

**Preshute Church of England (Voluntary Controlled)
Primary School**

High Street

Manton

Marlborough

Wiltshire

SN8 4HH

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DfE No. 865/3149



Travel Plan Update

Section 1 – Why we are updating our travel plan

Preshute Primary School travel plan was originally written in 2010. This three year update is part of our review cycle, with the travel plan having been monitored on a six monthly basis until this point. The travel plan has been incorporated into the School Development Plan.

Section 2 – Our School

Preshute Primary School is a thriving and popular school located on the High Street, in the village of Manton near Marlborough. The catchment area of the school is the parish of Preshute which extends well outside of Manton village.

The school occupies an elevated site which is accessed through a gate leading directly from the High Street pavement. There is no room for parents to stand inside the school gate and so when collecting children from school they have to stand on the pavement. This has become our most immediate concern as we feel the situation is becoming more and more unsafe.

The High Street is very narrow and used by local residents for parking; there is no parking at school for parents or staff. There are no 'zigzag' markings which present a challenge for road safety; this is further exacerbated by a lack of pavements in the village and a dangerous corner by the village green.

Since 2010 our number on roll has risen to 204 with 45% of children coming from outside the catchment area.

Section 3 – Survey Results

To determine school travel patterns, understand the reasons for current travel choices and identify travel preferences, the pupils, parents and staff have all been consulted through questionnaires and surveys.

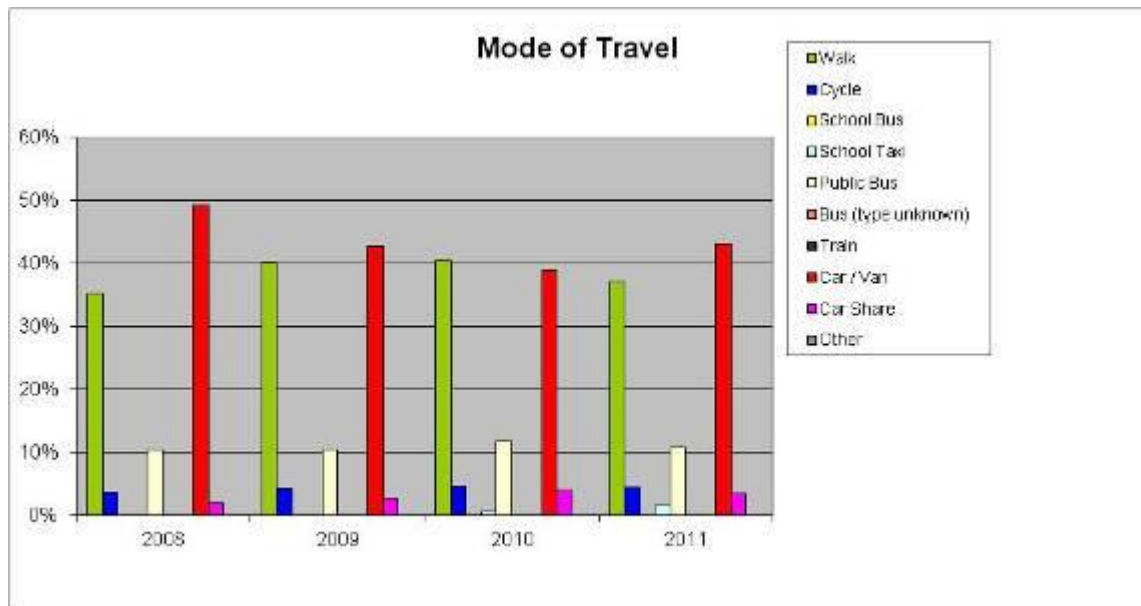
3.1 Historical data

Based on past hands-up tallies, parental surveys and school census data for each year, the following table provides historical mode of travel data for the school. Where there has been more than one survey in a year, an average has been taken.

Mode Of Travel	2008	2009	2010	2011
Walk	35%	40%	40%	37%
Cycle	4%	4%	5%	4%
School Bus	0%	0%	0%	0%
School Taxi	0%	0%	1%	1%
Public Bus	10%	10%	12%	11%
Bus (type unknown)	0%	0%	0%	0%
Train	0%	0%	0%	0%

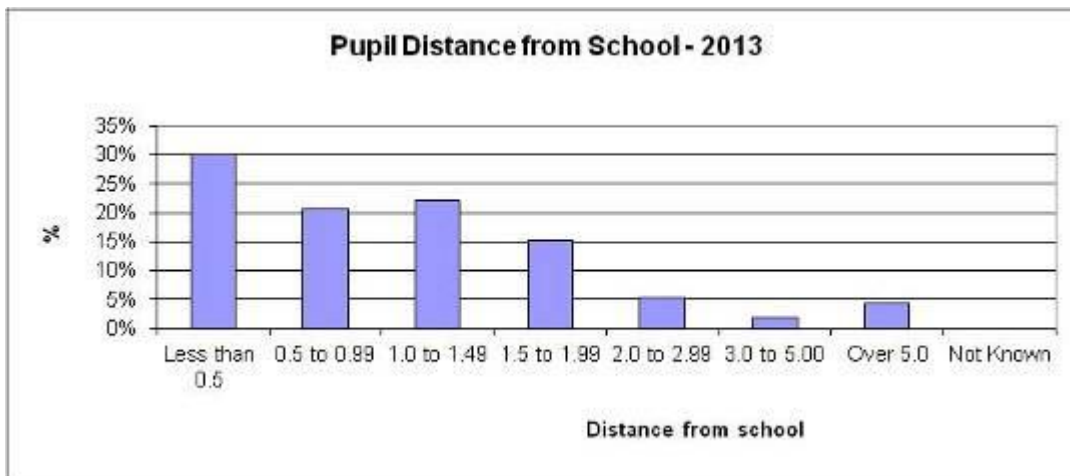
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Car / Van	49%	43%	39%	43%
Car Share	2%	3%	4%	3%
Other	0%	0%	0%	0%

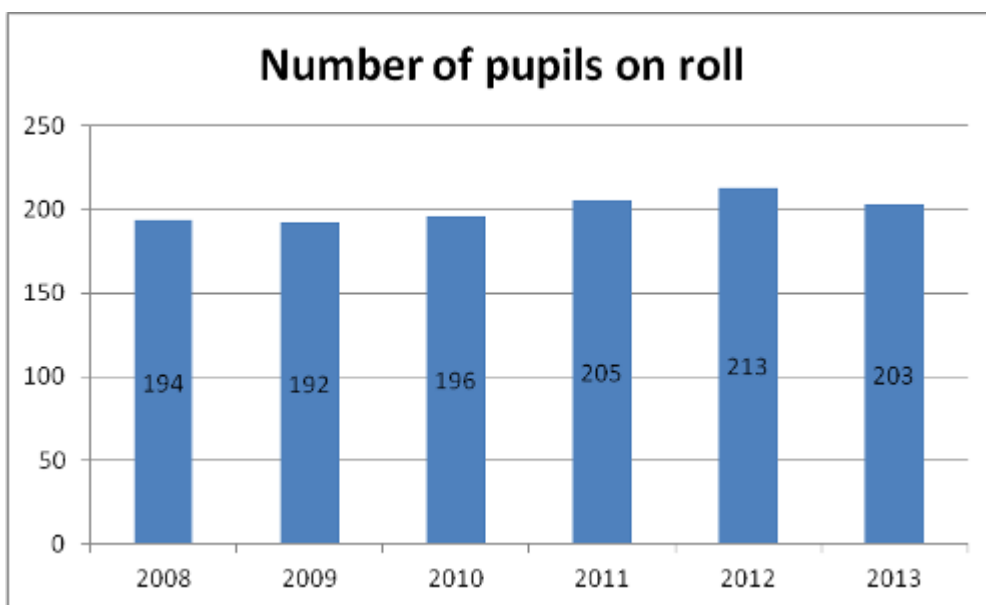


Using the data from the 2013 School Census, the following table provides a breakdown of pupil distances from school. This table will become useful when considering pupil's preferential travel choices and setting SMART targets.

Distance from School (miles)	Number of Children	% of School
Less than 0.5	61	30%
0.5 to 0.99	42	21%
1.0 to 1.49	45	22%
1.5 to 1.99	31	15%
2.0 to 2.99	11	5%
3.0 to 5.00	4	2%
Over 5.0	9	4%
Not Known	0	
Total number of children	203	100%



The following table shows the numbers of pupils on the school roll over the last six years.

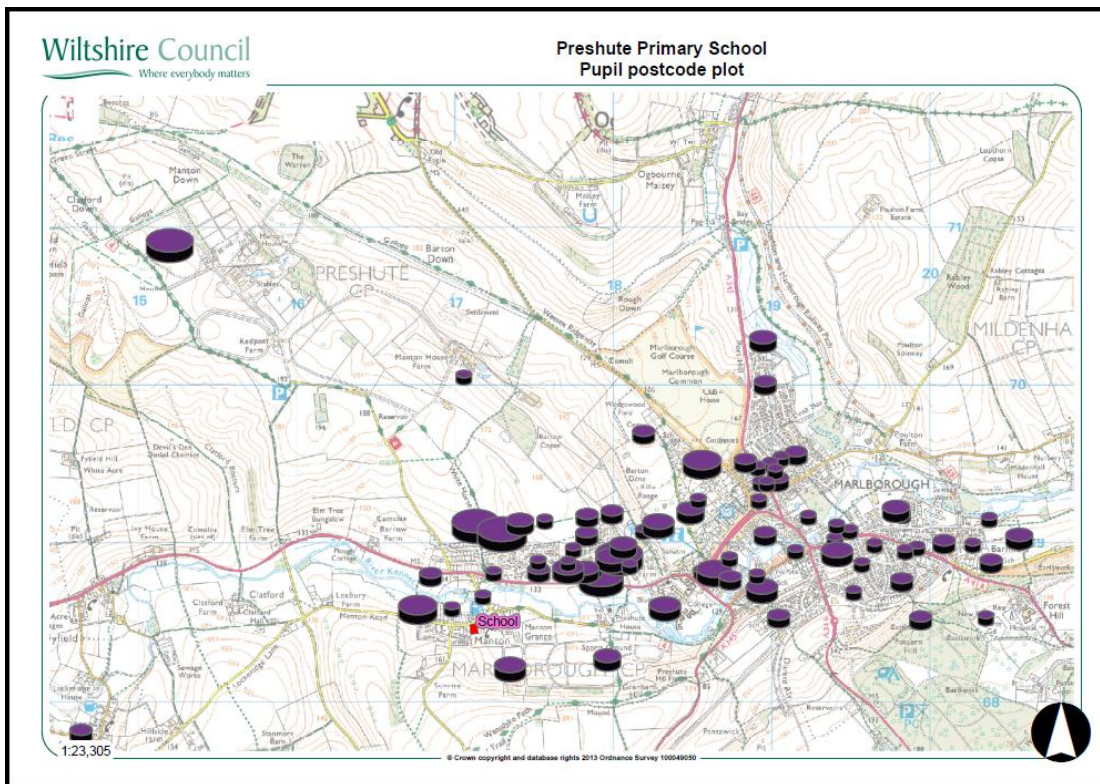


We currently have 7 more pupils than when our Travel Plan was written in March 2010. We peaked last year at 213 and have a recorded school capacity of 210.

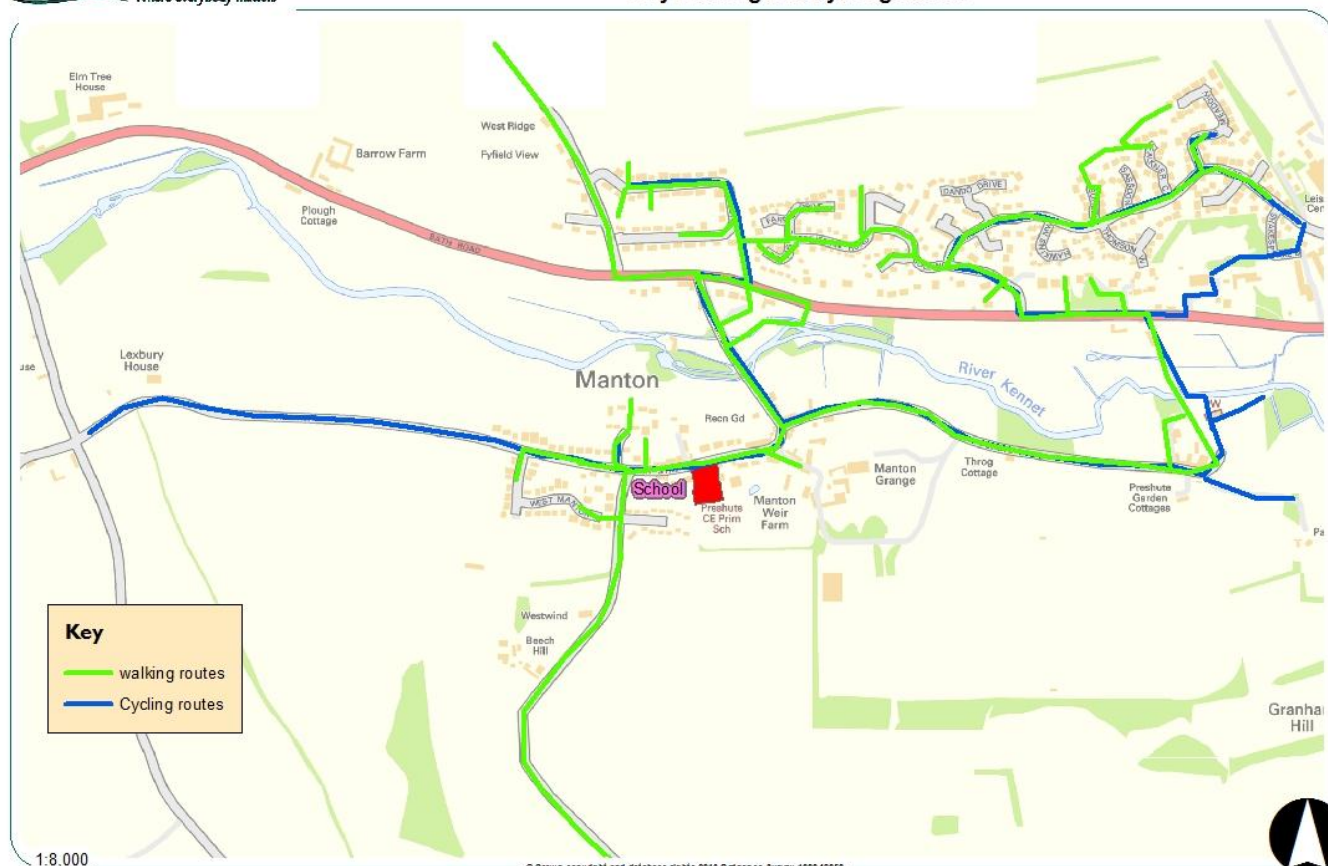
3.2 Pupil postcode map

Using the postcode data from the January 2013 School Census, a map has been created. This shows the distribution of the pupils in relation to the school. The larger the pie chart, the more pupils live at that postcode.

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Pupil distribution remains largely the same as the original Travel Plan. There is a slight increase in the number of children travelling from the East of Marlborough.



The main routes for KS2 children walking and cycling to school are inserted above. Paths leading from nearby housing developments are very steep and become impassable during inclement weather. A lack of pavements on the Manton village side of the A4, and a dangerous corner, make walking and cycling a concern for many parents. Some racks are provided for cycles and scooters on the steep path leading up to the school entrance; if we could access the school playground from the village pavement, more, suitable, storage could be provided.

3.3 Pupil survey (November 2013)

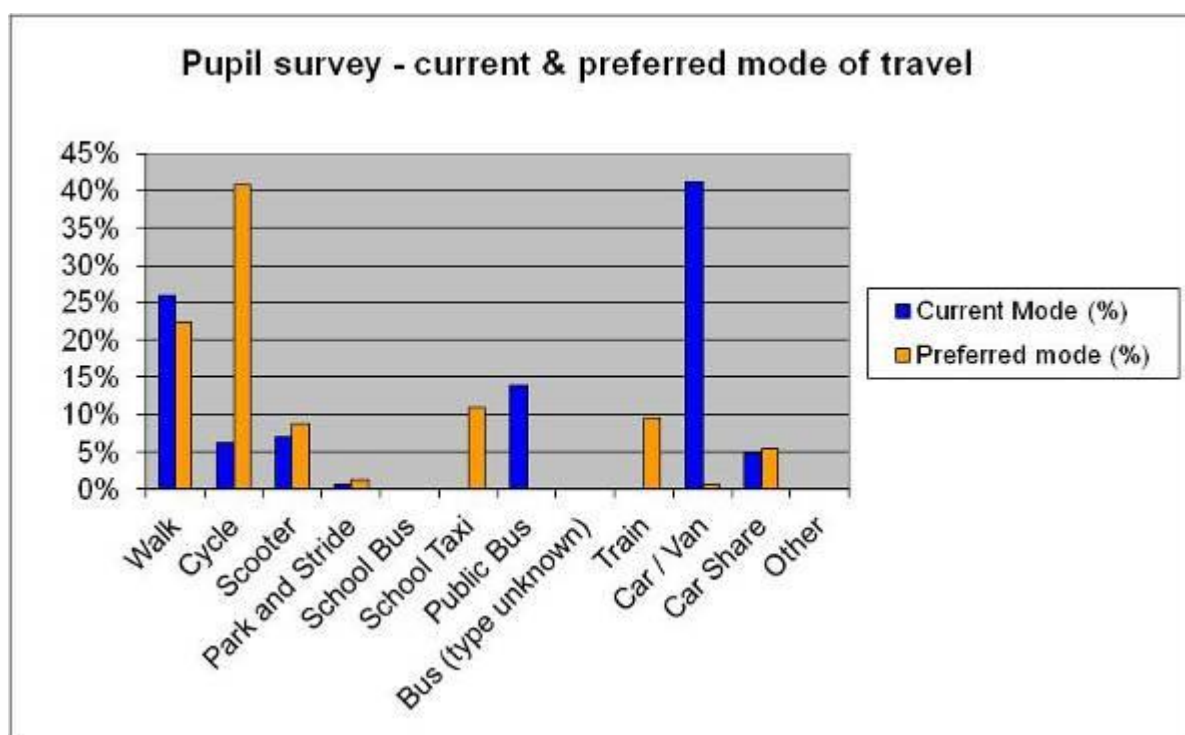
All classes conducted a ‘hands-up’ survey of how children travel to school. In-class discussions provided answers to what prevents children walking, cycling and using the bus, what changes would solve these problems and why children would like to walk, cycle and travel by bus. The School Council continue to produce ideas to promote sustainable travel and road safety.

The following table and chart shows the findings from the pupil survey.

Mode of travel	No.	Current Mode (%)	No.	Preferred mode (%)
Walk	37	26%	33	22%
Cycle	9	6%	60	41%

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Scooter	10	7%	13	9%
Park and Stride	1	1%	2	1%
School Bus	0		0	
School Taxi	0		16	11%
Public Bus	20	14%	0	
Bus (type unknown)	0		0	
Train	0		14	10%
Car / Van	59	41%	1	1%
Car Share	7	5%	8	5%
Other	0		0	
TOTAL	143	100%	147	100%



As part of the in-class discussions, the pupils discussed the following questions:

What prevents you from walking, cycling and using the bus to get to school?

- Wet weather – nowhere to wait in the rain
- Lack of pavement in village
- Roads too busy
- Live too far away

- Mum and dad both working
- Bike is broken
- Mum and sister too slow on bike
- Time issues
- Too dark at this time of year.

What changes would help solve these problems to encourage you to walk, cycle or use the bus to come to school?

- Safer route for bus
- A new bike/scooter
- If I could walk with a friend's mum
- Better lighting
- Crossing signals in town
- Lower speed limits
- Cycle lanes

Why would you like to walk, cycle or travel by bus to school?

- Cycling's fun
- To get fresh air
- To build up muscles
- To cut down on pollution
- Exercise wakes you up in the morning
- Want to put my bikeability course to use
- Walking gives you time to think quietly and talk with friends

The findings closely mirror those reported in the original Travel Plan. However, it was interesting to see that walking to school with a friend's mum was a suggestion. We have always advocated car-sharing but not, perhaps, walk-sharing. The barriers have all been previously identified – time, working parents and living too far away the more common answers; unfortunately, these are matters over which the school has little influence. Volume of traffic and a lack of pavements are issues that the school has attempted to address for a long period of time. Regrettably, the geography of Manton village is the cause of the problem and, despite past meetings with Wiltshire Council Highways; suggested improvements have not come to fruition.

It is encouraging to know that children understand the benefits of sustainable travel and confirms the importance of the teaching being regularly undertaken in school. The children view walking, cycling and travelling by bus as healthy, fun, environmentally friendly and a sociable time. It is particularly pleasing that children see cycling as an opportunity to put their bikeability training to good use.

If, as hoped, we are able to develop the side school access to allow admission to the school playground at school drop off and pick up times, we will reduce congestion on the narrow High Street pavement and enable children to spend sociable time together in a safe environment. We believe that this solution will encourage more families to walk, cycle and use the bus to travel to school as increased safety will provide greater flexibility for arrival and collection times.

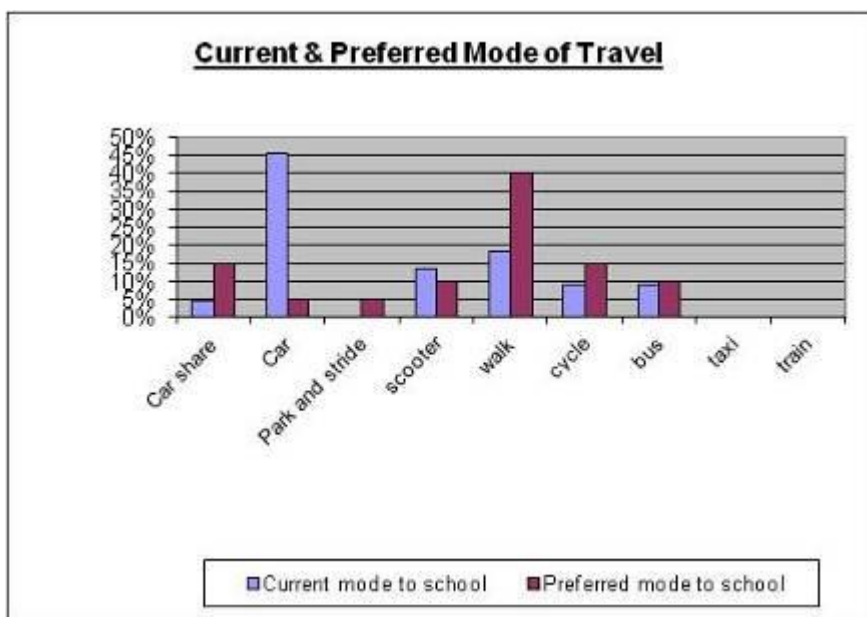
3.4 Parental Questionnaire (November 2013)

We sent out one questionnaire per family and received 33 responses in the timeframe specified for completion. This represents 23% of 145 families.

Parents were asked how their children currently travel to and from school as well as how they would prefer to; the results are as follows:

Current mode of travel	Number of families	%
Car share	1	5%
Car	10	45%
Park and stride	0	0%
scooter	3	14%
walk	4	18%
cycle	2	9%
bus	2	9%
taxi	0	0%
train	0	0%
Total	22	100%

Preferred mode of travel	Number of families	%
Car share	3	15%
Car	1	5%
Park and stride	1	5%
scooter	2	10%
walk	8	40%
cycle	3	15%
bus	2	10%
taxi	0	0%
train	0	0%
Total	20	100%



There was a disappointing level of response from parents. Traffic congestion and parking difficulties are an on-going issue for the school and parents are regularly reminded through school newsletters, and the school website, of the need to be mindful of road safety and to give consideration to our residential neighbours. Parents would prefer to walk to school and children would prefer to cycle. Congestion at the front of school makes this extremely difficult; there is nowhere for parents and children to congregate safely.

Parents were asked to give up to three reasons for their current mode of travel. The most frequently cited reasons were:

- It is most appropriate for the distance (14 families)
- It saves time/is the quickest option (11 families)
- You are confident that your child has got to school safely (7 families)

Parents were asked to identify the initiatives which would encourage them to send their child to school by their preferred mode of travel. Among the 11 car driving families, the most common initiatives were:

- Less/slower traffic near the school/on the journey
- Sharing the journey with other parents (4 families)
- More/better road crossing for pedestrians on school routes (3 families)

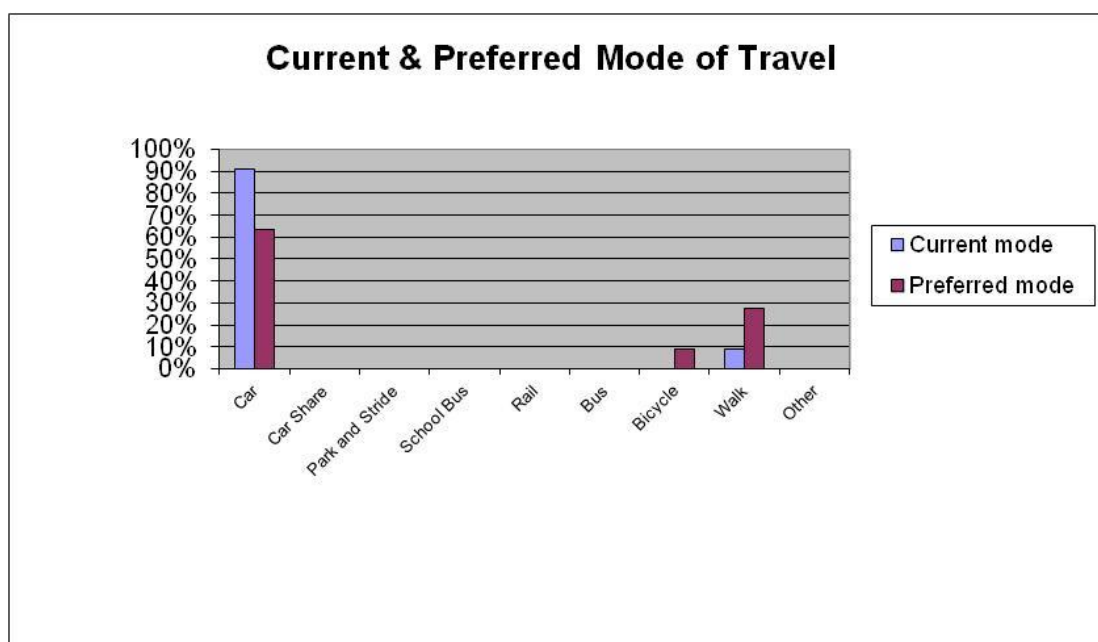
Parents are routinely encouraged to car share. By enabling side access to a safe waiting area at school drop off and pick up times, parents would be able to arrive earlier without causing congestion on the village High Street. This has been an objective on the school action plan since the original Travel Plan was written; as a result of safety concerns it has now become our immediate priority. More and better road crossings are an initiative we will highlight to Wiltshire Council Highways.

3.5 Staff Questionnaire

In November 2013, a school travel questionnaire was issued to all members of staff. The questionnaire looked specifically at how staff currently travels to school and how they would prefer to travel.

The questionnaire also tried to identify barriers to using sustainable transport and some possible solutions.

Mode of travel	No.	Current mode (%)	No.	Preferred mode (%)
Car	10	91%	7	64%
Car Share	0		0	
Park and Stride	0		0	
School Bus	0		0	
Rail	0		0	
Bus	0		0	
Bicycle	0		1	9%
Walk	1	9%	3	27%
Other	0		0	
TOTAL	11	100%	11	100%



The most popular reasons for staff not using sustainable modes of travel to get to school were:

- Distance
- Lack of suitable public transport
- Convenience and other commitments (eg childcare)
- No other staff living nearby (car-share)

All staff felt that they would be unable to change their mode of travel unless public transport provision improved or their circumstances changed (eg children growing up, moving house).

Section 4 – Travel Concerns

- Limited space for parents to stand and wait outside school

We are exploring options for works to the front of the school which will allow parents access to the playground to drop off and collect children. The elevated site and extremely steep incline currently makes this impossible. We have made this is our immediate priority as overcrowding on the High Street pavement causes real concerns for safety. We have commissioned architect plans and obtained quotes from local building companies. However, unfortunately, the cost of undertaking the work is currently prohibitive. In the shorter term we seek to have the 'bus stop' road marking re-painted nearer to the school. It is currently further down the High Street, requiring the chain of children being taken to the bus to navigate the crowded pavement. This sometimes, unacceptably, results in children walking on the road itself to avoid the crowds.

- Village congestion during drop off and collection times
- Continual parking complaints from local residents
- Additional transport congestion from popular village public house

We operate a staggered collection time at the end of school and we encourage parents to follow an 'unofficial' one way system through the village. We have an informal arrangement with the village public house who kindly allow parents to use the car park during school drop off and pick up times. We have requested that Wiltshire Council Refuse and Recycling vehicles will avoid Manton village between 8.30am to 9.00am and 2.50pm to 3.15pm.

- Less use of bus service on journey to school compared to journey from school

The bus is a 'service' bus, as opposed to a school bus, operated by Calne Travel which has a different morning and afternoon route. At the end of the day a member of staff escorts the children on to the bus and a register is taken. This does not happen at the start of the day and parents are concerned that children have to get off the bus and walk up to the school unsupervised.

- Lack of village pavements

This issue has been considered by Wiltshire Council Highways but remains unresolved.

- No staff parking

A previous informal arrangement with a local resident that provided six parking spaces has now been withdrawn following a change in homeowner.

Section 5 – What we are doing

To support the travel plan and sustainable travel we address issues regularly through our website and school newsletter.

Where possible we encourage children to walk to school and we work closely with our Road Safety Officer at Wiltshire Council to ensure that children are taught to walk safely. We also promote 'Walk to School' an initiative from Living Streets – the national charity that stands up for pedestrians.

We continuously assess ideas and investigate new options for sustainable transport; involving pupils and parents in the concept and promotions. We would like to operate a 'walking bus' from the Barton Park/College Fields residential housing areas of our catchment. Where walking is not an option, we are keen to explore the possibility of car sharing.

All our Year 6 children, and where possible some Year 5 children, are able to take 'Bikeability' – cycling proficiency for the 21st century. Bike racks have been provided outside the main door of the school, together with storage for associated cycle wear.

In addition to the following stakeholders:

- Preshute Primary School Association
- Manton Residents Association
- Local Residents
- Wiltshire Council Highways (Road Safety Unit) Department
- School Travel Advisor
- Community Police Officer
- The Outside Chance Public House

We are also in contact with our Wiltshire Council Health and Safety Advisor, our Community Area Manager and the Preshute Parish Council.

Section 6 – Targets and Action Plan

OBJECTIVE	TARGET	COMMENTARY	UPDATED TARGET
1. Reduce the number of journeys made by parents with single children by promoting car sharing.	Increase the number of children travelling by car share from 4% (pupil data July 2009) to 6% by October 2010, to 8% by October 2011 and to 10% by October 2012.	Car sharing is promoted via the school newsletter and website. The School Office maintains a database to help facilitate car sharing. Children travelling to school this way receive 'house points'.	Current data suggests 5% of families car share. Target is revised to 8% by October 2014.
2. Increase the number of children cycling to school.	Increase the number of children cycling to school from 11% (pupil survey July 2009) to 13% by October 2010, to 15% by October 2011 and to 17% by October 2012.	Bike storage, although limited by space at the front of the school entrance, has been provided. Bikeability training takes place annually for older children.	Current data suggests 9% of families cycle to school. Target is revised to 13% by October 2014.
3. Increase the number of children taking the bus to school.	Increase the number of children travelling by bus to school from 14% (pupil survey July 2009) to 16% by October 2010, to 18% by October 2011 and to 20% by October 2012.	Differing morning routes result in inconsistent arrival times at Manton village. There is a shortage of volunteers able to meet children from the bus in the morning.	Current data suggests 9% of families take the bus to school. Target is revised to 14% by October 2014.
4. Lobby to improve safety within Manton village for walking and cycling access.	Improve road markings on bend in road. Create pavement to front of village green. Improvements to pavement leading to school. Reduction of speed limit. Improved pavement access to and from the A4 pelican crossing. Enable parents to drop off and collect children from the playground	Wiltshire Council Highways are responsible for organising and funding the improvements. The school has commissioned architect plans and obtained quotes from local building companies for the installation of new steps at the side of the school which will provide a safe area to congregate.	We will submit an application for funding to the 'Taking Action on School Journeys Challenge' and also write to the Community Area Transport Group requesting support.
5. Increase the number of children walking to school.	Increase the number of children walking to school from 31% (pupil survey September 2009) to 33% by October 2010, to 35% by October 2011 and to 37% by October 2012.	The school regularly promotes walking to school and participates in the national walk to school week. The walking bus trial highlighted a lack of willing volunteers.	Current data suggests 18% of families walk to school. Target is revised to 31% by October 2014.

Section 7 – Funding

To improve safety within Manton village for walking and cycling access has become our biggest priority. The majority of targets are beyond our control but we feel we are able to consider enabling parents to drop off and collect children from the playground.

We have commissioned architect plans and obtained quotes from local building companies for the installation of new steps at the side of the school. Unfortunately, the cost of undertaking the work is currently prohibitive. We will submit an application for funding to the 'Taking Action on School Journeys Challenge'. Wiltshire Council can provide capital grants to help schools implement their travel plans and promote sustainable travel. This will provide:

- An improved environment;
- Improved safety;
- Improved child personal and social wellbeing;
- Less congestion at the school gate; and
- Fewer disturbances to the school's neighbours.

The overarching aim is that improved safety will have the marked potential to reduce the number of pupils being driven to school.