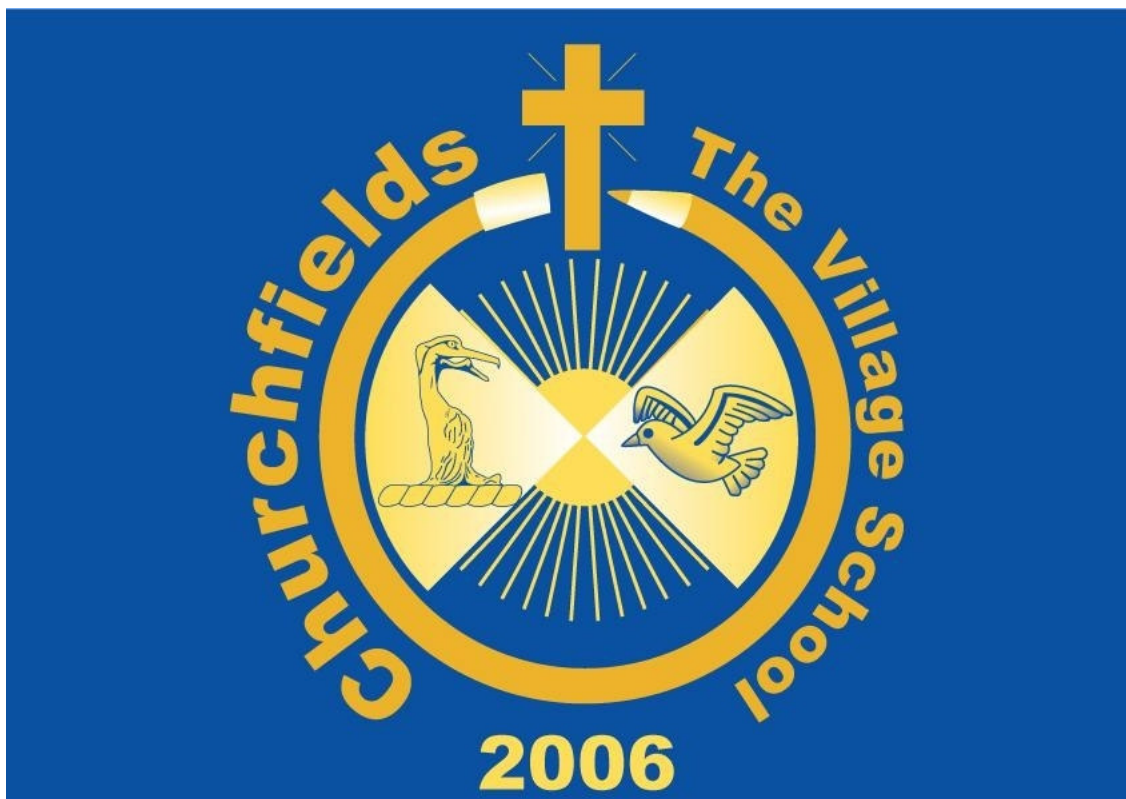


# Churchfields the Village School

## Travel Plan



March 2007

## **1. Introduction**

Churchfields the village school currently has many travel issues some safety and some environmental. This travel plan attempts to address these issues and provide actions and measures to help solve them.

Churchfields the village school is a new and exciting venture, due to the recent federation of two successful primary schools, Atworth and Monkton Farleigh. Both bases serve wide catchments and are at the heart of both villages. The Monkton Farleigh base is currently served by 'free school transport' which is funded by the LEA. This is a direct result of there being no full pavement for children or parents to walk along. Children taught on the Atworth base do not have access to this type of provision and walk along a narrow path. As one School we therefore feel that there are similar issues relating to both bases however, due to the unique nature of our School we also realise that within each village there are a range of diverse needs that may apply only to one site or the other. Therefore the common factor between both bases is the health, safety and well being of all of the children concerned. The main aim of this travel plan is to therefore address the following concerns;

## **2. Why do we need a travel plan ?**

Our journey to and from school has a direct bearing on both the health and safety of our children and also an impact on the environment. There is a lot that can be done to improve safety for the children. Also improve the health of our children. And lastly lessen the negative impact we are making on our planet. The travel plan is a document that brings together a whole raft of actions and initiatives to improve these three key areas. Below is a list of some the observations made by parents, teachers, pupils and residents that they feel are good reasons why we need a travel plan :-

- Many parents drop their children off in the car on their way to work
- Public transport to and from school is not a reasonable option in most cases.
- Walking & cycling to the schools bases is preferred, but the roads have no designated cycle paths.
- Car exhausts contribute to air pollution and affect children's health. Children sitting in cars in slow moving traffic face 2 to 3 times more pollution than pedestrians.
- Levels of physical activity are declining in children and childhood obesity is increasing.
- Impact on residents i.e. access and parking.

### **3. Potential Benefits for the Children and wider community**

This travel plan aims to improve the journey experience for the following three main groups:-

#### **FOR THE CHILDREN AND THE SCHOOL**

- To improve safety
- To reduce pollution
- To reduce effect of car fumes on children's health
- To reduce childhood obesity
- To increase activity in children
- To establish healthier travel habits
- Create more social interaction
- Make children more independent
- Create opportunities to increase personal awareness
- Help children to arrive at school more alert and ready for work
- Reduce traffic congestion outside school at beginning and end of day

#### **FOR THE PARENTS**

- To improve safety for themselves and others
- To consult with parents about their perceptions of the problems
- To reduce driving stress and improve journey quality
- More social interaction between themselves and their children

#### **FOR THE COMMUNITY**

- A reduction in traffic congestion
- A reduction in air pollution
- Easier access to the homes of our neighbours at beginning and end of school day
- An opportunity to improve traffic management e.g. in Atworth and particularly Bradford Road, allowing the Parish Council to bid for road improvements.
- Opportunity for School and community to work together.

#### 4. School Description (profile)

- **Location** Churchfields is a recently (2006) federated school working from two bases, one in the village of Atworth and the other in the village of Monkton-Farleigh. The Monkton-Farleigh site is near the centre of the village on a narrow country lane. The Atworth site is also near the centre of the village on a relatively narrow but busy Bradford road.
- **Size** Churchfields currently has 100 pupils and five classes with multiple year groups within each class. Classes are split as follows :- Atworth base Kingfisher R – year 1, Woodpecker year 2 – year 3, Kestrel year 4 – year 6, Monkton-Farleigh base Robin R – year 2, Falcon year 3 – year 6.
- **Ages** The current numbers of pupils are as follows:- at Atworth YrR 11, Yr1 11, Yr2 10, Yr3 15, Yr4 10, Yr5 11, Yr6 6 and at Monkton-Farleigh YrR 7, Yr1 4, Yr2 6, Yr3 2, Yr4 3, Yr5 2, Yr6 2
- **Type** The school is a CE(VC) primary school
- **DfES no. 3467**
- **Site plans** see Appendix 3 for Atworth site plan and Appendix 4 for Monkton Farleigh site plan.
- **Site split** Each site has it's own catchment area and each pupils' designated site is decided either by catchment or by parental choice only and not by the school.
- **School bus** As the Monkton-Farleigh base has no continuous pavement linking a housing estate and home to the school , a School bus is therefore provided. The school bus also provides a link to the village of South Wraxall. There is no school bus provided for Atworth pupils.

- **Photographs**



Bradford Road outside entrance to the Atworth base looking south



Bradford Road outside entrance to the Atworth base looking north



Churchfields the village school Atworth base



Road outside the Monkton-Farleigh base looking north



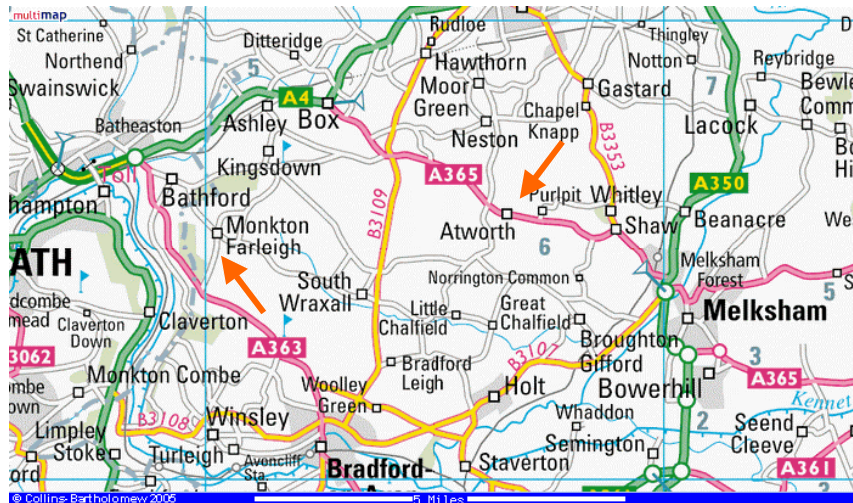
Road outside the Monkton-Farleigh base looking south



Churchfields the village school Monkton-Farleigh base



- **Map**



Area map showing location of both sites ( arrowed )

- **Catchment area**  
Villages of Atworth , Monkton Farleigh, South Wraxall and outlying hamlets.
- **Opening times**  
School times are 8:50 – 15:15 at the Atworth base and 8:45 – 15:00 at the Monkton Farleigh base. There are also various after school clubs and classes. Monkton Farleigh also houses a day nursery that operates 5 days a week and open times times are 9:00 – 15:00
- **Extended use**  
The school halls are rented out for fitness classes. The outdoor pool at Atworth is used after school ,occasionally at weekends and during key times in the summer holidays.

## 5. Existing travel behaviour (background to the travel problems)

**Survey results** A comprehensive survey of all parents at both bases was carried out in the Autumn term of 2006, to determine existing travel behaviour, preferences and concerns.

See Appendix A for full survey results and a copy of the survey questionnaire.

## 6. Summary of transport and road safety problems (survey results)

### Survey Results Summary

Response Rate 69/101 = 68.32%

#### Statistics

46% of children walk – this is around the county average for primary pupils. 70% of children live within 1 mile of the school but 14% live more than three miles away.

The most common responses (all respondents) to what would improve walking to school? Are:

72% Slower motor traffic near the school  
55% More / Better road crossings  
38% Less motor traffic near the school

43% of all respondents (21 people) would be interested in their children forming part of a walking bus.

More children would like to cycle than currently do. 30% would like to cycle compared to 1% currently cycling.

The most common responses (all respondents) to what would improve cycling to school? Are:

78% Slower motor traffic en route  
46% More / Better traffic free routes  
36% Less traffic en route

Currently 52% of pupils arrive by car but the preference question shows that only 13% of pupils would like to arrive by car, a difference of 39% of all respondents. 23% (8) of those arriving by car live within ½ mile of the school. Of these, 7 would like to walk or cycle, but 3 do walk some of the time. Two thirds of car journeys have no additional children in the car.

The most common reasons for current mode choice amongst **drivers** are:

61% Most appropriate for distance

53% No reasonable alternative  
42% Confident child got to school safely

48% of those currently driving to school (12 people) would be interested in their children forming part of walking bus.

**These figures highlight that**

- a) there is a concern about the level and speed of traffic near the school;
- b) there is considerable interest in cycling;
- c) there is some interest in a walking bus

**7. Key findings**

- The roads outside the school bases are congested making it unsafe for children to either cross the road or walk home
- Pavements along the route are too narrow
- Access to neighbouring homes is blocked.
- Parents ignore the parking restrictions outside the school.
- There is a restricted view for staff and visitors entering and leaving the school driveway by car.
- There is restricted access for emergency vehicles.
- Coaches arriving at the school bases for school trips and intersite transport have difficulty parking.
- There is no safe crossing on the main A365 road.
- The traffic is both heavy and too fast near the school.
- There is much interest in a walking bus
- There is much interest in cycling to school

**The main reason for increased use of travel by car is:-**

- Parent's concerns about road traffic danger.
- Parent's fears for the safety of unaccompanied children.
- The journey forming part of the travel to work or to other schools.
- Increasing car ownership and use.
- An increase in the proportion of households with a second car.
- Greater parental choice of schools.

## 8. Opportunities resulting from key findings

- Increase the number of children walking to school, and thereby reducing car use.
- Improve road safety around the school and on the roads approaching the school.
- Generally increase awareness in the villages of the schools plights.
- Increase involvement within the school of the travel plan and the travel issues.
- Improve parking and parking habits at the school.
- Improve the parent pick up and waiting experience.

## 9. Consultation

- **Parents** - all parents were asked to complete a travel to school survey and were invited to add any relevant comments. Responses for 69 pupils were returned.
- **Children** - The children on both sites are taking part in many 'travel plan' related activities at school including:- Art club posters, posted around the village requesting parking and driving through village with due respect to residents. School council writing to parents explaining benefits of walking to school. A survey of children walking to school. Travel plan pupil members discussed budgets and promoting school walking bus.
- **Teachers** – All teachers are aware of the travel plan and are using pupils as researchers. Travel plan activities are now part of the curriculum.
- **Local Parish** – Members of both Parish's are involved on the committee. The Atworth Parish Council have been working with local residents, police and highway authority to improve road safety both on the A365 through Atworth and the Bradford Road. There are outstanding bids with WCC for a pedestrian crossing and pavement widening.
- **Governors** – The travel plan is now 'owned' by the board of Governors and is responsible for it's update.
- **Travel plan members** – The members include from the school council Scott Radcliffe (Y6), Chloe McMahon (Y6), Parent Governor Nick Yeatman, Teacher Governor Maria Genner, Parish Councillor Charles Boyle, Prospective Parent Mr Valentine, Parent Lisa Beckingham, School Secretary Rachael Macdonald.
- **LEA advisers** – advice and support from 3 LEA officers

## **10. Monitoring and evaluation**

The Travel Plan is considered to be a constantly evolving document that requires constant updates to be made. In order that this plan is kept up-to-date we will endeavour to hold regular meetings of the Travel Plan group – one meeting each half term lasting 90 minutes, where new actions, updates and any new relevant material will be incorporated into the travel plan. Any news from travelwise and other official sources will be monitored, reviewed for inclusion. We will produce an annual questionnaire to parents and children asking for feedback on progress and to ask about further issues. In turn these new issues will be discussed at the TP meetings and added as new actions. Governors will review at their termly meetings and management sub-committee meetings and advise the TP team as required. The School Leadership Team will also review at their termly meetings, and the School Council will meet and make suggestions to the TP team via their teachers. Parents will receive updates and feedback via notice boards and newsletters and will be free to comment.

## **11. Promotion**

- Regular News letters
- Media – Travel plan has already appeared in the local press
- Highways – Copy of the travel plan to be sent
- Parents meetings – Notice boards – Letters to parents
- Pupil involvement – letters to parents, posters, curriculum activities including;- Year R and 1 road safety visit from Mr Goodship, making safety posters. Year R-3 design safe streets (models). Year 4,5,6 Identifying hazards on roads. All labelling maps with appropriate road signs. Year R,1 Carried out traffic survey. All Keeping safe in the dark – what should we wear ? Years R,1,2,3 Journeys to school, maps and safest routes. The travel plan activities are now included in the following subjects :- ICT, geography, PSHE & citizenship.
- Plan is available to visitors
- Travel Plan to be posted on Village Web site and Parish council websites
- Travel plan to be referenced in the School Prospectus
- Travel plan ‘updates’ in School Assemblies

## **Appendix 1 – Survey results charts and copy of parent survey questionnaire**

**Appendix 2 - Objectives and targets of the School Travel Plan**

**Appendix 3 – Site plan of the Atworth base**

**Appendix 4 – Site plan of the Monkton-Farleigh base**