

BURFORD SCHOOL

School Travel Plan

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	Bucks CC Safer Routes	Nicky Batkin
	Friends of Burford	Phil Pimlott
	Area road safety officer	Carole Burslem
	Burford Go for Gold group	Helen Bridgeman *
	Burford crocodile committee	Anne Frier *
		Christine Dove
		Bev Botting
		Tania Baldwin-Pask
	Great Marlow Parish council	Janet Pritchard
	District councillor	Malcolm Blanksby
	District councillor	David Coe
	County councillor	Bob Woollard
	Thames Valley Police	Alan Baverstock;
		Marlow officers Cliff
		Cornell, Lucy Price
	Marlow Health visitors	Caroline Efford
	Burford school nurse	Jane Wright
	St. Mary's pre-school Marlow Bottom	Hilary Harris
	Marlow Bottom pre-school playgroup	Sue Shaw
	Marlow Bottom Residents' Association	Alan Jedras
	T. J. O'Reilly's pub	Ted Rehill
	Bucks Free Press	Mike Williams
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	Footsteps co-ordinator	Juliette Last *
	St. Mary's church wardens	Rosemary Lewis, Sue Burke
	Parent car share	Krys Maddocks
	Parking monitoring	Jo Barnes

1 * - Member of working group. Meetings are clerked by Angela Mathieson, Deputy Head Teacher

Introduction

It's always someone else's problem! Everyone complains about the conditions around school at the start and end of the school day, including the people driving there. The number of cars tends to expand to fill, and then overflow, the space allotted to them. The only way forward is to encourage more people to leave their cars at home, or in designated parking spots. Burford is taking initiatives now to try to ease the problem, but we can't do it alone. This plan sets out how we hope to achieve lasting change in school travel patterns, and how other agencies in partnership with us can help us to do it.

1.1 Aim and objectives

Our primary aim is **to increase the number of people making the journey to and from Burford by sustainable means**. This aim can be broken down into the following objectives:

- BS 1 – To establish habits of sustainable travel among all members of the school community from the earliest possible age.
- BS 2 – To create an awareness of the benefits of sustainable travel in terms of our responsibility to the environment and the local community, and in terms of the long-term health, safety and eventual independence of our children.
- BS 3 – To reduce congestion outside school and improve parking and driving habits around the school.
- BS 4 – To create a built environment in and around school that supports pedestrians and cyclists.
- BS 5 – To create partnerships with relevant agencies that help us to achieve the above.
- BS 6 – To communicate our plans and actions effectively with our partners and the wider community.

1.2 Context

School Location

Burford is a Community Primary school, located half-way along Marlow Bottom, a predominantly rural village set in the Chilterns Area of Outstanding Natural Beauty. There are about 410 pupils on the roll, ranging from Year R to Year 6 (four to eleven years old). It is a two-form entry school with up to 30 children in each class in the first three years (Key stage 1) and rather more than 30 in the older classes. The admission number is 58 but up to 60 places may be offered to new Reception pupils because Burford is always over-subscribed.

There is a School Crossing Patrol outside the school gate before and after school.

School ethos, Mission statement and aims

Our most recent Ofsted inspection (March 2002) found that moral and social provision at the school is very good; and that there is a very good partnership with parents and the community.

Mission statement: Burford School provides a caring environment in which every child is encouraged to reach his or her full potential academically, socially and personally.

School accesses

The site is set back from the road up a long driveway. There is no other public access to the school, although there is a gate in the top part of the site, linking the school playing field with the public playing field.

Reserved Area

The reserved area for Burford includes Marlow Bottom, north to include Ragman's Lane and bounded each side by the Marlow Road B482 and the A404.

The school is regularly over-subscribed, attracting applications principally from Marlow and the Booker and Cressex areas of High Wycombe. Some children travel from as far afield as Henley and Reading. At present around a third of families at the school live outside the reserved area. As more families move into Marlow Bottom to guarantee a place at the school, the trend for families from outside the area is going down – in 2001, only two Reception places were offered to families outside the area who did not already have a sibling at the school (about 10 families from outside the area left the school this year, resulting in a net drop of children from outside the area).

General travel patterns

Within the valley of Marlow Bottom itself, no house is more than a mile's walk from the school. Nearly every pedestrian route within the valley to the school is by paved and lit footways, although some of the public footpaths are in poor condition. In particular the footpath connecting Beechtree Avenue with Marlow Bottom (a well-used short cut for pedestrians) is steep, uneven, slippery and overhung by vegetation and the boundary fence of an adjoining property.

People approaching the valley by car generally do so from the South (Marlow Bottom Turn) and generally return that way, adding to the line of traffic which stretches back from the turn, often as far as Brucewood Parade.

Some people approach the valley via Ragman's Lane to the North, but it is less popular as it is a somewhat hazardous single-track road, with a 'tidal' flow of traffic during the rush hours.

Consequently, people who drive to school (whether from outside the valley or not) generally have to find a place to turn in order to make their return journey, increasing the number of car movements outside the school, and using the road, driveways and smaller junctions to turn the car round.

Issues and difficulties

Marlow Bottom is not well served by public transport. Most resident families are well off and many possess more than one car. A car becomes vital for parents with young families for access to shopping, health care, child-centred activities, entertainment, sport and leisure. Consequently by the time a child reaches school age car habits are well-established and many reception age children are barely fit enough to walk to school. Outside the valley, there are many opportunities for sport, dancing and music available to children after school hours that increase the pressure to save time by driving home from school or on to the next activity. Children may miss out on opportunities to develop road safety awareness before starting secondary school. There are no public service buses between Marlow Bottom and Wycombe, or Marlow Bottom and Marlow, at school start and finish times.

Plans

There are no plans to increase the number of pupils at the school, although we cannot at present refuse any children who move into the reserved area who are aged between 8 and 11. The governors would like to extend the accommodation available for specialist activities, such as music, art, computing and library, as there is considerable pressure for space in the current building.

2 Policies and Objectives

National policies

In July 1998, the Government issued its White Paper on Transport, which emphasised the need to address the use of cars for the school journey, since

nationally more than quarter of children travel to school by car. Increasing car usage causes road congestion, air pollution, and can lead to reduced levels of fitness and an inability to cope with traffic as pedestrians.

A School Travel Advisory Group (STAG) has been established to develop good practice and identify ways of addressing school journey issues and school travel plans are seen as a key component. In addition, all local authorities are now required to produce Local Transport Plans (LTP), which sets local transport targets for the authority and must include “*an integrated strategy for reducing car use and improving children’s safety on the school journey*”.

Local Policies

In Buckinghamshire, car ownership is well above the national average with 80% of households owning one car and 40% owning two or more. Traffic in the county has grown by more than 50% between 1985 and 1995, and the forecast is that it could double by the year 2025.

The Safer Routes to School initiative (started April 1999) combines Buckinghamshire’s county strategies for reducing traffic growth and road casualties, bringing together the County Council, District Councils, Health Authority and Police Authority, to devise an integrated approach for reducing unnecessary car use and improving safety on the home to school journey. It aims to provide or facilitate the provision of safer routes to every school in the county (where appropriate) utilising a combination of education, engineering, training and enforcement measures to encourage parents and pupils to walk or cycle for a least part of the journey to school. The **School Travel Plan** plays a crucial role in this process, by setting out an action plan of measures to help secure safer routes for individual schools.

Safer Routes to School objectives

The objectives for the Burford School Travel Plan are set within the wider context for the Safer Routes to School initiative. These are as follows:

- SR 1 – To increase the number of pupils walking and cycling to school in safety, through a combination of education, training and publicity measures and through improvements to the built environment (where appropriate), seeking to address both real and perceived concerns for the safety of young people.
- SR 2 – To reduce congestion and associated pollution, throughout the county, in order to enhance and improve the quality of life for all who live, work or travel in Buckinghamshire.
- SR 3 – To promote the role of alternative modes of travel (walking, cycling, and public transport) in preference to the car, for all, or a substantial part of all journeys, emphasising the health benefits of sustainable forms of transport.
- SR 4 – To identify individual schools that wish to participate in the Safer Routes to Schools initiative and to encourage them to prepare, produce and implement School Travel Plans, in conjunction with relevant and appropriate partners.

Burford School’s aim and objectives

See Aim and Objectives (above)

Targets

These targets were incorporated into the School Improvement Plan in June 2003.

- Increase numbers walking to school by 5 percentage points in 2004, resulting in 80% walking to school. (See 3, *Survey Results* for figures and history).
- Increase numbers walking home by 5 percentage points in 2004, resulting in 60% walking home. (See 3, *Survey Results* for figures and history).

- Double numbers using T. J. O'Reilly's car park during 2004. Need to determine current usage.
- Broadly reduce parked cars and number of traffic movements outside school. (See 3, *Survey Results* for figures and history).

Benefits

The benefits of a successful Safer Routes to School project include:

- Developing lifelong and sustainable travel habits;
- Creating a safer environment for the school community and the local community;
- Reducing congestion in the areas around the school site;
- Reducing pollution and improving air quality in the local area;
- Increasing independence, self-esteem, health and fitness of the pupils;
- Improving access to facilities and promoting inclusion for all local people.

Project partners

The development and implementation of this travel plan will involve and depend upon consultation and close collaboration with the following groups:

- School governing body, teaching staff, and Friends of Burford;
- School community, including the pupils and parents;
- Buckinghamshire County Council, Wycombe District Council;
- South Buckinghamshire Primary Care Trust and Thames Valley Police;
- Marlow Bottom residents' association, the Parish Council, local businesses and community groups, including Marlow Bottom pre-schools.

Is doing nothing an alternative?

Up to April 2001, before any travel initiatives were undertaken, the people who did walk were starting to feel marginalized and threatened by the traffic outside school. This could only lead to a negative spiral as more parents would drive their children to school in order to protect them from cars.

Nearly three years later the situation, especially in the mornings, is much improved. However there is still scope for improvement in the afternoons, and we all recognise that existing initiatives should continue in order to sustain the change in travel habits.

Survey results

Initial situation

Since our first paper survey was not issued until after the launch of both Go for Gold and the crocodiles, the baseline data is limited to the results of the Oct 2000 Hands Up survey (see below). However, observed impressions of the conditions outside school at the start and end of the day were of congestion, poor driving and parking practice, and parents who were attempting to walk their children felt marginalized and threatened by the volume of cars.

Paper surveys

Paper surveys have been conducted in November 2001, 2002 and 2003. The results are summarised below:

	%response	% walk to school	% Car to school	% walk home	% car home	Park and Walk %

2001	61	78	21	51	49	14 (out of walking total)
2002	51	71	29	56	44	Not taken
2003	55	77	23	57	43	22

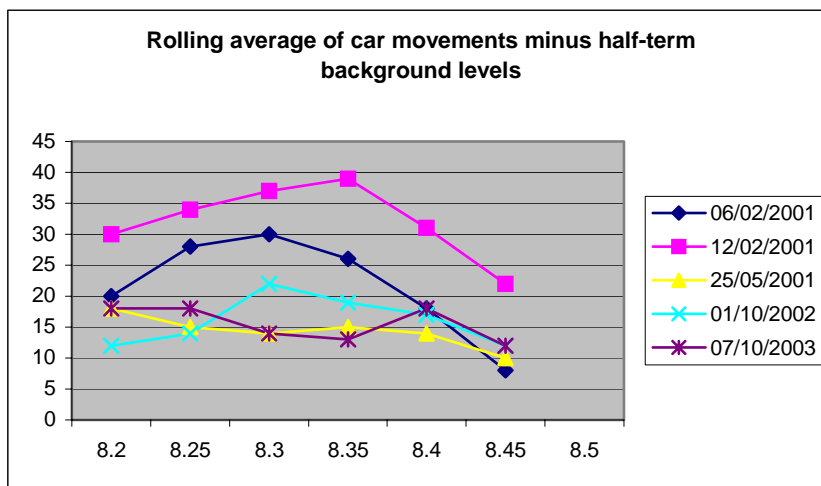
Hands up surveys

The Hands Up survey has been completed in every year from 2000 – 2003 (four times in all). The results are summarised below:

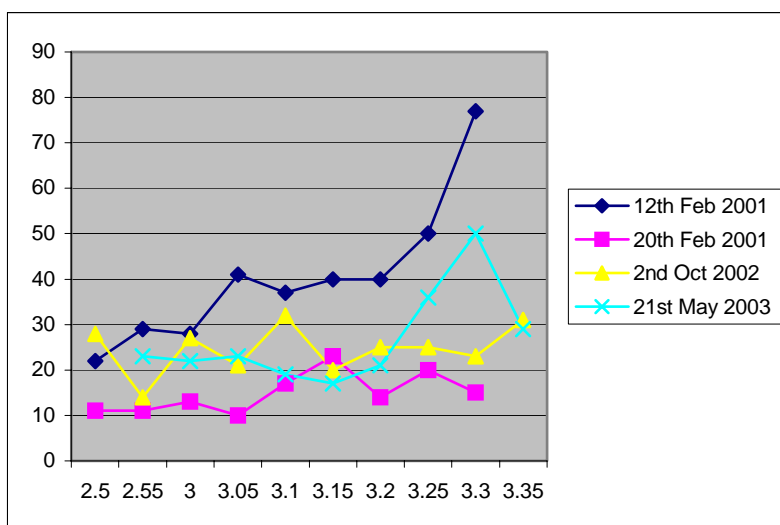
	%response	Walking %	Car %	Park and Walk %
2000	KS2	52	48	Not taken
2001	97	69	31	Not taken
2002	98	66	34	Not taken
2003	96	77	22	23 (out of walking total)

Traffic counts

Traffic counts have been taken in the mornings and afternoons since 2001. The following graph illustrates changes in car movements in the mornings (figures for 02/2001 were taken before any initiatives were in place):



This graph shows changes in car movements in the afternoon (figures for 20th Feb 2001 show a background level taken during half term):



Key issues and obstacles

- Parking/driving practice
- Dog mess
- Condition of Beechtree footpath
- Busy lifestyles
- Car dependence established early leading to a lack of fitness and a habit of using the car
- Turnover of volunteers
- Perceived danger to cycles

3 Initiatives

3.1 What is already in place?

- School Crossing Patrol
- The crocodile trail
- walking incentive scheme – “Go for Gold”
- School travel news
- Travel noticeboard (indoors)
- Drivers’ code of practice
- Pub car park available to parents at start and end of school day.
- Cycle training
- Wooden shelter (for Go for Gold volunteers and waiting parents)
- Induction talks for new parents
- After-school club bus now stops in school car park
- Monitoring of car parking
- Footsteps pedestrian training
- SID

3.2 What additional measures could be considered?

A number of additional measures could be implemented to enable the project to meet its stated objectives. These include:

- Curriculum work
- Car share

- Cycling feasibility work - training, permit scheme, cycle facilities
- Engineering – improvement of Beechtree footpath, access lines around the junctions of Kingsley Drive and Burford Close.
- ‘Travel room’ – for storage of safety equipment, training and Go for Gold supplies and stamping
- Exterior travel noticeboard – more visible

4 Action plan and Implementation

We recognise that in order to maintain the changes in travel behaviour and increase the number of pupils walking and cycling to school in safety we will need to sustain a mix of measures not only to improve and enhance the built environment, but also to influence the “hearts and minds” of the school community.

Actions relating to travel plan development:

Action	For	Responsibility	Timescale
Agree reviewed travel plan	Governing body, teaching staff	Rosie Brake, Mary Nash	1/04
Agree action plan for 2004	Governing body	Rosie Brake, Mary Nash, Andrew Bowie	1/04
Circulate updated travel plan	Whole school community and partners	Rosie Brake, Mary Nash	2/04
Circulate annual travel report	Whole school community and partners	Mary Nash	10/04
Review and develop plan for 2005	Travel plan working group	Mary Nash, Andrew Bowie	11/04

Burford School travel action plan

Key

AB	Andrew Bowie	HSA	Home school agreement	RSJS	Robin StJohn Smith
RB	Rosie Brake	HB	Helen Bridgeman	CA	Cycling Awareness
MN	Mary Nash	JL	Juliette Last	CL	Community Liaison
AF	Anne Frier	PA	Pauline Atkins	JB	Jo Barnes
BS	Barry Simms	HH	Hilary Harris		
TBD	To be determined	SS	Sue Shaw		
MW	Mike Williams	KM	Krys Maddocks		

BS 1 – To establish habits of sustainable travel among all members of the school community from the earliest possible age.

Action	For	Responsibility	Timescale	Target	Monitoring	Review by	Review date
Crocodile	Parents and children	AF	In place	To maintain current levels of participation	Nos. on register	AF	April 2004
Go for Gold	Parents and children	HB	In place	To maintain current levels of participation; to plan for succession	Nos. on register	HB	April 2004
Incentive supply and sponsorship	Local businesses	BS	On going	Regular sponsorship - to be supplied by Volvo in 2004	FoB accounts	BS	Sep 2004
Go for Gold shelter	Go for gold team, parents, FoB	AB	In place	In place by September 2002	Fit for purpose	AB	Sep 2004
Walk to School week	The whole school	AB, staff	Twice a year	Maintain current levels of participation	Nos. taking part	MN	May 2004, Oct 2004
Parent car share	Parents	KM	Medium term	Assess interest and best means of implementation	Nos. in car share	KM	April 2004

Staff car-share	Staff	AB	Medium term	Reduce no. of cars in car park by 1 per day	Nos. of cars in car park	AB	Sep 2004
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BS 2 – To create an awareness of the benefits of sustainable travel in terms of our responsibility to the environment and the local community, and in terms of the long-term health, safety and eventual independence of our children.

Action	For	Responsibility	Timescale	Target	Monitoring	Review by	Review date
Curriculum	Pupils	Curriculum committee	Medium term	To explore curriculum possibilities in the various subject areas	Review of subject policies/frameworks	MN	July 2004
Themed assemblies	Pupils	AB	Termly	To raise the profile of travel achievements by the school collectively and by individual pupils; to reinforce sustainable travel messages	Increased participation and awareness		
Parental induction	Parents	RB	Annually	To introduce the travel plan and the value of walking	Increased participation and motivation	RB	July 2004
Footsteps training for Yr 1	Year 1 Pupils	JL	On going	To train all Year 1 children to Stage 1	Profile sheets	JL	July 2004
Moving on/Making Choices	Year 6 pupils and parents; Yr 6 teachers	AB/Yr 6 teaching staff	Short term	To determine if this is a useful resource and can be inserted in the Summer term curriculum	Yr 6 pupils prepared for independent journeys	MN	July 2004
Cycling awareness	Pupils aged 10+	RSJS	Annually	To train up to 30 children in Cycling Awareness and recruit sufficient tutors.	Increased confidence in cycling	RSJS	Sep 2004
Assess feasibility of cycling to school	Pupils and parents	Working party	Long term	Approach local Sustrans rep for advice and ideas	A cycle plan	RB	Apr 2004

Family cycling	Pupils and parents	RB	Short term	Improve confidence of families to cycle – recruit CA tutors		RB	Mar 2004
Safety satchels	Pupils	MN	Medium term	Determine if this is a useful /feasible project for us		MN	Jan 2004

BS 3 – To reduce congestion outside the school and improve parking and driving habits around the school.

Action	For	Responsibility	Timescale	Target	Monitoring	Review by	Review date
Access lines around junction corners	Drivers	Bucks C.C. (RB)	Medium term	Create a space for children to cross at junctions	Fewer cars parked on corners	RB	Sep 2004
Drivers code of practice	Drivers	AB	In place – added to HSA	Improved parking and driving practice		Working group	Sep 2004
Monitoring of parking	Drivers	JB	On going	Improved parking practice – space at junctions	Collection of numbers by volunteers	JB	Sep 2004
After school club bus	After school club	AB	In place				
Reduce turning in junctions	Drivers	MN	Medium term	Generate ideas		MN	Feb 04
Traffic counts/ parked car counts	Drivers	PG	2 – 3X per year	Reduce traffic movements/ parked cars	Figures from counting	PG	Sep 2004

BS 4 – To create a built environment in and around school that supports pedestrians and cyclists.

Action	For	Responsibility	Timescale	Target	Monitoring	Review by	Review date
Install dropped kerb at SCP point	SCP	Bucks C.C.	Summer 2001	In place			
Renew zigzag lines	Pedestrians	SB		In place			
Maintain 'keep off verges signs' outside school	Pedestrians/ residents	Parish council /Bucks C.C.	Medium term	Verges respected	Visual survey	Working group	Sep 2004
Improve condition of Beechtree footpath	Pedestrians / crocodile trail	Bucks C.C.	Medium – long term	A safer surface	Feedback from paper survey	RB	Sep 2004
T.J. O'Reilly's car park	Drivers	MN	In place	Increase numbers using it	'Park and walk' figures	MN	September 2004
Reduce dog mess	Pedestrians	District Council	On going	Cleaner pavements	Parental feedback	Working group	Sep 2004

BS 5 – To create partnerships with relevant agencies that help us to achieve the above.

See contacts listed on the front page.

BS 6 – To communicate our plans and actions effectively with our partners and the wider community.

Action	For	Responsibility	Timescale	Target	Monitoring	Review by	Review date
Burford travel news	School	CL committee	Ongoing	2 X term	School community is informed about school travel	MN	Sep 2004
Travel noticeboard	School	HB	Ongoing	Up to date information on school travel	Notice board is regularly refreshed	HB	Sep 2004
Burford Bulletin	Community	PA	Ongoing	Termly	Information on school travel is included	MN	Sep 2004

5 Monitoring and Evaluation

5.1 *How is it monitored?*

- Annual paper survey in November; annual 'hands up' survey in October;
- Monitoring of traffic volume and speed outside the school gates, 2 – 3 x p.a., taken AM and PM;
- Yearly review of changes in numbers of families outside the valley, undertaken in September (already done for Burford Bulletin distribution)

5.2 *How are changes reported?*

- Burford Travel News;
- Burford's Annual Travel Progress Report, issued in September/October. (Reports circulated 10/2001, 10/2002, 10/2003.)

5.3 *Monitoring history*

- 'Hands-up' survey taken in October 2000 and every year thereafter to 2003
- Written travel survey 11/01, 11/02, 11/03
- Traffic counts made in February/May 2001, 02, 03

5.4 *Review and amendment of Travel Plan*

- Through meeting of the Travel Plan Working Group every term
- New targets incorporated into School Improvement plan in June every year.

Signed:

School Travel Plan Coordinator _____

Head Teacher _____

Chairman of governors _____

Date _____

Review date: December 04