

Stanbridge Primary School Travel Plan 2011

This travel plan is the second document produced by members of the Stanbridge Primary School community which addresses issues relating to how staff, pupils, parents/carers and other visitors travel to our school site. As with the first travel plan this one has been produced after collaboration between teachers and governors, but additionally, draws on outcomes from a comprehensive survey of all stakeholders regarding their attitudes towards travelling to Stanbridge which was carried out in Autumn 2010. Due to actions by both the governors and local authority to improve road safety around Stanbridge Primary and increase opportunities to walk or cycle to school since 2005, there arose a need to update the travel plan and refocus its objectives. Therefore, this document reflects changes to certain travel related features both inside and outside the school site and contains new targets which, through a continued whole-school approach, we hope to achieve. This travel plan is a significant aspect of Stanbridge's status as a 'healthy school' because it chimes with the government's initiative of encouraging pupils to lead healthier lifestyles through, for example, walking or cycling safely to school whenever possible. At Stanbridge the well being of the pupils is at the heart of all the efforts made by teaching and non-teaching staff, as well as those of the governing body. This renewed travel plan is a considered move towards improving the pupils' journeys to school and reflects the specificities of Stanbridge's locus within the Bristol suburb of Downend and its surroundings.

Site Assessment

School Details

STANBRIDGE PRIMARY SCHOOL

405 Pupils aged 4 – 11 years

17 teachers, plus the headteacher, 7 TAs, 4 nursery nurses and 10 SMSAs. There are kitchen and cleaning staff who are sub-contracted, a site manager, financial manager, school secretary and 2 receptionists.

Pupil Catchment Area

The locality is a north-eastern suburb of Bristol with a mixed socio-economic base including both private and public housing. The school does not have a high percentage of children who qualify for free school meals.

Location and Layout

Stanbridge Road, Downend, Bristol, BS16 6AL

The main entrance to the school is via Stanbridge Road and consists of a gated vehicle entrance with gated pedestrian access on either side. There are also 2 pedestrian only entrances on the Westerleigh Road opposite Mangotsfield Cemetery, plus a footpath leading down behind the school field towards Brook Road which also has a lockable gate.



A car leaving the main entrance at Stanbridge School.



One of two pedestrian entrances on Stanbridge Road.



The footpath leading down to Brook Road from a gate on the left side of the school field.

The school car park is at the front of the school and has a '1-way' roundabout for the purpose of traffic egress whilst on the premises. Since 2005 the governors' premises committee used funds from the school budget to reduce the size of the roundabout and grass verge, and to white line the layout of the parking spaces in order to increase capacity and improve clarity for drivers. There are now more parking bays for staff and 3 bays for taxis immediately outside the main entrance, as well as 2 for disabled badge holders and 1 for the headteacher. The preschool now also has marked parking spaces specifically for its staff which are used daily. These improvements have helped staff and visitors find adequate parking spaces within the school car park, but parent/carers must continue to park off site if they drive to Stanbridge. The governors also used a local authority grant awarded to the school after the submission of the first travel plan to erect 2 cycle parks on the site: one for adults only in the school car park and the second behind the KS2 classes for pupils.



This recent photograph shows the reduced roundabout which is centrally placed in the school car park and some of the white lined parking bays for staff and visitors. There are now 2 marked bays for disabled use next to the ramp leading up to the main entrance and a cycle park for adult visitors to use.



The above photograph shows the second of 2 cycle parks erected on the school premises since 2005. This particular cycle park is designated solely for the use of pupils and is situated away from the car park so as to avoid any proximity with traffic.

Parents are not allowed to drive onto the school premises for the purpose of dropping their children to school in the morning, or for collection at the end of the day. However, when bringing children to evening classes, or other events held out of school hours, parents/carers can then drive into the car park.

Delivery lorries use the car park area next to the school kitchen and other delivery vans park near the school entrance.

There is a decommissioned bus stop next to the school adjacent to the boundary fence bordering the infant playground and the Westerleigh Road. This unused bus stop is close to a new double gate leading onto the infant playground which was installed a year ago to ease pedestrian congestion from the Westerleigh Road. This gate is heavily used by parent/carers and pupils, but does not have a railing opposite it to discourage children from running straight out of the playground onto the road as is the case at other pedestrian entrances around the school premises. The lack of railings to help stop pupils leaving the school and walking straight out onto the Westerleigh Road was highlighted as a significant requirement to aid pupil safety by the parent/carers who responded to the school travel survey; therefore, the installation of new railings on the kerbside opposite these gates is now a new target for this school travel plan.



Adjacent to the school's Westerleigh Road gate is a pelican crossing which was put in place by the local council's road planning department in the summer of 2005. This crossing is heavily used by parent/carers and pupils from both Stanbridge Primary and Downend Secondary School. It has made a great difference to pupils' safety when crossing Westerleigh Road and helps parent/carers and teachers to keep their children safe. At the same time as the pelican crossing was installed the roads' department painted more zig-zag lines either side of it and across the the main entrance to the school car park on Stanbridge Road itself. There is also a pedestrian crossing island close to the entrance to King George V park on the Westerleigh Road. However, despite these improvements, 12 parents complained in the school travel survey that problems continue with traffic when they cross the Westerleigh Road further down by the park. Currently, the council is planning a new zebra crossing down the hill away from the entrance to Downend School on the Westerleigh Road. The benefits of this new development for road safety for both local schools will require monitoring in the future.



The KS1 staff always supervise the collection of their pupils directly from their classes, but parents themselves conduct their children on and off the school premises. The Year 3 staff also ensure that their pupils are collected appropriately, whilst older children make their own way off site accompanied by a designated adult. Any uncollected child is not allowed off site and must stay in the school reception area until their parent/carer arrives.

What time does school start 8.55am.....
and end 3.20pm.....

Pupils are only allowed off site at lunchtime if being taken by their parents/carers for a prearranged appointment.

Lunch is from 12.00pm to 1.00pm for KS2 and 12.00pm to 1.10pm for KS1.

The school site is shared with Stanbridge Preschool during the day and the Out of School Club after 3.20pm, as well as the Breakfast Club which starts at 8am.

Out of school hours activities:

On various evenings and Saturday mornings the school hall and/or gym are used by 2 different dance schools and a fitness instructor who runs exercise classes. There are frequent meetings held by the school governors, PTA and teachers after school opening hours and this often leads to use of the car park during the hours of darkness. As a result, having more outside lighting situated in the car park to improve night time visibility is another objective of this travel plan.

Site Survey

Speed limit: Westerleigh Road: 30 mph...Stanbridge Road: 30mph

78% of the parents who responded to the school travel survey and 54% of the neighbours were in favour of a reduction in the speed limit on the Westerleigh Road. Our survey made it clear that a reduction in the speed limit would include traffic calming measures, so those parents who were in favour of this action must have also been aware of the strong likelihood of these consequences. A reduction from 30mph to 20mph is a key target of this travel plan and will be communicated to the local authority roads' department before they initiate any further changes to traffic calming measures on the Westerleigh Road.

Road and footway widths:

Westerleigh Road: 6m grass verge with 1.5m adjacent footpath – road width: 5m

Stanbridge Road: sloping grass verge with 1m adjacent footpath – road width: 3m

Street lighting:

These are low pressure sodium type street lights which emit a monochromatic yellow light that has poor colour rendering. Objects are silhouetted against their background.

Type of road markings and their condition (including 'SLOW' markings):

Westerleigh Road: 30mph roundel road markings to reinforce speed limit plus SLOW markings to warn drivers. There are yellow zig-zag lines and KEEP CLEAR markings adjacent to the pedestrian entrance which are in good condition.

Stanbridge Road: Yellow zig-zag lines and KEEP CLEAR markings in front of main entrance and opposite side of road. The council has plans to white line around the kerbs that are adjacent to Stanbridge and Westerleigh Roads.

Crossing method; School Crossing Patrol, Pelican, Puffin, Toucan, Zebra, pedestrian phase at signals, pedestrian refuge, bridge, underpass

There is a pelican crossing serving both Stanbridge and Downend schools on the Westerleigh Road. There has not been a school crossing patrol at the beginning and end of the day on Peache Road, as has been the case in previous years, due to the absence of applicants to frequent adverts for such. Stanbridge will continue to advertise for a school crossing patrol in the hope of offering the post to a suitable applicant, particularly in the light that 45% of the pupils who completed the school travel survey listed school crossing patrols as a desired method for helping keep them safe.

School warning signs; type, number and location; use of microtima flashers

There is a school crossing patrol sign on the Westerleigh Road which flashes orange wigwag lights at the start and end of the school day. Currently the council has plans to move this further away from school in order to improve its visibility through reducing obstruction by trees.



On Stanbridge Road there is a red triangular school warning sign plus 2 others indicating parking restrictions.

School keep clear markings; length, location and condition; other waiting restrictions

Outside both the main entrance on Stanbridge Road and the pelican crossing on Westerleigh Road are sited yellow zig-zag lines with SCHOOL KEEP CLEAR markings.



These zig-zags and 'school keep clear' signs were painted on Stanbridge Road by the local authority after the installation of the pelican crossing on the Westerleigh Road in 2006, which also had zig-zags painted out from the posts. Whilst these have been helpful in deterring parent/carers and visitors to Stanbridge from parking inappropriately around the school, concerns by neighbours and parents about inconsiderate or illegal parking was a key outcome of the recent survey. 20 comments were made by parents about car users parking on drives, lines and junctions – all of which could endanger pupils trying to cross roads next to Stanbridge safely. 22% of the neighbours who responded to the travel survey indicated that they would be in favour of improved road markings, whilst 58% of them complained about poor parking. Hence, as there are no lines edging the kerbs on the corners of Stanbridge Road and Westerleigh Road, painting lines around this important junction would form another target for Stanbridge's revamped travel plan, but the council is planning to do this soon anyway.

General parking activity at end and start of school day:

Stanbridge, Westerleigh and Graham Roads become very congested during school dropping off times with a minority of parents ignoring the yellow zigzag lines and using them as a drop off zone. Many parents park on the footpath forcing pedestrians to walk in single file or on the grass verge. There is a risk of pedestrians being hit by doors or vehicles as they alight the footpath. Parents also park across the 'SCHOOL KEEP CLEAR' markings leading to poor visibility for pedestrians. Both school staff and some of the neighbours of Stanbridge cited congestion as a serious issue in the mornings in the school travel survey. Local police patrol occasionally and have been informed in the past about inconsiderate parking. Notices warning of possible legal action have been disseminated amongst the school community via the newsletter. However, some parent/carers are proving resistant to parking considerately at all time, hence this situation will need monitoring in future and further warnings issued if required.

Future Expansion

There are no plans at present to enlarge the current school buildings, but Stanbridge has had a breakfast and after school club since Easter 2004. Pupil numbers remain stable at just above our PAL of 400.

Possible on-site congestion issues in the light of expansion plans:

Ease of access for the pre and after school clubs can cause parking issues for staff, parents or local residents; these may be exacerbated when large deliveries are made to the kitchen early in the mornings before school begins. However the governors' premises committee oversaw the building of the new preschool in 2006 and used this opportunity to increase the number of marked parking bays whilst at the same time reducing the size of the roundabout in the car park.

Possible off-site congestion issues in the light of expansion plans:

The closure of the Downend Secondary School lower site in 2005 has increased dramatically the numbers of pupils using the Westerleigh Road as a main route through to the upper site, and this directly affects congestion and safety issues around Stanbridge School. Downend School did take some action towards alleviating this problem at the end of the school day by changing the time lessons finish to 3.05pm: 15 minutes before Stanbridge. However, some of the pupils who replied to the travel survey stated that the secondary pupils walking along the paths and grass verges at the same time as them made them feel unsafe. 42% of Stanbridge pupils suggested that separate leaving times for the 2 schools would help them to feel safe, although 75% of them did respond positively to the question of whether they felt safe on their journey to school and only 18% said that they had felt anxious or nervous occasionally. Liaising with Downend Secondary School about staggering the end of school day times will need to be negotiated.

Evidence of Consultation

Issues raised by the site assessment

Current on-site congestion issues:

Parking has improved on-site, but SMSAs often have to double park when they come into work. Pupils being dropped off and picked up for dance classes after school hours can cause congestion problems; there is a need for their accompanying adults to be more aware of keeping their child safe when crossing the car park when staff or other users are reversing their vehicles before leaving. In the school travel survey 41 out of 58 parents expressed concern about safety immediately outside of school.

Current off-site congestion issues:

Westerleigh Road is a main arterial route from the Avon ring road into Bristol and this results in it being heavily used by commuters and other drivers at different times of the day. Stanbridge is sited on this road, so when school buses pick up or set down opposite the Westerleigh Road cemetery, traffic is often delayed and this can cause some frustration for drivers. If a funeral runs late this can also add to congestion.

Existing routes to school

There is no specific school bus service other than transport for KS2 pupils to Longwell Leisure Centre for swimming lessons on various afternoons.

There are no designated cycle paths to Stanbridge.

Accidents

There have been no recorded accidents involving Stanbridge pupils in recent years, but in January 2007 a pupil from Downend School was knocked down on the Westerleigh Road.

School Travel Survey

Stanbridge holds an annual 'walk to school' survey in October whereby all pupils attending on one particular day are asked if they walked some, or all, of the way to school to which they can give a 'hands up' response. The results indicate that just over half the school's pupils walk some or all of the way to school, whilst the rest travel by car: thus the proportion of children being driven daily is high at just under 50%. A small number of KS2 pupils cycle to Stanbridge in the summer months and a few parents as well. These results indicate commonalities at Stanbridge with national trends cited in the DfES document 'Travelling to School; an Action Plan':

Car use has doubled...and the proportion of pupils walking or cycling has decreased sharply.

(DfES: 2003, page 1)

It follows, therefore, that a significant number of Stanbridge pupils are forming long-term habits in how they travel to school and that many are viewing car transportation as the norm, becoming dependent on it, rather than seeking alternatives. 70% of pupil respondents to the school travel survey said they liked it because it was quick and easy, whilst 52% explained that travelling by car protected them from the weather. Another 24% indicated that they didn't like walking, but 35% wanted to ride their scooter to school, so travelling by car prevented them from doing this. Scooter riding is very popular amongst some of Stanbridge's pupils, particularly in KS1, and provides an alternative to just walking or cycling to school. In order to encourage safe scooter riding this travel plan has as a new objective of arranging safe scooter riding training sessions in school through the local authority, as well as the installation of scooter parks on site. We will continue to liaise with the local authority road safety department to offer cycle training sessions for year 6 pupils to promote safe cycling.

New Objectives of Stanbridge's 2011 Travel Action Plan

- A reduction in the 30mph speed limit to 20 mph on the Westerleigh Road adjacent to Stanbridge School.
- The installation of safety railings on the kerb opposite the new Westerleigh Road double gates for pedestrians.
- Monitor the impact of the new white lines the council is going to paint around the kerbs on the corners of Westerleigh Road and Stanbridge Road.
- Improved outside lighting in the school car park after dark.
- Liaise with the local authority to provide safe scooter riding training.
- Liaise with the governors' premises committee to provide scooter parks.
- Continue monitoring how safely parent/carers and visitors to Stanbridge park in and around the school site and contact the local police if illegal parking is deemed a persistent problem.
- Continue seeking a suitable road safety crossing attendant for Peache Road.
- Liaise with Downend Secondary School with regard to staggering the end of school day times in order to reduce congestion.
- To increase year on year the proportion of pupils and their parent/carers walking all or part of the way to school daily.
- To promote walking and cycling as healthy and attractive modes of travel generally amongst the pupils and their parents through the Government's Healthy Schools programme, such as 'Walk on Wednesdays' in the summer term.
- To continue to liaise with the local authority annually to provide safe cycle training for Year KS2 pupils.
- To continue to take full part in any national or local 'Walk to School' days or weeks.
- To feedback other issues highlighted in the parents' travel survey about road safety in and around Stanbridge School to the LA as appropriate.
As hto the local authority as appropriate.

Statistical Targets Relating to the Travel Action Plan for Stanbridge Pupils

Mode & Training	2011 Target	2012 Target	2013 Target	2014 Target
<i>Pupils walking</i>	<i>70%</i>	<i>75%</i>	<i>80%</i>	<i>85%</i>
<i>Pupils cycling</i>	<i>0%</i>	<i>2%</i>	<i>3%</i>	<i>4%</i>
<i>Pupils travelling by bus</i>	<i>0%</i>	<i>2%</i>	<i>3%</i>	<i>3%</i>
<i>Pupils travelling by car</i>	<i>30%</i>	<i>25%</i>	<i>20%</i>	<i>18%</i>
<i>Pupils car sharing</i>	<i>5%</i>	<i>10%</i>	<i>15%</i>	<i>18%</i>
<i>Year 6 pupils receiving on-road cycling skills training</i>	<i>40%</i>	<i>45%</i>	<i>50%</i>	<i>55%</i>

<i>Pupils reporting an accident or near miss when walking or cycling to school, during the previous year</i>	0%	0%	0%	0%
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Monitoring of the Travel Action Plan

- The designated teacher or governor for the travel plan will report back to the headteacher, staff and governors on the progress of the travel plan after one year's implementation. Statistics will be obtained through annual surveys of how many pupils are walking or being driven to school.
- The designated teacher or governor will liaise with the LA Travel Plan Co-ordinator on monitoring outcomes.
- The school's SLT will monitor the implementation of the travel plan's curriculum foci, including them within the curriculum map where appropriate.
- The members of the School Council will report on the pupils' attitudes towards the Travel Plan's implementation and feedback to the designated teacher or governor as to which actions they see as successful or otherwise, and what their preferences would be for.

School Council members assessing safety along Stanbridge Road.



Programme for Implementation of the Travel Action Plan

Initiatives	Target Date	Action	People Involved	Resources	Progress
<i>Take part in National Walk to School Week</i>	<i>October annually</i>	<i>Send out info in School newsletter. Inform pupils in assembly. Collate figures for those taking part.</i>	<i>Parents, pupils and teachers</i>	<i>LA provided sticker books and other materials.</i>	<i>Compare annual figures</i>
<i>School gate safety</i>	<i>Summer 2011</i>	<i>Install safety barrier on kerb adjacent to Westerleigh Road double gates</i>	<i>Governors' Premises Committee LA</i>	<i>Council</i>	<i>Safety barrier installed</i>
<i>School Development Plan</i>	<i>2010-2011</i>	<i>STP in SDP</i>	<i>Acting-Head, Governors and SLT</i>	<i>Meeting time</i>	<i>STP initiatives developed shared amongst all stakeholders and monitored</i>
<i>Safe Scooter Training</i>	<i>Summer/Autumn 2011</i>	<i>LA reps train pupils in safe scooter riding</i>	<i>LA, parents, staff and pupils</i>	<i>scooters</i>	<i>Pupils have greater road safety awareness when riding scooters.</i>
<i>Install scooter parking stations</i>	<i>Autumn 2011</i>	<i>New scooter parks sited on school premises</i>	<i>Governors' Premises Committee, PTA</i>	<i>School funds</i>	<i>Scooter parks sited in both key stages</i>