

Travel Plan

July 2016



Singlewell Primary School

Mackenzie Way, Gravesend, DA12 5TY



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Travel plan & its benefits

What is a School Travel Plan?

The School Travel Plan (STP) provides a framework for changing travel habits on journeys to and from school for both pupils, teachers and other staff members.

It sets out objectives and targets to encourage a reduction in trips by car and to create more sustainable travel, aiming to, amongst other things:

- * Reduce congestion at the entrances to and roads surrounding the school
- * Improved school environment.
- * Improve pupils' health & fitness through walking and cycling
- * Improved safety for pedestrians in and around our school.
- * Equip pupils with better road awareness.
- * Reduce accidents and danger on the journey to school
- * Enable parents and pupils to choose to walk, cycle/scooter or to travel by public transport with confidence
- * Focus for curriculum work.
- * Opportunities for pupils to take part in decision making and to learn about citizenship.

What benefits can a Travel Plan deliver?

A safer and calmer environment around the school gates.

Less congestion and pollution on roads leading to the school.

Improved travel awareness and road user skills for pupils from an early age.

Increasing independence and responsibility amongst pupils.

Improving levels of health and fitness amongst the school community.

Changing attitudes towards the way in which people travel, focusing on a push away from the private car, will have a positive effect on the environment, in reducing CO2 emissions and alleviating congestion, particularly in traffic peak periods.

1 Introduction to the school

1.1 Background

The site currently comprises the Singlewell Primary School which is a primary educational establishment for children aged between 4 and 11. The school has 210 pupil places which are supported by 29 staff.

1.2 Changes at the school

KCC are looking to expand the school to two form entry from September 2016 due to shortage of primary school places in North Kent. The increase will commence with a new reception class each year until the school is full.

1.3 Inter-site travel issues

The school is on a single site, hence has no internal travel issues.

2 Operational hours

2.1 Core hours

8.30am -3.30pm

2.2 Overall hours

8.00am -6.00pm

3 Staff and pupil numbers

3.1 Overview of staff & pupil numbers

There are currently 210 children on roll, 29 members of staff

Age range of pupils: 4 - 11

Total quantity of pupils on roll: 210

Year R	30
Year 1	30
Year 2	30
Year 3	30
Year 4	30
Year 5	30
Year 6	30
Year 7	0

3.2 Current staffing levels

The school employs a total of 29 staff (14 full-time, 15 part-time, 0 working other hours).

3.3 Planned school expansion

The school has plans to expand, by Sep 2016, to a total of 420 pupils and 20 staff.

2016 = 240

2017 = 270

2018 = 300

2019 = 330

2020 = 360

2021 = 390

2022 = 420

2015 = 29

2016 = 32

2017 = 36

2018 = 38

2019 = 40

2020 = 43

2021 = 45

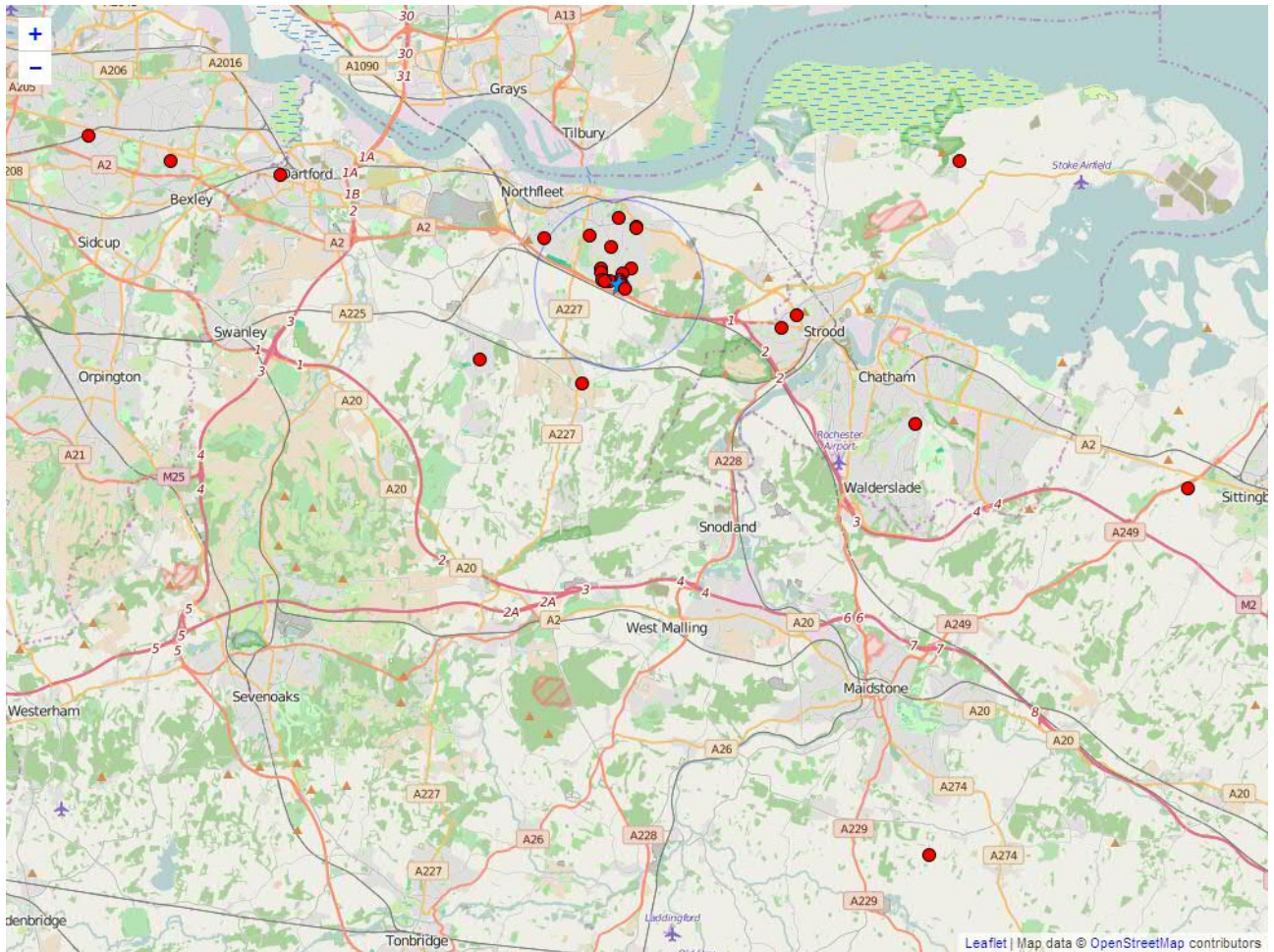
2022 = 47

3.3 SEN pupils with transport needs

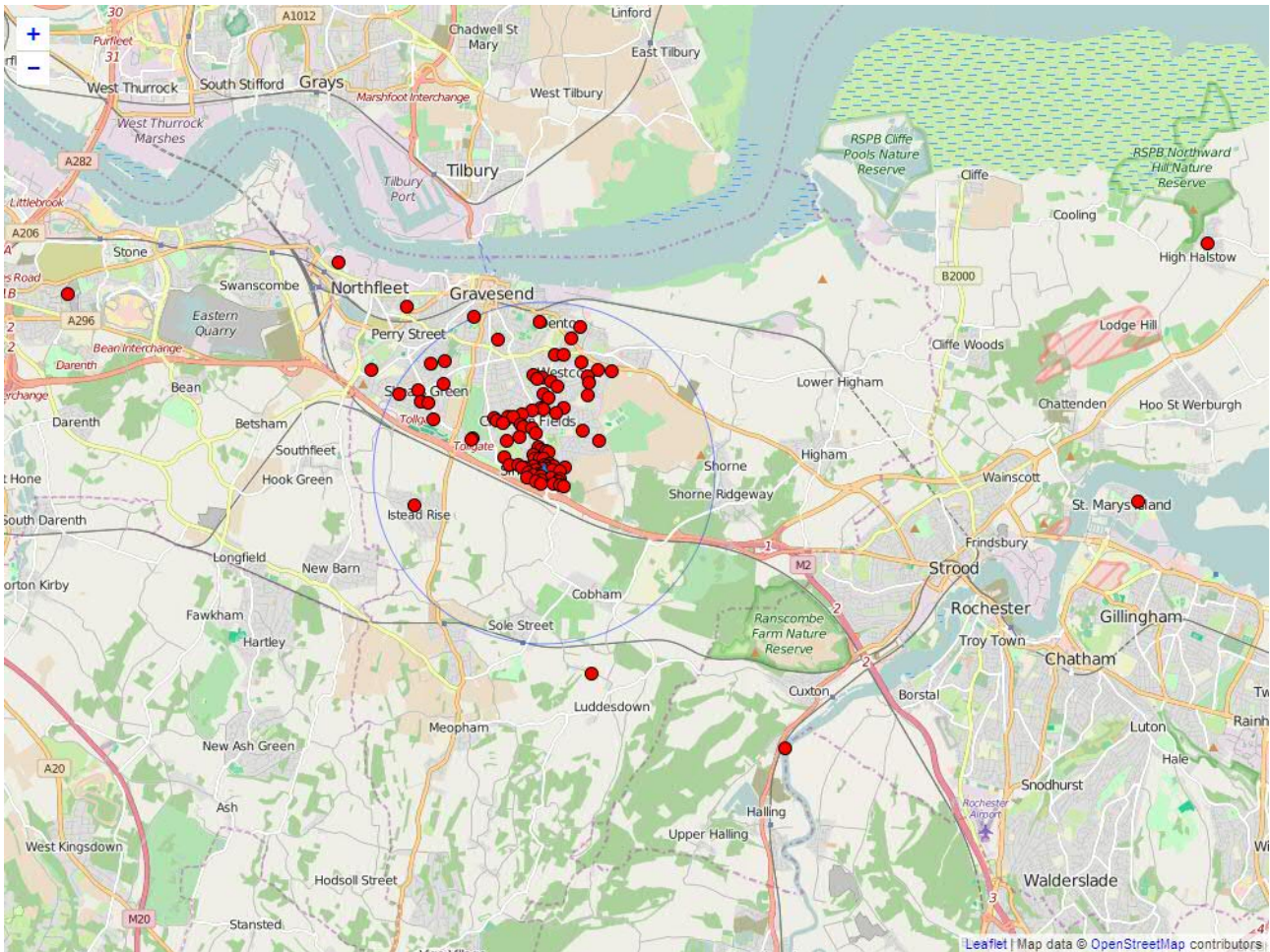
The school has no SEN pupils with specific transport needs.

4 Pupil & staff postcode maps

Staff Postcodes



Pupil Postcodes 16.11.15



5 Travel plan details

5.1 Previous travel plan

The school has a previous travel plan (2005), with the following objectives, targets, issues and successes.

The main objectives of our old travel plan using the views we obtained from our consultation were as follows:

Objectives:

1. To encourage more children and adults to walk to and from school or use public transport.
2. To help us understand how we travel to school has an impact on our health and on our local environment.
3. To make it safe and easy for children and adults to access our school.

Targets:

1. Reduce the number of car journeys to school by 2% by December 2006
2. Encourage and maintain number of children who walk to school by 2% by December 2006
3. To increase awareness amongst pupils, staff and parents about the environmental, safety, health and social consequences of their travel choices.
4. To improve pedestrian access and safety on the school site.

5. To engage with the local authority to get road safety and traffic calming work done on Misikin Way/Ifield Way.

Successes

1. The local authority did put yellow lines on Misikin and Ifield Way to improve safety around the school.
2. Improved pedestrian access to the school, new gates installed and pathways at front and back of school were improved and pedestrians and vehicles were segregated.
3. Have been working towards maintaining healthy school status.
4. In January 2005 51% of the children walked to school and 48% came by car.
5. In March 2015 54.1% walked to school and only 45.3% travelled by car.
6. Extension of paved waiting area for pedestrians.
7. Construction of pedestrian waiting canopies at all entrances.
8. Improved lighting to pathways into school.
9. Improved pedestrian steps into rear access.
10. Due to major road and rail improvements (moving of the A2 and high speed rail link) children became involved with the LEA on planning local environmental improvements which led to greater awareness of health benefits of walking and a new park being built, improvements to park at bottom of school driveway and extension of the local library reducing the need for the local community to travel. The improvements have all been sustainable.

5.2 Reason for new travel plan

Due to the proposed expansion on the school.

6 Surrounding roads

6.1 Surrounding roads

The school is located in Mackenzie Way, which in turn comes off Ifield Way and Marling Way which lead to Valley Drive and Hever Court Road. These main roads access the A2 and also lead to Gravesend. There is a footpath all the way round on both sides of the road. Mackenzie way is also a bus route.

There is a lit pedestrian walkway at the back of the school which is accessed through closes and garages which many parent use. These walkways and bushes are council owned. The access to the main vehicle entrance leads out onto Mackenzie Way. The footpath at the bottom of the driveway is council owned. Children have to cross the shops' car park entrance and also across the main roads, Mackenzie Way, Marling Way and Ifield Way which are all bus and coach routes to reach their homes.

6.2 Entrances and exits

There is one access point for vehicles entering the school from Mackenzie Way and two access points for pedestrians (Mackenzie Way and Thistledown). Pedestrians are currently kept separate from traffic when in the school grounds.

6.3 Parking restrictions nearby

There are school clearway markings outside the school.

There are parking restrictions on nearby corners

There are traffic restrictions on Mackenzie Way, Ifield Way and Marling Way and parents are not allowed to park on these at peak times.

At the front entrance there are designated areas for the buses to park. In the main, cars do not park in these areas, although they are parked in areas right up to designated areas. Parents are not allowed access to the staff car park and they either park in the shops' car park or in the surrounding roads.

The school has a small staff car park that provides 8 marked spaces. This does not offer enough capacity for the staff and they park along the driveway, this can restrict access to larger vehicles.

Some staff have requested that the school look to provide extra parking spaces. The new building for the expansion will provide approximately 16 more parking spaces. Two of the marked staff parking spaces are designated for disabled use.

6.4 Traffic management measures

The school offers no traffic management measures.

6.5 Drop-off on roads outside the school

Parents drop pupils off on nearby roads.

They stop in the middle of Mackenzie Way and drop their children off for the main entrance or they drop them at Marling Way/Thistledown. There are a number of parents who drop their children by the roadside.

The school regularly reminds parents to park responsibly.

6.6 Congestion and access problems

The school experiences no traffic congestion or access problems.

7 Car parking & usage

7.1 School car park

The school has an on-site car park.

In total, 8 parking spaces are available.

Parking spaces are not managed.

No parking spaces are allocated.

7.2 Drop-off points

The school has no off-site drop-off point.

Parents are not able to drop pupils off within the school grounds.

7.3 Parking on surrounding roads

Members of staff do not (have to) park on the surrounding road network.

7.4 Other parking issues

Members of staff can park on the school site or on the surrounding road network.

Due to the future build we are increasing staff numbers and the local authority is proposing other areas to park within the school site.

8 Pedestrian facilities

8.1 Access by footpath

The school is accessible by footpaths which are of good quality but which lack safe crossing points.

No dropped curb or tactile surfaces.

8.2 Access difficulties for pedestrians

There are some access difficulties for pedestrians.

Parents and children have to cross the entrance to the shops' car park.

8.3 Crossing patrols

None.

8.4 Highway signs

The school has requested in the past improved signage, humps and pedestrian crossings.

8.5 Walking bus

The school does not have a walking bus.

Not having a crossing patrol means we cannot set this up currently.

8.6 Other walking initiatives

The school does have a healthy schools club which promotes food, healthy eating, lifestyle and exercise to the children.

The School is now funding the "Super Wow Kent walk to School Initiative " at a cost of £250, to encourage children to walk to school. The initiatives of Walk on Wednesday and Active Bug have been combined to encourage green travel to school to help children get fit and healthy and reduce traffic congestion at the school gates.

8.7 Other pedestrian issues

The new Super Wow Kent Walk to School Initiative should encourage more children to walk to school as it rewards them with incentives including certificates, stickers and trophies.

Some teaching staff walk to school but some do not live within walking distance.

9 Cycling & scootering

9.1 Pupil scootering

Some pupils (7) scooter to school.

Changes daily but many children scooter with parents.

9.1a Scooter parking/storage

Scooter parking/storage spaces (8 total) are provided.

At entrance to staff car park

Used appropriately, meets with current requirements

9.1b Encouragement & promotion of scootering to pupils & parents

Scootering is encouraged and/or promoted.

Parents are now aware of the provision of suitable parking facilities. Hands up survey make children aware of this.

9.1c Other scootering issues

Parents do not always monitor the safe usage of scooters before and after school. Reminders have been sent to parents to supervise their children on site.

9.2 Pupil cycling

Some pupils (6) cycle to school.

Changes daily, more in the summer and after Bikeability. Children do cycle to school when accompanied by an adult

9.3 Staff cycling

Some staff (1) cycle to school.

Most staff live too far away from school to cycle. They also need to take books home to mark.

9.4 Cycle routes/lanes

The school site is not accessible by external cycle routes/lanes.

9.5 Cycle parking

Cycling parking (8 places) is available.

Location of cycle parking: At entrance to staff car park

All cycle racks are covered.

No cycle racks are secure.

No cycle racks are lit.

All cycle racks are near building entrances.

9.5a Utilisation of cycle parking

Used appropriately, meets current requirements

9.6 Cycle training

The school accesses cycle training from KCC's "Kent Bikeability" scheme.

9.7 Encouragement & promotion of cycling

Cycling is encouraged and/or promoted.

We provide the excellent KCC Bikeability training for Y6 pupils. The roads around school are fast and congested and the lack of a crossing patrol discourages parents from allowing children to cycle unsupervised. They do cycle accompanied by parents

Provision is made for storing cycles and we hope to promote this much more in the future once the building works are completed.

9.8 Other cycling issues

The roads can be dangerous for the younger pupils and there are no cycle lanes surrounding the school.

10 Public transport

10.1 Use of public transport

No public transport is used by staff.

3 children use public transport.

10.2 Obstacles to use of public transport

54.1% walk to school and 45.3% travelled by car. There is no train station close to the school.

10.3 Promotion of public transport

We don't actively promote public transport.

10.4 Bus stops and services

10.4a Bus stops within 400m of site entrances

A single bus stop with one 490 service between Dartford and Gravesend. There is also on the corner a 455 stop which only runs between 9 and 5 and only one bus per hour.

10.4b Services currently serving these bus stops

A single bus stop with one 490 service between Dartford and Gravesend. There is also on the corner a 455 stop which only runs between 9 and 5 and only one bus per hour.

10.4c Shelters at these bus stops

The shelters are typically clean.

The shelters are not well lit.

The shelters have neither timetables nor live travel information.

The shelters have seats.

10.5 Railway stations and services

There are no railway stations near the site.

11 Contract transport

11.1 School buses

There are no dedicated school buses.

11.2 Taxis

Taxis, whether for SEN or other students, are not a regular part of the school day.

11.3 Parking issues related to contract transport

None.

11.4 Other contract transport issues

None.

12 Current travel issues

12.1 Overview

Not having a crossing patrol person.

Fast traffic on Marling Way, Ifield Way, Hever Court Road and Valley Drive.

Staff parking.

Shrubbery needs to be cut back by council more regularly.

12.2 Resolved, outstanding & new issues

Also we have staggered finish times in an effort to ease parking congestion.

Pedestrian access to the school has been made safer with fencing put between the path and the school car park and gates installed at the bottom of the driveway to restrict access to parents.

Bikeability courses have been put in place to encourage bike riding for the future.

Improved signage and traffic calming measures have been requested in the past.

13 Travel survey results

modal split (actual) - pupils

	24/Sep/2015	4/Jul/2016
Walk	53.4 %	49.5 %
Park & walk		11.1 %
Scooting/skating		0.5 %
Cycle	0.0 %	1.0 %
Bus (all types)	1.5 %	
School bus		0.0 %
Public bus		0.0 %
Train	0.0 %	0.0 %
Car (alone)	38.8 %	35.1 %
Car share	5.8 %	2.9 %
other	0.5 %	0.0 %

NB rounded percentages may not add exactly to 100.0%

modal split (ideal) - pupils

	24/Sep/2015	4/Jul/2016
Walk	31.1 %	31.3 %
Park & walk		5.3 %
Scooting/skating		18.8 %
Cycle	16.0 %	25.5 %
Bus (all types)	6.3 %	
School bus		4.8 %
Public bus		4.3 %
Train	0.0 %	1.4 %
Car (alone)	12.1 %	6.7 %
Car share	13.1 %	1.9 %
other	0.0 %	0.0 %

NB rounded percentages may not add exactly to 100.0%

modal split (actual) - staff

	24/Sep/2015
Walk	24.1 %
Cycle	0.0 %
Bus	0.0 %
Train	0.0 %
Car (alone)	75.9 %
Car share	0.0 %
other	0.0 %

NB rounded percentages may not add exactly to 100.0%

modal split (ideal) - staff

	24/Sep/2015
Walk	24.1 %
Cycle	0.0 %
Bus	0.0 %
Train	0.0 %
Car (alone)	75.9 %
Car share	0.0 %
other	0.0 %

NB rounded percentages may not add exactly to 100.0%

14 Issues & objectives

14.2 Objectives

1	<p><i>To further encourage more children and adults to walk to and from school or use public transport</i></p> <p><i>We need to better understand the concerns and motivations of parents who bring their children to school by car and need to measure the effectiveness of initiatives, so that we can focus energies on those that have most impact. In particular, we need to carry out long term monitoring, so that changes over time can be identified. For instance, the Hands-Up and Travel Surveys could become an annual feature rather than an occasional exercise. Make travel awareness part of a 'Start of Year' pack for all parents, this will detail the alternative access points, and emphasise the problems caused by overuse of the main roads. Also to educate the children on health and environmental benefits.</i></p>
2	<p><i>To continue to make it safe and easy for children and adults to access our school on foot</i></p> <p><i>When the expansion of the school takes place and the new car park is added, ensure that a safe pedestrian crossing is in place to separate pedestrians from vehicles. Ensure the back entrance steps and pathways are maintained and gritted during severe weather. Ensure the canopies giving pedestrians shelter are installed on the new building and maintained on the old building.</i></p>
3	<p><i>To help children to understand how we travel to school have an impact on our health and local environment</i></p> <p><i>To offer Bikeability Scheme to Year 6 children. As part of healthy schools encourage children to learn about the health and environmental benefits of walking to school. Undertake regular Hands Up Travel Surveys. Encourage walk on a Wednesday and assemblies on travelling to school.</i></p>

15 Targets

A	<i>reduce % of pupils coming to school by car from 45% (Mar 2015) to 43% by Jul 2016</i>
B	<i>increase % of pupils walking to school from 54% (Mar 2015) to 56% by Jul 2016</i>
C	<i>increase % of staff cycling to & from school from 0% (Mar 2015) to 3% by Jul 2016</i>

16 Action plan

<i>summary</i>	<i>tasks</i>	<i>lead</i>	<i>timing</i>
Car Share - To increase the percentage of staff car sharing.	To remind staff at meetings about car sharing, in particular during the period of the expansion works.	Michelle Brown	start by 1/Jan/2016
Bikeability (KCC) - Healthy Schools Co-ordinator to arrange Bikeability course for Year 6	Contact KCC Bikeability Scheme	Daniel Harrison	start by 24/Jul/2015
Parking off site-To monitor parking situation off site in local community during expansion programme and when completed.	Monitor situation during building project through feedback from residents and school parents. Monthly reviews of feedback during building works and then annually from completion. Liaise with PCSO to monitor parking at drop off and collection times. Inform parents by text/ e mail or in person if any concerns are raised. Liaise with project manager regarding re-opening of back entrance to school at earliest opportunity to relieve congestion. Use New Parents Meeting and introductory pack to draw attention to the need to park respectfully in the surrounding areas.	Michelle Brown	start by 11/Apr/2016
Parking on site-To monitor parking situation on site during expansion programme and when completed.	Present car park will remain in use and new additional car park will be completed in May 2016 providing 16 additional spaces. Local staff have agreed to walk/ share lifts to alleviate parking issues. Parents and visitors informed in advance of restrictions. Measures in place to assist access for disabled drivers. Access to site for all vehicles is monitored by Office and Site Manager and on entry system. Monitoring of system to take place monthly during expansion work and then annually.	Michelle Brown	start by 21/Mar/2017
Annual Survey - Complete Hands Up Survey in Term 4	Download and complete annual Travel Survey	Alison Nash	finish by 31/Mar/2016
Police - Invite PCSO into school to speak to children about road safety	Contact PCSO	Alison Nash	start by 31/Jul/2016
Prospectus - Insert poster into Prospectus	Design travel to school poster	Diane Hall	start by 31/Oct/2015
School Newsletter - Continue to remind parents about park and walk and walking to school and the healthy benefits.	To add travel item to termly newsletters	Michelle Brown	start by 23/Jul/2016
Pedestrian Training - Investigate providers for Road Safety Training and book workshops	Deputy Head to find providers and costings	Alison Nash	start by 31/Mar/2016
Walk to School Week - Arrange walk to school week	Healthy Schools Co-ordinator to add to healthy schools action plan and diary School to participate and fund Super WOW Kent Walk to School Initiative to encourage greater uptake in walking to school.	Daniel Harrison	start by 22/Jul/2016

17 Monitoring and reviews

The Travel Plan will continue to be monitored closely by the school, and reviewed on an annual basis.

The school agrees to complete an annual review and pupil hands up survey when requested by KCC. The hands up data and review will be feed into KCC's Travel Plan Management System. This will be led by Alison Nash.

The review will take into account all pupils' needs arising from new developments in education and transport provision. A more detailed review will be carried out should the school seek planning permission for further development.

This Travel Plan has been agreed and signed up to by the following people, who agree to the plan being viewed publicly.

Headteacher	<i>Michelle Brown</i>	4/Jul/2016
Chair of Governors	<i>Dr King</i>	4/Jul/2016