

# Travel Plan

## November 2016



## Anthony Roper Primary School, The High Street, Dartford, DA4 0AA



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# 1 Introduction to the school

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## 1.1 Background

The Anthony Roper Primary School is a Voluntary Aided Primary school for children aged 4 to 11 years. The school currently has 316 pupils on roll and is organised into split year classes with a maximum intake of 45 in each school year. Many children come from the immediate catchment area, but the popularity of the school means that people from outside the catchment area choose to send their children to Anthony Roper rather than their local school. Therefore, many live beyond walking distance of the school. There are 21 full time staff and 39 part time staff. The school day is from 8:45am to 3:15pm. There is also a pre-school on site, accommodating approximately 60 children over the course of the week, which operates from 9:00am to 3:00pm. The pre-school has close links with The Anthony Roper Primary School but does not come under the management of the school.

## 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

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## 2.1 Core hours

Our core opening times are: 8.45am - 3.15pm

The school gates open at 8:30am with pupils admitted into school between 8.45am and 9.00am.

The afternoon session ends at 3:15pm for all children.

## 2.2 Overall hours

The school operates a breakfast club from 7:30am each school morning, which can currently accommodate up to 30 children. The after school club offers a session which ends at 5.00pm and can accommodate a maximum of 20 children.

The school also runs a number of after-school activities and clubs which mean on most days a small number of children will be collected from school after the regular pick-up time.

<b>Mon</b>	None
<b>Tue</b>	KS1 Gymnastics Club until 4.15pm Y5&6 Netball until 4.15pm KS1 Yoga Club until 4.15pm
<b>Wed</b>	Y3&4 Netball until 4.15pm
<b>Thu</b>	KS2 Gymnastics Club until 4.15pm Y3&4 Boys Football until 4.15pm
<b>Fri</b>	KS2 Cross Country Club from 8.15am KS2 Multi Skills Club until 4.15pm

### **3 Staff and pupil numbers**

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#### **3.1 Overview of staff & pupil numbers**

There are 316 children on roll within 11 classes The school employs 19 teachers, 16 teaching assistants (TAs), 5 office staff and 3 maintenance staff.

Age range of pupils: 4 - 11

Total quantity of pupils on roll: 316

#### **3.2 Current staffing levels**

The school employs a total of 62 staff (21 full-time, 23 part-time, 18 working other hours).

#### **3.3 Planned school expansion**

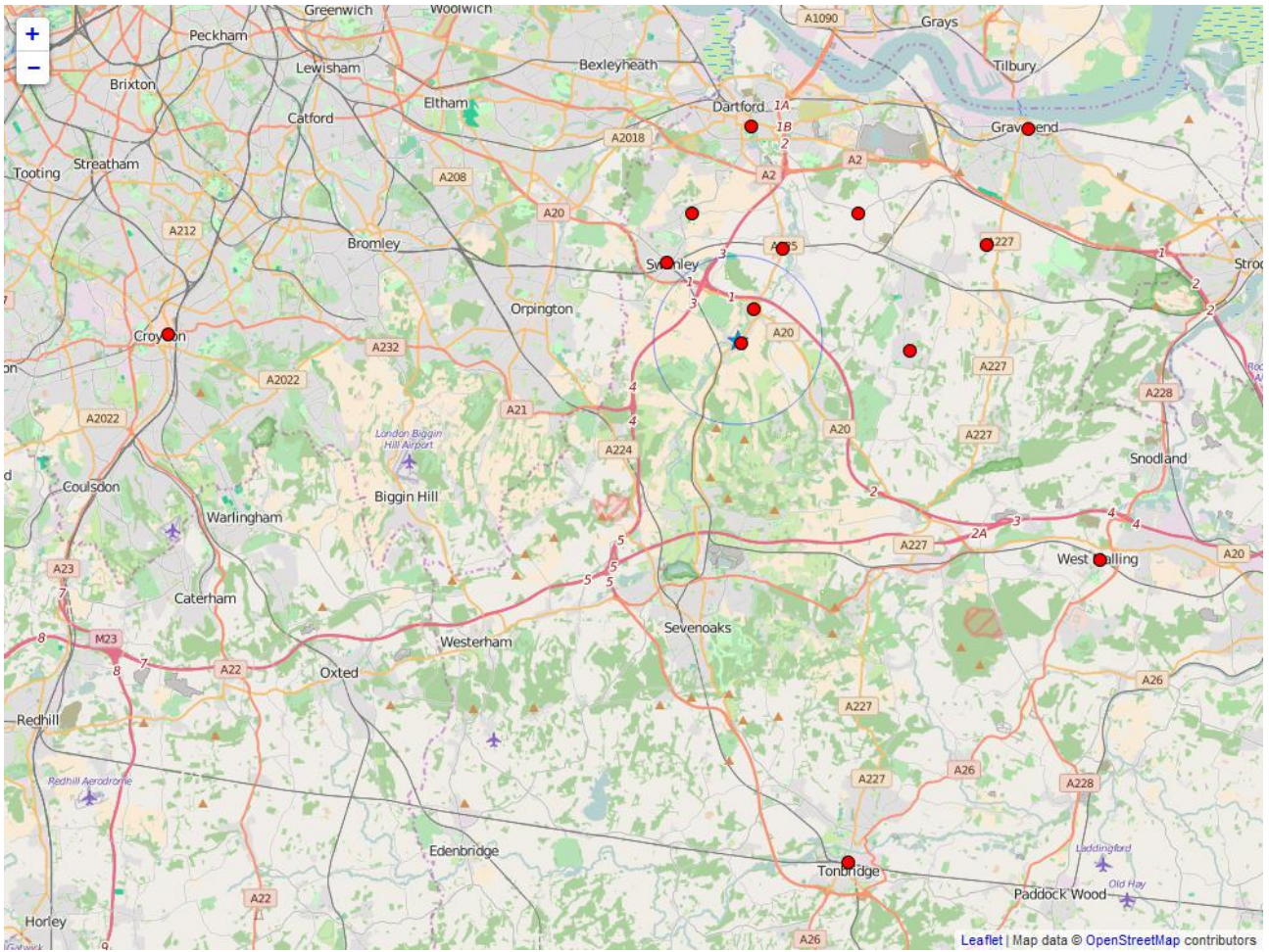
The school is not currently planning to expand.

#### **3.3 SEN pupils with transport needs**

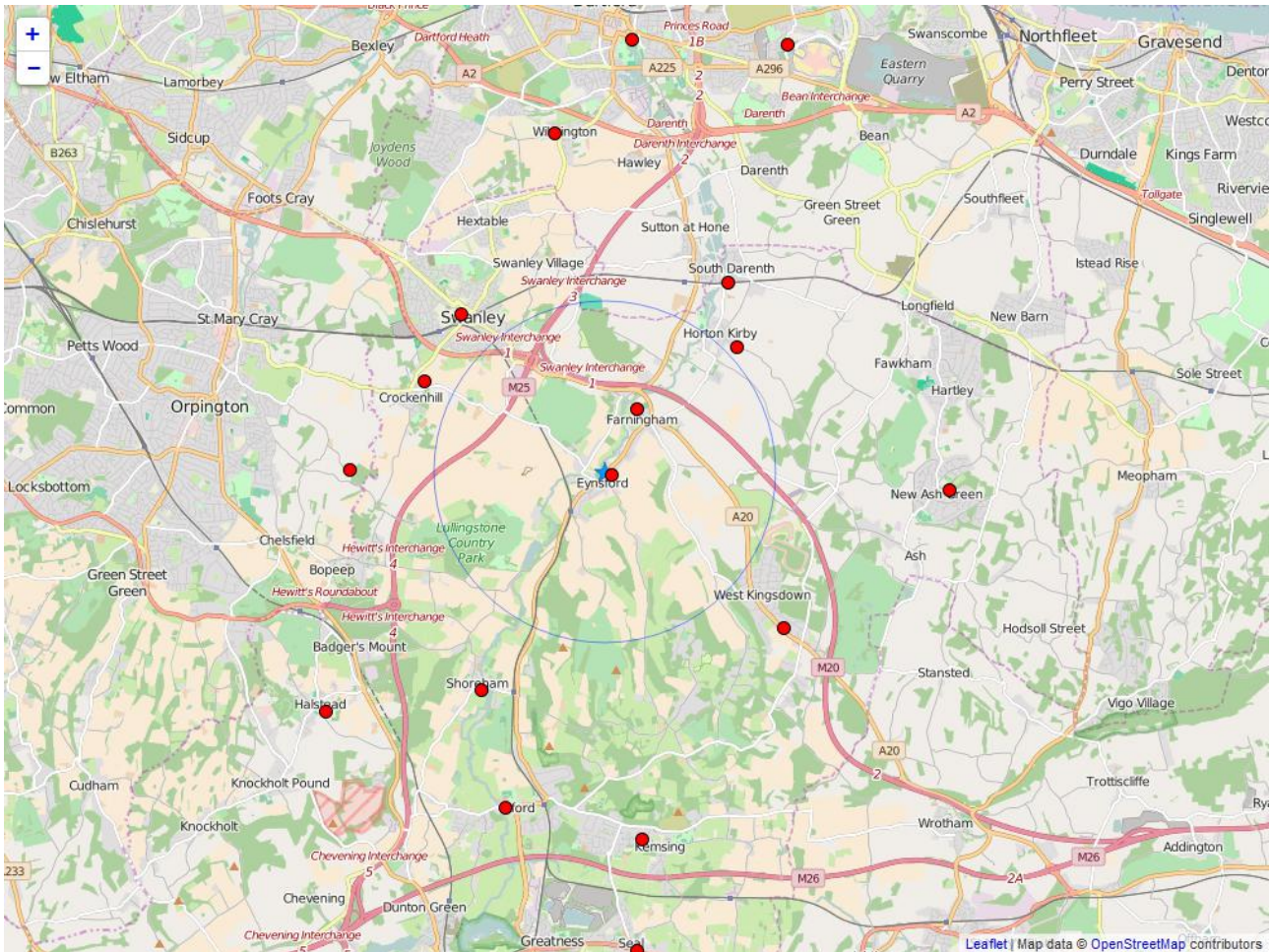
The school has no SEN pupils with specific transport needs.

## 4 Pupil & staff postcode maps

### Areas from which staff travel to school



## Areas from which pupils travel to school



## 5 Travel plan details

### 5.1 Previous travel plan

The school has a previous travel plan (2006), with the following objectives, targets, issues and successes.

The main objectives as stated in the previous Travel Plan were:

- 1) To encourage more parents, children and staff to walk to school.
- 2) To promote greater safety for pedestrians in and around the school.
- 3) To reduce the number of cars making journeys to and from school.
- 4) To integrate the aims of the travel plan into the curriculum.

We have come some way towards achieving these objectives, as follows:

1) We have participated in National Walk to School Week each year since the previous Travel Plan and also carried out the Walk on Wednesday Scheme for 6 consecutive years. The parents of the school have set up a School Run Safety Campaign and have implemented a number of initiatives which have helped to encourage people to walk to school, such as requesting the use of local car parks at certain times in the morning and afternoon.

2) In 2008/9 the school made the decision to close the premises to parents. This meant that the previous arrangement whereby parents were able to enter the school gates and drop off / collect their children was abolished and parents were at that point required to drop off and collect their children outside of the school. This has obviously meant that the school grounds are far safer for

pedestrians but has led to major issues on the main road directly outside of the school. Measures have since been implemented to alleviate some of the issues surrounding pedestrian safety outside of the school, such as the installation of a zebra crossing directly outside of the school, Community Police Support Officers regularly patrolling the roads outside of the school and the creation of The School Run Safety Campaign (SRSC). The SRSC itself has also implemented some initiatives to improve safety, such as holding regular meetings with interested parties to discuss solutions to issues, provision of high viz tabards for each child within the school,

3) See number 1) above.

Pedestrian safety and traffic are still major issues for the outside of the school.

## **5.2 Reason for new travel plan**

The previous travel plan was completed in 2006 and needed updating. Although many of the issues identified at that time remain, the volume of traffic and the issues around parking have grown more pressing and the school sees the revision of the plan as an opportunity for reviewing progress and considering, in consultation with parents and the wider community, the best way forward.

## **6 Surrounding roads**

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### **6.1 Surrounding roads**

The Anthony Roper Primary School is on the northern edge of Eynsford and Darent Valley. It serves the villages of Eynsford and Farningham and surrounding communities. The M20/M25 junction is about two miles away at Swanley and the A20 is less than one mile away. The school is located directly on the A225 (Eynsford High Street) which is a very busy main road leading from Farningham Hill all the way through to Sevenoaks. There are a few residential roads leading off of the A225 surrounding the school.

There is a pavement along the A225 and a sub-pathway has been built in nearby Mill Field, which provides a safer walkway away from the traffic along a short stretch of the road. The pavements immediately outside of the school are very congested during school drop off and collection times due to some parents parking their vehicles partially on the pavement.

### **6.2 Entrances and exits**

There are two alternative access points for drivers to the school from each end of Eynsford High Street and the majority of parents, park along this road at drop off and collection times. This causes significant issues for pedestrians and through traffic using this busy main road at drop off and collection times.

Currently we have one main entrance for most pedestrians and bikes and scooters. It requires them to cross our car park entrance which is also used for deliveries and staff parking. We have put restrictions in place at the car park entrance to improve safety, such as time restrictions on staff using the top car park; and automatic gates which are timed to be closed at key points during the day.

There is a second entrance and exit to the school which is not accessible to cars and other vehicles. The small gate is open to pedestrians, bikes and scooters during school drop off and collection times.

### **6.3 Parking restrictions nearby**

There are school clearway markings outside the school.

There are two new painted KEEP CLEAR signs at each of the school entrances. This is a reminder that parents are requested not to park in or turn round in the school entrances at pick up and drop

off time as it is dangerous to pedestrians. Sevenoaks District Council traffic wardens will now ticket anyone who parks in these designated areas.

The school has two separate car parks which provide 20 marked spaces in one for visitors and 18 marked spaces in the other for staff. There are a few other parking spaces available which are not marked. This offers just enough capacity for the teaching staff.

## **6.4 Traffic management measures**

The school offers the following traffic management measures:

zebra pedestrian crossing

Inconsiderate parking, even for a short period, causes inconvenience to local residents, pedestrians and other road users and can pose a hazard to children arriving on foot. The school regularly reminds parents not to park in these areas in newsletters, emails and texts and the traffic warden regularly patrols this area.

## **6.5 Drop-off on roads outside the school**

Parents drop pupils off on nearby roads.

Parents drop their children off along the A225 outside of the school and beyond, into the main High Street area of Eynsford village. Parents have also been given the opportunity to park in local pub and other car parks to alleviate the congestion immediately outside of the school premises.

Inconsiderate parking, even for a short period, causes inconvenience to local residents, pedestrians and other road users and can pose a hazard to children arriving on foot. The school regularly reminds parents not to park in these areas in newsletters, emails and texts and the traffic warden regularly patrols this area.

## **6.6 Congestion and access problems**

The school experiences traffic congestion and/or access problems.

The volume of cars around the site together with a busy road and narrow footpaths means that there is a serious issue of congestion and road safety around the school site. Cars frequently park on zigzags and double yellow lines.

A zebra pedestrian crossing has been installed outside of the school to ensure safe crossing outside of the school.

Although parking is allowed in the surrounding roads, the volume of traffic makes it difficult to do so as they are quite limited for parking. The School Run Safety Campaign has arranged for parents to have access to pub and other car parks within the village. This goes some way to alleviating the parking issues outside of the school, but the car parks are quite small. When cars are parked either side of the road during school drop-off and pick-up times, the thoroughfare becomes single file and frequently causes a severe bottle neck with vehicles unable to move in either direction.

Residents have expressed concern about parents parking across their driveways and in inconvenient places on occasions.

# **7 Car parking & usage**

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## **7.1 School car park**

The school has an on-site car park.

In total, 40 parking spaces are available.

Parking spaces are not managed.

No parking spaces are allocated.

## **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**

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## **8.1 Access by footpath**

The school is accessible by good quality footpaths with safe crossing points.

A zebra crossing has recently been installed immediately outside of the school. There is a further zebra crossing some way along the main High Street going towards Shoreham, Otford and Sevenoaks. The school also employs a 'Lollipop Person' to help families cross at the War Memorial along the High Street.

## **8.2 Access difficulties for pedestrians**

There are some access difficulties for pedestrians.

Cars parked inconsiderately with wheels on the pavement along the path immediately outside of the school mean that pedestrians, particularly those with pushchairs, sometimes have difficulty in passing along pavements.

## **8.3 Crossing patrols**

The school operates crossing patrols.

The school employs a 'Lollipop Person' to help families cross the road at the War Memorial further along Eynsford High Street.

## **8.4 Highway signs**

Standard 'School' triangular warning signs are apparent at both ends of the High Street surrounding the school.

## **8.5 Walking bus**

The school does not have a walking bus.

This is something which the school has investigated on previous occasions but it was found that it is too dangerous for us to implement a walking bus.

## **8.6 Other walking initiatives**

The school does not promote any other walking initiatives.

## **8.7 Other pedestrian issues**

Walking is particularly difficult, not to mention hazardous and time-consuming, for parents of children with younger siblings.

It is probably the case that almost all parents who can walk their children to school actually do so. There may be a small handful who could be persuaded, on occasion, and when the weather is fine, to walk rather than drive, but not many

Most teaching staff do not live within walking distance.



## **9 Cycling & scootering**

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### **9.1 Pupil scootering**

No pupils scooter to school.

The pathways on the main, busy road outside of the school is fairly narrow, particularly on the approach to the school during drop off and collection times and therefore not particularly safe for children.

#### **9.1a Scooter parking/storage**

Scooter parking/storage spaces (6 total) are provided.

At the bottom of the staff car park.

The scooter park is, unfortunately, under subscribed and rarely used.

#### **9.1b Encouragement & promotion of scootering to pupils & parents**

Scootering is encouraged and/or promoted.

Scootering is encouraged in assemblies and on the school newsletter. Provision is made for storing scooters.

#### **9.1c Other scootering issues**

Many parents are cautious about allowing their children to scooter to school, particularly where they are quite young or have younger siblings, due to safety issues and the nature of the main, busy road which leads most children into school.

### **9.2 Pupil cycling**

Some pupils (2) cycle to school.

There are two regular cyclists to school, although there is some variation in numbers over the course of the year due to daylight hours and bikeability.

### **9.3 Staff cycling**

No staff currently cycle to school.

It is virtually impossible for teachers to cycle to school, as all teachers need to transport books, laptops and folders to and from school daily. Teaching Assistants and other staff are not confident with cycling on the roads; live too far away or have to collect their own children from school.

### **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: Cycle racks are located at the bottom of the main car park.

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 currently undersubscribed, with only two pupils cycling to school (and not regularly).

### **9.6 Cycle training**

The school accesses cycle training from KCC's "Kent Bikeability" scheme.

### **9.7 Encouragement & promotion of cycling**

Cycling is encouraged and/or promoted.

We provide the excellent KCC Bikeability training for Y6 pupils. We would be interested in moving this to younger age groups but the roads around school are fast and congested and the lack of a crossing patrol discourages parents from allowing children to cycle unsupervised.

Provision is made for storing cycles.

Children are reminded of the benefits of cycling to and from school in assemblies.

### **9.8 Other cycling issues**

Cycling issues are similar to scooter issues, particularly in that the pathways on the main, busy road outside of the school is fairly narrow, particularly on the approach to the school during drop off and collection times and therefore not particularly safe for children.

## **10 Public transport**

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### **10.1 Use of public transport**

Public transport is not used for travel to and from school.

### **10.2 Obstacles to use of public transport**

Buses to and from Eynsford are not frequent enough for children to use as a means of transport to and from school. The railway station serving Eynsford is quite a distance from the school also. The age of the children attending the school also means that use of public transport is not practicable for most parents, particularly those who work.

### **10.3 Promotion of public transport**

We do not feel that it is appropriate to promote the use of public transport to and from school due to the reasons outlined above.

### **10.4 Bus stops and services**

#### **10.4a Bus stops within 400m of site entrances**

There are bus stops opposite the Five Bells pub and at the church.

#### **10.4b Services currently serving these bus stops**

In Eynsford there is a bus service with buses to Sevenoaks, Tonbridge, Tunbridge Wells, Swanley, Dartford and Bluewater. This includes the 421 service to Sevenoaks and Swanley as well as the 478 from Swanley, through Farningham to West Kingsdown. There is also the 429 which travels to Dartford via Swanley, Wilmington and Bexley; and the 415 which also provides a service to Dartford.

#### **10.4c Shelters at these bus stops**

The shelters are typically clean.  
The shelters are well lit.  
The shelters have timetables or live travel information.  
The shelters have seats.

## **10.5 Railway stations and services**

The site is served by one or more nearby railway stations.  
None within 800m.  
N/A

## **11 Contract transport**

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### **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**

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### **12.1 Overview**

The children and parents who walk to school face a variety of problems and dangers. The school is situated on the busy A225 where, despite a 30 mile an hour speed restriction, many vehicles travel in excess of this speed.

The footpaths leading to the school from both Eynsford and Farningham are very narrow. In addition to this, cars around the school park partly on the pavement, forcing pedestrians into the road and obscuring the sightline for crossing the road. This also means that scootering and cycling to school is not a safe option.

Public transport links are poor, with the nearest rail station over 1 mile away and busses not operating regularly or at a time convenient for school hours.

### **12.2 Resolved, outstanding & new issues**

Congestion, parking and general pedestrian safety are clearly a major issue outside of the school grounds. Pedestrian safety has improved within the school grounds over the past few years due to restrictions on movement of vehicles at certain times of the day. For example, the main gates are now closed at 8.30am and not reopened until 4pm so that parents are unable to drive into the school at times of the day when there is a large movement of children. Staff who arrive late or need to leave early are now only permitted to use the bottom car park, which is less used by pedestrians.

However, safety issues within the school grounds remain. The school receives a large number of deliveries throughout the school day and it cannot always be guaranteed that these will be scheduled to fall outside of the main drop off and collection times. Drivers are not always moving as carefully as they should be. In addition, parents who arrive before the school day for breakfast club and at the end of the school day for after school clubs are also able to drive into the school and do not always drive as sensibly as they should.

The vast majority of pupils now live more than two miles from the school and this appears to be an increasing trend. Walking the whole route to school is therefore not an option. There is a car park further down the A225 towards the ford, which can be used by those travelling part way to school; and 'The Castle' public house has agreed that parents may use their car park at drop off and collection times, but this doesn't do much to alleviate the congestion outside of the school.

Traffic congestion can also cause safety issues with school day trips. It is often very difficult (sometimes impossible) for the coach to enter the school premises owing to parents parking inconsiderately on yellow lines and on bends. In the past, children have had to be unloaded outside of the school and walked back into school.

There are sufficient parking spaces for all staff who currently drive to work. Staff members who have to leave directly at the end of school, e.g. for twilight training or to attend sporting fixtures often find that they cannot easily leave the premises due to the congestion on the roads outside.

The School Run Safety campaign was set up in 2012 after a number of parents become increasingly concerned about the safety of their children on the walk to school and the level of congestion school run traffic was causing. It is a cross community group comprising of parents, school Governors, Parish, District and County Councillors and Kent police. It is an informal campaign group without a constitution and has no source of funding.

The remit of the SRSC is to campaign to improve the safety of pedestrians at school run time and tackle parking problems which cause congestion in Eynsford. The group identified a number of key problems: Nearly half of ARPS pupils live beyond walking distance to school; there is little safe parking on the road near school and alternative car parking spaces are to the south of the school and the majority of drivers come from north.

The group's strategy is to: Encourage more children to walk to school; find alternative parking away from school; and educate parents about safer parking. In furthering this strategy, the following initiatives have been researched and implemented:

#### School Entrance Safety:

The SRSC has helped the school get legal backing from SDC to enforce the "keep clear" no parking at the closed school entrance.

#### Safety of pedestrians:

All ARPS pupils were issued with a hi-viz jackets to increase their visibility on the school run. This was funded by Sevenoaks District Council and Eynsford and Farningham parish councils.

#### School Run Safety song and assembly:

To engage children in school run safety a member of the SRSC devised a school run safety song and held an assembly.

#### Drive Buddy:

The SRSC canvassed local residents to see if they could offer their driveways for parent parking to reduce the number of cars parking on pavements.

The following initiatives have been researched but not implemented.

#### Walking Bus:

School Governors ruled against this on health and safety and insurance grounds.

#### School Bus:

The SRSC is in on going discussions with KCC about a potential school bus pilot project which would be managed externally, not by ARPS.

Yellow lines scheme:

A yellow lines scheme devised by KCC is under consideration.

## 13 Travel survey results

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### modal split (actual) - pupils

	19/Jun/2015	11/May/2016
Walk	41.5 %	45.9 %
Park & walk		
Scooting/skating		
Cycle	5.0 %	0.7 %
Bus (all types)	0.0 %	0.0 %
School bus		
Public bus		
Train	0.3 %	0.0 %
Car (alone)	46.2 %	53.4 %
Car share	5.0 %	0.0 %
other	2.0 %	0.0 %

*NB rounded percentages may not add exactly to 100.0%*

### modal split (ideal) - pupils

	19/Jun/2015	11/May/2016
Walk		36.5 %
Park & walk		
Scooting/skating		
Cycle		26.4 %
Bus (all types)		1.7 %
School bus		
Public bus		
Train		5.7 %
Car (alone)		13.2 %
Car share		12.8 %
other		3.7 %

*NB rounded percentages may not add exactly to 100.0%*

### modal split (actual) - staff

	12/May/2016
Walk	16.7 %
Cycle	0.0 %
Bus	0.0 %
Train	0.0 %
Car (alone)	83.3 %
Car share	0.0 %
other	0.0 %

*NB rounded percentages may not add exactly to 100.0%*

**modal split (ideal) - staff**

	12/May/2016
Walk	54.2 %
Cycle	8.3 %
Bus	0.0 %
Train	0.0 %
Car (alone)	37.5 %
Car share	0.0 %
other	0.0 %

*NB rounded percentages may not add exactly to 100.0%*

**comments on 26/May/2016 staff survey:** Not all staff were able to participate in the survey, due to part time hours etc. Many teaching staff entered 'car' as their ideal method of transport because of the heavy books and other materials they have to transport to and from school.

## 14 Issues & objectives

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### 14.2 Objectives

<b>1</b>	<p><b>Improve awareness of the traffic problems around the school.</b></p> <p>Most parents are aware of the issues surrounding travel to and from our school, as they have experienced problems and difficulties first hand. More effort needs to be made to remind parents that the way they travel to and from school and the way that they use the roads surrounding the school have a marked impact on the health and safety of their children. A starting point may be to make travel awareness part of a 'Start of Year' pack for all parents. Followed by more regular monitoring through staff, pupil and parent surveys and regular reminders on the school website and in our weekly newsletters.</p>
<b>2</b>	<p><b>To reduce the number of cars making journeys to and from school.</b></p> <p>As previously stated, most pupils and staff live over two miles away from school, making regular walking of the whole route an impractical mode of transport. We therefore need to encourage such people to park and stride to school. Creating a map of alternative parking areas (in conjunction with the local community) would be a good starting point. The re-introduction of the Walk on Wednesday scheme might help, as will the continued observance of Walk to School Week and Road Safety Week.</p>
<b>3</b>	<p><b>To promote greater safety for pedestrians in and around school</b></p> <p>The safety of pedestrians outside of school is a serious issue. Cars park partly on the pavements, making access along these pathways difficult (particularly for pushchairs) and often unsafe, with drivers often showing disregard for pedestrians when pulling up on to the paths and opening car doors without looking out for pedestrians beforehand. Pedestrian safety within the school has improved over recent years, as detailed previously, but still needs to be improved. Better signage to encourage drivers to drive more carefully within the school grounds and reminding them that there are children around might help. Lighting of the pedestrian areas within the school grounds is also an issue in the winter months.</p>
<b>4</b>	<p><b>To improve children's awareness of road safety, health and environmental issues</b></p> <p>We cannot get away from the fact that our school is situated on a busy main road. We can, however, ensure that the children using these roads are aware of the importance of road safety rules. Educating our pupils on the safety, health and environmental issues surrounding travel to school is one of the most powerful tools we can use in promoting our aims and objectives. Children are often keen to ensure that the world is made a better place, with many then educating their parents as to how they should be using the roads outside of school. Assemblies and workshops will help with this.</p>

## 15 Targets

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**A**

*increase % of pupils travelling actively to & from school from 46% (May 2016) to 51% by May 2017*



## 16 Action plan

*no actions*

## 17 Monitoring and reviews

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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 Denise Austin.

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.

<b>Headteacher</b>	<i>Lynda Newton</i>	
<b>Chair of Governors</b>	<i>Gareth Morgan</i>	