

Madley Primary School Travel Plan

Travel Plan Coordinator Mr M Williams (Chair of Governors)

Consultation/Supporting Partners Include

**Student Council Consultation
Parental Consultation
Madley School Governors
Headteacher**

**In addition to the above, copies of the travel plan have been shared
with**

**Kingstone High School
Kingstone & Thruxton Primary School
Clehonger Primary School
Madley Parish Council**



MADLEY PRIMARY SCHOOL TRAVEL PLAN – March 2005

This School Travel Plan has been developed to clarify the current situation regarding modes of transport to school and to find out how parents and pupils see their journey to school, what improvements they would like and whether they would be prepared to alter their travel habits in order to support a sustainable environment. The Plan attempts to set out measures to assist in a reduction of the number of car trips made to and from school, to promote healthier and more environmentally friendly forms of transport and to improve safety on the school journey.

The need for school travel plans has arisen due to growing concerns over

- Increasing congestion associated with the 'school run'
- Pupil health concerns and lack of exercise
- Children's reduced opportunities to gain important road sense and independence
- Road safety issues and concerns, partly generated by school run related traffic

The School Travel Plan sets out how our school community intends to play its part in reducing unnecessary car travel for the school journey and promote more sustainable and healthy travel.

Description of School

- Madley School is a co-educational community primary school catering for children aged between 4 and 11 years old. There were 156 children on roll in January 2005. The school has a wide catchment area and is served by two local Authority school buses bringing children from the Preston-on-Wye and Eaton Bishop areas. Around **thirty** children use this service.

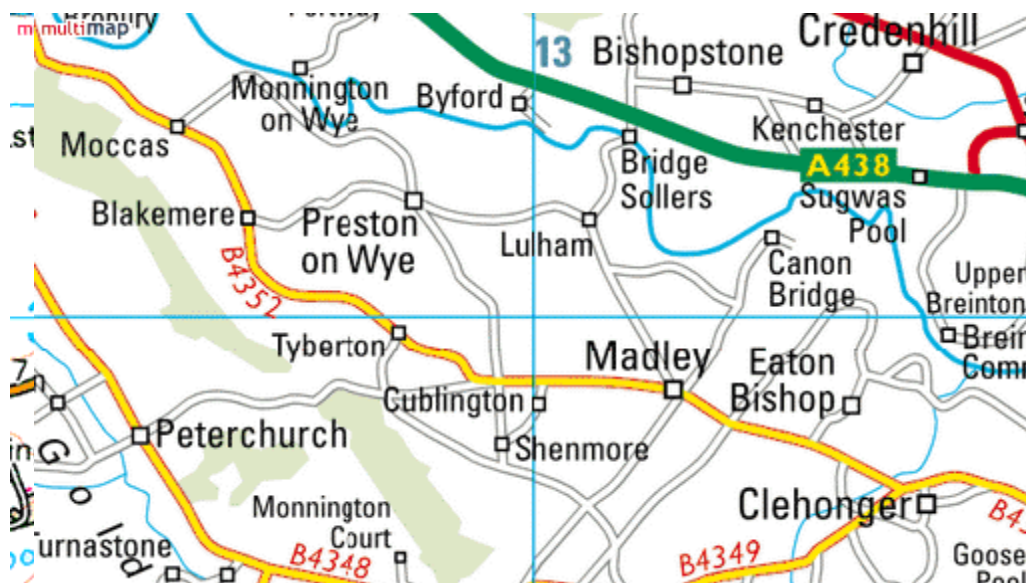


- A significant number of pupils (around 60) choose to come here from outside the catchment area
- The school's catchment area includes the villages and hamlets of Madley, Shenmore, Tyberton, Blakemere, Preston-on-Wye, Lulham, Canon Bridge, Eaton Bishop and Ruckhall.
- The school day starts at 9.00am and ends at 3.30pm
- School buses arrive at around 8.40am and 3.35pm.
- The official opening time is 8.45am and the gates are opened shortly after the bus children arrive at school.
- An after school club runs each day between 3.30 and 5.30pm, catering for up to 16 pupils. This involves 2 members of staff.
- Other after school clubs take place on Tuesday, Wednesday and Thursday evenings. These finish around 4.30pm. Numbers of children at these clubs varies between 15 and 30.

- A number of visits are regularly made during the school day. These include swimming, school trips and studies around the local area.
- On foot visits are made to Madley Church and other places of local interest. Cycling proficiency classes are held annually and usually encourage a number of pupils to come to School on their bicycles during the summer months.
- Family Centre activities take place on one or two afternoons each week. These usually involve around 10-15 parents.
- Future developments at the school may include an extension to the school to cater for an additional classroom and the siting of a pre-school/nursery building on school grounds.

Description of Site

- The school is situated in the village of Madley and lies to the west of Hereford.
- The school entrance is on the B4352 road which is a main route from the south west of Hereford towards the rural west of Herefordshire and Hay-on-Wye. See attached map.
- The school has a small car park, used by staff and visitors. The school buses pull into a lay-by outside the school.
- The school has a cycle rack for staff and pupils to use
- There are footpaths extending the length of the village on one side of the main B4352 but there are few footpaths along the side roads.
- All access points are to the front of the main school buildings. Vehicular access, bus arrivals and departures and pedestrian access all occur within a small area.
- The school is participating in the Healthy School, Eco-School and Extended School initiatives. We are an Associate Member of Herefordshire's Excellence Cluster.
- Recent new housing built directly opposite the school, proposed yellow lines and traffic calming measures will impact on access to the school and car parking space







Access Details:

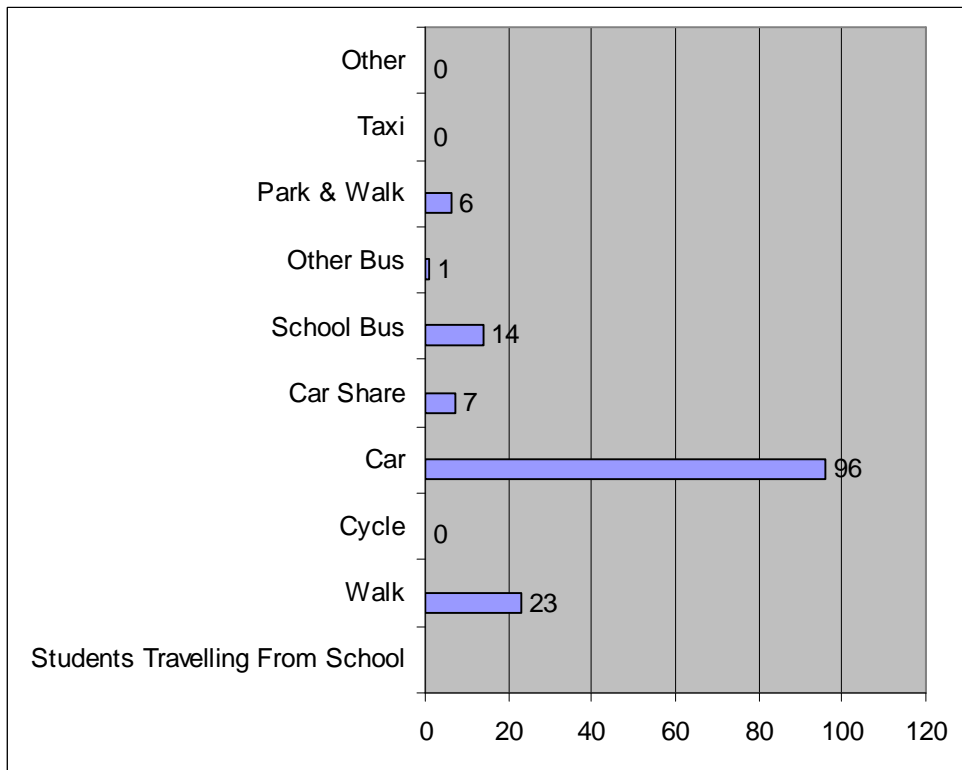
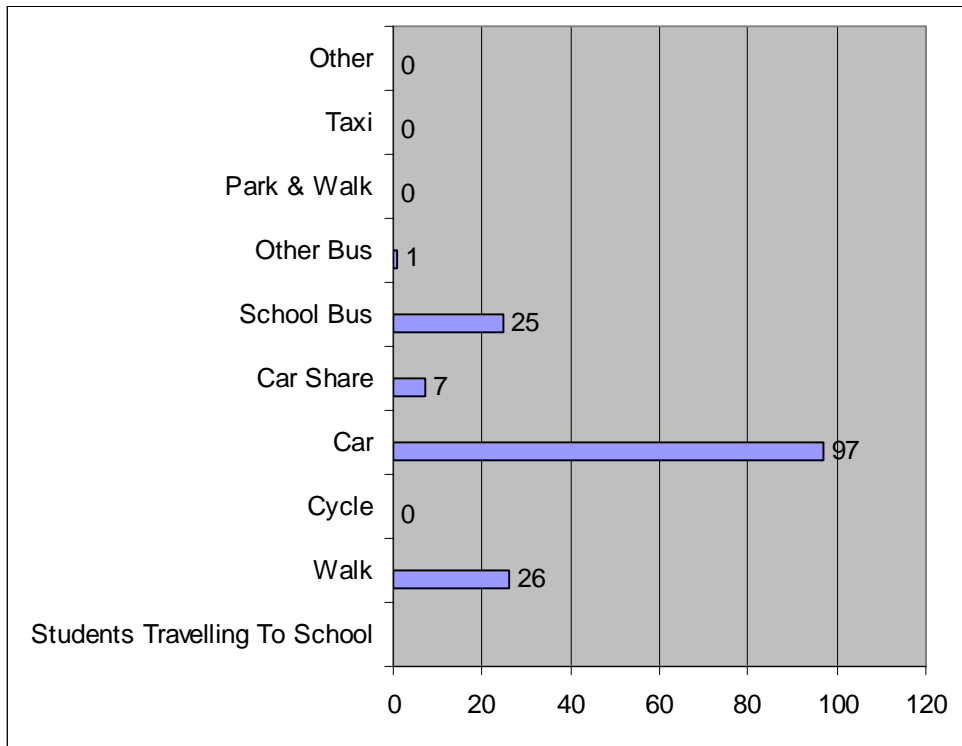
- All access points are to the front of the main school buildings. Vehicular access, bus arrivals and departures and pedestrian access all occur within a small area.
- The school's car park is open to the pavement and bus bay. In order to enter the car park vehicles have to cross the bus bay and pedestrian footpath.
- The bus bay is too short to allow both buses to clear the roadway. This frequently leads to congestion on the road at the end of the school day with buses, parent vehicles and passing traffic all competing for limited road space.
- Pupils access the site from the paved area to the front of the school. There are no gates or fences at the perimeter of the car park and so pedestrians regularly cross the car park area to gain access to the main school entrances.
- The mix of vehicles and pedestrians is seen as a major hazard, particularly at the end of the school day. There are no barriers between the road and school grounds.
- Access gates are close to the main school buildings. These are opened at around 8.40am. Children arriving early at school wait on the paved area to the

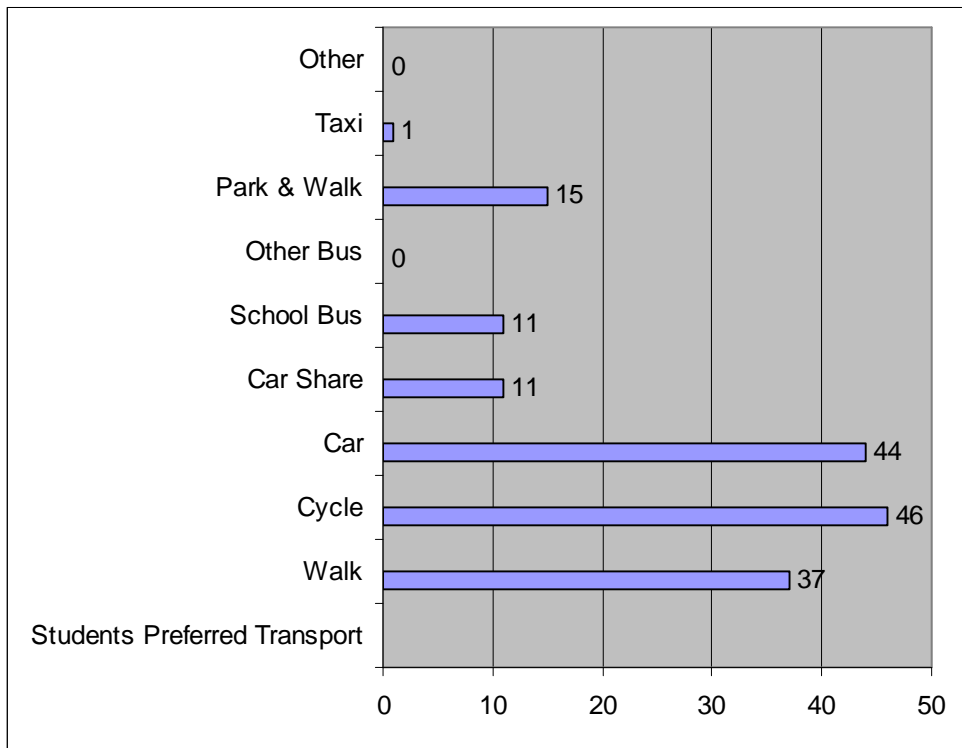
front of the main buildings. High school students also wait to the front of the school, some under the bike canopy and others on the pavement.

Summary of Transport and Road Safety Problems

- Most children travel to school by car as they either live too far away to walk or because walking is too dangerous along narrow country roads with no pavements. There are significant problems of congestion outside the school during school start and finish times because of parents parking and the school bus dropping off and picking up. Parents tend to park on the road or in the village hall car park.
- Some parents do car-share, especially those who come from the Belmont area of Hereford.
- A large number of parents outside the catchment area have chosen Madley School for their children. The number of cars used to transport children impacts on congestion outside the school.
- A few pupils walk to school as they live in the village.
- No children cycle to school as the roads are considered too dangerous and there are no cycle paths?
- 37 children are entitled to use the two school buses but only a few of these children actually do come on the bus because of perceived problems of bullying.
- The bus bay is too short to allow both buses to clear the roadway. This frequently leads to congestion on the road at the end of the school day with buses, parent vehicles and passing traffic all competing for limited road space.
- Pupils access the site from the paved area to the front of the school. There are no gates or fences at the perimeter of the car park and so pedestrians regularly cross the car park area to gain access to the main school entrances.
- There is no separation of vehicles and pedestrians. The mix of vehicles and pedestrians is seen as a major hazard, particularly at the end of the school day.
- There are no barriers between the road and school grounds
- Children have to disembark from the Preston-on-Wye bus into the roadway
- Kingstone High School students crowd around the primary students, often stepping into the road and causing difficulties for drivers
- Large numbers of pedestrians and vehicles competing for limited space is seen as a major hazard, particularly at the end of the school day.

Results of Pupils' Hands Up Survey





Current Travel Patterns 2005

Walk	16.7%
Car	62%
Car Share	4.5%
School Bus	16%
Other Bus	0.64%

Parents' Questionnaire Analysis

No of questionnaires returned = 54

No of children on roll = 156 (no of families = approx. 118)

This indicates a percentage return of 46%

Distance from school:

Under 1 mile = 8
1-2 miles = 10
2-3 miles = 6
over 3 miles = 25

Length of journey:

Under 10 mins = 22
10-20 mins = 24
Over 20 mins = 3

Mode of travel:

Car = 31
Walk = 6
Bus = 4
Bike = 0
Car/Walk = 4
Car/bus = 4

Preferred mode of travel:

Car = 24
Walk = 12
Bus = 3
Bike = 3
Bike/walk = 3
Car/walk = 3
Missing = 1

No who do the school run as part of a combined journey = 16

No who regularly car share = 5

No who already car share or would be prepared to car share = 27

No who would definitely use a Park and Walk scheme = 22

No who would sometimes use a Park and Walk scheme = 7

No who considered their walking route very safe = 1

Fairly safe = 1

Unsafe = 3

Dangerous = 1 (total of 6)

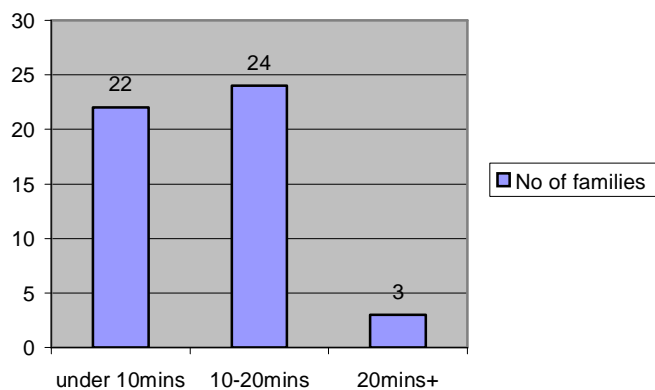
No who would definitely consider using a Walking Bus Scheme = 9

No who would possibly use a Walking Bus Scheme = 10

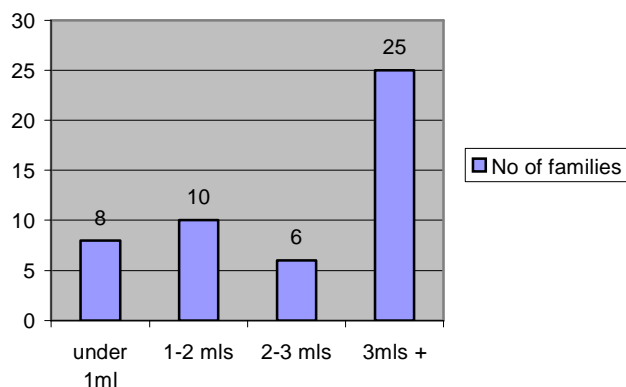
No who would definitely volunteer to help with a Walking Bus = 7

No who would possibly volunteer to help with a Walking Bus = 7

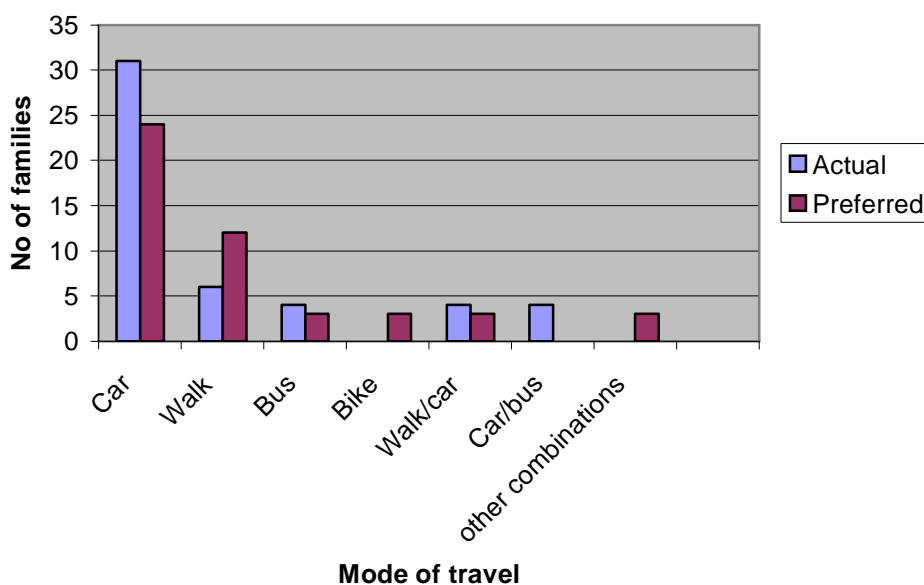
MADLEY PRIMARY SCHOOL - RESULTS OF PARENTS' QUESTIONNAIRE - Time taken to get to school



MADLEY PRIMARY SCHOOL - RESULTS OF PARENTS' QUESTIONNAIRE - Distance from school



MADLEY PRIMARY SCHOOL - PARENTS QUESTIONNAIRE - MODES OF TRAVEL TO SCHOOL



Conclusions:

45% is a reasonable return and enough to gain sensible conclusions.

Over half of the respondents live more than 3 miles from school (25) and almost all come by car. Several other parents drive to school even though they are less than 3 miles away. Some parents use a variety of transport methods, alternating with the car, bus or walking.

Following Year 6 Cycle Training a very small number of children (3 or 4) cycle to school in the summer months (June and July).

Cleaning staff living in the village regularly cycle to school during good weather.

There is support for a Park and Walk scheme if a suitable drop-off site could be found, which could tie in with a Walking Bus

There is also a lot of support for car sharing. Some parents already car share regularly, particularly those who come in from Belmont, and there is much scope for this to be extended as 27 respondents said they would be prepared to carshare on a regular or occasional basis.

Many respondents mentioned the problems with the main road through the village at school drop off and pick up times. There is congestion in the road outside the school because of parked cars and buses and also problems with traffic going too fast.

There were also lots of comments on the lack of footpaths, particularly a footpath along the Brampton road leading from the houses to the church. .

Measures to Improve the Situation

- **Liaise with Kingstone High School to negate difficulties on school bus journeys**
- **Improve layout of frontage to school ie extend and improve bus bay, provide safety barriers,**
- **Separate pedestrian and vehicular access points**
- **Request Preston-on-Wye bus turns around to drop children from correct side of bus**
- Promote more car sharing using leaflets (to be provided by STA). This would: Reduce congestion around the school gates and around the area in general.
- **Consider introducing a Park and Walk scheme: This would:**
Reduce congestion around the school gates
Make children (and parents) healthier and fitter because of the extra walking
Increase the independence and fitness of children if they used a Walking Bus
Reduce the use of the private car

Objectives of the Travel Plan

- To reduce the number of pupils travelling to school by car.
- To improve safety on the journey to and from school
- To engender a responsible attitude in all members of the school community towards the safety of themselves and others on the school journey.
- To promote safe and considerate driving and parking for those who have to travel by car
- To increase the number of pupils walking, car-sharing or using school transport

The achievement of these main objectives will have the following effects:

- To reduce congestion and traffic danger and pollution around the school
- To contribute to pupils' health and personal development by encouraging walking to school and promoting a healthy lifestyle
- To raise awareness of existing transport problems faced by the school in the surrounding community
- To improve relationships with site neighbours
- To increase recognition of the value of independent mobility among children and equip them with the skills needed to achieve this.

How these objectives will be achieved

- The Travel Plan Coordinator is Mr M Williams
- The Travel Plan Working Group includes
 - The Travel Plan Coordinator
 - The Headteacher
 - Staff representatives (1 teaching, 1 non-teaching)
 - Governor representatives
 - School Council representatives (2)
 - Parish Council representative (to be finalised)
- The Travel plan has been developed in co-operation with the School Travel Adviser.
- The Travel Plan will be included in the School Development/Improvement Plan
- All staff will be briefed on developments of the Travel Plan and will be encouraged to participate
- The Working Group will seek to involve all interested parties – local Councillors, police, Parish Councillors, residents, press
- Input into the curriculum on road safety, health and environmental issues in order to raise the awareness among pupils will be organised with the help of the School Travel Adviser.
- Cycle training schemes to be set up for all pupils
- Consideration can be given to providing a shelter for parents to wait for their children in wet weather.
- Setting up Park and Walk schemes for parents who drive their children to school, possibly in conjunction with a Walking Bus scheme. Promote these schemes by stressing that children and parents will get fitter and healthier and that children who walk to school arrive more alert and willing to learn.
- Promote car-share using the leaflets provided by the School Travel Adviser
- Liaise with Kingstone High School to identify and address problems with children using the school bus so that more children will use this form of transport.
- Produce a Code of Conduct for parents reinforcing the message of careful and considerate parking to parents who drive to school.

ACTION PLAN

Action	Date	Review date	Action by
Identify Travel Plan Co-ordinator and set up working group	immediately		Headteacher
Identify objectives and targets: Car sharing/Walking bus//Safety barrier	Immediately	Oct 2005	Travel Plan Committee
Involve Governors and Parents by publicising the Travel Plan	Immediately	Oct 2005	TPC
Involve pupils by: Arranging assemblies, Organising curriculum time on environmental issues School Council to be on Travel Plan working group Setting up displays	Summer term 2005	Oct 2005	Headteacher TPC STA
Set up car sharing database	Summer term 2005	Oct 2005	TPC
Identify and address the problems on the school buses	Summer term 2005	Oct 2005	TPC
Continue to provide cycle training for pupils in Y4/5/6	Annual	Oct 2005	
Identify suitable sites for Park and Walk schemes	Summer term 2005	Oct 2005	TPC
Organise pupil participation in the walk to school weeks in May and October	May 2005	Oct 2005	TPC
Publish regular newsletters to inform parents of developments	Summer term 2005		Headteacher
Identify particular capital expenditure for grant money	Summer term 2005		Headteacher
Produce a Code of Conduct for driving parents	Summer term 2005		Headteacher
Send out précis of travel plan to parents	April 2005		TPC
Send travel plan to School Travel Adviser for checking	Mar 2005		TPC
Sign off travel plan	March 2005	Oct 2005	TPC/STA
Publicise the travel plan and publish in prospectus	April 2005		Headteacher
Put in place a monitoring procedure	March 2005	Oct 2005	TPC

Targets:

Target	2005 (start of plan)	2006	2007
% pupils walking to school	17%	20%	24%
% pupils cycling to school	0%	0.5%	1%
% pupils travelling by bus/taxi	17%	18%	20%
% pupils travelling by car (single occupancy)	62%	55%	45%
% pupils travelling by car-share with other families	4.5%	6%	8%
% pupils taking part in Park and Walk schemes	0%	1%	2%

Monitoring and Review:

- The Travel Plan will be monitored and reviewed on a regular basis by the Travel Plan Committee in conjunction with the School Travel Adviser.
- The Travel Plan Committee will report on progress annually to the Governing Body and to parents, shortly after the January survey.
- A follow-up survey will be carried out in January 2005 and every year thereafter to monitor achievement of targets.
- The Travel Plan belongs to the School. It is a working document and the School will make alterations and adjustments as the Plan develops.

Madley Parents' Questionnaire Comments and Suggestions

Comments:

The main B4352 through the village

Madley main street has a very narrow footpath and it gets very crowded at school times

The walk along the pavement from wherever we have managed to park is always a "Dodge the dog Mess" nightmare.

The B4253 Clehonger to Madley road is far too busy with fast traffic to consider walking/biking along it safely.

When having to park a distance from school lots of cars coming and going makes it difficult to cross the road

The Clehonger to Madley road needs a footpath and fast traffic and bends in road make it unsafe.

From Tinglebrook Close to Archenfield there is no pedestrian crossing over the main road

The area outside the school

Parents do not really drop and go – if there was someone on duty outside – a volunteer even – then parents need not park for long

Sometimes people park in restricted areas, eg on zig zag lines outside school. This is putting pedestrians and drivers in real danger.

Sometimes when walking to school there are a few cars up on the pavement

Many of the problems lie with the parents themselves –ie: parking on zigzag lines, bus bay etc.

The bus area outside school has ignorant parents parking in it so the bus can't pull in to collect or drop off pupils

Too many cars parked outside school and too much heavy traffic, lorries, buses – lots of children secondary as well as primary

It would be good if selfish parents did not pull into the bus bay or park on yellow lines (even if only for a few seconds). This is a very selfish practice and lazy

Village Hall

There is a problem with cars pulling in and out of the village hall

Outside village hall and shop there are cars pulling in and out

Shop

Crossing point opposite Londis – too many cars parked on both sides of road by shop so no safe place to cross – needs double yellow lines on both sides of road outside

Londis and school crossing patrol

Around the shop people don't use the carpark and park on the road instead causing congestion

The crossroads at Madley have parked cars too close to the junction

By the Post Office there is a lot of traffic congestion and pedestrians

Brampton road to the shop (by the church)

Beyond the church there is no footpath

From Brampton Road to Madley shop there are no pavements and a windy road.

By the church the road is narrow and very busy

Brampton Rd from end of Church Croft to Churchyard – no pavement, narrow road, blind corners, cars go too fast - needs pavement and speed restrictions

Having no footpath on Brampton Rd between Church Croft and the church is a major problem with children, and also there is dog mess everywhere
No pavement between Church Croft and Madley church.

General

Mums in Madley need to be encouraged to walk to school with kids.

I would like my children to cycle but the road is too dangerous

Walking – difficult on rural roads as too dangerous and pavements needed

Cycling is too dangerous as too many lorries now on the roads in this area

Regrettably some of the options/solutions that you are considering are impractical for full-time working parents and for those of us who live some distance from the school
I would like to walk the relatively short distance to school but it is unsafe to do so.

Re Walking bus – I would be concerned about the supervision of younger children on the section where there is no pavement.

All country roads on the way to school have no pavement

Bridge Sollars Road

Bridge Sollars Road – turn off Madley Rd – difficult to cross road due to speed and quantity of cars and cars doing u-turns in junction

Road between Bridge Sollars and Madley has traffic which is too fast and vehicles which are too large as the road is narrow

Belmont children

We live in Belmont, Hereford, as I believe a number of other parents do. Perhaps we should be canvassed re: use of minibus if cost not too prohibitive and further car-sharing. We currently already participate with one other family.

There are many families who live at Belmont and en route but out of school transport range. If a bus could be arranged it may be that parents would prefer to pay a contribution – after all petrol costs have to be paid plus time and inconvenience. It may be that a set up could be arranged so that parents volunteer to be a “bus monitor” on the journey on a rota basis – “the ultimate car-share”!

The school bus.

More people would use the bus if it was just primary children

Our child used to catch the bus to and from school but we decided that, due to smoking, swearing and no proper supervision we would rather use the car for the school run.

Suggestions:

To aid walking:

Campaign to stop dog owners using the pavements between Madley Cross and Parish Hall as “dog loo”.

Show parents some of the back routes to school, ie across the playing fields

Create pavements between Madley and Brampton

Widen footpath along village.

Stop workmens’ vans parking on the only pavement on the way to school.

Signs for dog owners to remind them to clear up their mess on all paths to the school

More pedestrian crossings and pavements

More footpaths and traffic calming schemes.

Pedestrian crossing from Tinglebrook Close to Archenfield across main road

Buses

Extend bus layby by school so buses can get in properly without causing traffic chaos

A safety barrier outside school where buses enter and stricter control on parking on zig zag lines

Should encourage more children on the bus, which needs responsible drivers and

more reliable timings. Perhaps bus monitors/prefects among older children so

younger children feel less intimidated – could work with Kingstone on this.

If all kids on bus routes used buses instead of cars then the congestion problem would be reduced.

It is too dangerous for our child to walk as there is no footpath but the bus could stop

and collect, thereby reducing the number of cars at the school. I understand that if

you live within a mile of the school the bus will not stop, but if there is no footpath then the child cannot walk.

How about minibuses with volunteer parent drivers (trained) to pick up a various local stops where it is deemed dangerous to walk from.

Cars

Some kind of traffic warning on entering the village – Kingstone’s scheme could be noted.

More warning signs on approach to school on all roads

Ensure 30mph speed limit is enforced.

Parents’ cars parked on side of road do **help** to reduce speed at pickup/drop off times of day.

Speed bumps, clearing of the verges to make visibility better

Flashing school warning lights