

Travel Plan

June 2018



Claremont Primary School

Banner Farm Road, Tunbridge Wells, TN2 5EB



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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
- * improve pupils' health & fitness through walking and cycling
- * equip pupils with better road awareness and so 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

What benefits can a Travel Plan deliver?

- To promote safety for pedestrians and encourage children to walk to school where feasible.
- To reduce vehicle speed and congestion close to the school.
- To promote good relationships with our community.
- To reduce the number of car journeys to school.
- To make sure that pupil voice is reflected in the school travel plan and curriculum issues linked to it.

1 Introduction to the school

1.1 Background

Locality/ context

The school is situated in a residential area in Tunbridge Wells. Its main access is via Banner Farm Road, which is a narrow cul-de-sac leading to the school car park. The gate for vehicles is here, as is the main pedestrian gate. There are additional pedestrian-only access points via a gate onto Claremont Road and a gate onto Cambridge Gardens, which are opened at drop-off and pick up times for parents.

There are 500 children on role. Many pupils reside within 0.5 mile of the school. The survey suggests 72% of pupils walk to school, 5% cycle or scoot and 23% travel by car.

There are about 64 staff working in the school on a daily basis, most of who drive to work. In addition, the school has regular visitors and deliveries, as well as a higher than average body of parent volunteers in school.

The school is open from 8.30am and pupils can arrive from 8.45am. It finishes at 3.25pm but there are 'before and after-school' clubs every day often involving as many as 30-50 pupils.

The sport curriculum at school involves swimming for which a weekly bus trip to the sports centre is required. The double decker picks up and drops the children on Farmcombe Road, as Banner Farm Road is too difficult to drive up and turn. This is also the arrangement for all school trips using buses.

Claremont advises parents against driving up Banner Farm Road, or parking in neighbouring private roads; this request is regularly ignored during key times i.e. drop-off and pick-up time. There is limited law-enforcement presence; and parking enforcement officers support illegal or poor parking on occasions.

There are 34 parking spaces (plus two for disabled/ visitor parking) in the school car park, which are reserved for staff. There is a newly embedded permit system in operation.

1.2 Changes at the school

The school is neither moving nor expanding.

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

The main entrance to the school during the school day is via Banner Farm Road. Gates on Claremont Road and Cambridge Gardens are only open from 8.40am (for 30 minutes) and then again from 3.15pm until 5.00pm

2.2 Overall hours

08:30-5pm

3 Staff and pupil numbers

3.1 Overview of staff & pupil numbers

There are 500 children on role. There is a long waiting list. Claremont is a two form entry but has 2 bulge year groups of 3 forms in years 5 and 6.

There are 64 members of staff.

Age range of pupils: 4-11years

Total quantity of pupils on roll: 500

3.2 Current staffing levels

The school employs a total of 64 staff (17 full-time, 47 part-time, 0 working other hours).

3.3 Planned school expansion

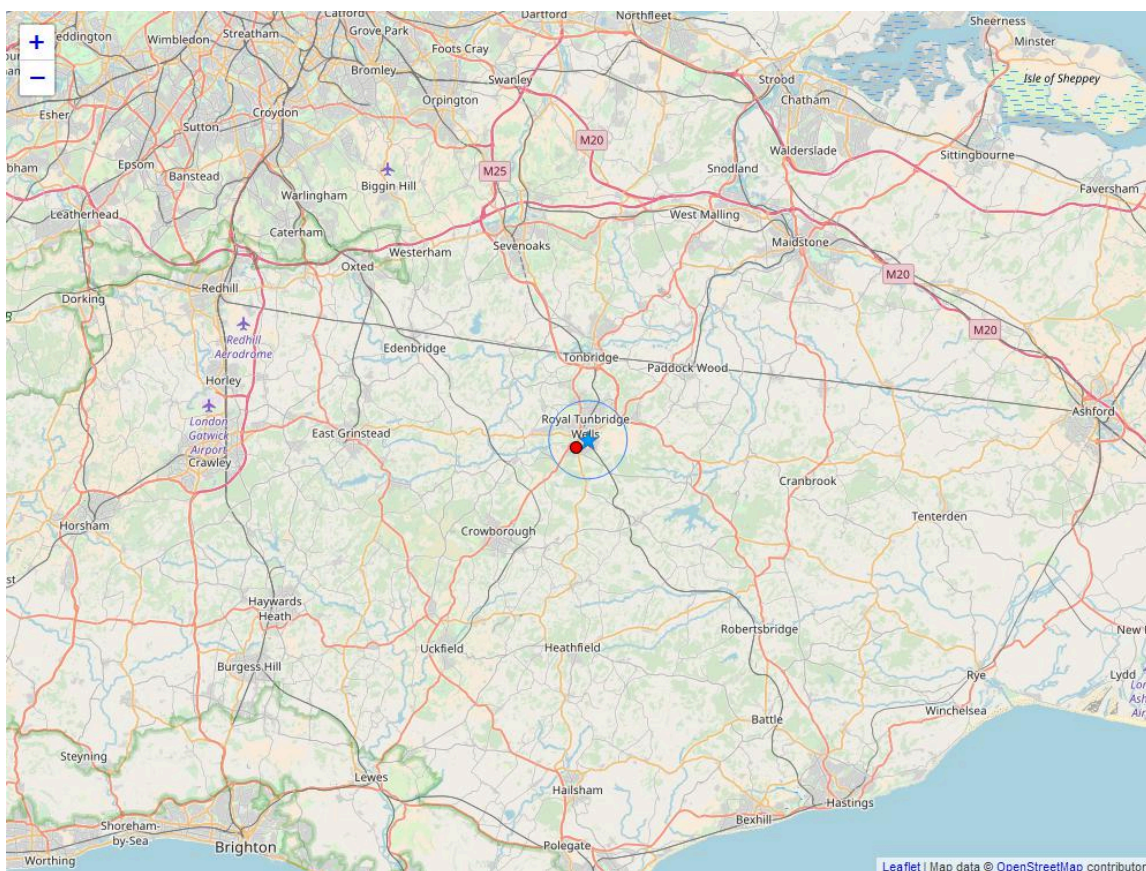
The school is not currently planning to expand.

3.3 SEN pupils with transport needs

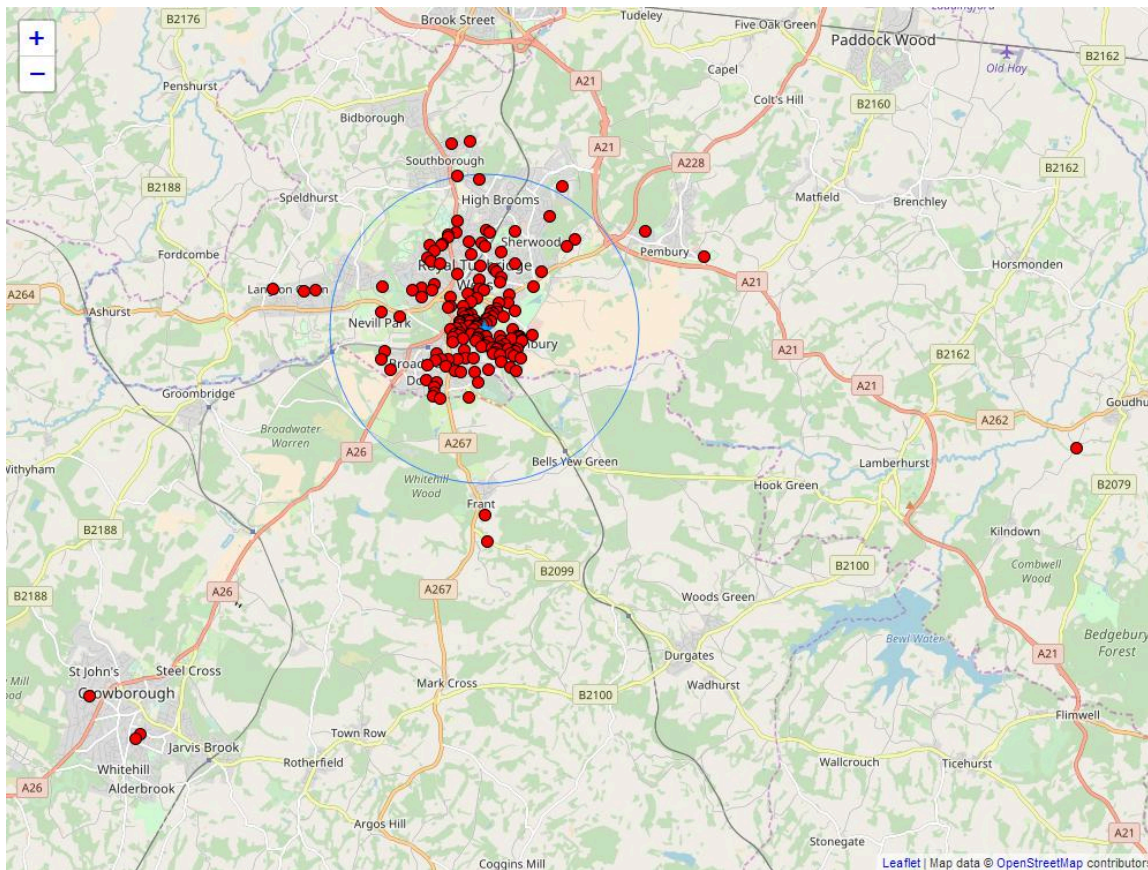
The school has no SEN pupils with specific transport needs.

4 Pupil & staff postcode maps

Staff Postcodes



Pupils' Postcodes



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 previous plan was some 10 years ago, and so we have used it as a starting point to restart this review.

5.2 Reason for new travel plan

Update,

- To promote safety for pedestrians and encourage children to walk to school where feasible.
- To reduce vehicle speed and congestion close to the school.
- To promote good relationships with our community.
- To reduce the number of car journeys to school.
- To make sure that pupil voice is reflected in the school travel plan and curriculum issues linked to it.

6 Surrounding roads

6.1 Surrounding roads

There is on-road parking available at only one of the pedestrian access gates: Claremont Road has double yellow lines and School-Keep-Clear markings (Kent Highways (Spring 2018) have suggested these are due to be re-painted to reinforce awareness). Many of the streets are full with residents' parking; Cambridge Gardens is a private road. Banner Farm Road has parking, however, this is usually 70% full with residents' cars; it is very narrow and has a small, tight turning circle at the top of it, with double yellow lines and Keep Clear markings. The top of Banner Farm Road has three footpaths emerging at it, two of which necessitate crossing the road to access school.

6.2 Entrances and exits

The school is situated in a residential area in Tunbridge Wells. Its main access is via Banner Farm Road, which is a narrow cul-de-sac leading to the school car park. The gate for vehicles is here, as is the main pedestrian gate. There are additional pedestrian-only access points via a gate onto Claremont Road and a gate onto Cambridge Gardens, which are opened at drop-off and pick up times for parents.

The local footpaths and pavements are all safe to walk. Two of the footpaths which end at the top of Banner Farm Road necessitate crossing the road to get to the school gate.

6.3 Parking restrictions nearby

There are school clearway markings outside the school.

There are parking restrictions on nearby corners

Because of all of the above factors, the school requests that parents do not drive to school if they can avoid it; if it is unavoidable the school suggests they do not to drive up Banner Farm Road. A number of parents park in streets around the bottom of Banner Farm Road, Farmcombe Road and Cavendish Drive. They then walk to school; many having to cross Farmcombe Road. Kent Highways (Spring 2018) have suggested they are going to extend a 20s plenty enforcement along Farmcombe Road to support the safety of local residents and crossing for school children.

For many children who walk, particularly those walking after being driven, there are roads to cross, Farmcombe Road and Claremont Road. Some drivers use these roads as cut-throughs to avoid the town traffic, and often travel more quickly than the 20mph speed limit. Grove Hill Road/Prospect Road is a busy road, with HGVs driving between routes to the south of TW and Maidstone/A21. Kent Highways (Spring 2018) have suggested they are going to extend a 20s plenty enforcement along Farmcombe Road to support the safety of local residents and crossing for school children.

Unfortunately, parents ignore suggestions from school and road markings. The road is frequently congested- visibility can be tricky for pedestrians crossing. Daily complaints and photos from parents highlight the difficulties for allowing pupils to cycle or walk safely without strict supervision. Speed guns and PCSO visits have had limited effect currently.

6.4 Traffic management measures

The school offers no traffic management measures.

6.5 Drop-off on roads outside the school

Parents are not able to drop pupils off on nearby roads.

6.6 Congestion and access problems

The school experiences traffic congestion and/or access problems.

See above

7 Car parking & usage

7.1 School car park

The school has an off-site car park for its own use.

In total, 34 parking spaces are available.

Parking spaces are managed.

Parking spaces are allocated as follows:

32	employees (total)
1	visitors
1	mobility impaired
0	a drop off point
0	car sharers
0	pupil parking
0	minibus
0	other

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.

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.

There is no manned or supported crossing area. The access road that is the most popular- Banner Farm Road is steep, this is not a priority for gritting during adverse weather conditions; this year this resulted in pedestrians slipping/ falling to access school. The school site was shut as a result for 3 days.

8.2 Access difficulties for pedestrians

There are some access difficulties for pedestrians.

Parent's inconsiderate parking on Banner Farm Road can make it difficult for pedestrians to manoeuvre. Pupils and families cross a congested road, which often has traffic cutting across as a short cut to town. There was a 20s plenty campaign which resulted in speed reduction in Claremont Road, and the Banner Farm Road Residents Association are campaigning for this to be extended to Farmcombe Road. We have met KCC Highways who are proposing to deliver on this. The local PCSO is aware and is planning to work with our pupils to ensure road safety awareness allows for more independence as many of our families live within 0.5 miles.

8.3 Crossing patrols

None.

8.4 Highway signs

A small old dirty sign which is difficult to see

8.5 Walking bus

The school does not have a walking bus.

Not having a crossing, and the often dangerous parking has limited the option of this currently.

8.6 Other walking initiatives

The school does not promote any other walking initiatives.

8.7 Other pedestrian issues

It is probably the case that almost all parents who can walk their children to school actually do so, however there are a number who have not been persuaded and who park on double yellow lines around the school entrance blocking access both for pedestrians and other drivers, including local residents.

Most teaching staff do not live within walking distance.

9 Cycling & scootering

9.1 Pupil scootering

Some pupils (22) scooter to school.

84 pupils suggested they would like to scoot to school.

9.1a Scooter parking/storage

No scooter parking/storage is provided.

There is no scooter storage currently. Scooters are laid across the grass at the front of the school site.

9.1b Encouragement & promotion of scootering to pupils & parents

Scootering is neither encouraged nor promoted.

It is not discouraged, however, until suitable and safe storage is available it would become a hazard if more pupils scooted at the moment.

9.1c Other scootering issues

We are keen to re-develop the front access to the school over the three years, with plans to raise funds to source storage.

9.2 Pupil cycling

Some pupils (15) cycle to school.

120 pupils suggested they would like to cycle to school. The steep hill and traffic present safety concerns. Bikeability will be offered next school year. Again storage is limited. We would not be able to accommodate 120 cycles.

9.3 Staff cycling

Some staff (1) cycle to school.

Not regularly.

9.4 Cycle routes/lanes

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

9.5 Cycle parking

Cycling parking (10 places) is available.

Location of cycle parking: currently outside a classroom.

No 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

The cycle racks are well used.

It is envisaged that the demand for cycle parking could be up to 20 if storage was reallocated and afforded.

9.6 Cycle training

The school accesses cycle training from Sportsmark: Bikeability.

9.7 Encouragement & promotion of cycling

Cycling is neither encouraged nor promoted.

The same situation for scooting. The storage would be inadequate for more cyclists, and the access roads can be dangerous with poor visibility. We are keen to provide more suitable storage to encourage this within budget restraints.

9.8 Other cycling issues

Once access is safer, the school is keen to promote cycling and scooting as part of a healthy lifestyle including mental well-being

10 Public transport

10.1 Use of public transport

2 staff members

1- train and then walk

1- bus to town and walk

10.2 Obstacles to use of public transport

There are no bus services passing within the immediate vicinity of the school. There is one bus route during school hours which runs from the town centre and passes along Bayhill Road; it stops near the top of Prospect Road, which is a 10minute walk from school. There are multiple bus

routes passing the railway station on Mount Pleasant Road, which is again a 15minute walk from school.

10.3 Promotion of public transport

It is unnecessary currently. Those children who do not live with close proximity, are too young to travel by themselves on public transport and are driven so that their parents can go on to work.

10.4 Bus stops and services

10.5 Railway stations and services

There are no railway stations near the site.

10.6 Other public transport issues

Information is provided for families who move out of the vicinity of the school if requested.

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

As a teaching school we have various visitors, and limited spaces for parking; this can cause additional congestion and neighbour issues.

The numerous afterschool clubs cause difficulties as parents drive onto school staff carpark.

12.2 Resolved, outstanding & new issues

Daily dangerous parking impacts on visibility for children to become independent in their walk, scoot or cycle to school.

Lack of adequate and safe storage for scooters and cycles impacts on the number of pupils who can choose this form of transport to school.

Speeding local traffic impacts on safe crossing on access roads to school site.

Poor visibility of school awareness signs and roads marking further provides potential for a serious accident to occur during travel to school, albeit a short distance for most.

No pedestrian crossing.

13 Travel survey results

modal split (actual) - pupils

	9/Jan/2018
Walk	65.6 %
Park & walk	13.6 %
Scooting/skating	4.7 %
Cycle	3.2 %
Bus (all types)	
School bus	0.0 %
Public bus	0.0 %
Train	0.0 %
Car (alone)	11.7 %
Car share	1.3 %
other	0.0 %

NB rounded percentages may not add exactly to 100.0%

modal split (ideal) - pupils

	9/Jan/2018
Walk	31.4 %
Park & walk	4.2 %
Scooting/skating	17.8 %
Cycle	25.5 %
Bus (all types)	
School bus	3.8 %
Public bus	0.8 %
Train	2.3 %
Car (alone)	8.3 %
Car share	3.6 %
other	2.1 %

NB rounded percentages may not add exactly to 100.0%

modal split (actual) - staff

	13/Jun/2018
Walk	32.3 %
Cycle	0.0 %
Bus	1.6 %
Train	1.6 %
Car (alone)	64.5 %
Car share	0.0 %
other	0.0 %

NB rounded percentages may not add exactly to 100.0%

modal split (ideal) - staff

13/Jun/2018

Walk	32.3 %
Cycle	0.0 %
Bus	1.6 %
Train	1.6 %
Car (alone)	64.5 %
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 promote safety for pedestrians, and encourage children to walk, scoot or cycle wherever possible .</i></p> <p><i>Currently dangerous parking, congestion and speeding traffic discourages parents to consider not using their car when travelling to and from school. The school receives frequent complaints, including photos, to identify people, and this causes discontent within the local community. It has been occurring for a number of years! There is no pedestrian crossing, and road markings and signs do not raise appropriate awareness for approaching cars to consider their speed etc despite a short stretch of road which has reduced speed limits to 20. We would like to be able to provide safe and sturdy storage for cycles and scooters to support this preferred mode of travel.</i></p>
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15 Targets

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reduce % of pupils coming to school by car from 23% (Jun 2018) to 10% by Jul 2019

16 Action plan

<i>summary</i>	<i>tasks</i>	<i>lead</i>	<i>timing</i>
Road Safety Education - child initiated road safety campaign to parents and locals to reduce speed, park responsibly and safely and not to drive up Banner farm Road- to include leaflets, posters, newsletters- ads/articles		Candi Roberts	start by 5/Sep/2018
Bikeability (Schools Games Organisers) - Pupils to engage in and develop skills to cycle safely.		Sports Mark: Bikeability	start by 30/Apr/2019
Storage - Create a secure bike/ scooter storage in school to encourage this as a mode of travel; to support development of healthy lifestyle, eco-friendly community.		Candi Roberts	start by 21/Jun/2018
Signage and Road Markings - Link with KCC highways- completed- proposed delivering of new signs and re painted road signs		Candi Roberts	start by 23/Apr/2018
Pedestrian Training - PCSO to support pupils with road safety, and awareness		Candi Roberts	start by 5/Sep/2018

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 Mrs Candi Roberts.

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>Mrs Sylvia Crockett</i>	22/Jun/2018
Chair of Governors	<i>Dr Carla van der Zanden</i>	22/Jun/2018