

PAULTON INFANT SCHOOL AND PAULTON JUNIOR SCHOOL

JOINT SCHOOL TRAVEL PLAN (Version 4.0)



August 2017



August 2017

Contents

1. What is a school Travel Plan?	1
2. Why we need a Joint School Travel Plan	1
3. Paulton Junior School and Paulton Infant School – About our Schools.....	2
4. Why we are doing a Joint School Travel Plan: Transport Problems and Issues.....	7
5. Summary of Current Travel Patterns	11
6. What we want the Travel Plan to achieve	17
7. The Next Step.....	17
8. Joint School Travel Plan Measures.....	18
9. Action Plan	23
10. Travel Plan Targets	26
11. Reviewing and Monitoring	27

This Travel Plan has been prepared by Key Transport Consultants Ltd on behalf of Bath and North East Somerset Council with input from representatives of Paulton Infant School and Paulton Junior School.

Revision	Description	Issued by	Date	Checked
1.0	Original Issue	Key Transport Consultants	February 2014	School Representatives
2.0	Submission	Key Transport Consultants	March 2014	School Representatives
3.0	Travel Plan Update	Key Transport Consultants	June 2015	School Representatives
3.1	Minor Amendments	Key Transport Consultants	July 2015	School Representatives
4.0	Travel Plan Update	Key Transport Consultants	August 2017	School Representatives

Author: Victoria Watkins/Peter Mansell (KTC) Date: August 2017

Approved: School Representatives

Date: September 2017

Travel Plan Commitment

This Travel Plan has been accepted by the Representatives below on behalf of the schools' communities;

Representing	On behalf of Paulton Infant School	On behalf of Paulton Junior School
School Management Team		
School Staff		
Pupils		
Parents		
Governors		

August 2017

1. What is a school Travel Plan?

A Travel Plan is a document prepared by a school which sets out a package of measures to encourage more children, parents and staff to choose alternatives to the car when making the journey to school. It signifies an all-round commitment to develop safer routes to school.

2. Why we need a Joint School Travel Plan

Like many schools, Paulton Infant School and Paulton Junior School have a pattern of school travel which impacts on the safety and health of our children, the environment and the local community.

Our motivation for development of this Joint School Travel Plan is to identify shared aims and objectives, and implement measures to address travel problems resulting in long-term and sustainable solutions.

As part of the expansion of the Infant School, a Transport Statement was submitted with the planning application and a Travel Plan was required by Bath and Northeast Somerset Council (B&NES) as a planning condition to meet the requirements of the planning application to expand the Infant School in 2013. This Travel Plan was produced in 2014.

A second Transport Statement was produced to accompany the 2015 planning application for the expansion of the Junior School. The Travel Plan was updated at the time to summarise any changes in travel behaviour since the original production of Travel Plan in 2014.

This version of the Travel Plan has been produced following the construction of the new classrooms and the 2017 travel surveys to summarise any changes in travel behaviour since the original Travel Plan in 2014 and update in 2015.

The Paulton Junior School Transport Statement which sets out the local transport network, planning policy relating to the school as well as discussing the requirements of the Travel Plan was submitted with the planning application for the Junior School expansion and is available on the B&NES planning application website.

The expansion of Paulton Junior School has provided heightened motivation to address school transport issues, and to prevent current problems from being exacerbated by the expansion. With this in mind, the travel Plan has been used to help us identify and develop a flexible approach to short and longer term sustainable solutions to travel problems.

With Paulton Infant School and Paulton Junior School sharing a site, and the vast majority of the children that attend the Infant School transitioning into the Junior School, it is imperative that solutions are developed within a partnership between the two schools and that a co-ordinated approach to school sustainable travel is adopted.

The Infant and Junior Schools have worked together to update this new Joint Travel Plan to improve the travel conditions for both schools. This is with the aim that the expansion of the Junior School, following the recent expansion of the Infant School, will have less impact on the local highway network.

3. Paulton Junior School and Paulton Infant School – About our Schools

School profiles

Paulton Infant School and Paulton Junior School are very successful and popular schools, catering for children aged four to eleven years old, set in the village of Paulton to the southwest of Bath.

Paulton Infant School caters for children in Reception and Years 1 and 2. In September 2013 Paulton Infant School began a process of expansion from two-form to three-form entry, allowing it to accommodate for an expected increase in pupil numbers relating to the residential development to the north of the village. With the addition of the three new classrooms, the Infant School will have an increased capacity from 180 to 270 pupils and 9 full-time teachers and approximately 17 ancillary staff by September 2015.

Paulton Junior School currently has 275 children in Years 3, 4, 5 and 6 within eleven classes. Following the expansion of the Infant School to three-form entry in September 2013, a subsequent application was submitted in 2015 for the expansion of the Junior School. This expansion allows for an increase in pupil numbers transitioning from the Infant School to the Junior School which now has a capacity for 360 pupils.

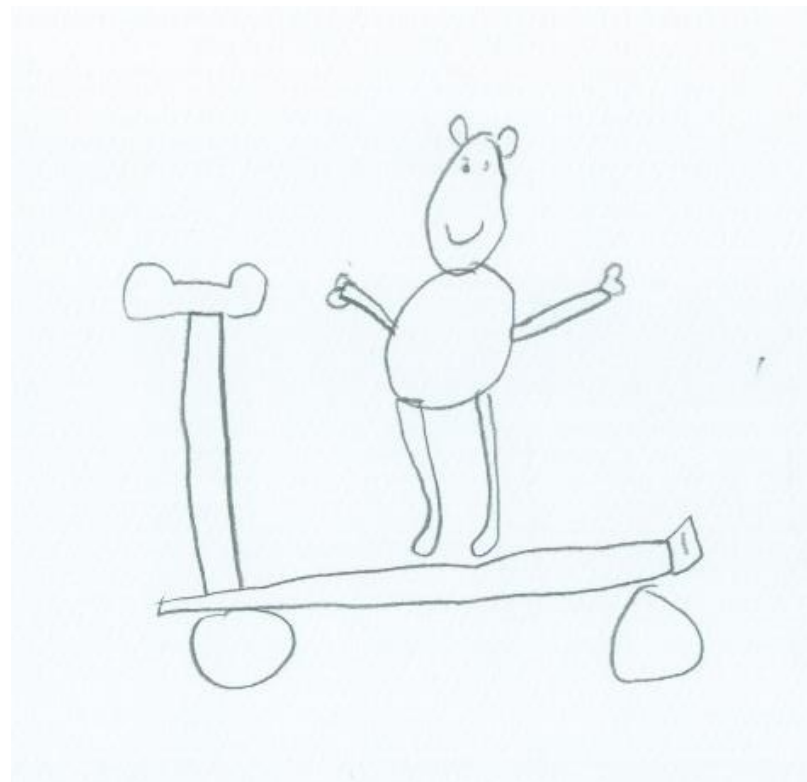
By the academic year 2019/20 the total capacity at the two schools will be 630 pupils.

Location

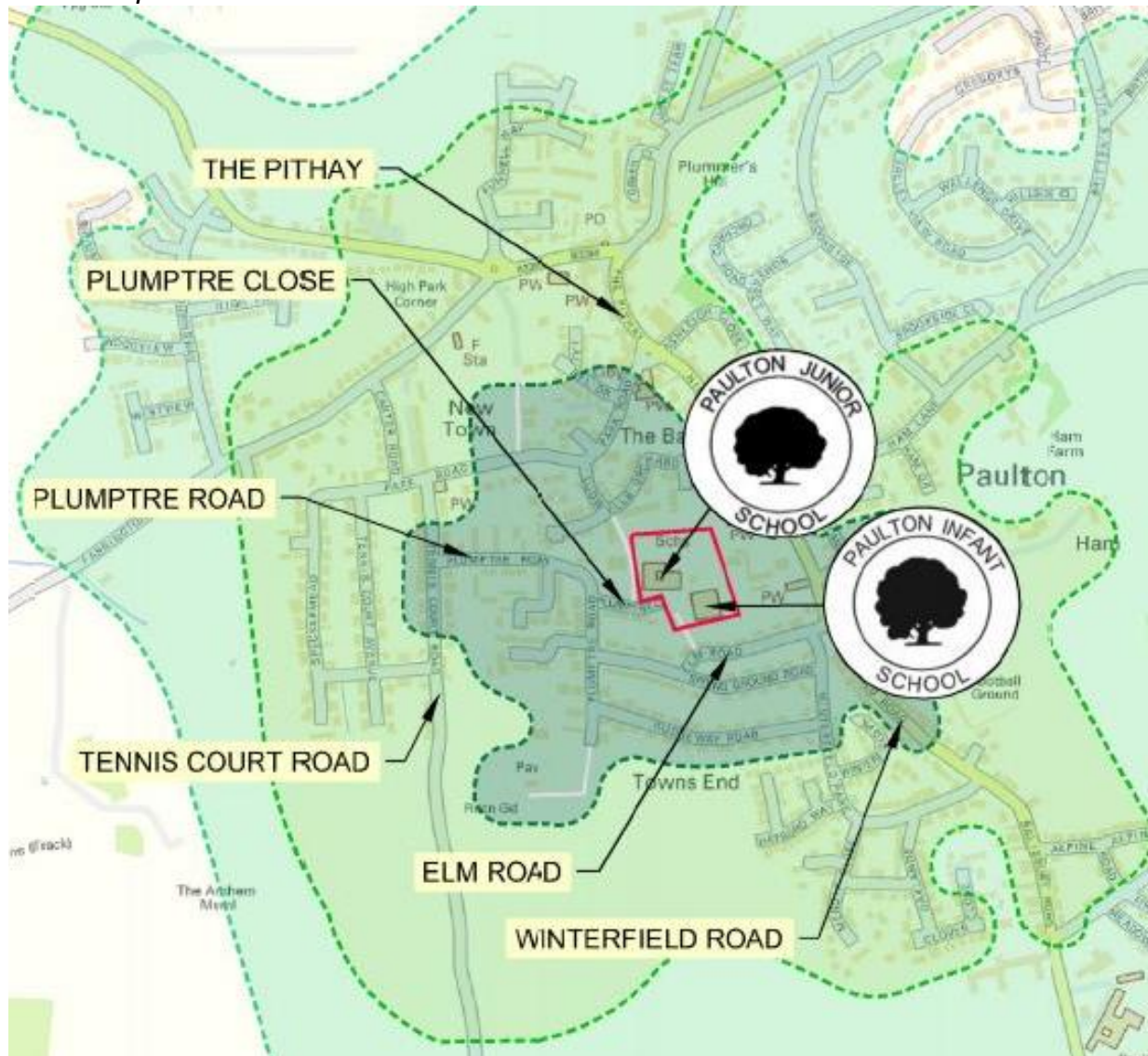
The schools share a large site located at the end of Plumptre Close in Paulton about 14.2km southwest of Bath. Paulton Junior School and its associated playing fields are located to the north of Paulton Infant School. The site is bounded by Paulton Pool, Paulton Children's Centre and

residential dwellings. Vehicular access is from Plumptre Close cul-de-sac, via Plumptre Road.




Pedestrian access is along Plumptre Close, and footpaths from Elm Road and Ludwells Orchard connect to Plumptre Close near to the school gates. The majority of Paulton lies within a 15 minute walk of the schools. The walk times and location of the schools are shown in the following plan.



Location plan



KEY

-  AREA WITHIN 400m OR 5 MINUTES WALK OF PAULTON SCHOOLS'
-  AREA WITHIN 800m OR 10 MINUTES WALK OF PAULTON SCHOOLS'
-  AREA WITHIN 1200m OR 15 MINUTES WALK OF PAULTON SCHOOLS'

Start and finish times

The doors of both schools are open from 8.40am. Both schools finish at 3.00pm. The core school hours for pupils are between 9.00am – 3.00pm although there are regular after-school clubs catering for pupils five nights a week until 4.00pm.

The car park is shared between both schools and is for staff car parking only, although parents/careers may drive into the car park area to collect or deliver children between the hours of 9.00am and 2.45pm. Access is prohibited between 08.30am and 09.00am, and 2.45pm and 4.15pm. At these times the vehicular gates to the schools are shut to make the site safer for the children at drop-off and pick-up times.

Pre and post school day activities

Some pre-school day activities are available with clubs commencing at 8am. A wide range of after school activities are also available to pupils, run by staff and external professional coaches as well as by students in Paulton Junior School.

Catchment area

Whilst primary schools do not have specific delineated catchment areas, the area from which Paulton Schools would be expected to draw pupils would primarily be the residential areas within the village. To date, however approximately 15-20% children reside beyond the village.

According to review undertaken prior to the new travel plan in 2013, based on data analysed by B&NES Council, birth rates in the Paulton ward are the main driver behind the need for increased school places at Paulton Schools and so the number of pupils from further away being offered places at Paulton Schools will reduce. The increase in development to the north of Paulton is likely to have a similar effect.

School travel facilities

There is currently parking provision for 48 vehicles for use by staff, this includes the new parking spaces created in 2017. The parking is located in front of the main buildings and to the left of the Junior School building. Parking is shared between the schools.

30 Cycle parking spaces are located within the Junior School for pupils and staff and visitors. 55 scooter parking spaces are also located at the Junior School. Infant age pupils are considered too young to cycle but there are racks for 60 scooters at the Infant School, and a fence doubles up as overflow scooter parking.

The Junior School runs Bikeability (cycling proficiency) classes in Year 5 and 6 and once they have passed, pupils are encouraged to cycle to school. The use of scooters is actively encouraged in both Schools. The Infant school introduced Scooter Play in 2013 and the Juniors in 2015. Road Safety is also addressed as part of the curriculum.

Transport links

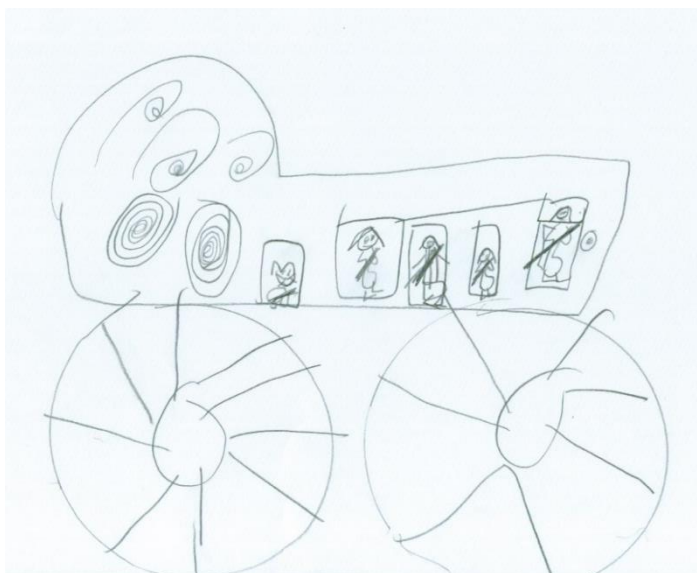
Footways are located adjacent to the local highway network and footpaths provide additional links within Paulton. There is currently no designated cycle or scooter route to or from, or within the school site. Infant school pupils are directed to dismount and walk with their scooters once on the school site.

The nearest bus stop is approximately 270m from the school on Plumtre Road near to the junction with Tennis Court Road. A 'Hail and Ride' stop is also located on Plumtre Road south of the turning to Plumtre Close. This location is approximately 170m from the school with buses travelling in both directions.

These stops are served by the following buses:

- 82- Paulton to Midsomer Norton/ Radstock/ Tynning- five times per day
- 82A – Paulton to Midsomer Norton/ Radstock/ Tynning- twice per day (one school day only service)
- 185- Midsomer Norton to/from Trowbridge- once a day in each direction on Thursdays only;

However, the suitability of these bus services for staff or parents taking or collecting pupils from Paulton Infant and Junior Schools is extremely limited.



History of school travel work

The Infant School and Junior School prepared Travel Plans in 2008. Since then, the schools have continued to develop travel initiatives, encourage sustainable travel to reduce congestion on the roads around the schools.

The schools continue to run and have introduced a number of initiatives and promote personal and road safety awareness. These include:

- Scooter Play for the Infant School and Junior School.

KS1 initiatives

- Awarded Director of Public Health Award in 2017
- Golden Dap Award introduced
- Move a Mile
- Pedestrian training.
- Picnic and Play event incorporating scooter play
- Role Play teaching road safety using road signs, a zebra crossing, roadways and dressing-up.
- Assemblies and class teaching sessions including regular visits from a Crossing Patrol Person.
- Installation in 2013 of a multi-purpose all-weather track that is used for a number of purposes including pedestrian safety.
- Regular instruction on the benefits of exercise include walking activities.
- PSHE lessons teaching consideration towards others.
- Instruction and guidance on pedestrian safety preceding and during walks to and from the Swimming Pool and walks to various locations within the village (eg library, churches, shops).
- The Big Pedal from 2015.

KS2 initiatives

- PSHE curriculum has road safety element for Y3 and Y4 (pedestrian training)
- Bling your Bike/Scooter days
- The Big Pedal (National Runner-Up 2012)
- Bikeability training (Cycling Proficiency) for 40 children in Years 5 & 6.
- Modeshift Stars - Bronze Award
- Street Feet (BANES road safety initiative – looking at different travel scenarios)
- Parent booklet about Street Feet given to all Y3 and Y4 children.
- Scooter Club (once per week)
- Increased scooting in school with access to new playground.
- Road Safety Week – BRAKE Aware

Various other initiatives have previously been suggested and assessed. Contact has been made with various organisations around Paulton to enquire about the use of their car parks as Park & Stride sites for the school. Unfortunately due to financial implications or existing activities taking place the car parks are not available.

The schools have been active in their travel planning and will continue to educate the pupils and parents in the benefits of sustainable travel and respect for other road users and local residents.



4. Why we are doing a Joint School Travel Plan: Transport Problems and Issues

The schools sit at the end of Plumptre Close which is a cul-de-sac and the only vehicular access to the site. The roads outside the school are congested at school start and end times. Traffic movements and parking in Plumptre Close and Plumptre Road at drop-off and pick-up times can be problematic. There is often disregard for parking restrictions and illegal parking occurs. Parking surveys were undertaken in 2017 to ascertain the availability of on-street parking in the vicinity of the school as well as to establish to what extent illegal parking takes place. The data showed that there are numerous spaces available within the vicinity of the schools at start and end times yet some cars are parked illegally in the streets closer to the schools. This situation elevates the risk to pedestrians and those on bicycles and scooters attempting to enter the school and can be a constant annoyance to local residents.

Parent surveys from Paulton Infant School and Paulton Junior School in November 2007 showed that 37% and 38% of children respectively travelled to and from school in cars. The December 2013 parent travel survey showed an increase in car use to 40.3% for both schools, with an additional 8.3% stating travel by car, park up and walk to school. By 2015 the overall percentage travelling by car had decreased to 31.9%, with an additional 10.9% stating car, park up and walk in. In 2017 a combined total of 42.7% pupils walked to school and 47.2% from school; car 28.1% to and 21.3% from, car share 0% to and 1.1% to and from or car park up away from school and walk in (16.9% to and 21.3% from). The overall results see a slight increase in car use which correlates to fewer pupils now living within one mile of the school (70% in 2017, 83.6% in 2015).

This 2017 survey results show that car travel has now increased to above the National average from the 2016 National Travel Survey, the latest

available, which indicates that 38% (a reduction from 44% in 2013) of primary school children travel to school by car.

Over the lifetime of the Travel Plan there have been changes in the level of pupils traveling to and from school by car. There was an overall increase in car use between 2007 and 2013 and when the 2015 survey was conducted following the expansion of the Infant School, it was found that the development of the Infant School had not exacerbated existing traffic congestion problems. To the contrary, it was found that car trips decreased.

When the 2013 parents surveys of the Infant and Junior school were combined, nearly half (47.4%) of the respondents stated that the school was less than half a mile from their home. A further 36% lived within one mile of the school. In 2015 those living less than half a mile from the school had increased to 50.9% with a further 32.7% stating that they lived within one mile of the school. In 2017 35% of pupils lived within half a mile of the school and a further 35% lived half a mile – 1 mile from the school. This implies that there is a correlation of the proximity that pupils live to the school and the mode in which they travel. There has been a significant drop in the proportion of pupils living within one mile of the school but a slight increase in car travel.

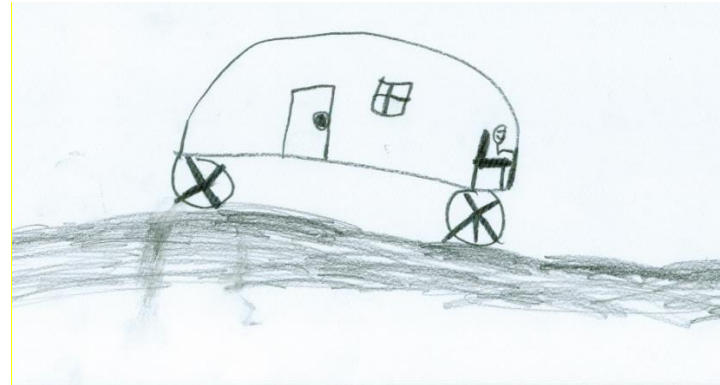
In 2015, 65.5% of parents travelling to the school do so by car for convenience/necessity as they are dropping off en-route to another destination, such as work or to another school. This has reduced to 51.8% in 2017.

Congestion on Plumptre Close and surrounding roads in the mornings and afternoons continues to be a significant problem which has been highlighted in surveys undertaken in 2013, 2015 and 2017. Specific issues such as inconsiderate/illegal parking, vehicle speeds, and lack of parking enforcement has been raised with reference to car drivers.

When asked if they thought that their journey to school is safe for pedestrians and cyclists, in 2017 35.5% of parents stated that they did not think it was safe for pedestrians and 42.1% for cyclists. This is a reduction from both 2015 where 43.8% and 81.3% respectively answered that they thought it was not and 2013 where 67.4% and 86.5% stated this respectively.

In relation to pedestrian and cycle safety, comments noted in the 2017 surveys noted issues and suggestions such as:

- More crossing locations.
- Crossing patrol person required.
- Enforcement of parking restriction/illegal parking to prevent pedestrian have to enter the road/cross roads between cars.
- Park up and walk to school to reduce the number of cars in close proximity of the school.



Access and Parking Issues

Site visits previously undertaken suggest that most parents accompanying children arrive at and leave the school between 8:30 and 8:40am in the morning and between 2:50 and 3:10pm in the afternoon. This higher volume of traffic puts pressure on parking in Plumptre Close and Plumptre Road at these times.

Parking on Plumptre Close and Plumptre Road at school drop-off and pick-up times can still be a problem. Some parents ignore the parking and waiting restrictions outside the school; cars park on School Keep Clear markings, and on footways. These actions are inappropriate and dangerous to pedestrians and other drivers. Steps have been taken to restrict use of the private car park belonging to Paulton Pool and Paulton Children's Centre which had been a problem in 2013.

There are mixed opinions regarding whether access to Plumptre Close should be restricted by user/time or whether a drop off facility should be provided.

Parking is currently available on both sides of the road along Plumptre Road, excluding along the bend, which now has double yellow lines aimed at improving the safety of children and other road users.

Parking in the vicinity of the schools often causes inconvenience and nuisance to our neighbours with access to neighbouring homes sometimes blocked. This issue has spread beyond Plumptre Close, Plumptre Road and affects residential streets of Elm Road, Tennis Court Road and Ludwells Orchard.

On-site parking is restricted to staff parking only; however, following the new build the parking spaces have been increased to 48. Due to the vehicular gates being closed at school start and end times, and a shortfall

of on-site parking, some staff opt to park on-street in the vicinity of the schools.

From the parking beat surveys undertaken in June 2017, it has been established that the number of cars parked within the vicinity of the school increases at both school start and end times. There is an increase in the region of 35-40 cars at these times.

The results also show that there are legal parking spaces available, however, a number of vehicles were recorded to park illegally. The highest number of vehicles recorded to park illegally at any one time was nine cars on the Tuesday morning at 08:45. Seven of these nine vehicle were recorded on Plumptre Close and Plumptre Road. A number of vehicles were also recorded to park across a dropped kerb on Elm Road.

The data indicates that a number of drivers are willing to park illegally in order to be closer to the school rather than park legally, possibly further away from the school. This is reflective of the data comments received in the surveys.

A number of responses in the 2017 surveys noted that consideration should be given to the provision of an alternate pedestrian/cycle access to the school thus reducing congestion and conflict of modes on Plumptre Close.

Crossing Locations

The lack of crossing facilities and a crossing patrol person, specifically on Winterfield Road/High Street was raised in the 2017 surveys. The impact of parked vehicles and vehicles travelling above the speed limit in the vicinity and the areas around the school was also raised as a concern.

Other issues

Previously it had been raised that coaches accessing Paulton Pool were hampered by cars parked within the pool access, on Plumptre Close and Plumptre Road, but measures implemented recently have largely addressed this problem. This issue was not raised in 2017.

The previous version of the travel Plan noted that B&NES Council were planning to deliver new drop off facilities on Plumptre Road and Elm Road to deal with an identified lack of suitably located drop off points. These works have been proposed for a number of years and as yet no construction has started.

B&NES had introduced a 20mph speed limit throughout Paulton aimed at addressing concerns regarding inappropriate vehicle speeds. It is noted by a significant number of respondents that vehicles travelling in excess of the speed limit is a safety concern



5. Summary of Current Travel Patterns

Initial travel surveys were undertaken in November/December 2013 and follow-up surveys were undertaken in May 2015 and in July 2017. A summary of the survey responses for pupils, parents, staff, governors and local residents are presented in this Travel Plan. Reports presenting the full results of the surveys have been produced and are available from both schools.

The results of the surveys can be used as a method to monitor changes in travel behaviour and assess the progress of the Joint School Travel Plan.

Infant School and Junior School Pupil Online Survey Results

Tables 5.1 – 5.3 provide a summary of the travel survey results from the pupil surveys. The infant school pupils undertook hands-up surveys in the classrooms where approximately 200 pupils participated. Junior school pupils were asked to complete online surveys, however in 2017 no pupils participated so hands-up surveys results have been used for comparative purposes. 247 pupils were in attendance on the day of the survey. In 2015, 41 pupils completed online surveys.

Distance from Junior School	2013	2015	2017
I don't know	11.4%	12.2%	-
Under 0.5 mile	41.4%	46.3%	-
Between 0.5 – 1 mile	22.9%	24.4%	-
Between 1 – 2 miles	5.7%	4.9%	-
More than 2 miles	8.6%	12.2%	-
TOTAL	100%	100%	

Mode	Infant School			Junior School		
	2013	2015	2017	2013	2015	2017
Walk	49.2%	37.4%	34%	52.9%	46.3%	25%
Cycle	1.4%	3.4%	4%	0.0%	3.7%	12%*
Car	38.9%	33.5%	38%	30.0%	24.4%	
Car pick up away from school and walk in	-	-	-	12.9%	8.5%	-
Scooter	10.3%	24.3%	21%	2.9%	14.6%	12%*
Car Share	0.3%	0.0%	2%	0.0%	1.2%	21%
School Bus	0.0%	0.0%	0.0%	0.0%	0.0%	-
Public Bus	0.0%	0.5%	2%	0.0%	0.0%	-
Train	0.0%	0.0%	0%	0.0%	0.0%	-
Other	0.0%	1.0%	1%	1.4%	1.2%	-

*Cycle/scoot combined total

Mode	Infant School			Junior School		
	2013	2015	2017	2013	2015	2017
Walk	10.9%	35.0%	16%	34.3%	19.5%	-
Cycle	35.1%	13.0%	31%	17.1%	36.6%	-
Car	14.9%	17.0%	18%	17.1%	17.1%	-
Car pick up away from school and walk in	0.0%	-	-	8.6%	2.4%	-
Scooter	21.3%	31.5%	24%	11.4%	9.8%	-
Car Share	9.2%	0.0%	4%	2.9%	4.9%	-
School Bus	2.9%	1.5%	7%	5.7%	2.4%	-
Public Bus	0.6%	0.0%	0%	0.0%	0.0%	-
Train	5.2%	0.0%	1%	0.0%	0.0%	-
Other	0.0%	2.0%	1%	2.9%	7.3%	-

Infant School and Junior School Parents Online Survey Results

The parent surveys were completed by 153 parents in 2013, by 55 parents in 2015 and by 89 parents in 2017. Each survey was completed by both Junior School and Infant School parents. Tables 5.4 – 5.8 summarise the results of the parent’s surveys.

Table 5.4 How far is the journey to school from your house?

Distance	2013	2015	2017
Under 0.5 mile	47.9%	50.9%	35.0%
Between 0.5 – 1 mile	35.7%	32.7%	35.0%
Between 1 – 2 miles	5.7%	9.1%	14.6%
Between 2- 3 miles	10.0%	7.3%	7.9%
More than 3 miles	0.7%	0.0%	7.9%
TOTAL	100%	100%	100%

Table 5.5 How do your children usually get to school?

Mode	2013	2015	2017
Car	39.0%	26.4%	28.1%
Car share (with another family)	1.3%	5.5%	0.0%
Walk	46.0%	42.7%	42.7%
Car, Park and Stride	8.3%	10.9%	16.9%
Cycle/ Scooter	2.0%	12.7%	11.2%
Other	3.3%	1.8%	1.1%
TOTAL	100%	100%	100%

Table 5.6 How would you prefer your child to travel to/ from school?

Mode	2013	2015	2017
Car	22.1%	10.9%	14.6%
Car share (with another family)	2.1%	0.0%	1.1%
Walk	56.4%	67.3%	56.2%
Car, Park and Stride	11.4%	5.5%	12.4%
Cycle/Scooter	1.4%	9.1%	12.4%
School bus	0.0%	3.6%	0.0%
Other	5.0%	3.6%	3.4%
TOTAL	100%	100%	

Table 5.7 If your children usually travel to/from school by car, what are the reasons? (Main reasons stated)

Travel by car on the way to/from work	36%
Too far to walk/cycle	14.6%
It’s too dangerous to walk/cycle	11.2%
Take a child to a different school	9%
Not on a bus route	6.7%

Table 5.8 What would encourage or help you to get your children walking/cycling to school? (Main reasons stated)

More/safer crossing points	31.5%
Wider/more pavements	27.0%
Road Safety training for children	22.5%
Reduced speed of traffic	14.6%

Infant School and Junior School Staff Online Survey Results

The online surveys were completed by 43 staff in 2013, by 26 staff in 2015 and 36 staff in 2017. Staff responses were received from staff at both the Infant and the Junior School. Tables 5.9 - 5.13 present a summary of the results from the staff surveys.

Table 5.9 How far do you live from school?			
Distance	2013	2015	2017
Under 1 mile	32.6%	23.1%	30.6%
Between 1 – 2 miles	9.3%	23.1%	13.9%
Between 2 – 3 miles	4.7%	7.7%	5.6%
Between 3 – 5 miles	7.0%	11.5%	11.1%
More than 5 miles	46.5%	34.6%	38.9%
TOTAL	100%	100%	100%

Table 5.10 How do you usually travel to/from school			
Distance	2013	2015	2017
Car	81.4%	84.6%	80.6%
Car Share	2.3%	0.0%	0.0%
Walk	14.0%	15.4%	19.4%
Car, Park & Stride	0.0%	0.0%	0.0%
Other	2.3%	0.0%	0.0%
TOTAL	100%	100%	100%

Table 5.11 If you usually travel by car, what are the main reasons? (Main reasons stated)	
Too far	52.8%
Too many books/equipment to carry	36.1%
Have to pick up/drop off children on the way	22.2%
Not on a bus route	13.9%
Too dangerous	5.6%

Table 5.12 How would you prefer to travel to/ from school?			
Mode	2013	2015	2017
Car	55.8%	50.0%	50.0%
Car share	2.3%	3.8%	2.8%
Bus	4.7%	7.7%	0.0%
Train	0.0%	0.0%	0.0%
Walk	25.6%	23.1%	30.6%
Car, Park and Stride	0.0%	0.0%	2.8%
Cycle	11.6%	15.4%	8.3%
Other	0%	0.0%	5.6%
TOTAL	100%	100%	100%

Table 5.13 What would encourage you to walk or cycle? (Main reasons stated)	
Nothing	44.4%
Less equipment to carry	27.8%
Shower/changing facilities	16.7%
Cycle lanes	13.9%

Residents Survey Results

In 2013 only 1 survey was received from a local resident. In 2015 there was 36 surveys received from local residents. In 2017 37 residents responded to the travel survey. Tables 5.14 - 5.19 present a summary of the results from the 2015 and 2017 resident travel surveys where appropriate.

Table 5.14 How far do you live from school?		
Distance	2015	2017
Same street	13.9%	13.5%
Adjoining street	36.1%	27.0%
Local vicinity (less than ½ mile)	30.6%	35.1%
Local area (1/2 – 1 mile)	11.1%	16.2%
Other (please specify)	8.3%	8.1%
TOTAL	100%	100%

Table 5.15 Do you think the transport and travel situation around the school is:		
Answer	2015	2017
Good	2.8%	0.0%
OK	8.3%	5.4%
Bad	77.8%	89.2%
Don't have an opinion	5.6%	0.0%
Other	5.6%	5.4%
TOTAL	100%	100%

Table 5.16 Tell us what you think could be improved about the journey to school?	
More patrols within 500 yards of the school including police, traffic wardens and school.	

Pedestrian crossing facilities at the traffic lights
Better consideration of residents from parents. Problems with blocking driveways and parking in restricted areas (yellow lines and zig zags).
Better drop off/pick up facilities for parents. Consider staggered start/end times.
Less pupils being driven to school; more pupils to car share and walk

Table 5.17 What do you think works well with travel to the school?	
Walking.	
People who walk and don't make life difficult for local residents.	
Parents who park away from school and walk.	

Table 5.18 What are your priorities for change?	
Inconsiderate/illegal parking	
Speeding/dangerous driving	
Children on scooters/bikes	
Parents accessing/turning/parking on Plumptre Close	

Table 5.19 Do you have any additional comments or suggestions you would like to make regarding school travel?	
Conditions around the school are worse when the weather is bad.	
Safety concerns eg access for emergency vehicles	
Encourage more parents to walk children to school.	
Drop off/pick up area.	

Governor Survey Results

The online travel survey was completed by 9 governors in 2013, by 7 governors in 2015 and 8 in 2017. Tables 5.20 - 5.24 present a summary of the results from the governor travel surveys.

Table 5.20 What do you think would most encourage people to walk/cycle?	
More/safer crossings	87.5%
Cycle lanes	50.0%
Reduce speed of traffic	25.0%
Cycle/pedestrian training	25.0%
Wider/more pavements	25.0%
More/improved street lighting	25.0%

Table 5.21 Do you think the journey to school is safe for pedestrians/cyclists?		
Answer	Yes	No
Pedestrians	50.0%	50.0%
Cyclists	50.0%	50.0%
TOTAL	100%	100%

Table 5.22 Which are the biggest problems or problem areas for you around the school?
Safe places to cross roads
Parking in the vicinity of the school
Lack of drop off area

Table 5.23 Do you have any additional comments on issues/problems

for parents, children or staff on the journey to and from school?
I feel this is a community issue which the school is leading on it when local councillors should do more to get everyone on side.
Too many people drive to school that don't need to. There needs to be a safe area to drop children off which should reduce traffic

Table 5.24 Do you have any suggestions for increasing the number of children, staff and parents walking or cycling to school?
Dedicated paths and cycle paths with crossings.
Persistent and consistently getting the message to children to eventually you can normalise walking and cycling to school.
Safer places to cross with crossing people.

It was also suggested that safety of pedestrians and cyclists could be improved if 'All parents to better abide by a 'travel plan' once implemented which draws traffic/vehicles away from main pedestrian footfall areas.'



6. What we want the Travel Plan to achieve

To address the very wide ranging school travel we have discussed, five objectives have been identified:

- **To raise awareness:** by raising the awareness amongst pupils, staff, parents and new parents of the environmental, safety, health and social consequences of their travel choices. Raising the awareness of parents to the dangers of driving down and turning into Plumtre Close.
- **To improve road safety skills:** by offering pedestrian, cycle and scooter training for infant and junior age children.
- **To improve road safety and safe routes to school:** by successfully working with B&NES Council and Paulton Parish Council, we aim to improve safety in the immediate vicinity of the school's, and also along the main routes to the school.
- **To provide and promote alternatives to driving:** By encouraging and facilitating walking, cycling and scooting to provide alternatives to driving.
- **To identify and record the actions of others:** because we recognise we that the schools require assistance and the long term success of the travel plan is rooted in several parts of the Community.

7. The Next Step

The Joint School Travel Plan has been developed and identifies aims and objectives, measures and actions.

The TPWG will continue to meet to encourage and monitor progress. The group will also continually review the Travel Plan to ensure it remains up to date and relevant for both the Infant School and Junior School.

Representatives of the school show their commitment to the Travel Plan by signing the travel plan commitment at the front of the document.



8. Joint School Travel Plan Measures

In order to achieve the Travel Plan Objectives a number of Travel Plan Measures have been, and will continue to be, implemented. The measures are set out below and summarised in the Action Plan.

Raising awareness

School Travel Policy

Travel policies will help each school to focus on the school travel aims and objectives.

The Junior School has an established travel policy which has been reviewed and updated to be in line with the Travel Plan. The Infant School will develop a travel policy. The travel policies will also be made available on both school websites.

School Travel Plan

The Joint School Travel Plan has been developed to set shared aims and objectives.

Measures suitable for both the Infant School and Junior School have been developed through consultation with representatives from both schools.

In order to raise the profile of the Travel Plan it is available on both school websites.

Travel Information

Both schools will provide travel information on the school websites. Information such as pedestrian routes, cycling routes, crossing locations, bus information and suggested parking locations away from school will be provided. This information can be provided within the 'parents' area of the websites.

The schools will provide information to parents/carers who drop off/collect the children from school requesting that Plumtre Close is not used during drop off/collection times and providing suggestions on where to park. This measure will link with the Travel Charter (discussed below).

Travel information will also be provided for parents of new pupils for example at parent's information evening.

The travel information provided should also encourage children and parents to walk/cycle/scooter to school by promoting the health and community benefits.

Reminders will also continue to be sent to parents regarding use of cycles/scooters on school grounds and about parking considerately.

Newsletters

Both schools will continue to provide newsletters regularly. Newsletters will provide information on school travel whether it's promotion of a travel event, a reminder about parking away from school or notification of winners of active travel awards.

Travel Plan Working Group

A Travel Plan Working Group (TPWG) has been formed with representatives from both schools, including teachers, staff, governors, parents, pupils and members of Paulton Parish Council.

The group meet three times a year and are responsible for the Travel Plan seeking to ensure that the aims and objectives are achieved, measures are delivered and that targets are met. The responsibilities for the TPWG are set out in the Action Plan.

The Travel Plan Working Group will also liaise with the School Councils to ensure that the views of the children are represented in the operation of the Travel Plan.

The TPWG will also continue to be responsible for the monitoring of the travel plan and reporting on the status of the travel plan to pupils, parents, Governors and B&NES Council.

Improving Road Safety Skills

Road safety and school travel education in the curriculum

Both schools will address road safety and school travel education in the curriculum.

The Junior School have already established road safety and travel education within the curriculum. The Junior School will continue this.

The Infant School will continue to raise the profile of road safety and travel education as part of the PSHE programme.

Training

Training to encourage active travel will be continued and increased.

Examples of active travel training include:

- Cycle courses will continue at the Junior School. Bikeability level 1 and level 2 cycle training is no longer funded by B&NES, but will be offered to all children in year 5 and 6. (40 children completed the training in 2017).
- Scooter play, which was introduced at the Infant School in 2013 and into the Junior School in 2015, will continue.
- Pedestrian training will be increased. The PCSO has committed to assisting the schools with pedestrian training.

Independent Travel

The Junior School will promote increasing children's independence by dropping off and allowing children to walk to school along appropriate routes.

Improving Road Safety and Safe Routes to School

School Crossing Patrol

There is currently an active recruitment campaign being undertaken by BANES (Beryl Peters) for a crossing patrol person in Paulton. It is hoped that this position will be filled by November 2017.

Management of Access to the Schools

School gates will remain closed at school start and end times to limit the number of vehicles on Plumptre Close at these times.

Both schools will continue to manage deliveries outside school start and end times.

Active Travel Events/Schemes

Both schools will continue to run active travel events and will commit to a minimum of three travel event per year. Where possible, the Infant and Junior Schools will coordinate joint events.

Examples of events include:

- Walk once a Week (WoW) Scheme. This scheme is promoted by Living Streets and encourages children to walk to school at least once a week. Generally the scheme works with each class recording their daily journey to school on wall charts and at the end of each month every child that has walked at least once a week is rewarded with a collectable WoW badge.
- The Big Pedal. This is a cycling and scooting competition promoted by Sustrans. The scheme runs annually and both schools participate.
- Bike to School week is a scheme also promoted by Sustrans. The scheme operates annually but is a platform to encourage cycling all year round.
- Bling your bike! This scheme encourage pupils to decorate their bikes and bring them to school. This could also be applicable to scooters.

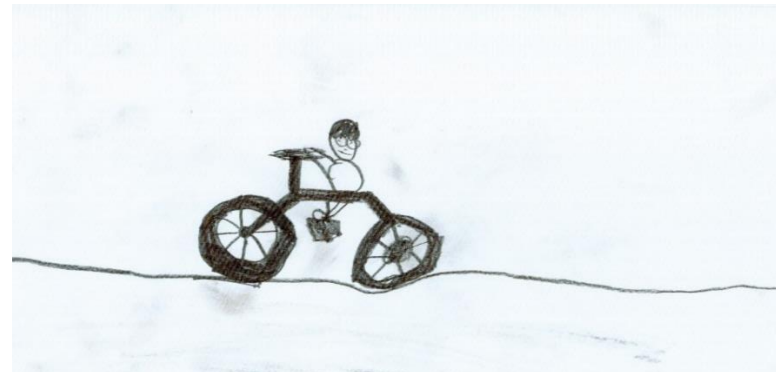
- Bike Fridays. This is where pupils ride their bikes to school and can participate in bike play at lunchtime.

Rewards for Active Travel

The schools will review how best to reward children for active travel, whether it is individually or by class. Rewards can be awarded for walking, cycling and scooting. Awarding those that park away from school and travel actively from the car will also be considered.

Bicycle User Group (BUG)

The Junior School has a BUG which is run by the pupils. The school will continue to support the group.



Cycle/scooter parking

Bicycle parking for 10 pupil bicycles was installed in the Junior School in 2010. There are also 10 existing scooter parking spaces. A further 10 cycle parking spaces and 40 scooter spaces have been provided as part of

the Junior School expansion completed in 2017. The Junior School also has 10 visitor cycle parking stands near the building entrance. The Infant School have 60 scooter spaces and overflow spaces at the fence.

Walking Bus

The TPWG will review implementing a walking bus from locations within Paulton. The feasibility of the scheme will be considered taking account of the number of pupils who would participate and the number of adults available to operate the scheme. A recent advertisement received a very poor response and so a Walking Bus is probably unlikely for the time being.

Walking Taxi/Walking Buddy schemes will also be considered and implemented if feasible.

Appropriate clothing/safety equipment

Advice will be given regarding appropriate clothing and safety equipment to use for active travel for example:

- Waterproofs
- High visibility jackets
- Helmets

Both schools have sourced high visibility clothing and will continue to review the provision.

Buses to secondary schools

The First 178/379 service provides a link between Paulton and Norton Hills and Somervale secondary schools in Midsomer Norton. This service

commenced in March 2015 and should reduce the need for parents to use a car to drop children at the Infant, Junior and Secondary school.

Car sharing

Parents/carers will be encouraged to share child drop-off/pick-up duties. This will be encouraged in newsletters and via the website to do so.

Staff will also be encouraged to car share. A car sharing scheme will be implemented to aid in the coordination of car sharing for staff at both schools. The scheme should also promote the benefits of car sharing such as significantly reducing travel costs.

Car sharing will also help offset any shortage of parking spaces in the car park.

To Identify and Record the Actions of Others

Liaison with B&NES Council and Paulton Parish Council

The Travel Plan Working Group will liaise with B&NES Highways department and Paulton Parish Council regarding the programmed highway works for Paulton and any suggestions development by the group.

Works implemented so far include:

- 20mph speed restriction
- Additional parking restrictions on Plumptre Road.
- Two uncontrolled locations on Plumptre Road with school warning signs.
- Construction of a flat top road hump at the existing zebra crossing on the Pithay.

Works noted to be implemented in the 2015/16 programme of works are:

- Parking and Pick up location on Plumptre Road
- Parking and Pick up location on Elm Road with crossing location

These works are to be funded by the S106 funding from the new residential development in the village. As of September 2017, no construction had started.

Parking Enforcement

Increased frequency of police/B&NES traffic officers in attendance at school start and end times will be requested.

The schools will liaise with the local Police Beat Manager (Mike Bolwell), the local PCSO (Glyn Samways) and B&NES traffic officers regarding parking enforcement around the school. When considered necessary, the schools will request attendance of either the police or traffic officers at school start and end times to aid in encouraging drivers to park legally and considerately.

9. Action Plan

The Action Plan set out below summarises the measures set out above stating who has responsibility to undertake action and the date by which the action will be undertaken. The Action Plan has been reviewed at Travel Plan Working Group meetings held on 25 November 2014, 3 March 2015, 2 June 2015, 12 January 2017, 27 April 2017 and 25 September 2017 and progress to date is set out.

Measure	Responsibility and Action	Date	Resources	Review and Actions (Meeting on 25/09/2017)
<i>Raising Awareness</i>				
School Travel Policy	Junior School to review and update travel policy in line with travel plan. Infant School to produce travel policy. Travel policies to be made available on school websites.	Term 1 2017	Staff Time	MG to review, update and re-issue. AS and JH to review and action as necessary. MG and JH to action.
School Travel Plan	Joint School travel plan to be made available on the Infant and Junior School websites. Inform parents/carers about the new Joint School Travel Plan and that it is available via the school websites.	Term 1 2017	Staff Time	MG and JH to check and confirm.
Travel Information	Preparation of travel information on/in: · School websites · School notice boards · Parents evenings · Newsletters.	Term 1 2017 and ongoing	Staff Time	MG and AS confirmed this takes place; schools to record each instance when it happens. ONGOING
Travel Plan Working Group	A Travel Plan Working Group will be formed by representatives from both schools: Staff, governor, parents and pupils.	Ongoing	Staff/Governor/Parent/ Pupil Time	Inaugural meeting; no pupils, agreed they would be engaged through School Councils. COMPLETED 2ND MEETING TOOK PLACE ON 3/3/15. 3RD MEETING TOOK PLACE 2/6/15. 4TH MEETING TOOK PLACE 12/1/17. 5TH MEETING TOOK PLACE 25/09/17.

Measure	Responsibility and Action	Date	Resources	Review and Actions
<i>Improving Road Safety Skills</i>				
Road safety and school travel education in the curriculum	Junior School to maintain level of road safety and travel education in the curriculum. Infant School to raise the profile of road safety and travel education in the curriculum.	Ongoing	Staff time and educational resources	MG and AS confirmed this has taken place; schools to record instances of this happening.
Training for Active Travel	Pedestrian training by Junior and Infant School. PCSO to assist. Scooter Play at the Infant school to continue. Cycle Training to continue at the Junior School with cycle courses for Year 5 and 6 pupils.	Ongoing	Staff/Volunteer Time External resources: Living Streets/ Sustrans/PCSO	Confirmed Pedestrian training takes place once per year. Cycle training takes place during the spring or summer terms.
Independent Travel	Promotion of independent travel. Suitable locations for drop off to be identified. (Dependent on highway works).	Ongoing	Staff time B&NES highway works	To be developed.
<i>Improving Road Safety and Safe Routes to School</i>				
School Crossing Patrols	Review of crossing patrol provision. Liaison with B&NES	Term 1 2017	TPWG Time	Active recruitment currently ongoing. Crossing patrol to be in place by November 2017
Access to Schools	Both schools will continue to manage access to the schools. School gates will remain closed at school start and end times. Deliveries will be outside school start and end times.	Ongoing	Staff Time	

Measure	Responsibility and Action	Date	Resources	Review and Actions
<i>Providing and Promoting an Alternative to Driving</i>				
Active Travel Events/Schemes - Modeshift Stars	School and TPWG to coordinate and promote events/schemes. Events/schemes to include walking, scooting and cycling. Minimum of 3 event per year.	Ongoing	Staff/TPWG Time Funding	Event 1 'Bling your Bike' end of Term 2. Event 2 'Big Pedal' Term 4 . Event 3 'Golden Dap' Term 5/6.
Rewards for Active Travel – Golden Dap and Move a Mile	School to set up a reward scheme(s) for active travel. Golden Dap. Link to travel events and long term schemes.	Term 6 2018 and ongoing	Staff Time Funding	In place for both schools
Bicycle User Group (BUG)	BUG to continue at the Junior School with the support of staff/parents	Ongoing	Staff/Parent/Pupil time	Ongoing
Bicycle/Scooter Parking	Schools to review cycle parking requirements. Schools to provide additional scooter parking.	Term 1 2017	Staff Time Funding	Both schools have expanded scooter parking. Junior School has added 10 bike spaces and 40 scooter spaces.
Walking Bus	TPWG to review feasibility of walking bus/taxi/buddy scheme	Term 2 2017	TPWG Time	It is understood The Hub is keen to be used as a pick-up and drop-off point. Safer Routes to be reviewed. Target Term 4 start in 'better' weather.
Car Sharing	Car sharing for pupils will be promoted. Staff car sharing scheme to be encouraged.	Term 1 2017	TPWG/Staff Time	
Measure	Responsibility and Action	Date	Resources	Review and Actions
<i>To Identify and Record the Actions of Others</i>				
Liaison with B&NES Highways	TPWG to liaise with B&NES highways regarding programmed highway works in the vicinity of the schools.	Ongoing	TPWG Time	JC to liaise with B&NES Project Manager. Ongoing
Parking Enforcement	The Travel Plan Working Group will continue to liaise with local Police Beat Manager/PCSO and B&NES traffic officers regarding parking enforcement around the school. Attendance at school start and end times regularly.	Ongoing	Police/B&NES traffic officers	MG to continue to liaise with PCSO about providing a presence around the school at 'rush' hours. Schools to continue with incident logs

10. Travel Plan Targets

Travel Plan Targets¹ will assist in monitoring the progress of the travel plan.

1. Reduce the Number of vehicles using Plumtre Close at school start and end times – observations suggest this has improved since 2013.
2. Maintain the proportion of children travelling by car to under 30%.
3. Maintain, or increase further, the number of pupils travelling by active modes of above 50%.
4. Maintain, or increase further, the number of pupils travelling by car, park up and walk to school at above 15%
5. Increase the number of Junior School pupils taking part in cycle training each year (35 in 2014, 36 in 2015, 36 in 2016 and 40 in 2017)
6. Increase the number of pupils taking part in active travel events annually from 78% in 2017 to 85% in 2018..
7. Implement staff car share scheme and increase the number of staff car sharing annually.
8. Implement the Travel Charter and increase the number of families involved annually.
9. Improve the perception of safety for pedestrians and cyclists.



¹ Percentage targets are based on Infant and Junior School parent travel survey results

11. Reviewing and Monitoring

Review

The Travel Plan Working Group (TPWG) will meet twice a year to review measures and actions identified in the Travel Plan to monitor progress.

The Travel Plan will be reviewed annually in March of each year and updated/revised as is appropriate.

Monitoring

Previously it was noted that Travel Surveys in Autumn 2016 arranged by Key Transport Consultants would be used to evaluate the success of the Travel Plan. Due to delays in construction on the school site, surveys were in fact delayed to Summer 2017. Surveys included:

- Online surveys (hosted by B&NES) for pupils, staff, parents, governors and residents.
- Hands –up surveys for Infant School Pupils.

The following will also continue to be used to assess the success of the Travel Plan:

- Review of activities undertaken through the school curriculum.
- Review of travel events/schemes.
- Undertaking vehicle counts on Plumptre Close (2 times per year).
- Review of the status of travel plan measures.
- Review of link to National Healthy Schools Standard via school development plan.
- School Council/pupil representatives to provide guidance in the annual review and monitoring process eg. Discuss targets and their revision.

The review will take account of any new developments in education and transport provision that will impact on pupil travel needs. The School Travel Plan will be reviewed as necessary to take account of these.

The TPWG and the Full Governors Boards will promote additional initiatives as necessary to address the inevitable additional challenges that will be associated with the Junior School expansion, benefitting from lessons learnt in the interim period. Previously such initiatives suggested were introducing a one-way system on Plumptre Road from Tennis Court Road to Elm Road in order to provide additional parking, although it should be noted that one-way systems can result in faster vehicle speed due to no oncoming traffic, and to improve safety in the immediate vicinity of the Schools if necessary.

Reporting

The TPWG will be responsible for reporting on the progress of the travel plan.

The TPWG will report to the Headteacher's and it is suggested that Governor representatives of the TPWG will report to full governors meetings.

Reporting to parents/careers will be via newsletters. Pupils will also be informed of the progress travel plan.

An annual monitoring report will be produced and published on The Junior School and Infant School Websites.

B&NES Council will also be informed of the progress of the travel plan and provided updated versions of the document after each period of review.

