village, to slow down the through traffic. In the interests of safety, the school caretaker – wearing a high visibility safety jacket – stands by the main school entrance every morning, monitoring the arrival of the children.



Shared transport is a great idea!

RESULTS OF OUR TRAVEL SURVEY

- How the survey was done:** In February, 2010, the Headteacher explained, during Assembly, that a survey was being conducted to discover the information as listed below. (The first full survey was completed on 19th October, 2004). Each Class Teacher then completed the survey with their class, to gather the necessary data. We deliberately separated those who park and walk, from other car journeys, as this is a key target for improvement! The figures for 2004 have been included for comparison purposes.

Percentage (per class) of pupils who:	To school:								From school:								
	<i>N</i>	<i>R</i>	<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>N</i>	<i>R</i>	<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	
Class																	
Walk	n/a	27	43 47	40 40	27 49	19 25	16 58	47 47	n/a	47 47	53 40	40 43	37 47	20 25	16 67	47 47	
Cycle	n/a	0	0 0	0 0	0 0	0 0	0 0	13 15	n/a	0 0	0 0	0 0	0 0	0 0	0 0	13 15	
Car (only pupil and not park and walk)	n/a	63	17 17	8 3	9 15	17 18	28 9	17 9	n/a	9	13 21	8 3	9 18	30 18	28 9	17 3	
Car Share (other pupils and not park and walk)	n/a	0	17 13	36 27	43 16	34 33	31 18	0 20	n/a	38	13 13	36 31	20 9	20 33	31 9	0 20	
Park and walk	n/a	10	23 23	15 30	21 20	30 24	25 15	23 9	n/a	6	21 26	16 23	34 26	30 24	37 15	23 15	
Public bus	n/a	0 0	0 0	0 0	0 0	0 0	0 0	0 0	n/a	0	0 0	0 0	0 0	0 0	0 0	0 0	
School bus	n/a	0	0 0	0 0	0 0	0 0	0 0	0 0	n/a	0	0 0	0 0	0 0	0 0	0 0	0 0	

Percentage (overall) of pupils who: <i>(Percentages in brackets are for 2004 survey).</i>	To school:	From school:
Walk	32% (44%)	37% (44%)
Cycle	7.5% (2%)	7.5% (2%)
Car (only pupil and not park and walk)	28% (16%)	16% (16%)
Car share (other pupils and not park and walk)	24% (22%)	22% (22%)
Park and walk	21% (16%)	24% (16%)
Public bus	0% (0%)	0% (0%)
School bus	0% (0%)	0% (0%)

Number of pupils who would like to travel to and from school by:	Percentage of children per class. <i>(Totals will not add up to 100% as children may make more than one choice).</i>							
	R	1	2	3	4	5	6	Total
Class								
Walk	n/a	40	32	16	13	28	30	27
Cycle	n/a	40	36	70	40	41	53	22
Car (only pupil)	n/a	0	20	0	0	50	7	13
Car Share	n/a	3	12	0	0	53	0	11
Park and Walk	n/a	17	0	0	0	25	7	8
Public Bus	n/a	0	0	6	0	40	0	8
School Bus	n/a	0	0	36	47	40	3	21

OBJECTIVES AND TARGETS

Objective:	Target:	2008	2010	2012
Reduce car use to and from the school (one child)	To reduce car use from the current 28% to 20% .	29	28	20
Increase walking to and from school	To increase the numbers walking to school from 35% to 50% .	33	35	50
Increase cycling to and from school	To increase the numbers cycling to school from 7.5% to 10% .	7.5	7.5	10
Increase car sharing	To increase car sharing from 24% to 30% .	22	24	30
Increase park and walk	To increase parking and walking from 21% to 30% .	20	21	30
Increase the numbers on the walking bus	N/A	N/A		

CONSULTATION

- **In the development of this travel plan we have consulted the following people:**

Parents
Pupils
Governors
Parish Council
Essex Police
Residents

- **We have consulted the pupils by:** discussing the issues in school and completing a survey, following on from the work completed during the Safer Journeys to School initiative.
- **In addition we have consulted adults by:** discussing the issues with those people listed above, particularly the local police, the Parish Council, residents and parents travelling by car.

PROPOSED MEASURES, WITH TIMETABLE FOR IMPLEMENTATION

Title:	Proposed measure:	When will it be implemented:	Whose responsibility is it?	Approx cost:	How it will be funded:	Date when complete:
Road Safety training	To organise annual road safety training, incorporating cross-curricular links.	Summer, 2012.	Head Teacher.	£0	No cost.	
	To organise road-safety walks on weekly basis at lunchtimes, with input from road safety officer.	Summer, 2012.	Head Teacher.	£0	No cost.	
	To arrange cycling proficiency training for pupils.	Summer, 2012.	Head Teacher.	£100	School budget.	
Road Safety education	To purchase 6 more yellow safety jackets, including 1 for adult supervising.	September, 2010.	Head Teacher	£50	School budget.	September, 2010.
		.	.	£150	School budget.	
Sustainable travel schemes	To reduce use of parking.	Summer, 2012.	Head teacher.	£0	No cost.	
Publicity	To publish Travel Plan on school website, inviting parental, pupil, staff etc contributions. To publish minutes of any working group meetings.	See: www.elmsteadprimary.co.uk	Head teacher.	£0	No cost.	September, 2011.
Other measures	To include Travel Plan on Board of Governors agenda.	Autumn, 2011.	Head teacher.	£0	No cost.	October, 2011.

SUSTAINABLE TRAVEL OPPORTUNITIES FOR STAFF AND VISITORS

The school parking area is suitable for the majority of our staff, with a few using the nearby car park which has limited space for visitors to the school. For safety reasons visitors are discouraged from opening the school gates and parking during school times. There is no space available to extend parking within the school grounds, and this would go against our Eco-School approach to improving the environment. Following the 2010 office extension, car parking space was slightly reduced, but our planning application was made easier by adopting this approach.

TARGETS FOR REDUCING PARKING

- Restricted parking areas and staff/visitor parking are easily identifiable – aim to have no illegal parking.
- Limited parking spaces available close to the school – aim to discourage parents from parking here, with reminders in Newsletter and discussions with children.
- Preferred parking zone: as further away from school as possible and meets the aim of parking, then walking, thereby reducing congestion around school.

The children support our aims, but it is the parents that we must target, because they are the ones actually causing the parking problems. If we are to meet the targets set out above then **all** parents need to play an active part. Through our weekly newsletter we can constantly feedback upon progress.

MONITORING

- We will monitor our travel patterns very two years at approximately the same time as the last travel survey, which was carried out in Spring, 2010. We will do this by agreeing a meeting date and time and holding an open discussion, with the up-to-date data available beforehand.
- By zoning we can actually survey car parking and produce meaningful statistics to show if targets are being met. A map can be drawn up, identifying the areas of real congestion and highlighting this on our outside noticeboard and via the website.

- The person responsible for this will be the Head Teacher, who will then lead a review and update of the Travel Plan every year two years, in September, and set new targets.

SIGNATURES

We agree that this Travel Plan meets the minimum standards. It will be included in the School Development and Improvement Plan. Existing parents and pupils and new intakes will be informed about the Travel Plan.

Head Teacher:

Date:

Chair of the Board of Governors:

Date:

School Travel Plan Co-ordinator:

Date:

Chair of Parish Council:

Date:

Police Representative:

Date: