

**MORTON C.OF E.  
(CONTROLLED)  
PRIMARY SCHOOL**

**SCHOOL TRAVEL PLAN**

**September 2015**

**DfE LEA No. & School No. 925/3044**

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## **INTRODUCTION**

Morton C. of E. (Controlled) Primary School is developing a School Travel Plan to attempt to influence the inconsiderate parking of a minority of parents who, despite numerous reminders about safe parking, continually park in dangerous areas with little thought for the safety of the children leaving school. A second issue is the danger in crossing the A15, as the speed limit is 40 mph and there is no pedestrian crossing; nor has it been possible to appoint a School Crossing Patrol.

By developing a Travel Plan it is hoped to bring about the following results:

- Parents parking safely;
- More children walking or cycling to school;
- Less traffic at the beginning and end of the school day;
- Healthier and fitter children;
- A greater awareness of road safety among the school community and the village;
- Safer crossing of the A15.

The Terms of Reference which were agreed by the members of the steering group at our first Travel Plan meeting are as follows:

- To encourage support from the pupils, staff, parents, governors and the community for School Travel Planning;
- To include the School Travel Plan in the School Development Plan to ensure that it is regularly monitored and updated;
- To ensure the action plan is realistic and achievable;
- To improve road and personal safety skills for the pupils.

## **BACKGROUND INFORMATION**

### **DESCRIPTION OF THE SCHOOL:**

Morton Primary is situated in the village of Morton, which is approximately 2 miles north of Bourne. The school is on a through road between the A15 and Morton Fen.

At present there are 156 pupils on roll, arranged in 6 classes. There are 7 teachers and 14 non-teaching staff. The age range of the pupils is 4 – 11 years.

The school building has 2 offices, 6 classrooms, 1 ICT suite, hall, staffroom, playground and a playing field which is shared with the Parish Council. In addition there is a large cycle rack.

There are 5 access sites, of which two are in regular use. Vehicles are only allowed on school premises under supervision by staff. Vehicles do park near one entrance, which the children use, as it is situated on the road providing access to the playing field. The pupils arrive on site at 08:50 and depart at 15:15. We have a Breakfast and After School Club on site which means that there is a small amount of traffic on site coming through the site from 7:45 until 8:45 and 3:15 until 6:00.

## **CURRENT TRAVEL SITUATION AND RELATED ISSUES:**

The main difficulty is the A15 trunk road which runs through the village. There is no form of pedestrian crossing or School Crossing Patrol across the A15 and the speed limit is 40 mph. The situation here is made worse by the crossroads; visibility is poor when trying to enter the A15 from the two side roads (from the High Street, leading to Station Road on which the school is situated and from Hanthorpe Road, immediately opposite).

The A15 is extremely busy with commuter traffic between 8 o'clock and 9 o'clock in the morning. The road is considered by parents and residents to be too dangerous for pedestrians to cross, meaning that children who live the other side of the crossroads tend to be brought to and collected from school by car.

Children who arrive by taxi are dropped off in the school car park. There are no children who travel by bus. There is cycle parking provision for children who choose to cycle to school although there are no designated cycle paths in the village.

A public right of way runs through the school car park and onto the playing field where it joins up with a footpath. There are footpaths in most areas in the village, although they are narrow and in a few areas they disappear from one or both sides of the road.

There is ample parking around the school, provided people are prepared to walk 80 metres. Sometimes there is parking difficulty for buses when educational visits take place. At present there are

no problems with conflicting traffic from local residents near the school or in the village or from farm or delivery vehicles.

There are 'Keep Clear' markings between the school entrance and school exit. There is no form of pedestrian crossing near to the school and there is a covered waiting area for parents to use.

We finally received our School Safety zone which has meant that very few cars park on the road at the front of the school. General speeds are still in excess of the 20mph limit in this area.

### **CURRENT PARKING PROVISION:**

There are 17 parking bays including 2 disabled bays. We have 2 designated bays for school transport.

None of the bays are designated as staff parking but if they were they would all be used by staff. There is additional parking on the playing field shared between the school and the village. This car park is loose shale and subject to puddles being formed. In trying to encourage parents to use this area; it has caused more problems to the surface of the ground.

There are at present, no designated park and stride areas. Parents park on the road, in the marked bays, along the drive and in the field car park. Some parents park in places which are not suitable, limiting the visibility of pedestrians and other road users.

**ANY OTHER USE MADE OF THE SCHOOL FACILITIES:**

The school is not used by third parties during the day.

**PLANS FOR DEVELOPMENT OF SCHOOL:**

There is a plan to extend the school grounds in September 2014. Parking will be unaffected.



# **SURVEY RESULTS & EXISTING TRAVEL PATTERNS**

## **1) Pupil Survey**

A survey of pupils was conducted in July 2013 to find out how the children travel to school. The results showed that: 56% walk to school; 20% travel by car as the only pupil; 4% travel by car with another pupil (i.e. car sharing); 8% travel by some other means; 0% travel by bus and 0 children 12% cycle to school.

48% of children live less than 1km from the school, which should be within walking distance; a further 29% live between 1 and 2km from school (which may be within walking distance for some children). 10% of children live further than 5km from the school.

When asked what would encourage them to walk, the three most popular responses were: wider pavements (30%), cleaner pavements (30%) and better lighting (30%). Additional responses included: less traffic, slower traffic and lockers to leave belongings in.

When asked what would encourage them to cycle, the three most popular responses were: more cycle lanes (31%), less traffic (31%) and slower traffic (31%). Additional responses were: lockers to leave belongings in, a safe place to leave their bikes, more children to cycle with, showers at school and cycle training.

## **2) Parent Survey**

A parent survey was conducted of 99 families in June 2012, from which we received 30 completed surveys.

Reasons given as to transport choice were varied and quite evenly spread amongst: quicker, healthier, easier, enjoyable, on the way to somewhere else and due to the weather.

The results showed support for walking buses, cycle trains and 'park and stride' sites.

Parents were also keen for children to receive road safety awareness training (57%) and cycle training (57%). Many liked the idea of having storage facilities for wet or outdoor clothing (37%) and secure cycle storage for the children's bicycles (37%).

The results of the pupil and parent surveys have been used to influence some of the actions within the Action Plan.

## **3) Local Residents**

Over 600 letters were hand-delivered to local residents by one member of the steering group, inviting any suggestions or comments the community might have about travel issues and the school travel plan.

We had 7 responses, which although is a greater number than is usually received, is disappointing considering the number of letters that were delivered.

However, the responses received were useful and focused mainly on the danger of the A15, suggesting that *“some form of safe crossing for children across the A15 would make a big difference for those living on the Hanthorpe Road side of Morton”*.

Other suggestions focusing on the A15 included *“having flashing warning signs that a school is nearby, on either side of the crossroads’ junction with the A15”*, and *“a reduction in the speed limit to 30 mph”*.

Most of the comments from residents and parents highlighted the need for Highways measures on the A15, such as warning signs, flashing lights, a speed reduction and a pedestrian crossing, as the road is currently considered too dangerous for children to be able to cross safely with their parents to school.

## **THE ACTION PLAN**

Our objectives in developing a School Travel Plan are:

- to increase the number of children walking or cycling to and from school, in order to reduce congestion outside the school and have healthier and fitter children;
- to encourage parents who live further away and persist in using their cars, to drive and park safely and considerately;

- to raise awareness of road safety among the school community and the village, both in the area near to the school and at the A15 crossroads.

Target	Action to be taken	Person/s Leading	Time-Scale	Monitoring/ Support	Evaluation	Success Criteria	Financial implications
<b>1) Increase the number of children walking or cycling to school by 10% by July 2013.</b>	1) Take part in WoW (Walk Once a Week).	Mr Trafford; pupils	Every week from 05/13 onwards.	G.Trafford	Individual pupil charts to show record of walking on weekly basis.	Increased numbers of pupils walk to school. Pupils gain awards.	Resources from Lincolnshire County Council. No cost.
	2) Take part in the ‘Golden Boot Challenge’ competition.	Mr Trafford School Council	From /05/13 for 6 weeks	G. Trafford	A2 class charts will keep record on weekly basis and end of 6-week competition.	Fewer cars outside school; more children park and stride, cycle or walk.	Resources from Lincolnshire County Council. No cost.
	3) Identify sites for ‘Park and Stride’ which parents can use to park and walk with their children to and from school.	Steering group	Ongoing	G. Trafford	By observation on monthly basis.	Sites are identified and promoted to parents. Fewer cars outside school.	No cost.

<p style="text-align: center;"><b>2) Provide facilities to encourage walking and cycling to school</b></p>	<p>4) Coordinate the Bikeability training scheme and carry out instruction on bike maintenance.</p>	<p>Mrs Mitchell + Sports Partnership</p>	<p>Sept 2014</p>	<p>G.Trafford</p>	<p>Register of children taking part.</p>	<p>Pupils receive training.</p>	<p>Volunteer expenses</p>
	<p>5a) Consider a walking bus and cycle train. b) Approach parents to find volunteers to run and help with a walking bus.</p>	<p>G. Trafford; parents</p>	<p>9/12 + ongoing</p>	<p>G. Trafford</p>	<p>Walking bus and cycle train considered.</p>	<p>Parents have been approached.</p>	<p>No cost to the school.</p>
	<p>6) Approach Highways and Police to investigate installing flashing lights, signs and other highways measures such as speed reduction and crossings on the A15.</p>	<p>Highways; Police; G. Trafford</p>	<p>9/12</p>	<p>Governors</p>	<p>The authorities have been approached.</p>	<p>Agree to investigate options available.</p>	<p>£500 travel plan capital grant</p>
	<p>Provide a small scooter rack for children</p>	<p>G. Trafford</p>	<p>05/13</p>	<p>G.Trafford</p>	<p>Monitor the usage each month for six months. Report to Healthy Schools committee.</p>	<p>10 or more parents and pupils use the facilities on wet days (and use the cycle rack on dry days).</p>	<p>No cost</p>

<b>3) To involve pupils and raise awareness about travel issues and road safety through the curriculum.</b>	1) Discuss the travel plan at School Council meetings and feedback to other pupils.	Committee School Council	Ongoing from 09/12	G. Trafford	Pupils are better informed.	Pupils look at travel issues through lessons. Reminded by newsletters and the School Council.	No cost
	2a) Involve Road Safety Partnership in road safety awareness training. b) Obtain advice from Lincolnshire County Council, Parish Council etc.	G. Trafford; Road Safety Officer	Throughout 2012 - 2013	G. Trafford	Authorities and Road Safety Partnership have been approached.	Children receive road safety training.	No cost to school
	3) Promote 'Safe Kids Walking' website, and high visibility clothing from 'Bright Kidz' website.	G. Trafford	10/2012	R.Keep	Site is promoted to parents.	More parents are aware and more children are wearing high visibility clothing.	
	4) Obtain parent, staff and pupils' views about road safety and travel issues through "Hands Up" and other surveys.						

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## **CONSULTATION**

Regular travel steering group meetings have been held with representatives from parents, governors, the Head Teacher and a Lincolnshire County Council School Travel Plan Adviser.

Parents have and will continue to be consulted by letter, surveys and termly newsletters. The school governors, staff and PTA will be kept up to date by including the travel plan as an agenda item once a term.

The local community will be involved through the Parish Magazine and the Morton & Hanthorpe 2000+ Committee, which draws together the different groups and societies within the village, on a termly basis.

Within school, the pupils will be kept involved through the School Council and the Healthy Schools notice board. In addition assemblies will, once a term, be used to focus the school communities on the issues identified in the travel plan.

## **MONITORING AND EVALUATION**

- To hold steering group meetings twice a year (January and May), in order to review and update the actions and targets of the School Travel Plan.
- To take part in Lincolnshire County Council's "Hands Up" survey in February and June each year, to monitor how effective the school travel plan has been in changing the way children travel to and from school. Mr Trafford, Head Teacher, will be responsible for gathering the results of these surveys from class teachers and returning them to Lincolnshire County Council.

The review will consider pupil travel needs arising from new developments in education and transport provision and the School Travel Plan will be revised as necessary to take account of these.



# THE SCHOOL TRAVEL PLAN CONTRACT

The Governors and Head Teacher of Morton C. of E. (Controlled) Primary School agree to this School Travel Plan and agree to undertake its objectives. Lincolnshire County Council's School Travel Plan Co-ordinators and members of the Lincolnshire Road Safety Partnership agree to give their full support to the aims and objectives of this Travel Plan.

Signed .....

Chair of Governors

Date .....

Signed .....

Head Teacher

Date .....

Signed .....

School Travel Plan Co-ordinator

Date .....