

**Cunningham Hill
Infants & Junior School
Travel Plan
2010**



This Plan was developed by a Travel Plan Forum comprising:

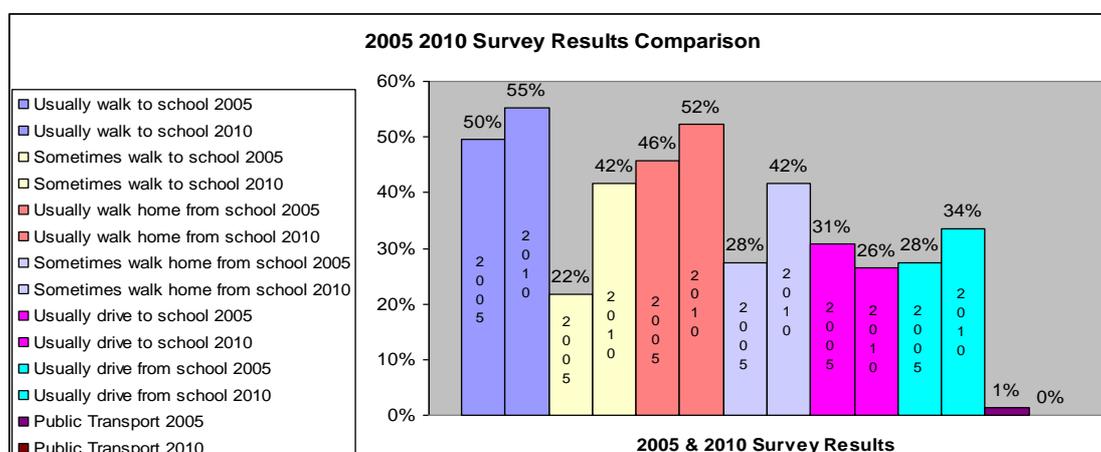
Head Teachers	Angela Bettridge Richard Dawson
Governors	Suzanne Smith Andy Lawrence
Parents	Jenny Morris, Wendy Cooper
Vicar	Mark Slater
School Travel Plan Co-ordinator	Val Male
Cunningham School Travel Plan Co-ordinators.	Suzanne Smith (Juniors) Andy Lawrence (Infants)

Aim:

Cunningham Hill Infants and Junior School are committed to encouraging more walking, cycling, use of public transport and car sharing on journeys to and from school and to encourage everyone in the school community to actively support a safe journey to school for all.

Following a decision to increase the Infants school intake to 90 for one year only for school year 2010/2011 to help ease the current pressure on school places within the St Albans district, a full review of the Travel Plan has been undertaken including undertaking new Parent and child hands-up surveys to minimise the impact this increase in numbers may have. The revised Travel Plan will be used in support of the required planning application for a new additional temporary classroom to house the new class.

Since the last update to the plan in 2005, a number of significant improvements have been made to support safe transfers to and from school. Through ongoing monitoring by the school and its Governing bodies, liaison with local residents association, local authorities, and active promotion of healthy living, improvements have been seen in all areas except one (slight increase seen in usually drive from school category), with more children now usually walking or sometimes walking to/from school, evidenced by the comparison data graph below



Improvements made since 2005

- Double yellow lines introduced at the rear of the school and the corners of Rodney Avenue
- Enforcement order placed on the parking restriction zig-zags at the front of the school meaning they are now enforceable by law
- School signs installed on Cell Barnes Lane
- Traffic calming completed on Cell Barnes Lane, St. Vincent Drive and Admirals Walk
- Widening and re-routing of the path at the back of the junior school
- Creating a new access slope to conform with Health & Safety Regulations
- Installation of cycle racks at both schools
- Meet and Greet Shelter
- New parents waiting area at the front of the Infants school
- Issued walk to school maps and advise and car codes for drivers
- Extended young cyclists training to include year five
- Walk to School Week actively promoted
- Breakfast Club introduced
- Reception children receive annual road safety awareness session and a copy of 'Stepping Out Together'
- Talk and advise to new reception parents on walking to school, safe routes for cars and park and stride areas
- News letters to keep parents informed
- Introduction of three road safety training sessions for Year 1 children

Current Situation

Travel Issues

Main issues for the school are:

1. Congestion around school at drop off and pick up times.
2. Inappropriate parking on yellow zig-zags, grass verges and around resident's houses.
3. Pupils travelling by car miss out on exercise and the opportunity to develop road safety awareness.
4. Air quality around the school. Traffic pollution can exacerbate respiratory disorders, especially among the young.
5. Problems for residents in certain areas.

Description of School

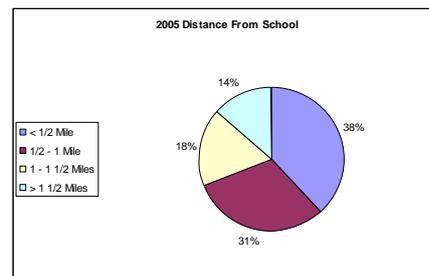
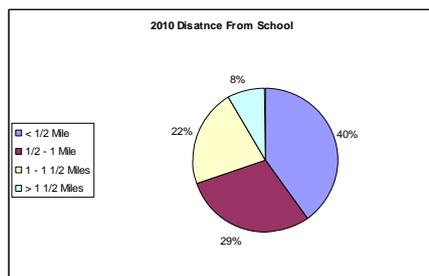
- Cunningham Hill Infants and Junior Schools are average sized Community Primary schools. They are situated about 1.5 miles from the centre of St Albans in a residential area.
- The Infants School has 180 pupils (increasing to 210 school year 2010/2011), the Junior School 240.
- Each school has a car park for teachers. There is no parking provision for parents or visitors. The road adjacent to the school is busy and the 2 staff car parks have their entrances from this road
- School hours are from 8:50am to 3:15pm for the Infants School and 8:55am to 3:20pm for the Junior School. The Junior School pupils may be left in a supervised playground from 8:40.
- The schools share road frontage and a large playing field to the rear where there is another entrance.
- There is morning and afternoon road crossing assistance provision directly in front of the school.
- Parents enter and leave the school via 3 pedestrian gates, two at the front of the school and one at the rear.
- Most pupils from the Infants move on to the Juniors.
- Pupils from the Juniors move to Francis Bacon, Beaumont, Sandringham, STAGS, Verulam, Nicholas Breakspear, Townsend, Marlborough, St Columbus, St. Albans Girls High School and St Albans School.
- After school clubs include, Football, Netball, Orchestra, Choir, French, Karate Athletics, Chess, Gymnastics, Music, Gardening and Multi Sports. These have excellent attendance rates, 98% for Juniors and 68% for Infants.
- There is also an after school club for working parents where children may stay until 6pm.
- Breakfast club held at the Junior school from 07:45
- Regular coach trips for swimming on Wednesdays and Fridays.
- Cycle Proficiency training is given in year 5 and 6, there are facilities available to park bikes at the schools, however there is limited space in the cloakrooms for cycle helmets.
- Walk to school weeks are held twice a year and are actively promoted.
- Introduced 'Walk the World' month for Year 2 children

Journeys to School

A survey of parents was carried out across both schools in December 2009, 170 questionnaires were returned from the two schools of around 420 pupils, representing a 41% return rate.

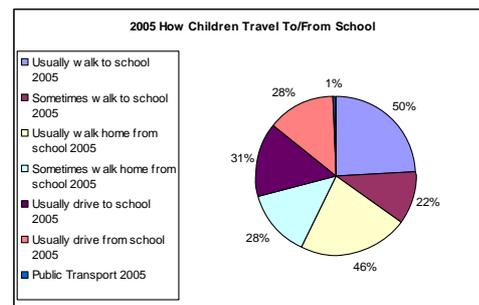
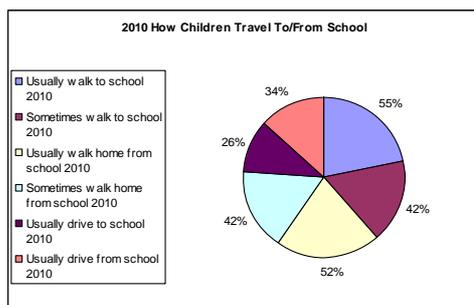
Principal Findings & Comparisons

Distance from school of those returning questionnaires



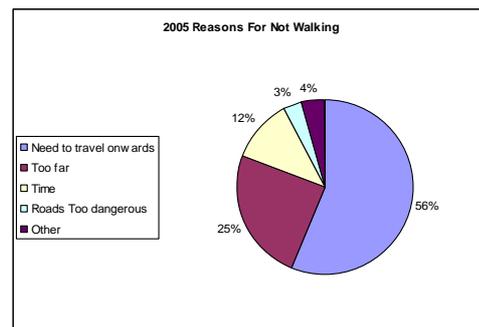
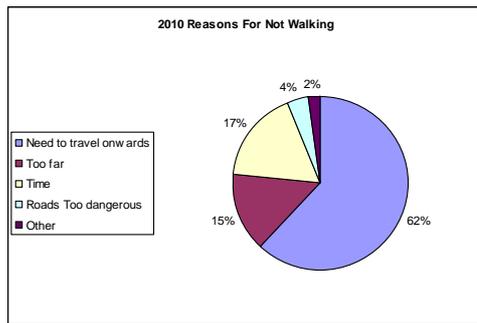
As reflects a community school 69% of the pupils live within a mile of the schools and only 8% live further than 1 ½ miles away. The most notable change from 2005 is the 6% reduction of children living further than 1 ½ miles away, which can be attributed to the increase in housing within the catchment area of the schools and their popularity.

Current Travel Arrangements



Further evidence of the schools active approach to healthy living and encouraging walking to school can be seen, with significant increases in those children either usually or sometimes walking to/from school and a reduction in those taken to school by car. Conversely, a small increase was seen in those travelling home by car, which can be part attributed to the increase in after school activities through the extended school programme and the winter timing of the survey.

Main reasons for not walking

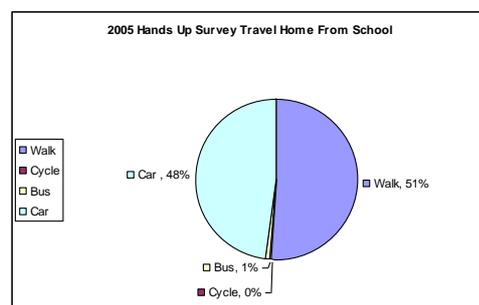
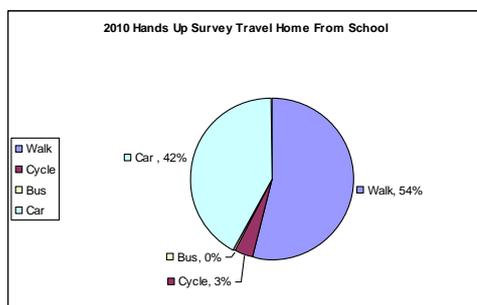
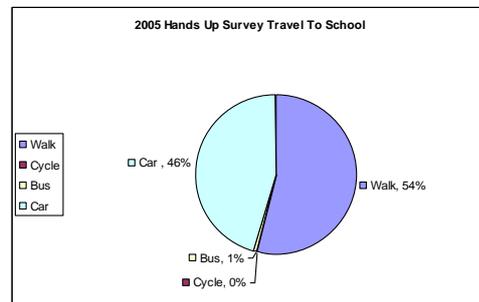
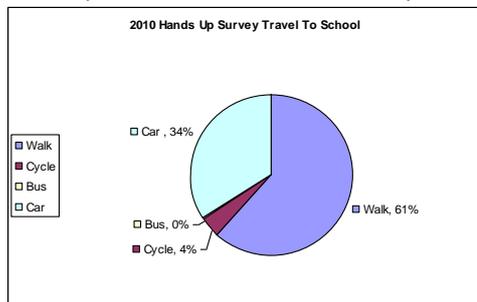


The main reason for not walking remains the need for parents to use their cars for onward travel and this has increased by 6%, with 'time' now the second highest reason. A 10% reduction is seen for 'too far', due to less people living more than 1 ½ miles away from the school and an increase in children sometimes walking to school. This can also be further attributed to the schools active encouragement of part driving/walking.

The parent survey was followed up with a 'hands up' survey of the children conducted by the teachers.

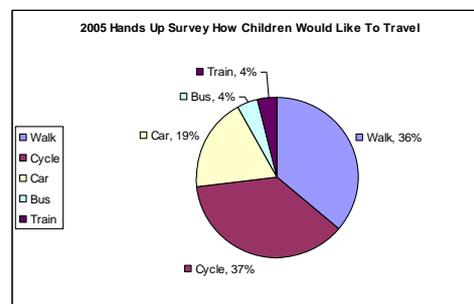
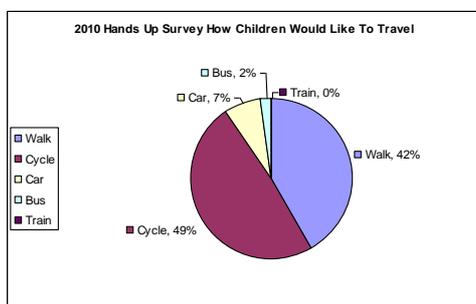
Hands Up Survey Results

Usually Travel to.... & Usually Travel home.....



The results from the children broadly reflect those of the parents' survey and again show a significant increase on those children walking to school and a reduction in car usage. Following provision of cycle training in Years 5 & 6 and improved and new cycle racks we are now seeing 4% of children cycling to school, with an increase in Infants School age children using bikes & scooters.

Would Like to...



Of all the data obtained, this area shows the most variance between this year's survey and that of 2005. This clearly shows the positive impact of the schools policy on travel and healthy lifestyle with 94% of children wanting to walk or cycle compared to 73% in 2005 and only 7% wanting to travel by car compared to 19%.

Danger Spots

Parents completing the questionnaires identified a number of common danger spots. These are listed below:

- Parking on double yellow lines at the front and back of the school
- Parking on Zig Zag lines outside school
- Cars do not always stop at the pelican crossing on Drakes Drive
- Crossing St Vincent Drive at both London Road and Cell Barnes Lane
- Crossing Hill End Lane / Puddingstone Drive
- Crossing Camp Road / Campview Road
- Roundabout crossing at Ashley Road / Drakes Drive
- Roundabout crossing at Camp Road / Drakes Drive
- Poor general conditions of pavements in local area
- Camp Road near St Albans & St Stephens School
- Albans Way not always cycle friendly for children
- Dog mess and broken glass on foot path near park & Dellfields
- RHS Footpath in Mile House Lane too narrow
- Junction of Rodney Avenue & Aldwick
- Parking in Foxcroft, cars park up on kerb, visibility poor due to park cars on both sides of the road
- Driveways near school due to cars using residents driveways to turn round
- St Luke's Car Park entrance/exit very busy at school drop off pick up times

In addition to the above danger spots raised by parents, we have also been contacted by the local residents association in Cell Barnes who have highlighted the following issues:

- Parking on Zig Zag lines outside the school
- Dropping off children and driving off without due care
- Irresponsible parking causes congestion and is dangerous
- Double parking and blocking of residents drives

and suggestions:

- Consider possibility of banning parking outside the school within 50 yds of the Lollipop Lady
- Removal of grass verge outside the Schools to provide drop off points
- Consider using rear entrance for policed drop off point
- Encourage more children to walk to school

The travel group has noted these issues and will ensure that the concerns are raised with the appropriate bodies where the schools are unable to take any measures to improve the issues. The Schools will continue to work with the local community and residents associations, to discuss the issues and suggestions raised, although it should be noted that some of these suggestions are outside the Schools direct control.

What Could Be Done To Encourage More Walking/Part Walking (Cycle) To School

Those who completed the survey put forward the following suggestions:

- Better lock-up facilities for bikes and scooters at the Infants School
- More parking spaces
- Walking Bus
- Storage facilities for cycle helmets

Objectives, Targets & Measures

The Travel Group reviewed and amended the 2005 objectives based on the findings from the 2009 questionnaire and our own knowledge of the travel issues affecting the school.

To support delivery of the objectives the following targets and measures were agreed. It was also agreed that the current policies deployed by the school encouraging healthy living would continue to support delivery of the targets.

1. Increase walking and safe cycling to school through continuing to actively promote healthy lifestyles
2. Increase safety near schools and in neighboring areas
3. Improve children's awareness of road safety.

Working towards these objectives will lead to the following benefits:

- Increased pupil health and safety
- Greater awareness of transport issues and the impact of traffic on the environment
- Improved relationship with the local community
- Reduced congestion and pollution around school
- Opportunities for pupils to be involved in improvements to their own environment

Objective 1

Increase walking and safe cycling to school and promote healthy lifestyles

Current Practice

- Participation in Walk to School Weeks
- Cycling proficiency in Year 5 & 6
- Governor assigned to travel plan, to update the plan and inform the governors at least one a year on travel issues.
- Pathways widened and access slope built.
- Walk to school maps issued and added to the website

Planned Actions	Who	When
Investigate ways to improve wet weather and cycle helmet storage facilities	Travel Group	31 Mar 2010
Leverage the existing 'Walk to School Week' to progress the issues raised in this plan. It is intended that this week in school will be themed around road safety and local environment issues with school assemblies picking up the theme and enhanced communication to parents regarding car sharing, safe parking, road rules etc.	Heads	By walk to School week 2010
Review and update 'Walk to School maps' showing safe routes to school for main areas highlighted as dangerous by survey.	Travel Group	31 Mar 2010
A nurse to visit school to talk about health and exercise issues.	Heads	
Environmental Officer to visit school to talk about impact of cars on environment.	Heads	

Target

- An increase of 5% in the number of pupils who usually walk to school measured by travel survey questionnaire Spring Term 2011. Progress will be tracked by twice yearly hands up survey

Objective 2

Increase safety near schools and in neighbouring areas

Current Practice

- Warnings to parents who consistently badly park their cars
- Enforcement order received on the zig-zags in front of the school

Planned Actions	Who	When
Publish newsletter detailing travel survey findings and cover parking best practice.	Travel Group	Mar 2010
Ask police or traffic wardens to visit road at peak times to enforce parking on the zig-zags and double yellow lines	TF	Spring 2010
Issue parking best practice to all new entrants at start of school	Infants Head	Annually

Target

- Zero tolerance of illegal parking in double yellow & Zig Zag lines near school

Objective 3

Improve children's awareness of road safety

Current Practice

- Voluntary Cycling Proficiency in Year 5 and 6 (75% take up)
- Road safety talks prior to all off school trips
- Year 6 visit to Hazard Alley safety centre
- School visits from road safety officers
- Inclusion in PHSE
- Children receive an annual road safety awareness session
- All new reception children receive a copy of 'Keeping your child safe & healthy' booklet
- Walk to School week

Planned Actions	Who	When
No additional actions agreed, above practice to continue	n/a	n/a

Target

- All Children to receive road safety awareness training by end of 2009/2010 School year
- Increase by 5% number of Children taking Cycling Proficiency in 2010

Monitoring Arrangements

The Governor(s) responsible for the Travel Plan will be responsible for ensuring that the monitoring takes place and results are tracked and reported back to the Schools Governing bodies, School Travel Plan Coordinator, and Parents.

The travel forum will also monitor the impact of travel issues with members of the community.

Expenditure

Areas of expenditure identified in the plan:

	Infants	Junior
No additional expenditure identified at this time		

Signed

	Head Teacher Junior School
	Head Teacher Infants School
	Governor Juniors
	Governor Infants

Appendices

- 1 Travel Maps**
- 2 Parents' Questionnaire**
- 3 Pupils' Questionnaire**
- 4 'Keeping Your Child Safe & Healthy'**