

# Cromwell Community College



## School Travel Plan

November 2007

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## Cromwell Community College School Travel Plan

### Summary

The School travel plan has been written to conform to the Government's initiative to make efforts to provide a safer and more ecologically friendly pathway to school. The college Governors, staff, Parents and pupils fully support this idea and this document is a unified response on behalf of our college community to the initiative. Cromwell is committed to endorsing healthy approaches to the modern lifestyle and central to this is supporting better and more environmentally friendly approaches to the whole issue of getting to school.

The map in appendix 1 indicates the huge catchment area that Cromwell serves. 376 pupils live more than 3 miles away, mainly in the local villages of Manea, Wimblington, Doddington and Benwick with a growing proportion of students coming to us from March and beyond. The majority of our pupil population reside in town with 651 currently living within 3 miles of the college.

The plan as set out in the following pages seeks to secure for all pupils a practical working reality of the every child matters agenda, ensuring their: health and safety, allowing them to achieve and enjoy school, causing them to make a positive contribution to the community resulting in better prospects for their future.

The results of our investigations in preparing this plan found that we need to provide a more secure storage area for bicycles which would promote their use as pupils would feel safer about bringing them to school. Secondly, we need to secure investment by the county for a pedestrian crossing on Wenny Rd to provide a safer crossing for pupils. Finally there was an identified need to review and improve the safety & security of pupils on the school bus services.

It was clear from the investigations carried out by the school in the preparation of this document that car sharing was not a viable option for either staff or pupils due to distances travelled and the departure times of staff and pupils from college with after school commitments.

The consultation exercise confirmed that the cost of getting to school was an issue but that the paramount issue was the safety of the pupils. A number of concerns were raised about the safety of the school buses and the use of seat belts for journeys.

The issue of cycling proficiency courses was also explored with primary feeder schools but these courses run already in Yr 5 & 6 and so it was clear from the consultation that we did not need to consider offering this again in Cromwell. The number of students cycling to school is low, approximately 20 – but it was clear from the pupils that if better storage facilities were available in school to ensure adequate protection for the bikes that more pupils would indeed consider bringing their cycles to school.

The travel plan is an ongoing and evolving document which will enable through its declared policy and implementation, to both monitor and evaluate priorities, set new priorities, modify and evaluate practice and seek to ensure safe and healthy routes to school for the whole community.

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## **Policy Statement**

In setting out the policies within the Cromwell Community College Travel Plan, the School is aware that there are a number of students who travel some distance to the School and as a result have no acceptable alternative method of transport other than the car. We wish to reduce car use where possible.

As a Health Promoting School one of the resulting aims is to promote and foster a healthy environment to the benefit of the whole school community that includes students, parents, staff and governors. This community is enlarged by the number of visitors to the site in the utilisation of both sporting and conference facilities made available within the campus, together with the local community.

It is the School's policy and objectives:

To promote the improvement in safety generally for students on the school journey both within the School Grounds and local area generally.

To actively promote and encourage students walking or cycling to and from school as an aid both to improved health, fitness and also to increase students' traffic awareness.

To promote and encourage where possible, a reduction in the number of car trips made by parents, staff and students in accessing the school. Where car trips are found to be necessary, to promote car share as a method of travel to the school and where possible and appropriate.

To promote, where possible, the provision of safer cycle and walking routes to the School

To assist in the reduction of general traffic congestion in local area and particularly outside school at the start and finish of each school day and to work co-operatively with the local community to promote sustainable environmental benefits in travel.

To complete application for designation as a Health Promoting School by the end of the Spring Term, 2008.

The Governors and the School commit to the following actions in order to foster, progress and keep up-to-date the Cromwell Community College Travel Plan:

To continue to collect and update on the School Data-base details of pupil travel provided by parents **annually** in September and to monitor that data for a **five-year period**.

To review and amend **annually or sooner if necessary**, the plan, its objectives and targets in the light of that data, external influences or changes to circumstances, reconsidering and reviewing actions where appropriate.

To carry out a full review of the Travel Plan **every three years**

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All future reviews and revisions to consider pupil travel needs arising from new developments in education & transport provision

The Cromwell Community College Travel Plan has been accepted and adopted by the Governors and has been included within the School Development Plan.

For Cromwell Community College

Caroline Barnes, Chair of Governors \_\_\_\_\_

Jed Roberts, Principal \_\_\_\_\_

Chris Terry, Assistant Principal \_\_\_\_\_

For Cambridgeshire County Council

Hazel Belchamber, Head of Service Infrastructure OCYPS \_\_\_\_\_

Mark Kemp, Director of Highways OECS \_\_\_\_\_

Joanne Fricker, School Travel Advisor \_\_\_\_\_

Barnaby Harding, School Travel Co-ordinator \_\_\_\_\_

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SCHOOL DETAILS

<b>Name of school</b> Cromwell Community College
<b>Type of school</b> Secondary School & Specialist Humanities (English ) College
<b>LEA/DCSF Reference Number</b> 873 / 4045
<b>Address</b> Wenny Road Chatteris Cambridgeshire PE16 6UU
<b>Telephone Number</b> 01354 692193
<b>Number of pupils on roll</b> 1149
<b>Age range</b> 11-18
<b>Number of staff (inc non teaching)</b> 139
Number of SEN pupils with Statement of need – 28 Number of SEN pupils with Statement of need transport related – 0

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**Description of the college and location**

Cromwell Community College is situated in the town of Chatteris, Cambridgeshire, on the Wenny Road adjacent to the A 142 and close to the A 141. There are three pupil entrances to college, two at the front of the building and one at the rear. Cromwell is a local authority school with specialist status as a humanities college and currently has about 1140 pupils aged from 11-18 together with some 70 teaching staff and a further 50 support staff. The school day is from 8:35 to 3:20 and the school premises then remain open for school and community use, including sporting and other lettings until late evening. No general facilities are made available to pupils before or after school. Public bus services run from town south towards Ely and on to Cambridge; east towards March and then to Peterborough and westerly to Huntingdon and St. Ives. The nearest train stations are March (access to Peterborough and then nationally access) and Huntingdon, (direct access to Central London)

Because of its location, close to a busy road, and a relatively small bus park at the front of school, in order to provide safety and security staff undertake duties on a rota basis at strategic points. These points include: entrances and exits, bus park and cycle park.

The school has a clearly defined catchment area that includes: Wimblington, Doddington, Manea, Benwick and students also attend in small numbers from March, Wisbech, Peterborough, Ramsey, Mepal, Sutton, Warboys and Huntingdon.



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The school has two direct entrances off Wenny Road. These lead to parking areas past some of the school buildings. A third entrance is via a walkway with emergency vehicle access only from Wood Street to the rear of the College site.

The front of the school has the bus park and 16 few additional car parking spaces. It is fair to say that both bus park and car parking is inadequate. This results in parking along Wenny Road. There is no discrete sixth form parking. There is one designated cycle park.

School bus parking is at the front of the school some vehicles pull into the park, whilst others wait by the side of Wenny Road. Car parking for evening events makes use of staff car parking.

School deliveries are restricted to designated areas. All school visitors report to reception and are directed to the appropriate designated area. The school operates one minibus. This is leased and staff driving the minibus are subject to a Cambridgeshire County Council Minibus test. All school trips and visits are governed by the appropriate policy; two staff are EVC trained. The policy was revised 2007. There is a school minibus policy and agreed code of conduct for pupils and staff in the use of this facility. Once staff are qualified to drive the vehicle, they are made aware of the policy and school's expectation of pupil behaviour.

The school currently invites road safety organisations such as:

### **Current Issues**

For some time, the inadequacy of the bus park / pick up arrangements and general car parking has been recognised. There is overcrowding at the bus park and too much ad hoc parking on Wenny Road. These problems are compounded when Parents drop off or pick up their children. Parents particularly identified the need for a proper pedestrian crossing to be fitted on Wenny Road. County have been informed of these inadequacies and their potential danger.

Additionally, Parents have expressed the following concerns:

- Improve the safety of cycling to school
- Improvements to the safety and security of bus travel, particularly seat belts and adult supervision.
- Better street lighting on Wenny Road in the evening
- Dangers of parked vehicles on Wenny Road, compounded by drop off and pick up times.

### **Current School Travel**

Currently staff, students and visitors arrive at Cromwell by using; cars, taxi, school bus, public buses, cycle, or on foot. The way they travel is determined by their proximity to school and the availability of transport options to them.

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### Walking

596 students walk to school from the town. Two members of staff who live in the town also walk to work, but the remaining staff who live in town drive in by car. The route to school is on pavement, and it is noted that pavements get very congested at the end of school. The option of a staggered departure or forcing year groups out of designated exits is a possibility that research for this plan has discovered.

### Cycling

11 students identified themselves in the consultation as regular cyclists to school. They all live in the PE16 area and use the local roads to cycle to school. There is no designated cycleway in the town. The storage facilities for cycles is poor and the upgrading of this facility and the addition of secure fencing at the sides of the school site will encourage more students to consider cycling to school. Only 4% of Parents said that they would currently consider sending their son/daughter on a bike due to traffic conditions in the town.

### School Bus Routes

No	Route & Operator	Capacity	Load
700	Doddington – Grey’s of Ely	106	80
701	Benwick – C & G Coaches	57	43
702	Doddington – Grey’s of Ely	57	51
703	Manea – Grey’s of Ely	45	37
708	Wimblington – Freedom	74	72
709	Ramsey – John Tuck	4	3
710	Manea - Freedom	74	78
704	A10 Taxis, Stonea, Ancaster Fm	8	4
705A	Stitches Farm, Eastwood - Judds	16	11
A236	Badney Grove & Warboys	4	4
F 140	Wisbech Taxi	5	5
F10	Stonea - Ray-Al Coaches	4	3

710 Manea service is overloaded by 4 students.

### Car Use

Cars are used by Parents to drop off students, staff for access to work, sixth form to access their learning institution and visitors to the college. 60 students are registered as being dropped off by car at college. Additionally 135 staff drive into work in their own cars.

### Current School Travel Issues (re-affirmed from findings)

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### **Educational Visits & Travel**

All visits from college are subject to approval by the school's Educational Visits Coordinator. The checks that the EVC makes will ensure adequate:

- staff ratios for pupil supervision
- adequate attention to safety for travel and use of reputable transport providers
- where school minibus is used that site officers have checked the vehicle before students get on board
- full and detailed risk assessment has been completed and all dangers and risks minimised.
- Parents have been informed of transport arrangements and due consent sought.

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### Consultation

Consultation within the school was directed at students and staff through the use of: questionnaires and other existing forums. The schools database was also utilised; this has current information on the travel modes of students.

Consultations undertaken involved governors, staff, parents, students, local authority and local police. In our bid to gain healthy schools status we have consulted with local health organisations and the county PSHE service.

### Summary of contributions and consultations to the travel plan

Who contributed	Contribution	How we consulted
Students	Mode of travel / opinions	School database, school council, PSHE discussion.
Staff	Mode of travel / opinions	Consultation sheet and individual discussion
Kevin Christmas, Site Officer	Site safety and use	Meeting
Charlie Robinson, Assistant Principal	Staff duties and bus park supervision	Meeting
Lester Kent, Vice Principal	Educational visits co-ordinator	Meeting
Local Police Liaison	Road safety adjacent to school	Meeting
Joanne Fricker Cambridgeshire CC School travel adviser	Advice, guidance and presentation	Meeting and telephone conversations
Parents	Mode of travel / opinions	Questionnaire

### Survey information

#### Pupils

The school maintains within its database, information on the mode of travel for each student. This information is updated each year from parental returns. This plan uses the most recently obtained information. This data was collected in the Autumn Term 2007. This occurred during PSHE & Tutor time as well as completing surveys at home.

Mode of Travel	%	Number of Pupils
Walk	58	596
Cycle	1.1	11
Public Bus	0.4	4
School Bus	33.1	340
Taxi	1.3	16

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	1.6	
Car	5.8	60

Response level (1027 from 1149) = 89% response rate

**How would pupils like to travel to school**

(this information was gained from pupil questionnaires Autumn Term 2007)

<b>Mode of Travel</b>	<b>%</b>	<b>Number of Pupils</b>
<b>Walk</b>	<b>52.1</b>	<b>535</b>
<b>Cycle</b>	<b>9.5</b>	<b>98</b>
Public bus	0.4	4
School bus	33.1	340
Taxi	1.6	16
<b>Car</b>	<b>3.3</b>	<b>34</b>

bold entries indicate the modes of travel that have changed as a result of what pupils would like to do.

**Parental Concerns**

The following concerns were noted from the Parents questionnaire in terms of issues to consider in planning for the best provision for better transport to and from school.

Due to the extreme rural nature of the college, the modes of travel to school are fairly fixed. 77% of Parents said that the availability of public transport would not affect their decision on how to get to school. 63% felt that the cost of travel was also not an issue in their choice of mode of travel. Currently very few pupils cycle to school which reflects Parental concerns over the safety of the roads in town. Pupils surveyed agreed that the option of cycling to school was not one that they would take up even if they had a better storage facility at school. One objective from this plan then is to improve the safety of cycling and develop this as an option for students. This will need negotiation with the town council, and members of the local police force. When consulted the police were not opposed to developing cycle routes but echoed concerns from Parents and the student body that roads were very congested and that a carefully planned approach to developing cycle routes would need to be deployed.

However, an overwhelming 94% of Parents said that their child's personal and road safety was of utmost concern to them. Interestingly though, only 46% agreed that their chosen route to school was already safe and did not pose any unacceptable levels of risk. It is therefore going to be taken that some additional investment in personal and road safety should emerge from this consultation exercise in the form of some additional provision as a result of this travel plan. When this is put against the statistic that 71% of Parents wanted to improve their child's personal health & fitness then the development of better walking or cycling routes to school should also form part of the overall travel plan.

A major concern that was evident from all the consultation with Parents was their concern at the congestion that is outside school at the start and end of the school day.

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It was agreed that the school bus drop off combined with Parents dropping off their children resulted in a potentially lethal situation outside the college. Pedestrians crossing the road can't see clearly past the parked cars, the buses block the road so that cars take a risk in pulling out and the traffic congestion often causes tailbacks right into town and the other way up to the town by-pass. This is also echoed by the local police. The school have pointed this out to the local council in the past and remain concerned by this issue.

**School Bus Issues**

34% of the school population uses the school bus service. Of these, 19% use the service to Manea which is overloaded by 4 students on both the outward and return run. Of the 19% that use this service, 15% of Parents have officially complained about the overcrowding and the fact that seat belts have not been fitted to the bus that the students travel on. It is an identified need that we need to, as a result of this consultation, consider the provision of an adult on the bus services to supervise and monitor the pupils. However, of the replies received only 9% mentioned anything about disruptive behaviour on school transport.

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## Objectives

The objectives of the Cromwell Community College Travel Plan is fully embedded in the schools policy on travel which is in turn embedded in the policy statement that has been signed and ratified at the start of this document.

The objectives of the travel plan are:

**Increase cycling**

- to actively promote and encourage greater use of a bicycle by members of the school community to travel to and from college in order to develop fitness and in turn develop schemes to improve and support students traffic awareness

**Maintain & increase the number of students using the bus from villages.**

- to develop systems that ensure better supervision of school bus transport which will ensure student safety and personal well being.

**Improve road safety**

- to work with the Town Council in improving the operational characteristics of Wenny Road, particularly at the start and finish of the school day. This will incorporate an investigation into the effectiveness of school crossing patrols, designated car drop off zones, improved bus drop off facilities and creation of speed bumps to reduce the speed of cars travelling on the Wenny Road.

As a result of these objectives will:

- provide a healthier and safer journey to school which under the ECM agenda will promote student and staff well being and attitude towards school.
- See the establishment of a better provision of bus transport which parents, pupils and staff have increased confidence in with a reduction in levels of reported bullying, seats for all pupils, the provision of seat belts and the presence of adult supervision on the bus services.
- See a more ordered and structured management of traffic and pedestrians in congested times on Wenny Road which will not only benefit the college community but the residents of Chatteris as well.

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**Targets**

<b>Target</b>	<b>January 2008 start</b>	<b>January 2009 target</b>	<b>January 2010 target</b>	<b>January 2011 target</b>	<b>January 2012 target</b>
Increase number of pupils walking to school.**	58%				
Increase number of pupils cycling to school.	1.1%	3.1%	5.1%	7.1%	8.1%
Maintain numbers using bus**	33.1%				
Reduce students travelling by car.**	5.8%				

\*\*Meet targets for improving road safety by meeting the actions set out.\*\*

The overall targets of the Cromwell Community College School Travel Plan can be summarised as follows.

- to encourage the use of cycles by pupils as an alternative option to walking to school. Increase the number of pupils using cycles by 1% a year over a 5 yr period.
- to support a cycling to school initiative by: a) improving the storage facilities for cycles at school, b) offering an accredited proficiency programme in road use and cycling, c) provide an incentive scheme for pupils who use their bicycles to get to school.
- To investigate with county and the bus companies the possibility of employing bus escorts to supervise the journey to and from school.
- To publish new home – school agreements as to behaviour on buses with signed contracts by pupils & Parents.
- To hold a pupil meeting to discuss issues on the school buses and seek a pupil voice in deciding the future of school transportation.
- Continue a surveying exercise of traffic conditions on the Wenny Road and present findings to the County to force this issue onto an agenda for change and development within the town.
- As part of the Building Schools for the Future (BSF) initiative ensure that plans include the provision of better bus drop off facilities to include the potential re-modelling of the front of school to allow for a bigger drop off space for buses to use.

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### **Actions & Initiatives**

In considering the best way forward with this plan the following steps have been taken into account as part of the planning for implementation.

Due to the extreme rural nature of the site, it is difficult to see any way of reducing staff car parking on the site. Additionally, all the students who currently travel to school by bus have no other way of getting into college. The only route from the villages to Chatteris is by main trunk roads and it is unanimously agreed that it would not be prudent to advise or encourage students cycling on these roads.

The town pupils mainly walk into school but there are some who come by car. The reasons for this is due to either a) fear of bullying on the way home, b) personal parental choice, c) distance from the school. One agreed action could be the promotion of a cycle to school option for town pupils with a signed access point to the rear of the property so that students use Wood Street as opposed to using the heavily congested Wenny Road.

It is also clear that greater emphasis on road safety, building on what has been taught in Primary schools could be useful. We already run road safety workshops in Key Stage 3, 4 & sixth form PSHE. However, investigations will be made into more interactive approaches to develop student awareness of this.

The clearest message arising from the Parental surveys was the issue of congestion on the Wenny Road. This is a key area for development and the proposal is for the local council and county highways to sanction the creation along that stretch of road of:

- speed limiting devices to reduce the speed of cars along the stretch of road outside the school during the school day.
- Designated crossing to allow safer movement of pupils across the road
- Speed camera to monitor speeds of cars along the Wenny Road

It was also clear from staff and Parental surveys that a better bus pull in facility should be investigated so that buses can pull in off the main road so that congestion does not occur at the start and end of school. This would mean moving staff parking solely to the existing parking available at the side of the site, allowing the area at the front of school to be reserved only for bus parking..

For these actions to take place, there needs to be planning meetings with the local authority and community groups so that an agreed plan can take place with realistic time frames for action.

### **Priorities of Initiatives to be taken**

The plan has highlighted a large number of points and it would not be possible either practically or financially to process all of these immediately. There needs therefore to be some priority placed so that initially the initiatives that will have significant impact

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are handled first to create the most benefit for all. Similarly, there needs to be a workable plan in place to secure progress and development of these plans.

- Immediate investment in a better cycle storage facility to improve safety and security of pupils bicycles which will encourage greater use of bicycles by pupils
- Installation of better lighting on the wood street entrance to allow for safer use of this as an entrance & exit
- Make Wood Street a Key Stage 3 entrance to reduce pupil numbers exiting the college onto Wenny Road at the close of school thereby reducing congestion on the pavement
- Make the Dining Hall entrance & exit Key Stage 4 & Sixth Form only
- Technology entrance & exit to be used by all pupils who get picked up by Parents thereby reducing congestion on the pavements
- Request that staff do not leave the site until school buses have left thereby contributing towards a reduction in the traffic on Wenny Road at 3:20pm
- As part of the school PSHE programme and enterprise initiative develop current programmes addressing road safety & cycling proficiency.
- Talk to school transport about the possibility of employing adults to act as escorts on the school buses to monitor safety on the buses.
- Publish a new 'home-school' agreement on behaviour on buses.
- Set up a meeting with the local town council to begin discussions about the installation of speed reduction measures on Wenny Road
- Begin discussions with BSF committee and local council about increasing staff parking facilities on the school site thereby establishing a bus park at the front of school that eliminates the need for buses to stop on Wenny Road.
- Use the school council and 'pupil voice' to monitor the development of the plan and evaluate its effectiveness.

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## Monitoring and Evaluation

The monitoring of the actions and initiatives will primarily be provided by the commitment within the Policy Statement to keep up to date and review the Travel Plan and further by the monitoring of targets set within the plan.

Evaluation of this plan will be undertaken by the School's Senior Management Team, who will from there set policies covering the general operation of the School including the provision of staff duties.

The annual updating of the School database will provide ongoing information on the travel modes being used by students and will give information on the success of the initiatives undertaken.

Continued monitoring of the issues raised and the results obtained will indicate the success of the initiatives in each instance. The reviews provided for will enable alternative strategies and initiatives where initial impact and sustained changes have been found to be less successful.

Actions	By whom	Success Criteria	When
<b>Incorporate plan into School Development plan</b>	<b>Headteacher</b>	<b>Plan incorporated</b>	<b>Summer 08</b>
<b>Participate in SRTS data collection scheme</b>	<b>School and SRTS</b>	<b>All data received by SRTS</b>	<b>December Annually</b>
<b>Head count on mode of travel</b>	<b>Class Teachers</b>	<b>Monitoring completed</b>	<b>First school Monday of each term</b>
<b>Cycle count</b>	<b>Headteacher to lead Working Party Pupils</b>	<b>Monitoring completed</b>	<b>First school Monday of each term</b>
<b>Count number of cars dropping off outside the school</b>	<b>Headteacher to lead Working Party Pupils</b>	<b>Monitoring completed</b>	<b>First school Monday of each term</b>
<b>Review Travel Plan</b>	<b>Headteacher</b>	<b>Travel plan updated on schedule</b>	<b>March 2011</b>
<b>Return Annual Progress Report (APR)</b>	<b>Headteacher</b>	<b>APR returned on time</b>	<b>May Annually</b>
<b>Let parents know survey results, and include details of how many pupils trained for Safer Cycling/ Pedestrian Training</b>	<b>Headteacher</b>	<b>Parents aware of progress</b>	<b>March Annually</b>