



Dickleburgh VC Primary School

School Travel Plan 2014

Details of our School

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| Type of School: | Primary |
| Address: | Harvey Lane Dickleburgh DISS Suffolk |
| Postcode: | IP21 4NL |
| Telephone number: | 01379 740080 |
| Email address: | office@dickleburgh.norfolk.sch.uk |
| Website address: | www.dickleburgh.norfolk.sch.uk |
| Head teacher: | Mr James Richards |
| Age range of pupils: | 4 – 11 |
| Number of pupils on Roll: | 150 |
| Number of teaching staff: | 8 |
| Number of supporting staff: | 13 |
| Unique DFES School Reference number: | 926 3125 |

Introduction

This plan has been written in response to a requirement linked to a planning application submitted in July 2014 for the installation of two new teaching bases. The issue of traffic movement on Harvey Lane had been raised by the school's near neighbours who feared increased congestion, the degrading of grass verges, the safety of individuals and a negative impact on house prices. The Parish Council had also expressed their concerns particularly for pre-school pedestrians, the school had already implemented solutions for this issue thus alleviating some concerns. Advice about traffic congestion was sought from South Norfolk Council and the county Highways Department, the belief of these professionals was that schemes such as yellow lining and an additional footpath would either not be enforceable or prohibitively expensive.

The granting of planning permission was contingent on a number of commitments, not least the assurance that the school would revisit its travel plan within 12 months of the building work starting.

This school is a Healthy School, travelling to and from school should be seen as much as a health issue as a practical expedient. It has been noted on several occasions that, despite a relatively small catchment area we had a high proportion of children arriving in school by car, this has been confirmed by the parent questionnaire – a good number of driven those journeys are known to be less than 1 kilometre.

The school's governors and staff are aware that the parishioners' perspective is that Rectory Road and Harvey Lane, to a lesser extent, are potentially dangerous routes. Improvements have been made to the footpath on Rectory Road and the curbs dropped to facilitate crossing to the recreation field footpath. There are two points of pedestrian access to school punctuated by a 70 m. stretch along Harvey Lane. It is the contention of some residents that this stretch is dangerous for pedestrians, the school believes that there are adequate arrangements in place to prevent pedestrians using this stretch of road.

The school has limited parking space, sufficient for 15 vehicles, and is gated for the duration of the school day. However parent users of the before and after school clubs are encouraged to use this space for dropping off and picking up during these non-peak times. Historically, parents have been encouraged to park in the Village Centre car park, this car park is newly surfaced and has capacity for approximately 60 carefully parked vehicles. As previously noted facility is becoming increasingly congested with a number of parents now using the grass verge which is becoming increasingly worn. The parent survey suggests that at any peak time there will be at least 46 cars belonging to parents using the community car park alongside an average of 10 regularly parked vehicles. Clearly capacity is reached every day this plan will discuss alternatives to Village Centre parking.

We know that many children in the village own their own bicycles, however very few children cycle to school the survey showed that some would consider doing so during the summer months but none currently do so. There is an agreement that the cycle storage facilities in school are more than adequate and an understanding that the school offers appropriate cycle safety training. There is a contradiction between the numbers of children who use their bikes recreationally and the number who cycle to school, we understand that fears about fast traffic through the village creates the perception of an unsafe environment however this doesn't prevent evening and weekend use.

As one would expect from a tight catchment area a good proportion of children do walk to school, mostly accompanied. The travel plan will identify safe walking routes and propose measures to increase the number of journeys or part journeys taken on foot.

The aim of this plan is to cause school users to reflect on their journeys to school and make alterations should they consider it necessary to do so. The survey carried out during the week beginning 10.11.14 indicated that 22 of the 46 regular car users would be prepared to make changes, a measure of this plan's success would be the sustainability of those changes.

The school site contains the primary school and pre-school, the pre-school operates similar hours to the school apart from its midday break. The drop-off and pick-up times are the periods of greatest congestion. The school's start of day routine encourages parents to stay on the premises until the bell rings for the start of day so the majority of cars parked at the Village Centre are there for at least 10 minutes. The most commonly identified factor apart from distance that encourages car use is the lack of time, parents tending to incorporate the school run into their journeys to work. A separation of the two would have the effect of reducing use but would necessarily bring forward the start of the school day, this procedure would be subject to a statutory consultation period of at least a year.

| | |
|-------------------|---|
| morning session: | 8.45-11.45 for Pre-School 8.45-12.00 for School |
| afternoon session | 12.30 - 3.30 for Pre-School 1.15 – 3.30 for School |

The school premises are open from 7.30am, parents can bring their children to school from 7.45 to the breakfast club. The premises remain open until 5.30 pm when the last children are collected from the after school club. The main pedestrian gate to school is opened at 8.30, locked again at 9.00 and opened for home time at 3.20. There is controlled access to the pre-school via the pedestrian gate at 11.45 and 12.30.

The school runs a number of extra-curricular activities, these take place either over lunchtime or after school. In the case of after school activities parents are asked to confirm that they have made arrangements for their child's collection and/or their safe journey home. Activities such as the after school and breakfast club reduce car park congestion.

Friday afternoon has been identified as the time of greatest car park congestion when school users are obliged to share space with the Bridge Club that operates in the Village Centre. A suggestion from a parent was that the school consider running a series of free extra-curricular activities on a Friday encouraging children to stay longer at school and combat the congestion in that way. This is a suggestion that the school will explore further during spring term 2015.

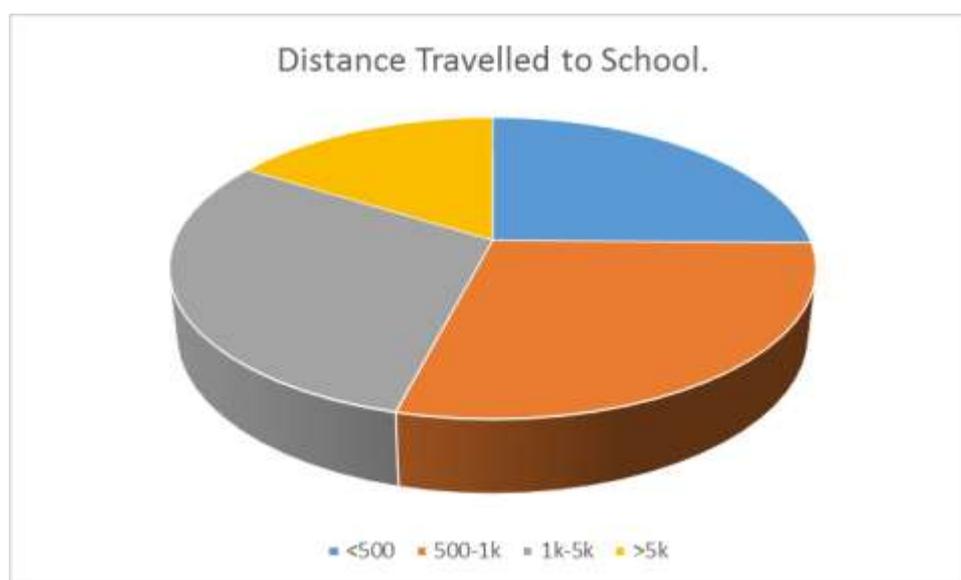
Parent Surveys

Date questionnaire undertaken: W/B 10.11.14

There are 105 families using the primary school, each family was sent a questionnaire and the school received 87 replies an 82% response rate. The questionnaire collected data on the distance and mode of travel, willingness to adapt and awareness of road safety initiatives at the school.

The following is a summary of the data collected:

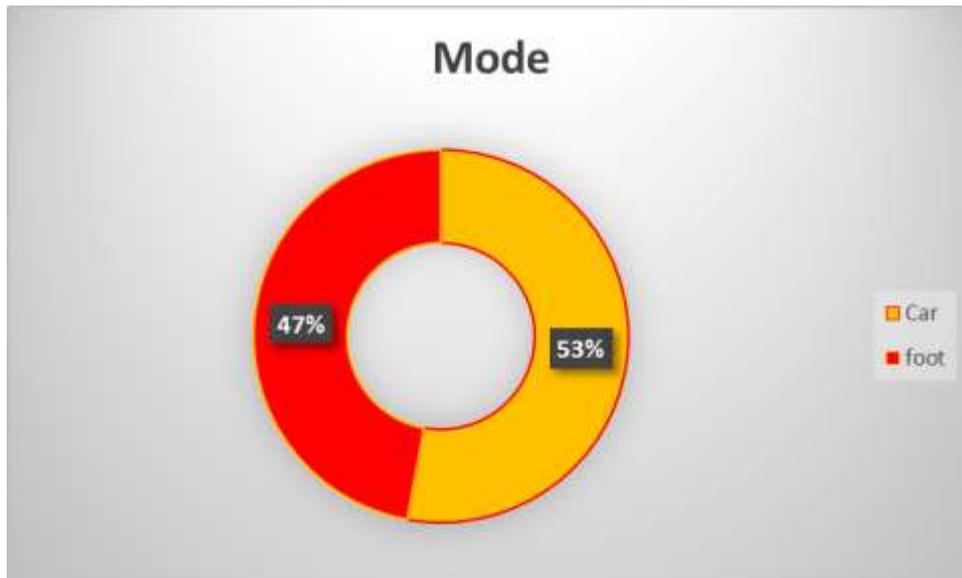
With the growth of the school we were keen to gain an understanding of the distances parents were travelling, our traditional catchment; Dickleburgh, Rushall, Thelveton and Shimpling all fall within a 5 km radius. In recent years the school's considered catchment has grown to encompass Thorpe Abbots where there is no provision and reached as far as Starston which is also a village without its own school both these communities are greater than 5km from school.



| Distance from School | number of responses | % of total |
|----------------------|---------------------|------------|
| < 500m | 22 | 25% |
| 500m -1k | 25 | 29% |
| 1k-5k | 26 | 30% |
| >5k | 14 | 16% |
| Total | 87 | |

If a distance of less than 1 kilometre is considered walking distance then this data would suggest at around about 50% of children would regularly walk to school.

In fact of a total of 870 weekly journeys a narrow majority were made by car.



460 journeys were by car and 410 were on foot, no responders currently cycle to school. There is an apparent mismatch between the number of walkable journeys and the number actually completed on foot.

Parents were asked if they would be prepared to alter their travel to school arrangements, of the 46 who answered this question over 50% (24) were not prepared to consider an alternative method even if the school addressed their concerns. Time was cited as the greatest barrier to change. However when those that had to drive (a question of distance rather than convenience) were asked if they'd consider alternative parking and completing the journey on foot the response was more encouraging:



When asked about the distance that they'd be prepared to walk parents reflected a range of distance – probably relating directly to their child's age and the amount of school related baggage they had to carry.



- *Note it is 100m from the far end of the village centre car park to the school gates.*

70% of parents are aware of the school's pedestrian and cycle safety sessions that it runs throughout the school and only 6 thought that additional programme information would assist them in their school travel decisions.

Conclusions & Actions

The difficulty faced by car users is that there is insufficient parking space in the community car park, this insufficiency fuels a range of responses from local residents, for some there is a genuine concern about pedestrian safety, however for others the agenda is probably different; either way this plan has to address parking as a real concern.

We do know that there are at least 28 regular car users, over 25% of the school's families, who are willing to consider alternatives such as park and walk.

Dickleburgh parents are aware of the recent road improvements and that there is a network of safe pathways to school. However as a growing number of families live over 5 kilometres from the village there is, proportionately, less awareness of safe walking routes. A system of signs would help to establish these routes.

There is a need to improve signage around school and along Harvey Lane, the use of signs will discourage inappropriate parking and suggest alternatives. All travel plan sponsored signs will carry the school logo.

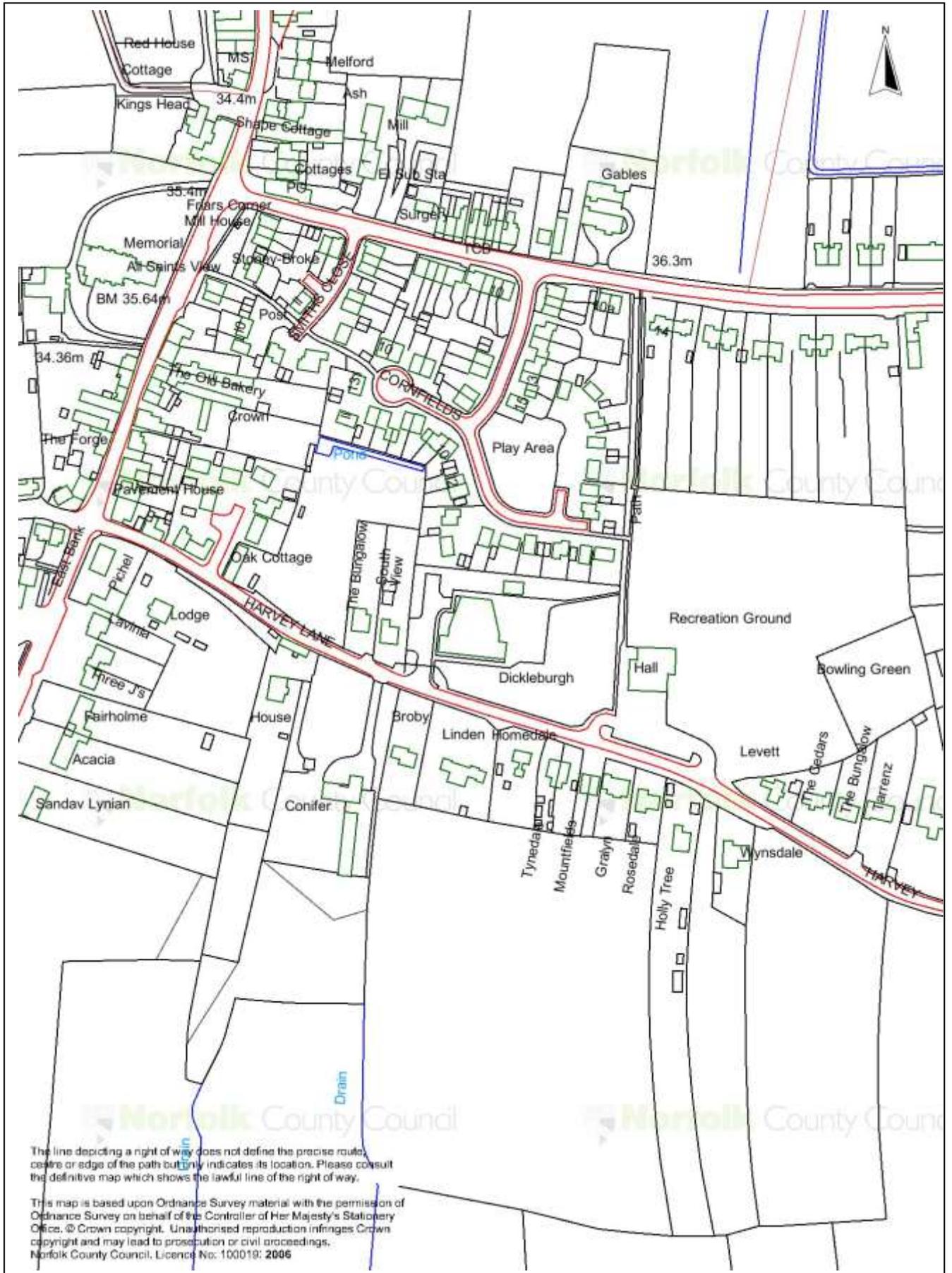
The following **actions** will be carried out before the end of the December 2014 and implemented at the start of 2015.

- Identification of alternative parking areas up to 500m from the school boundary;
- Identification of safe walking routes to school;
- Creation of a Park & Walk network with maps circulated.
- Direction signs indicating safe walking routes established through the village;
- Commissioning of parking awareness and cautionary signs along Harvey Lane.

This strategy will not reduce the community's growing dependence on using the motor car for the school run but it will do something to tackle congestion on Harvey Lane. There is capacity for additional parking in the village using sites like the Parish Rooms, Rectory Rd and the old Surgery would generate at least 25 additional spaces and contribute to a healthier walking culture. The impact of these actions will be measured in April, June and October 2015.

In addition the following will be completed by April 2015:

- A consideration of school start and finish times, taking a view as to whether this would achieve an uncoupling of the school/work run;
- A review of pre-school pick up and collection routines;
- Discussion at governor level concerning the provision of free, Friday, extra-curricular activities;
- A publication of the timetable for and objectives included in cycling and pedestrian safety training.



The line depicting a right of way does not define the precise route, centre or edge of the path but only indicates its location. Please consult the definitive map which shows the lawful line of the right of way.

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Monitoring

We will monitor (and review) our School Travel Plan in the following ways:

| Monitoring (review) | Responsibility | Timescale |
|-------------------------------------|---|--------------------------------|
| Safe routes; Walking & Cycling | School Council Curriculum & Parents Liaison Committee | Termly: April, June October |
| Cycle storage | Buildings, Premises, Health & Safety Committee | Termly |
| Curriculum development & promotions | Curriculum & SEN committee | Termly |