

Whiteley Primary School

Travel Plan



November 2011



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The travel plan team ran a competition in October 2011 for the pupils to design a logo for the school Travel Plan team – the above logo was the winning entry and is utilised on all Travel Plan communications.

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1. Executive Summary

Background

In 1998, Clearly Hughes Associates were commissioned by Hampshire County Council to prepare a travel plan for Whiteley Primary School¹. The school was then under construction and pupils and staff were occupying temporary accommodation adjacent to the current site; much has happened since then.

To reflect the physical changes to the school, its setting, and the immediate environment, a revised travel plan was written jointly by the School Council and the School Travel Plan Team (comprising of both Staff and Governors) in May 2005 and then a further full review was performed in May 2011 and finalised in November 2011. The revised school travel plan set new targets for travel behaviour to and from school and aimed to monitor and appraise progress annually. The overall objective of the travel plan is to reduce the number of car trips to and from the school. There are clearly identified benefits to documenting and implementing a travel plan and these are detailed in 'appendix a'.

Whiteley School will be the first school in Fareham to submit an updated travel plan; this shows the schools commitment to the travel plan and its aims.

Current Position

In the 2011 survey 82% of pupils surveyed regularly walk, cycle or scoot to the school, as compared to 78% in 2005. Journeys to school by car have dropped to 18% (morning) and 13% (afternoons) in 2011 compared to an overall figure of 33% in 2005.²

This is a very positive shift in travel behaviour. The school seeks to maintain this figure and keep pupil and parent support high. The travel plan seeks to achieve this objective through:

- continued promotion of the travel plan
- motivation of pupils, staff and parents in regard to walking, cycling and scooting
- improving the safety of walkers and cyclists, within and on their way to school
- by encouraging the use of the park and stroll facility away from the school

It is also the school's intention to annually monitor the travel plan and assess its performance against the actions set out; to participate in the Hampshire annual travel survey and 'hands up surveys'; and to support and promote national schemes such as 'Road Safety week', 'walk to school week' and 'cycle to school week'. The results of the surveys will be reviewed by the governors annually.

Note 1 – See 'appendix b' for background information on Whiteley School

Note 2 – See 'appendix c' for detailed survey results

2. Current Situation and Actions

Current Situation

It was acknowledged that the school travel plan prepared in 2005 was in need of re-appraisal, as there was still congestion arising outside the school at the start and the finish of the school day. During the summer of 2011, the school travel team revisited the plan to identify the problems creating the congestion and set about finding solutions to offset these problems.

The following problems were identified in the 2010 survey and since the survey was undertaken:

- Queuing cars outside of the school
- Lots of traffic when it is wet
- Speeding traffic
- Car parking on grass, roundabout, private roads and lay-by outside school
- Insufficient parking around the school
- Double parking on Rookery avenue when dropping children off
- Limited drop off points for those coming by car
- Lack of covered bikes racks within school

Actions implemented

There have been a number of changes that have been made during 2010-2011 that are helping to address some of the traffic issues in Gull Coppice:

- Double yellow lines have been placed around the roundabout and roads within Gull Coppice, thus reducing the hazard of parked cars.
- Physical measures taken by the local authority include the removal of the lay-by outside of the school gates, widening the pavement and enforcement of the yellow zigzag no parking zone (the local police officer has regularly patrolled outside the gates to deter unsafe parking).
- Road safety signs have been placed at the front and rear entrances to the school.
- There has been extra promotion of the Park and Stroll scheme using the Parson's Collar car park.
- There has been a Board Walk placed from Rookery Avenue through the rear of the school grounds, to encourage cars to park at the rear of the school when dropping off children.
- A trial where the car park became a permit holders only car park and any extra spaces limited to 2 hours parking, this discouraged staff at the other businesses in Gull Coppice using the School and Community Centre Car Park.
- There have been signs placed around the car park warning of fines if parked for more than two hours, this has also had a positive effect on the

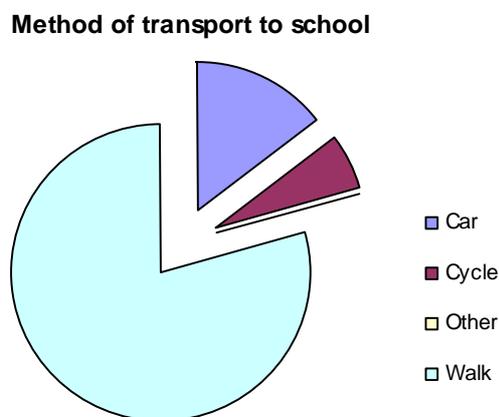
number of cars, not belonging to the staff of the school and community centre, parked in the car park.

- One path that is well used leading to Gull Coppice has been resurfaced, encouraging walkers, cyclists and those who scoot to continue.
- The school has also regularly requested on newsletters to parents that those who come by car to school are considerate with their parking – Particularly as a number of local businesses and local residents have complained about inconsiderate parking by parents.

These extra measures have had a positive effect on the number of vehicles using Gull Coppice at the start and end of school.

3. 2010 Survey Summary

The survey shows that as a school we have a high proportion (82%) of children and parents who already choose alternatives to using the car for the school run. However, as we are a large school, there are still children regularly being brought to school by car (18%) and the main reason for this is because parents are on their way to work. Compared to the National average of 28% this figure is low, however the amount of traffic is still causing concerns to parents and there is scope for a reduction in the amount of cars being brought into Gull Coppice.



With 18% parents still dropping children off on the way to work, it is necessary for us to consider ways of encouraging them to walk part of the journey by using drop off or parking places further away from the school. It is this group in particular who may benefit from a 'Park and Stroll' scheme.

The survey question covering the children's preferred mode of transport suggests that the majority are keen to walk or cycle and over 89% of children own a bike, so we must look for ways to encourage more parents to choose alternatives to the car where possible.

During October a hands up survey was performed and this highlighted that a 35% (average of AM and PM results) of pupils were utilising the new boardwalk entrance and 16% used the park and stroll facility. A review of the park and stroll was performed in July and this showed that a very small proportion of pupils were utilising this facility.

See 'appendix c' for detailed survey results

4. Conclusion and next steps

This report sets out the current situation with regards to the travel patterns of children, parents and staff at Whiteley Primary School. The results of the travel surveys are very encouraging, illustrating that many children and staff are currently walking, cycling and scooting to school. The cycle storage facilities are well used and have been expanded.

However, it is acknowledged that there is potential to do even better and encourage the 18% of children who are driven into school daily to opt for a healthier and sustainable mode for their journey to school.

The school travel survey has highlighted a number of principle actions to maintain or improve the current positive levels of those walking/cycling/scooting, reduce levels of those driving to the school entrances and improve road safety around the school. In summary the travel plan proposes to:

- Re-launch the park and stroll facility
- Increase the number walking cycling and scooting through promoting road and cycle safety, promoting good etiquette and behaviour inside and outside the school
- Lobby the Council to support the implementation of a pedestrian crossing on Yew Tree Drive
- Ensure safety markings are in place on Rookery Avenue
- Maintain the high number of pupils and parents who currently walk/cycle through the promotion of the travel plan
- Continue to encourage congestion away from the school
- Praise walkers, cyclists and those who scoot
- Write to parents and inform them of the problems at the school
- Restrict parking outside the school
- Consider providing drop off points near to the school

The travel plan will be regularly monitored and annually appraised – see appendix d for further details in respect of monitoring.

It is anticipated that the benefits of the school travel plan will be felt throughout the school as there will be less congestion around and in the school environment, that children, parents and staff will feel safer throughout their journey to school and that they will feel healthier and more confident when travelling to school.

The Head teacher and Chair of Governors support the contents of the plan and will wherever possible lead by example, encouraging the remainder of the school to participate in the good ideas and positive aspirations shared by the school travel plan team.

Signed:

Head Teacher.....

Chair of Governors.....

Date.....

Acknowledgements

We wish to thank the following individuals for their help and contributions:

- The School Council – Young Governors
- School Travel Plan Team - Vivian Achwal, Lesley Pennington and Alison Brodigan
- Nikki Worsdell (School Road Safety Officer) and Bethany Vartan/Oliver Thompson (Junior Road Safety Officers)
- Shire Hotels, in particular Dominic Osborne (manager of the Solent Hotel) and Trevor Webb (manager of the Parsons Collar Public House) - for their permission to use the pub car park for the Park and Stroll scheme

5. Whiteley Primary School Travel Plan targets and Action Plan

Target	Actions	Responsibility	Timescale	Review
1. Increase numbers using the 'Park & Stroll' facility on a regular basis to between 15 – 20 cars	a) To re launch, promote and support the Park & Stroll scheme, including the targeting of new reception children's parents for 2011.	STP team with support from local businesses	Promote to new parents Autumn 2011	Spring 2012
	b) To monitor the use of the Park & Stroll facility.	STP Team	On-going Spring/Summer 2012	
	c) Publicise the Park & Stroll scheme with local business through local press.	STP Team	Autumn 2011	
2. Increase the no. of children regularly walking/cycling /scooting to school by 20.	a) To promote walking/cycling etiquette through assemblies, school council, production of a code of conduct.	School council JRSOs/RSO Leadership team.	Regular promotion throughout year - focus Summer 2012	
	b) To promote walking/cycling through 'walk to school' week.	Leadership team STP team JRSOs/RSO	Summer 2012	
	c) To monitor children's behaviour at the school gates and through hands up surveys	Pupil monitors - JRSOs Leadership team STP Team	Autumn 2011/Spring 2012/Summer 2012	
	d) To implement cycle training in school.	RSO/JRSOs	Spring/Summer 2012	

Target	Actions	Responsibility	Timescale	Review
2. Continued	e) To hold a 'Road Safety' awareness week.	Leadership team JRSOs/RSO	Autumn 2011	Spring 2012
	f) To continue to promote school travel plan initiatives.	STP team, Leadership team JRSOs/RSO	On-going	
3. Improve road safety around the school through council lobbying and parent communications	a) Lobby the Council to support the implementation of a pedestrian crossing on Yew Tree Drive.	STP team	Summer 2012	
	b) Lobby the council to ensure safety markings are in place on Rookery Avenue.	STP team	Spring 2012	
	c) Regular communication to parents in regard to considerate parking and safe dropping off at the school and to highlight any problems experienced.	Leadership team	Ongoing	
	d) Regular communication and activities within the school to promote Road Safety initiatives.	RSO/JRSOs	Ongoing	

APPENDICES

Appendix a - Benefits of having a school travel plan

For the school and pupils

- Can help to reduce congestion and parking problems outside the school;
- Can improve accessibility to the school for walkers, cyclists and those on scooters;
- Can improve safety and health of those walking, cycling and scooting to school;
- Can contribute to improving the health and well being of children and staff;
- Can be used to attract funding from the Safer Routes to School Programme to enforce aspirations of the travel plan;
- Can help to improve and maintain relationships between the school and the local community;
- Can raise awareness amongst pupils, staff and parents of their local environment and their travel to school choices;
- Can contribute to the schools attainment and support of the Healthy Schools initiative.

For parents

- Reduces stress in being able to find a parking space outside the school;
- Provides a choice for parents when deciding how children can travel to school;
- Improves child safety when travelling to school;
- Allows parents to contribute to improving journeys to school.

For the local community and business

- Improves relationships between business, the community and the school;
- Reduces the impact of the journey to school on the local environment.

Appendix b - Background information on Whiteley School

Location:

Whiteley Primary School is located in the expanding development of Whiteley, north of the M27 motorway and east of Fareham. Whiteley has a significant number of residential dwellings (3,000+), a business park and retail outlet, food retail store, community centre, and doctor's surgery. The development is still taking place and the number of residential dwellings increasing.

Type of school and numbers:

The school is a 3-form entry school with a total of 623 pupils on role. The majority of the pupils at the school live on the Whiteley development (605) and the remainder live outside of the settlement. There are currently a total of 34 teaching staff, 18 support staff, 3 administration staff, 1 ICT support staff, 1 librarian, 2 caretakers, 10 midday staff and 4 cleaning staff based at the school on both part and full time basis.

Opening and closing times:

The school opens at 8.45am in the morning and afternoon lessons finish at 3.15pm. There is currently a breakfast and after school club which extend the operational hours of the school from 8.00am in the morning to 6.00pm in the evening. There are also a number of after school activities once the majority of pupils have left at 3.15pm.

Access to the school:

The school is well served by pedestrian and cycle ways from the Whiteley development and is accessible by both vehicles and pedestrians via Gull Coppice.

Gull Coppice is a one-way road which adjoins Yew Tree Drive. Also accessed off Gull Coppice are the Whiteley Community Centre, a physiotherapy and dental practice, a local neighbourhood store, and 4 retail units with accommodation above. There is surface car parking separating the school from the other developments, which is mutually shared between the school and the community centre. The car park can accommodate a total of 58 cars including 5 disabled spaces and allocated spaces associated with the community centre. In 2011 these were marked with a 'c' to indicate community centre and an 's' to indicate a school space. 33 spaces are marked with an 's', 18 are marked with a 'c', 5 are disabled spaces and 2 are designated for Hampshire County Council staff.

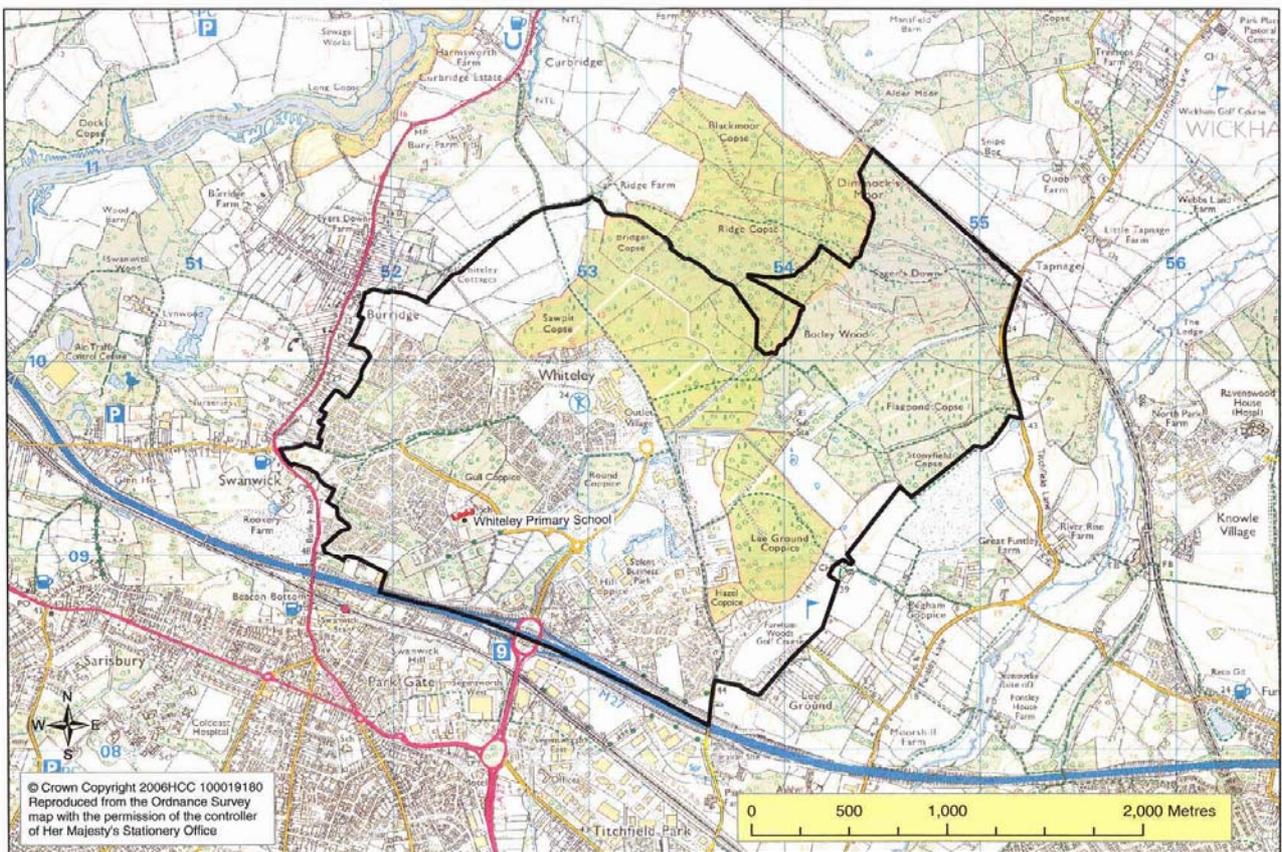
A series of 3 metre wide, red-surfaced paths serve the school from the nearby residential areas; both walkers and cyclists can use these. A shared path alongside runs the entire length of Yew Tree Drive and there is one to the rear of the school linking in with Hispano Avenue and Rookery Avenue. Within the school grounds there is now a board walk that leads from the entrance at the back of the School grounds, off Rookery Avenue.

The setting of the school and infrastructure serving it has helped to encourage pupils and parents to walk and cycle to the school. The school has a dedicated bike and scooter storage area within the school grounds that are both safe and secure. The facility is well used and has recently been expanded to accommodate further bikes.

Whiteley Primary School Location



Whiteley Primary School Catchment Area - Scale 1:23,000



Appendix c - Travel Survey Detail

An essential element of producing a School Travel Plan is to gather up-to-date data on the travel behaviour of pupils at the school.

May 2010 Travel Survey

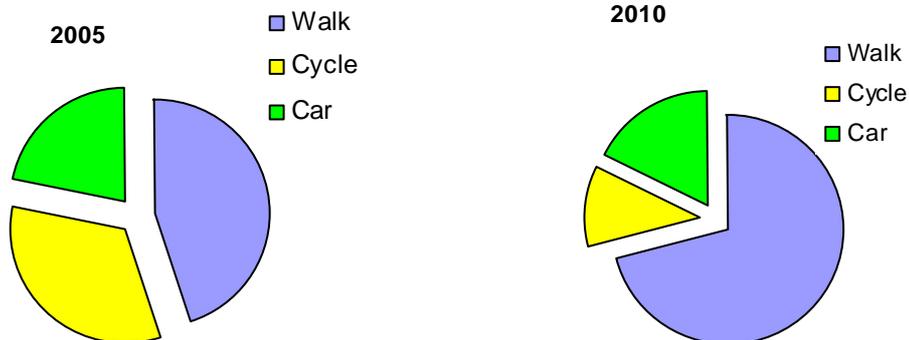
In March 2010, we sent home a travel questionnaire, produced by Hampshire County Council, to all pupils to complete with their parents. We received 265 replies (just over 40% participation rate) in May, although not all children answered every question.

The results of the travel survey questionnaire were collated by the Governors and they have also produced the graphs and charts for the travel plan. This section contains a summary of the overall results.

Current Travel Patterns

The May 2010 survey shows which mode of transport the children normally use to travel to school:

Mode of Travel	2005 Pupil Travel	2005 %	2009 Nat Average %	2010 Pupil Response	2010 %
Walk	129	45%	50%	187	71%
Cycle	93	33%	2%	30	11%
Car	62	22%	28%	47	18%
Public Transport	0	0%	20%	0	0%
Other	0	0%	0%	1	0%



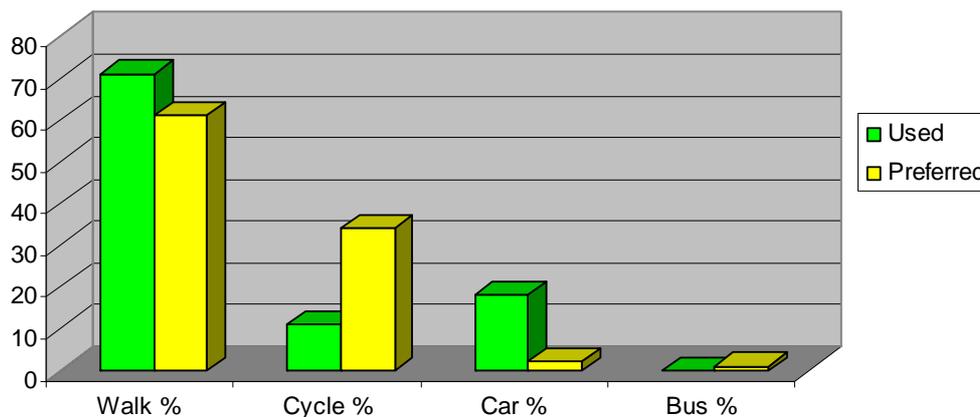
Responses to the May survey showed the majority (74%) of children arriving by car were being dropped off on the adult's way to work. 85% of children surveyed indicated they live less than 1 mile from school, with only 1% living over 5 miles away from school (national average is 1.5 miles).

Attitudes to travel

The survey asked children to indicate how they would like to travel to and from school if they were able to choose. It is very encouraging to see that only a small percentage of children would prefer to come by car 2% and most wish to travel by bicycle or walk (34% and 61% respectively)

	Walk %	Cycle %	Car %	Bus %
Used	71	11	18	0
Preferred	61	34	2	1

Methods used v preferred



Safety Issues

96% of children who responded stated that they owned a bike, with 89% saying that they wear a cycle helmet (this is not always reflected in observations at the school gate). Although a high proportion of respondents said that they wore cycle helmets, only 14% said that they wore some sort of reflective clothing. However, over half of those who answered said that they would like to (60%).

Year Group	Bike Ownership %	Helmet Ownership %	Flourescent clothing worn %	Like to wear flourescent clothing %
R	100	94	8	65
1	96	91	22	53
2	91	89	19	58
3	97	95	28	64
4	97	88	6	68
5	100	100	8	58
6	89	68	4	56
Total	96	89	14	60

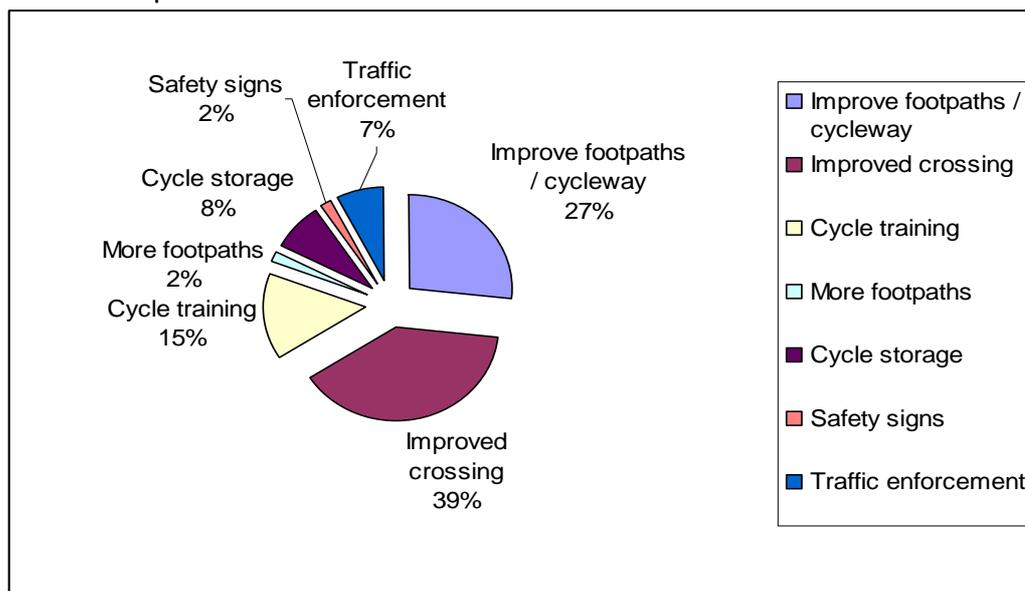
Accidents Reported

13 accidents were reported in the surveys, detailed as follows:

Footpath issues	3
Crossing road	1
Hit by other pedestrian/bike	1
Car/parking/one way system wrong way	4
Fell off bike	3

Improvement areas to make the journey easier

The respondents provide feedback in regards to areas of improvement to make their walking/cycling to school easier. The following is a summary of the comments provided:



May 2010 – Hands Up Survey Results

Whiteley Primary School takes part in the Hampshire Hands-up Survey for which teachers collect information on how the children in their class travel to and from school on a particular day.

Hands-up Survey Summary Data

1. This morning, how many pupils travelled to school (for the main part of their journey).

Travel to school Today?					
Year	Walk	Cycle	Bus/Taxi	Car-Alone	Car-Share
6	40	16	0	24	0
5	34	15	0	25	2
4	32	21	0	25	0
3	49	10	0	23	0
2	52	13	0	19	0
1	43	16	0	25	2
R	28	11	0	15	2
Total	278	102	0	156	6
Total %	51	19	0	29	1

*Please note, not all YR children had started school at this time.
Within this survey, scooters were included in the walking figures.*

2. If pupils were able to choose how they travelled to and from school, how many would like to..

Like to travel to school?					
Year	Walk	Cycle	Bus/Taxi	Car-Alone	Car-Schare
6	29	51	0	0	0
5	21	40	8	5	2
4	12	60	0	6	0
3	19	49	3	4	7
2	32	32	10	6	4
1	21	39	12	6	7
R	16	29	6	2	3
Total	150	300	39	29	23
Total %	28	55	7	5	4

Please note that not all YR children had started school at this time, and not all those present answered this question.

Within this survey, scooters were included in the walking figures.

This information is encouraging as it shows a high proportion (70%) of children already walked, cycled or scooted to school on this day, but also a higher proportion would choose to do so if they could (83%).

The Teaching Staff Survey Results

Year	Walk	Bicycle	Bus	Train	Car (alone)	Car (shared)
2005	5	2	0	0	20	3
2010	5	2	0	0	33	0

The majority of staff drive to the school as single car occupants. However, a third travel to school by alternative means as they live locally.

October 2010 – Hands Up Survey Results

Whiteley Primary School takes part in the Hampshire Hands-up Survey for which teachers collect information on how the children in their class travel to and from school on a particular day. This particular survey was devised to provide an indication of the use of the newly introduced boardwalk.

Hands-up Survey Summary Data

Over a third of the pupils who were present use the board walk in the morning and almost a third in the afternoon. This helps to steer traffic away from the front entrance of the school and therefore improve safety in particular from those walking, cycling and scooting to school.

	Travel to school Today?				
Year	Used boardwalk AM	Dropped Off	Use boardwalk PM	Picked up Rookery	Park & Stroll this term
6	12	8	12	1	1
5	14	5	11	5	5
4	26	17	27	12	15
3	19	6	22	1	7
2	26	6	20	2	11
1	35	0	31	0	23
R	26	0	16	0	7
Total	158	42	139	21	69
Total %	37	10	32	5	16

Appendix d - Monitoring

It is proposed that the school travel plan is monitored by the following means:

- Through quarterly school travel plan team meetings
- Through quarterly meetings with the Road Safety and Junior Road Safety Officers
- Through participating in the Hampshire hands up surveys
- Twice yearly hands up surveys of pupils and staff travel behaviour
- Twice yearly cycle/scooter count (coinciding with school travel plan meetings)
- Quarterly monitoring of the park and stroll facility
- Meetings with members of local community, including the Police, as required

Appendix e - Policy Background

Nationally:

Travel Plans are an important part of government planning policy and good accessibility is a key element in achieving sustainable communities. Planning Policy Guidance Note 13 (2001) sets out a clear role for travel plans and Planning Policy Statement 1 (2005) has further reinforced the role of travel planning. As a tool, they can help reduce the need to travel and cut congestion and pollution, promote healthier lifestyles, and create more attractive neighbourhoods.

School travel plans are a way of understanding the travel patterns of pupils, parents and staff and are a tool for setting actions to encourage less use of the car in favour of more sustainable modes, such as walking, scooting and cycling. The travel plan also encourages the 'health and well being' of pupils by integrating exercise into the journey to and from school. Childhood obesity is on the increase and the journey to school is a simple way of increasing physical activity amongst children. As well as being a form of exercise, the journey to school can increase general stamina, energy and alertness in children, preparing them for their school day.

The Department for Education and Skills (DfES) is also encouraging schools to produce travel plans and has produced guidance in the form of a 'Healthy living blueprint for Schools' (2004) which encourages children to walk or cycle for part or all of their journey where it is safe and practical to do so. The Every Child Matters Agenda also encouraged schools to be aware of the health of the child and suggested ways that a healthy lifestyle could be promoted.

The Department of Health and the Department of Education and Skills are also jointly promoting a 'Healthy Schools' initiative, which not only focuses on the diet of children, but also the amount of physical activity incorporated within the day. Travel plans are an integral part of the Healthy School Standard, particularly in the Safety, Environment, Physical Activity and Citizenship areas, providing children with the skills and knowledge to better make decisions affecting their health and well being.

Appendix f – Travel Survey Form

Whiteley Primary School Travel Survey

We would appreciate it if you could complete and return this survey to the school office by the end of term. Thank you

Child's Name (optional):

Postcode: _____

1. How do you intend your child to come to school on most days? (please circle).

If you come to school in more than one way then please put a 1 by the method you will use for the biggest part of the journey and then tick the others you use.

Walk	Taxi
Cycle	Car
Bus/Train*	Mini-Bus
School Bus	Other (please state)

2. Why do you intend to come to school that way? (please circle)

Easy for you	Cheap
Distance from school - near	Not many footpaths
Distance from school - far	Personal Safety
No bus or train available*	Other reasons (please state below)

*Timetabled Bus or Train Service

3. If you intend to come to school by car, how many people will travel together? (Please put number)

Adults _____ School children _____

4. If your child will come by car, will they be . . . (please circle)

- Dropped off by parent on their way to work?
- Dropped off by someone else on their way to work?
- Dropped off by parent not on their way to work?
- Dropped off by someone else not on their way to work?

5. If you intend to walk or cycle, is there anything that would make your journey safer or easier? For example, better cycle storage, better footpaths, better crossing facilities or cycle training.

6. Are there any reasons why you or your child might feel unsafe on your journey to and from school?

If there are particular places where you feel unsafe please list these below:

7. How do you intend your child to go home from school each day?

Walk

Cycle

Bus/Train*

School Bus

Taxi

Car

Mini-Bus

Other (please state)

8. Why do you intend to go home from school that way? (please circle)

Easy for you

Distance from school - near

Distance from school - far

No bus or train available

Cheap

Not many footpaths

Personal Safety

Other reasons

(please state below)

9. Ideally, how would you like your child to travel to and from school?

Why?

10. Are there any other comments you would like to make about the things that will influence the way you travel to school?

Thank you for taking the time to complete the survey.