



Sutton Benger Church of England Aided Primary School

40 Chestnut Road
Sutton Benger
Wiltshire, SN15 4RP

School Travel Plan ('STP') Update (2016)

Version 0.9
October 2016

Key facts about Our School

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Background: Sutton Benger is a C of E VA primary school in the village of Sutton Benger, on the corner of Chestnut Road and Queens Close. There are 165 children on roll aged 4 to 11.

The majority of children attending the School live outside of Sutton Benger, commuting from surrounding villages or from within the Chippenham, Calne, and Swindon postcode areas.

School gates, on Chestnut Road, open at 7.30am to allow the schools Breakfast Club children to enter the building and close at 9.00am, by which time all children are expected to be in school. School ends at 3.30pm, and the gates are closed following the end of the After -School club at 5.30pm.

Chestnut Road is a residential thoroughfare which narrows with a sharp bend that prohibits the view of oncoming traffic as it winds around the school perimeter, the Village Hall and Doctors Surgery. Queens Close, which borders the western perimeter of the school fence, is a residential close. Whilst both roads are relatively quiet of traffic outside of school rush hour, both roads are narrow, with Queens Close heavily populated by parked cars. Both roads become busy during drop-off and pick-up times, contributing to poor lines of vision.

There is an unmarked safe crossing place outside of the school gates on Chestnut Road; however, due to unrestricted parking this becomes hazardous during peak times. The main high street of Sutton Benger on the B4069 does not currently have a safe crossing for those families that live on the north side of the village, and can be hazardous to vulnerable users.

The footprint of the school is medium in size, with a small playground at the front and a grass field at the rear. Sutton Benger Primary School has embarked on a programme of expansion to address increased demand for pupil places.

There is no car parking available on the school premises.

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For Public Distribution

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Distribution

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Amendment History

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0.2	June 27, 2016	Amendment [SDJ]
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0.5	September 12, 2016	Revisions following feedback from County STP Advisor & Parent Consultation Working Group [SDJ]
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0.7	September 29, 2016	Revision [SDJ]
0.8	October 3, 2016	Revision (SBPCC Update)
0.9	October	Final Version / Publish

Consultation

Comments or queries on the content of this document should be addressed to the Executive Headteacher.

1 Foreword

1.1 2016 School Travel Plan Update

This School Travel Plan Update is intended to inform the reader on those travel and road safety issues identified in the 2009 School Travel Plan, and detail any exacerbation of those issues, or new issues since that date that may have been caused by increased traffic, deterioration of pathways, and new residential developments on the northern perimeter of the village. It is further used to support a request for funding from Wiltshire Council's 'Taking Action on School Journeys Challenge' ('TAOSJ') Initiative¹ in order to reduce traffic and travel issues identified under the 2016 Update.

1.2 Aims and Objectives of the 2016 School Travel Plan Update

The aims and objectives of the 2016 School Travel Plan Update are to encourage the Sutton Benger School Community to:

- Be healthier and sustainable; encourage more travel to/from Sutton Benger Primary School by healthier and more sustainable means, particularly by walking, cycling or scooters and less travel by car.
- Be safe on the journey to and from Sutton Benger Primary School; promote good road user behaviour on the routes to the School and improve road safety conditions immediately outside the School gates.
- Be more aware of transport and travel issues; promote good road user behaviour on main traffic routes through the village, and work with the Parish Council in improving road safety conditions.

¹ Refer to Sections 8 and 9 of this document for further information on TAOSJ funding requirements.

2 Why do we need these aims?

2.1 Risk of Road Traffic Accidents

Many pupils and staff travel to School by car² and this causes congestion, particularly outside the School gates in Chestnut Road, but also in the wider residential area. This leads to environmental damage and an increased risk of accidents occurring not only to those arriving by car but also those pupils, parents and staff walking or cycling. .

2.2 Road Safety Awareness

Pupils who do not walk to school regularly are unlikely to have good road safety awareness or learn how to cross roads safely.

2.3 Walk and Cycle to School

If more pupils, parents, staff and visitors walk and cycle to the School, there will be benefits for the health of the School community and environment surrounding Sutton Benger Primary School. Congestion, risk of accidents (albeit with the necessary adoption of the road safety measures outlined within this document) and pollution will be reduced.

2.4 Link to the Curriculum

If travel issues are more closely linked to the curriculum, children and staff are more likely to make informed and safer travel choices on the journey to and from School. Traffic congestion, the risk of accidents and environmental pollution will be reduced.

Wiltshire Council's "Taking Action on School Journeys Challenge" ('TAOSJ') provides capital grants to help schools implement their Travel Plans and promote sustainable travel. These grants are intended to fund measures which empower parents and pupils to choose sustainable modes of transport instead of the car. The Councils believes that the benefits of sustainable travel are:

- Healthier, more active children and parents;
- Improved environment;
- Improved safety;
- Improved child personal and social wellbeing;
- Less congestion at the school gate; and
- Less disturbance to a school's neighbours

The 2016 School Travel Plan Update will ensure that the policies of Sutton Benger Primary seek to align it alongside these benefits.

Sutton Benger Primary School has embarked on a programme of expansion to address increased demand for pupil places. In the future, more pupils will attend and the School will have more staff. The problems associated with travel to School and congestion outside the gates will get worse as the School expands, unless measures are put in place to encourage the School community to make better travel choices.

² For education trips, including parents taking children to school, nearly half are made by car - DoE Road Use Statistics (2016)

3 School Expansion (since December 2009)

3.1 2012 Expansion (School Reception, Library, Headteacher, Finance/Staff Offices)

In 2012 a programme of building development was authorised by the Diocese and Local Authority to increase teaching space and provide a greater level of security and safety.

An extension to the schools existing reception provided space for a new library, headteacher, finance and administration/reception offices, which released existing space back to the School for teaching and learning.

A new School Reception/Foyer was constructed to accommodate increasing school visitors, and which provided the School’s Receptionists with the ability to control visitor access to the main part of the School.

The construction of new staff office, allowed for the releasing of space to create a ‘Learning Laboratory’ for the pupils.

3.2 2015 Expansion (Year 6 Trinity Classroom)

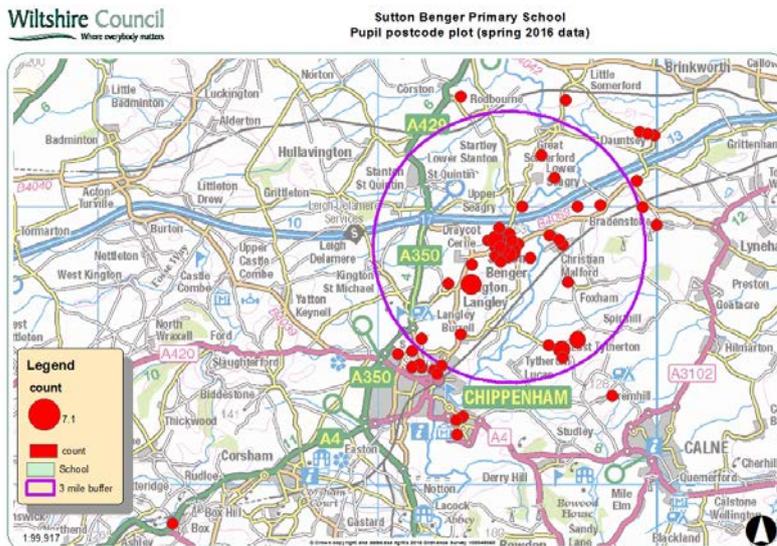
In 2015 it was agreed to construct a new classroom building within the grounds of the School which would accommodate the Year 6 pupils. The single story self-contained classroom is fully serviced and includes entrance hall, toilets and storage facilities. Construction of this building allowed for the vacation of one classroom within the main School building.

2016 and beyond...

With strong demand for pupil places in the area³, it is anticipated that probable expansion of the School will be required within the next 12-18 months.

3.3 2016 Full Catchment Postcode Plot (Pupils, Academic Year 2015/16)

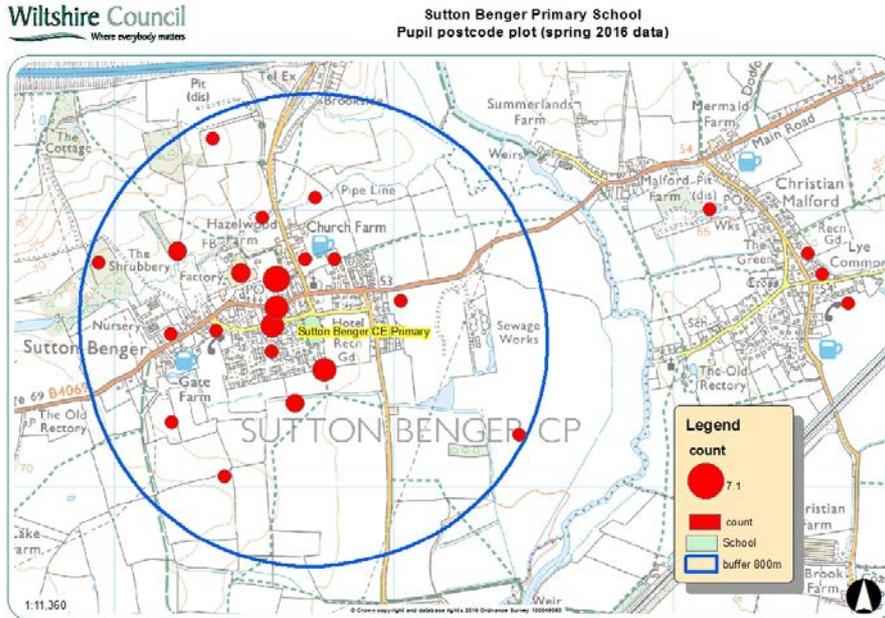
The postcode plot below shows the existing spread (‘full catchment’) of pupil home addresses in relation to the location of the School.



³ September 20, 2016 – Sutton Benger Parish Council reports that they have been made formally aware of two proposed developments consisting of 74 new houses- 14 houses to the east of Sharplands (Stonewater), and 60 houses to the south of the Sutton Benger recreation ground (Persimmon).

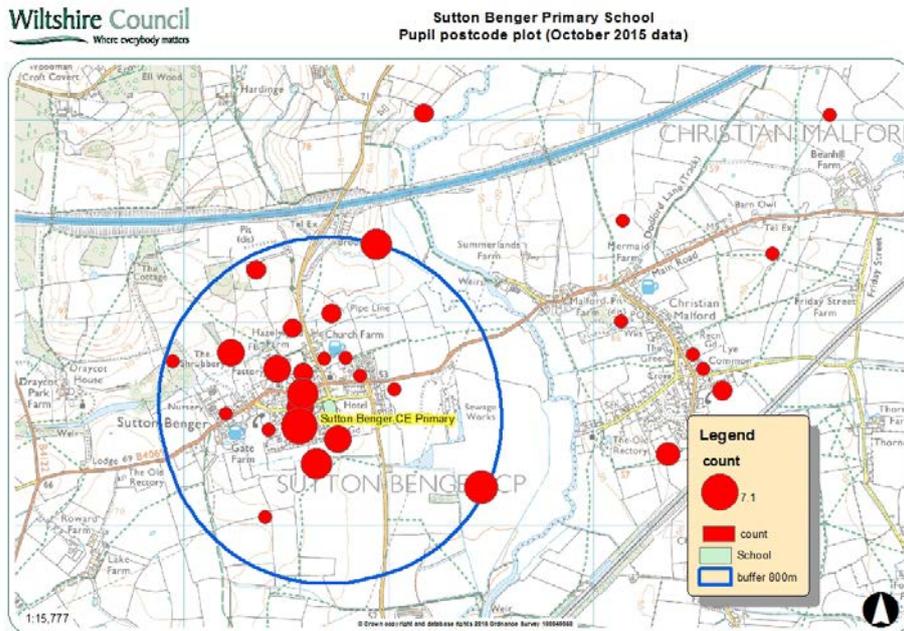
3.4 2016 Local Catchment Postcode Plot (Pupils, Academic Year 2015/16)

The postcode plot below shows the existing spread ('local catchment') of pupil home addresses in relation to the location of the School.



3.5 2015 Local Catchment Postcode Plot (Pupils, Academic Year 2014/15)

The postcode plot below shows the spread ('local catchment') of pupil home addresses in relation to the location of the School in 2015.



4 What we are already doing...

4.1 Onsite Car Parking

In the past staff were allowed to park their vehicles in the small car parking adjoining the playground. The School no longer permits staff cars to park on the premises.

This area has now become an extension to the playground and currently the School is seeking to redevelop that part of the playground into activity area with artificial grass and themed zones.

4.2 Breakfast and After School Clubs

An 'Early Birds' Breakfast Club and 'Tea Birds' After School Club run in School every day. Early Birds and Tea Birds have a maximum of 16 and 24 pupil spaces respectively.. This means that some pupils arrive earlier and leave later than the beginning and end of the School day, which helps to reduce traffic congestion outside the School gates as these children, tend to be dropped off and picked up by their parents on their way to and from work.

4.3 After School Activities

The School runs a number of after school activities for pupils, for example rugby and football training, netball coaching and gymnastics. These run from 3.20pm to 4.45pm. This helps further to reduce levels of congestion at the end of the day, by reducing the number of pupils being picked up at the end of the School day.

4.4 2009 School Travel Plan Recommendations

The 2009 School Travel Plan included recommendations for a 20mph speed limit zone in the immediate vicinity of the School. Subsequently, this measure has been implemented on Chestnut Road.

5 The transport problems and issues at our School

The problems and issues associated with travel and road safety have been identified through assessment work which included site visits to observe conditions at the School gates, parking surveys, traffic surveys and analysis of accident data. Many of the pupils attending the School are young children, considered to be a vulnerable category of road user. Many parents/carers bring their children to and from the School because they are too young to travel independently or unaccompanied.

Approximately half of the pupils travel to and from School by private car. This is thought to be influenced by work pattern, the location of their home address being at great distance, by the lack of cycle paths, safety concern with the lack of footpaths (or properly maintained pathways) on surrounding roads, and/or a safe crossing place on the High Street (B4069). Additionally, the convenience of the car, particularly during the winter months, the arrival of bad weather, and evening School events influences the use of the car.

Due to the Schools single entrance on Chestnut Road there is high demand for parking near the School gates. However, there is not enough space for all parents to find parking particularly as the majority of parents are arriving to drop or collect their children at the same time, or within the same ten minute period. Congestion occurs near the School gates (and designated safe crossing place) on Chestnut Road, exacerbated by the fact that the road narrows and has a sharp bend prohibiting a view of oncoming traffic as it winds around the school and Village Hall perimeter.

With limited parking available in the Village Hall car park, many parents park directly opposite the School gates on or near the unmarked safe crossing, which is supposed to aid (and protect the visibility of) pedestrians crossing Chestnut Road as they emerge from the School gates. In addition with cars parked on undesignated parking areas, the amount of space available for pedestrians to use a number of footways is reduced.

Some parents park in Queens Close (a 'cul-de-sac'), which borders the western perimeter of the school fence, but again whilst relatively quiet of traffic outside rush hour, the road is narrow and heavily populated by parked cars. Congestion occurs during drop-off and pick-up times, contributing to poor lines of vision. U-turn movements occur as drivers seek to return in the direction from which they came; this ends up in the road being blocked.

With a high proportion of staff travelling to and from School by car, and without a School car park, several park in Queens Close. As many staff arrive early and stay on after the end of the School day, so staff cars are parked on Queens Close and Chestnut Road when parents are looking for parking.

For those families living on the northern side of the village, and in particular in new residential developments on the ex-Faccenda and Manor Farm sites, increased traffic on B4069 and a lack of a safe place to cross on the snaking High Street has made it difficult for pupils and parents to cross safely. A survey undertaken in July 2016, recorded an average of 4.5 vehicles per minute passed along the High Street, during school drop off and collection periods.⁴

⁴ Sutton Benger Parish Council sponsored survey on July 12, 2016 recorded vehicular movement along the High Street between 7.30am and 9.30am of 594 vehicles per hour (4.95 vehicles per minute), and between 2.30pm and 4.30pm of 535 vehicles per hour (4.46 vehicles per minute).

Accidents involving children have occurred in the recent past on the High Street and elsewhere near the School. In a number of cases these accidents were caused by children failing to look properly as they crossed the road, suggesting that some children do not have good road safety awareness.

6 Local Residents Survey

In July 2016 a School Traffic and Parking Survey was sent to local residents living within a 0.2 mile radius of the School, requesting feedback on the affect school traffic and parking has on those families living in Chestnut Road, Queens Close, and Bell Piece, and people working at the Doctor's Surgery and Village Hall.

Over 90% of those local residents responding to the survey cited road safety concerns, including speeding (over the 20 mph limit), inconsiderate parking blocking resident access and dangerous parking on road junctions near to School. A number of responses mentioned rude and aggressive behaviour by parents, not only to local residents but to each other during drop-off and pick-up times.

Suggestions for Improvement

When local residents were asked to indicate what improvements could be made to reduce those issues identified, over 50% cited the use of improved road safety including:

- restricted parking measures outside of the school gates in Chestnut Road including 'KEEP CLEAR' marking (with yellow zig-zag)
- no parking adjacent to the school gates and on the corner of Chestnut Road and Queens Close (use of double yellow lines)
- introduction of a timed restriction on Chestnut Road *i.e. one-way system (8-9am, 3-4pm) on Chestnut Road from the junction of Queens Close to Bell Piece*, as the road is too narrow for movement of traffic in both directions during peak traffic periods.
- the enforcement of the mandatory 20 mph speed-limit along Chestnut Road, during peak traffic periods and the introduction of speed hump to control traffic speed.

In addition respondents commented on:

- Increased parking spaces at the Village Hall;
- Removal of trees and shrubs within the School playground which currently block a drivers visibility of vehicles approaching the junction with Chestnut Road, when turning into Queens Close.
- Agreement with the Bell House Hotel to allow parent parking during drop-off and pick-up.

7 Results of the surveys

As with the 2009 School Travel Plan, in order to determine School travel patterns, understand reasons for current travel choices and identify travel preferences, this 2016 update has consulted with pupils, parents, staff and the wider community through questionnaires and surveys.

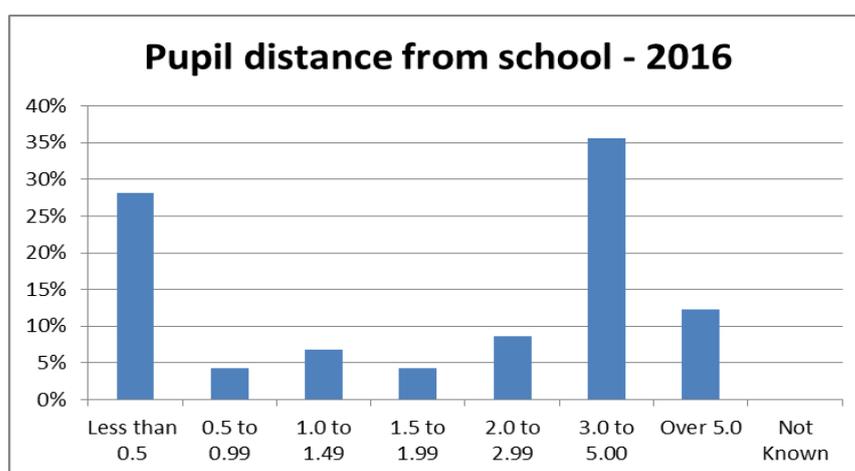
7.1 Cumulative Data (Pupil and Parent Surveys)

Mode of Travel	2006	2007	2008	2009	2016	+/- on 2009
Walk	58%	57%	56%	52%	42%	- 10%
Cycle				1%		- 1%
School Bus						
Public Bus						
Car/Van	41%	38%	40%	45%	52%	+ 7%
Car Share	1%	5%	4%	2%	6%	+ 4%
School Taxi						

Sutton Benger Primary continues to be school desired by those living beyond the boundaries of the village, which is more fully shown in the Full Catchment Postcode Plot provide in paragraph 3.3 above.

In the previous survey in 2009 this factor showed as contributing to a 5% increase in the car as the choice of travel among parents, and a decrease of 4% in foot traffic to School. The 2016 update indicates that the situation continues to swing in favour of the car as the preferred mode of transport with 58% (an increase of 11% on 2009) of pupils travelling to School by car or van, and just 42% walking. This also suggests that the recommendations made in the 2009 Travel Plan, which have as yet not been implemented such as the alternative parking areas, traffic calming measures and a controlled crossing on the High Street, have had a negative impact and has encouraged an increase in the number of pupils travelling by car.

This finding is further supported by the graphical representation below which indicates that currently over 35% of pupils have to travel between 3 and 5 miles each day to School.



7.2 Pupil Data – Breakdown of Survey

Description	2009	2016
Number of Pupils surveyed	123	143
Number on Roll	125	160
Percentage of School surveyed	98%	90%
Number of Classes Surveyed	5/5	5/6

As part of the in-class discussions, the pupils discussed the following questions and the findings are shown below:

Question	Pupil Comments
What prevents you from walking, cycling and using the bus to get to School?	<ul style="list-style-type: none"> • We live too far away so have to use the car • No school bus service • The roads are too dangerous (no cycle path) • Working parents
What changes would help solve these problems to encourage you to walk, cycle or use the bus to come to/from School?	<ul style="list-style-type: none"> • Local school bus • A place to store a bike (bike rack) • Safer roads (traffic/speed reduction) • Better maintained footpaths • Cycle path • Crossing Patrol / Zebra Crossing
Why would you like to walk, cycle or travel by bus to School?	<ul style="list-style-type: none"> • Gives you more energy, good for your health • More opportunities to cycle • Travel with friends • Fun and good exercise • Environmentally friendly • Keeps you fit

As with the 2009 Travel Plan it is clear that the children continue to recognise the benefits of cycling and walking, to the environment and to their own wellbeing.

7.3 Parent Data – Breakdown of Survey

In April 2016 a travel survey questionnaire was sent to all families. Parents/Carers were asked how their children travel to/from School as well as which method transport they would prefer to use.

Description	2009	2016
Number of Survey Responses	76	95
Number of Parents / Families	124	120
Percentage of School surveyed	61%	80%

The key results are as follows:

Usual Journey method to School (2009)

- 52% of the respondents drove their children to school (6% car share).
- 42% of the respondents walk with their children to school.

Usual Journey method to School (2016)

- 50% of the respondents drove their children to school (4% car share).
- 46% of the respondents walk with their children to school.

Preferred Journey to/from School (2016)

- 47% of respondents would prefer to walk to School.
- 41% of respondents would prefer to drive; of those 12% would car share.
- 3% of pupils would prefer to cycle to school, although parents/carers concern over speed and volume of traffic, and the lack of traffic calming measures/pedestrian crossing prevented this from being an option.

The reasons for parents/pupils using their current mode of transport to get to/from school:

Most appropriate for the distance	74	37%
Quickest Option	18	9%
Inexpensive	8	4%
No reasonable alternative	40	20%
Confident that your child has arrived safely	13	6%
Fits in with a longer journey that is being made	14	7%
Allows you to spend time with your child	10	5%
Allows child to spend time with friends	2	1%
Healthy means of travel	14	7%
Environmentally friendly	9	4%

7.4 Current Problems Facing Commuters

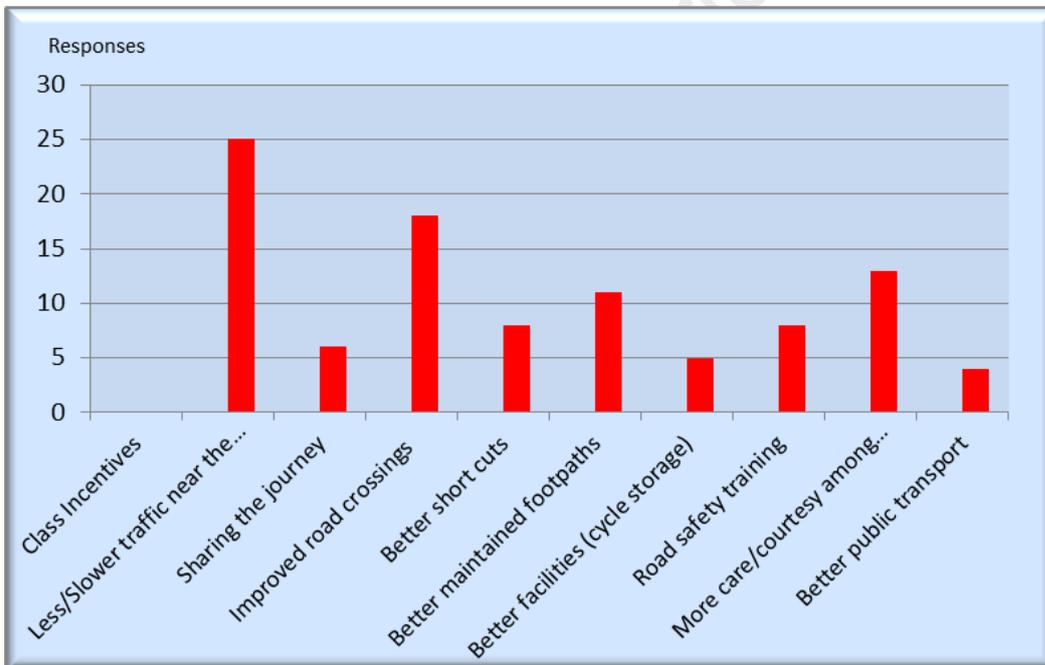
The parent’s survey also asked what problems commuters encountered in travelling to and from School. Over 90% of respondents cited road safety concerns as to problems faced by them in getting their children to school safely.

Many parents mentioned the B4069 and their inability to walk safely along, and cross this busy B-road during peak drop off and collection times. This was due to a lack of a safe crossing place, poor visibility, inappropriate speed limit, and narrow or poorly maintained footpaths. Inappropriate speed calming measures on surrounding country lanes, in the Schools proximity such as Sutton Lane were also a cause for concern.

In addition respondents commented on inconsiderate and dangerous parking on roads and footpaths near to School, especially opposite the School gates in Chestnut Road, which directly impacted pupil’s ability to reach the school gates safely and impacted wheel chair users accessing these routes (such as blocking pedestrian drop curbs).

Suggestions for Improvement

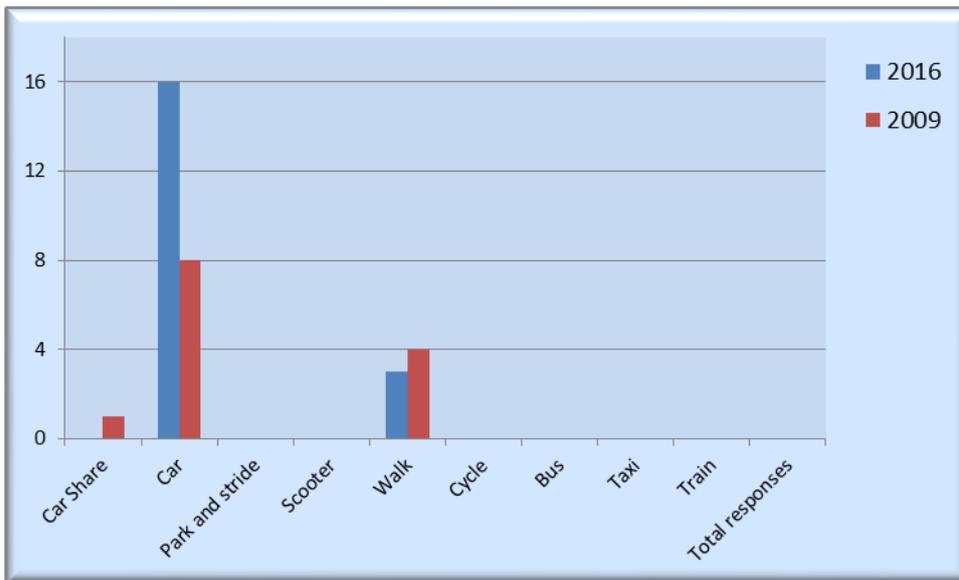
When parents were asked to indicate what would encourage them to travel by their preferred mode of transport, 68% cited improved road safety and pedestrian facilities. This finding is represented by the graph below⁵:



⁵ For reference “Less/Slower traffic near the School” and “More care/courtesy among drivers”.

7.5 Staff Data – Breakdown of Staff Survey

In March 2016 a School travel questionnaire was issued to all members of teaching and support staff. The questionnaire, as did the 2009 equivalent, looked specifically at how School staff currently travel to School and how they would prefer to travel. The questionnaire also investigated barriers to using sustainable transport and possible solutions. The findings are shown in graphical representations below.



With a 32% increase in the number of staff working at the School since the 2009 travel survey was undertaken, together with the fact that just over 51% of staff have to travel between 5 and 20 miles to reach School, the car (84%) remains the most common mode of transport.

Staff cited distance travelled and amount of equipment and paperwork as reasons for not using more sustainable modes of transport to travel to School. For those staff living closer to School reasons mentioned for not travelling by car included unsafe roads, lack of pavements and cycle paths.

Respondents did acknowledge that many vehicles can now be driven in a 'green mode' and that where fitted this functionality was used. Survey responses noted that one incentive to increasing the use of 'green cars' by staff would be to provide monetary discounts at the time of purchase.

8 New traffic and travel concerns that have arisen since the 2009

Through consultation with pupils, parents, staff, the local village community, Wiltshire Council and the Parish Council, we have identified traffic and travel issues which are today affecting the School and local village community.

Details of the issue or concern raised	How was the issue identified?	Who is affected?	Possible solutions?
(01) Increased and dangerous parking on roads and pavements close to the school gates in Chestnut Road.	<p>Parents reporting via the travel survey questionnaire, through school governor contact and local residents witnessing dangerous and inconsiderate parking.</p> <p>Unavailability of parking spaces in the Village Hall car park, as spaces occupied by parents utilising Bengier Bears Pre-School.</p> <p>Ongoing comment from the 2009 survey.</p>	Children, parents/carers, local village residents.	<p>Installation of 'restricted' parking measures outside of the school gates in Chestnut Road including 'KEEP CLEAR' marking (with yellow zig-zag) to prevent traffic from parking/stopping near safe crossing place and the main entrance.</p> <p>Traffic calming measures on Chestnut Road on approach to the School from Sutton Lane and B4069, including adoption of time constrained 'one-way' system.</p> <p>Establish a supervised School drop-off zone close to the school entrance on Chestnut Road.</p> <p>Issue Parking Advisory Leaflets to dangerous parkers.</p>
(02) Narrow and poorly maintained footpaths on B4069 ('High Street') and surrounding roads.	<p>Ongoing comments from the 2009 survey.</p> <p>As a result of the parent and children questionnaires.</p>	Children, parents and carers.	<p>Consult with local parish council to report concerns. May be possible to have issues resolved to meet the objectives of our travel plan.</p> <p>Provide pedestrian road safety training via the Councils Road Safety Unit roadsafetyeducation@wiltshire.gov.uk; (WalkSafe)</p>
(03) Increased traffic on B4069 and lack of safe crossing place on the High Street for pupils and parents walking from the new residential housing estate on the north side of the village to the School situated on the west side.	<p>Parents are reporting via the travel survey questionnaire, through school governor contact and constant awareness by the village community to witnessing children crossing at unsafe points.</p> <p>Ongoing comment from the 2009 survey.</p>	Children, parents/carers, local village residents.	<p>Due to high numbers of vulnerable users, the installation of road traffic safety measures on the High Street, Sutton Bengier (B4069) including '20 mph zone', speed bumps and pedestrian controlled crossings.</p> <p>Undertake school crossing patrol site assessment.</p> <p>Provide pedestrian road safety training via the Councils Road Safety Unit roadsafetyeducation@wiltshire.gov.uk; (WalkSafe)</p>

9 Objectives, Targets and Action Plans – Academic Year 2016/2017

9.1 Objective ONE: Be healthy and sustainable

Objective:	Encourage more travel to/from Sutton Benger primary by healthier and more sustainable means, particularly by walking, cycling and scooters, rather than the car.					
Target:	To maintain the high level of walking to school, and increase the number of children cycling or scooting to School from 2% to 5% by September 2017, by encouraging reduced car use in the Schools local vicinity.					
Action:	Owner	Timescale	Monitoring	Resources Required	Financial	Success Criteria
1. Create cycle and scooter storage and lockers – adoption of cycle-pathways near the vicinity of the School	Headteacher	Spring 2017	Hands up Survey	School resources in selecting design and building contractor	Taking Action on School Journey bid	Pupils begin cycling/ scooting to School
2. Participation in Walk on Wednesdays (WoW) Establish 'Crocodile transportation' from key points in the village including 'The Park' and 'Bell House Hotel'.	Headteacher	Spring 2017	Hands up Survey	School to provide resources /publicity materials Agreement from the Bell House Hotel to allow car park as drop off point for the WoW.	Nil	Increase in pupils walking to School
3. Undertake School tours or trips by public transport where possible	Headteacher	Spring 2017	Hands up Survey	Advice or guidelines from County	Nil	Pupils become familiar with using public transport.
4. Establish a car sharing database for families and staff	SLT	Spring 2017	Hands up Survey	County to provide information on setting up a car sharing database. carshare-wiltshire.com;	Nil	The number of cars coming to School with more than 1 pupil passenger.

9.2 Objective TWO: Be safe on the journey to and from School

Objective:	That the next parent travel plan survey reveals a smaller percentage of parents/carers raising the issue of dangers on the school journey compared to the 2016 Survey.					
Target:	Fewer complaints are received in the school office regarding traffic and parking issues.					
Action:	Owner	Timescale	Monitoring	Resources Required	Financial	Success Criteria
1. Identify person for School Crossing Patrol on B4069 'High Street' and introduce traffic speed restriction measures throughout the length of the High Street.	SLT	Spring 2017	School Crossing Patrol is commenced	School resources to establish initial site assessment for crossing patrol on the B4069 'High Street' and recruitment if criteria met. Wiltshire Highways	Funding by Wiltshire Council	Provide school crossing patrol on the B4069 High Street
2. Class projects covering Safe Routes to School in Years 4 – 6.	Headteacher	Spring 2017	Feedback from pupils and parents on success of projects, road safety training provided by Wiltshire Road Safety Unit	School Travel Champion Wiltshire Road Safety Unit	Nil	Project display and item in School Newsletter
3. Engage with staff to volunteer to manage drop off activity occurring outside the School on Chestnut Road	Headteacher	Spring 2017	Parent Surveys and resident surveys	School Travel Champion; Drop-Off Zone Supervisor	Providing info to parents on impact of poor driver and parking behaviour and design parent and resident surveys	Less congestion and disruption to traffic on Chestnut Road, reduction in parking on Queens Close.
4. Promote sports related after school clubs.	Headteacher	Spring 2017	Observations of reduction in congestion and parking stress in afternoons.	Nil	Nil	Increase in numbers of pupils taking part in a sport after school.

<p>5. Take a tough stance against inappropriate parking.</p>	<p>Headteacher</p>	<p>Spring 2017</p>	<p>Observations and feedback from parents and local resident survey</p>	<p>School Travel Champion</p> <p>School resources in implementation of restricted parking measures.</p> <p>Issue parking advisory leaflet to offending parents.</p> <p>Wiltshire Council</p>	<p>Taking Action on School Journey bid</p>	<p>Parents comply with requests from School.</p> <p>Installation of 'restricted' parking measures including</p> <p>'KEEP CLEAR' marking (with yellow zig-zag);</p> <p>Adoption of double yellow-lines outside the School premises to prevent traffic from parking /stopping on the narrow roads and street corners..</p> <p>Create a School Drop-Off Zone adjacent to the school entrance.</p>
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For Public Dis

9.3 Objective THREE: Be aware of transport and travel issues

Objective:	Promote health, road safety and environmental benefits of using sustainable forms of transport and car sharing and make the School Travel Plan part of the curriculum.					
Target:	Curriculum based tutorials available to all pupils and regular dissemination of information to parents and staff on the purpose of the School Travel Plan.					
Action:	Owner	Timescale	Monitoring	Resources Required	Financial	Success Criteria
1. Ensure road safety and good user behaviour is taught at all levels through training and curriculum.	Headteacher, SLT	Spring 2017	Lesson Plan Review	School resources in providing special markings on the school playground to assist in the development of road safety skills.	Taking Action on School Journey bid	All pupils taught road safety. No accidents involving children to/from School.
2. Establish a car sharing database for families and staff	SLT	Spring 2017	Hands up Survey carshare-wiltshire.com;	County to provide information on setting up a car sharing database. carshare-wiltshire.com;	Nil	The number of cars coming to School with more than 1 pupil/passenger.
3. Engage with staff early on the purposes and expected outcomes of the School Travel Plan.	Headteacher	Spring 2017	Staff Surveys	School Travel Champion	Nil	Staff on board with need to promote measures to pupils / parents and volunteer to manage travel issues.

10 Risks to Implementation

The following risks to the implementation of the measures set out within the Action Plans in Section 8 above have been identified:

- Difficulty in getting members of the staff, governors or parents to become a School Travel Champion, Drop-Off Zone Supervisor's and/or WoW Marshalls.
- Executive Headteacher and School Travel Champion have insufficient time and resources to implement the measures.
- Funding shortages at County, and bid rejection by 'Taking Action on School Journey'.

11 Monitoring and Review

Follow up surveys of pupils, parents and staff will be undertaken in March 2017 and thereafter, surveys to assist in monitoring requirements will be undertaken as follows;

- Hands up surveys of pupils quarterly to track progress against targets and to gauge how travel behaviour of pupils varies as different times of each year due to weather and daylight conditions;
- Annual surveys of staff and parents in the Spring Term to track progress against targets;
- Monitor informal feedback from residents that is communicated to the School directly by individual residents and establish regular communication;

The Sutton Benger School Travel Plan will be updated annually following consultation with Wiltshire County Travel Plan coordinator. A new action plan of measures will be produced for the forthcoming year.

Following the end of the period to which this School Travel Plan Update relates (start of academic year 2017/2018), a School Travel Plan Update review will be produced on the basis of a comprehensive consultation exercise with pupils, parents, staff and the local community.

12 Evidence of Consultation

Throughout the School Travel Plan Update, a variety of people have been consulted to make sure that the views from all key parties have been elicited.

Schedule ONE – School Travel Plan Update Results Database

Informal views, comments, emails from parents, governor feedback, local village residents and members of the Parish Council on the subject of road safety and traffic in the vicinity of the School have been taken into account in the development of the School Travel Plan Update.

13 Signatures of Endorsement

This travel plan update will be signed by, or on behalf of, representatives from the teaching staff, pupils, parents, and governors. The following signatures confirm that the school management have read the contents of this document and that the school commits itself to make every effort to resolve the problems identified in the Travel Plan Update and to implement the actions identified in Section 9. The School further acknowledges that it will strive to achieve all targets highlighted in this document and commits to the annual review and monitoring of the School Travel Plan.

This Travel Plan Update has been submitted as a variation to the Wiltshire Council endorsed Sutton Benger School Travel Plan submitted and approved by the School and Wiltshire Council on 16 December 2009.

Signed for and on behalf of Sutton Benger C of E VA Primary School

Executive Headteacher: _____ (Signature)

Full Name: Mrs Ursula Scott

Date: _____

Chair of Value for Money Committee: _____ (Signature)

Full Name: Mr James Passmore

Date: _____

Co-Chair of Governors: _____ (Signature)

Full Name: Mrs Katie Brown

Date: _____

14 Bibliography

Department of Education (2016) 'Section 4 How and Why People Use the Road', *Road Use Statistics Great Britain (April 7, 2016)*, **26**

Department of Education (2016) 'Overall Results', Reported road casualties in Great Britain: quarterly provisional estimate Year ending March 2016 (*August 4, 2016*), **2**

Attachments

Schedule 1 (School Travel Plan Update Results Database)

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