

Swanlea School

London Borough of Tower Hamlets



School Travel Plan

Swanlea STP - v100 - 2005-04-30

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SWANLEA SCHOOL Travel Plan

Foreword:

Many of the children who attend Swanlea School live close enough to the school to walk. We want Swanlea School parents and children to change their travel patterns from home to school. This change will allow many more pupils to take regular exercise, but will also help to cut congestion and pollution in the Whitechapel area.

Children who travel by public transport can gain greater independence and flexibility at an early age. For those who walk or cycle to school offers they receive more regular exercise, particularly at a time when we are becoming increasingly aware of the health consequences of sedentary lifestyles.

Furthermore, the Department for Transport announced that parents could save over £300 per year by walking their children to school. Parents drive an average of 600 miles annually to take their children into school and back. The cost of daily wear and tear to the car and the impact of car fumes on health and on the environment are rising to dangerous levels. Car users themselves suffer from up to three times the pollution as pedestrians. A walk of one-mile to school and back can burn off 150 calories and can help to reduce the risk of heart disease.

With this in mind, Swanlea School has embarked on a proposal for several initiatives to encourage more sustainable travel modes like walking, cycling and public transport. These initiatives are set out in this plan, as a result of research into school travel patterns.

It is our intention that this School Travel Plan will improve conditions so that all students will have the opportunity to walk, cycle or catch a bus to school. We feel it is important for both the health and safety of the children that the Travel Plan is successful.

We have therefore proposed some soft and hard measures in this plan to improve modes of transport by children at Swanlea. The soft measures aim to increase the awareness of the Travel Plan and its core ideas, whilst the hard measures should enable the school to implement these ideas with relative ease. The ideas are outlined in this plan and, with the help of the local council, will be implemented to make travel to school a healthier and more formidable option for the children at the school.

Mr. R. Weaver
Bursar, Swanlea School

Introduction:

A School Travel Plan (STP) sets out to decrease the volume of cars and increase the safety of the children on the school journey. It is designed to create a more pleasant environment for the local community and help in producing a healthier environment.

The STP's development has involved the bursar Robert Weaver, who is also the champion and central point of contact for the project.

The compilation of the plan was a long process of understanding what travel features and habits were already in place, what actual figures were apparent regarding the travel patterns of the school's children, and finally realistic ideas for implementation.

The process began with an on-site investigation, noting the current transport routes to the school and an observation of how and where the children arrive at and leave from the school. The investigation also noted all the current traffic calming features and local provision of travel methods (e.g. cycle lanes and bus routes). This provided a good understanding of the day-to-day transport opportunities for all, and is highlighted in the next section.

There was then a formulation of surveys for parents, staff and local residents. These surveys requested information about regular habits of travel to school, problems for the local residents caused by school traffic, and possible changes that the parents would be keen to implement.

From these surveys, we were able to identify the key issues that had arisen. We have therefore proposed various changes and implementations that we feel will be vital in improving travel to school.

Brief Description of the school:

Numbers:

Swanlea School is a state secondary school that educates 1050 mixed gender pupils aged between 11 and 16.

There are currently 160 members of staff, which includes both teaching and ancillary staff.

Location:

The school is located in the heart of Whitechapel in East London just a few minutes walk from Whitechapel Road, with close links to Whitechapel tube station on the East London and Hammersmith and City lines. The school is also served by many buses that run along Whitechapel Road and Cambridge Heath Road.

The main campus is bounded to the south by Durward Street and to the east by Brady Street, which is the road most utilised by Swanlea students.

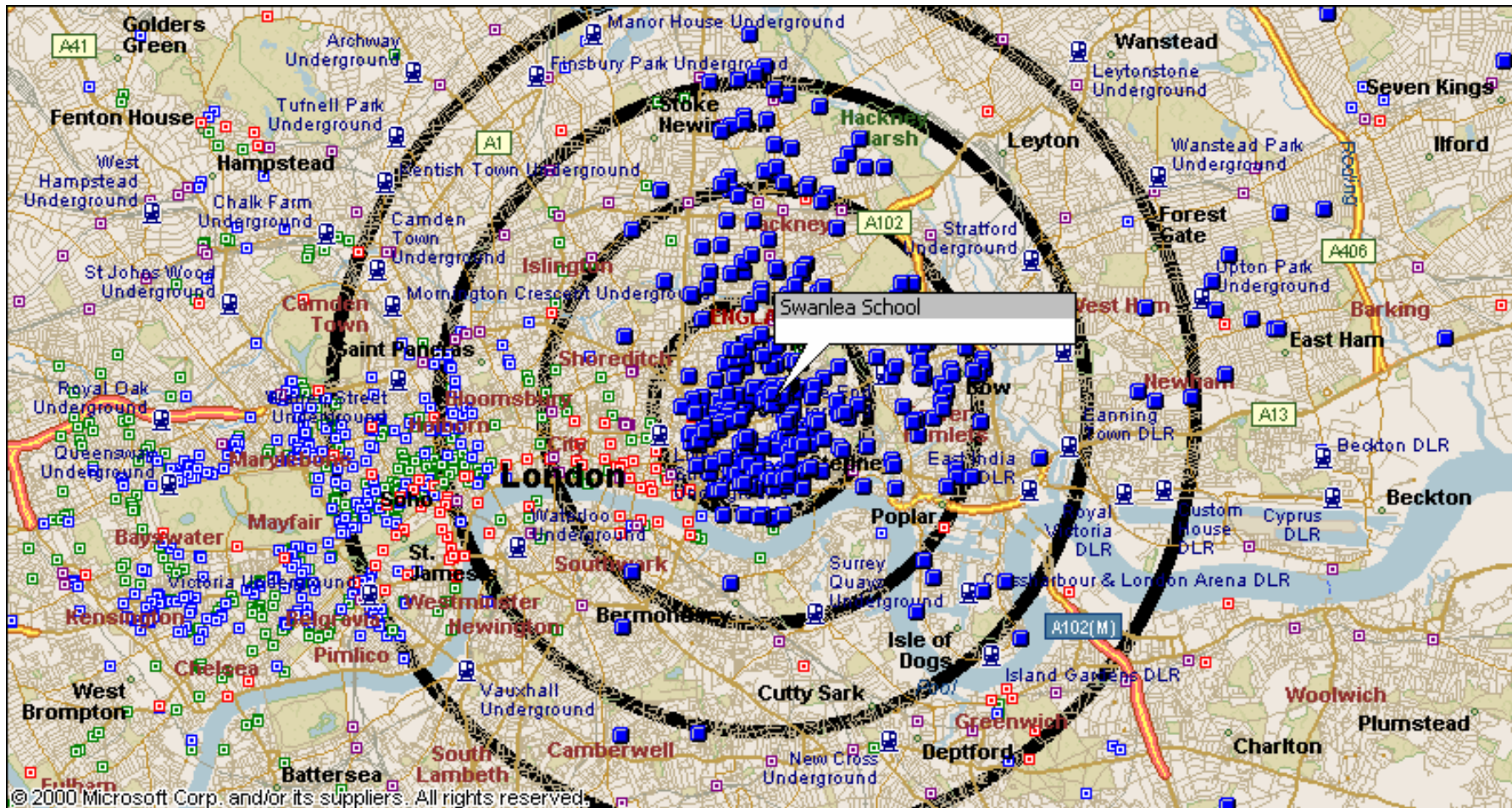
Catchment Area:

As can be seen in fig. 1 (found attached on the following page), the catchment area for the school is fairly large. The majority of pupils live quite close to the school, indeed a large proportion within the one-mile radius (as shown in greater detail in fig. 2).

However, there are a number of pupils who live quite some distance from the school (as highlighted in fig. 1). These pupils are spread out in all directions, but there are particularly strong concentrations of pupils to the east in the Bow area, and to the north towards Stoke Newington.

The catchment area shown in fig. 1 and 2 provides a positive view of the potential for change at Swanlea School. Those that live very close to the school can be encouraged to walk or cycle, whilst those who live further away (particularly those living to the north or east of Whitechapel) have good transport links to the school and can therefore be encouraged to use these links in order to get to school.

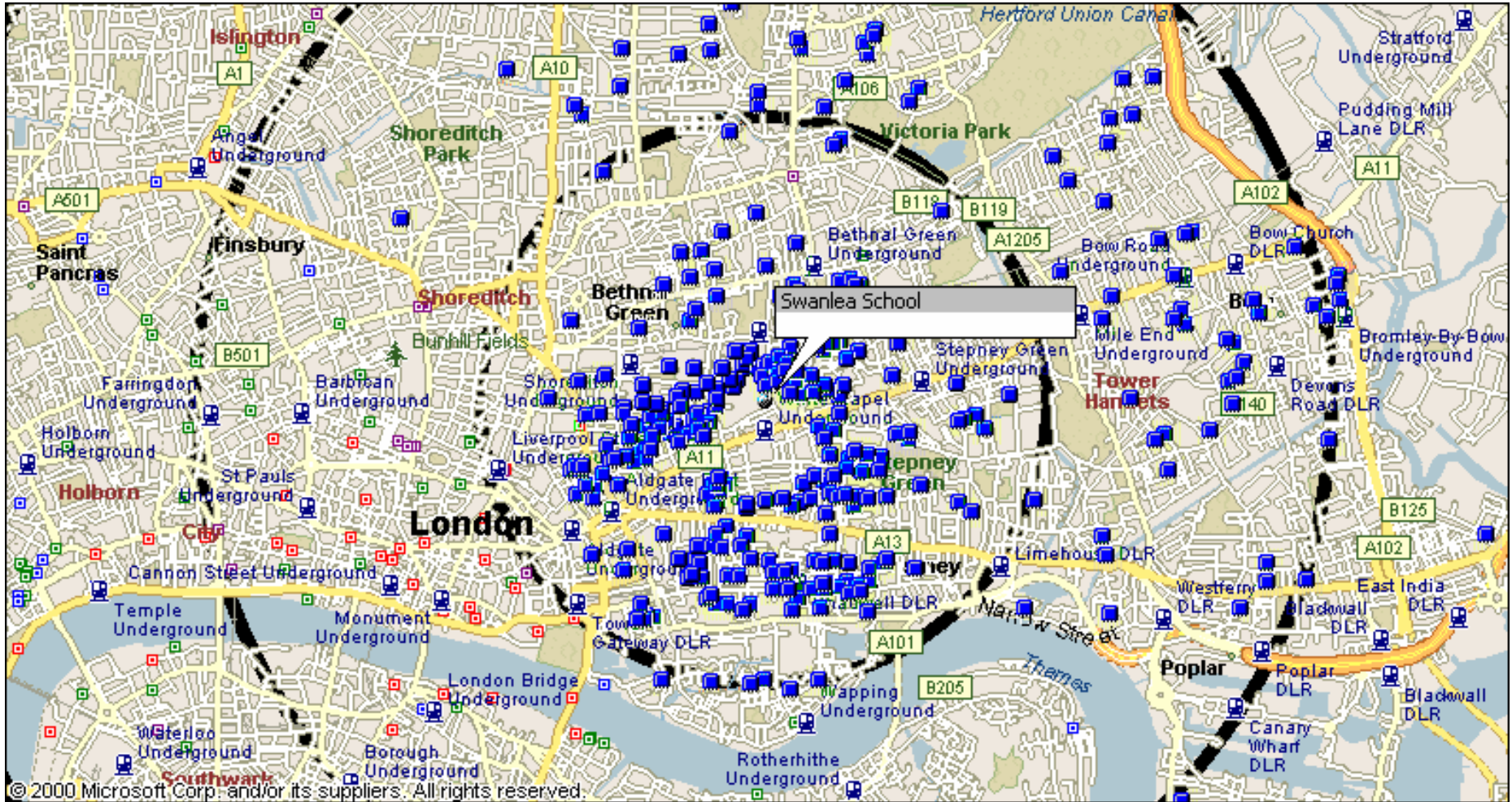
Figure 1



Key: **Blue squares** - Swalea School pupils **Black circle** - Swalea School

Black radii - Concentric each mile radii from Swanlea School (up to four miles)

Figure 2



Other factors affecting travelling to school:

Entrances:

There are currently two entrances to the school. Both of these entrances are located on Brady Street. As can be seen in fig. 3, the main entrance is an iron gate that allows entrance from the pavement and is traffic free. There is a dropped curb so that it is easy access for bicycles (and pedestrians crossing at this point). The road in front of the entrance has a double yellow line, zigzags (from the nearby zebra crossing) and restricted parking. However, these do not always prevent cars from dropping off children in the morning.

Figure 3



The gate is closed at 8.40 a.m. on a school morning, at which time any students arriving after the gate has closed have to enter the school via the entrance to the main reception. This entrance is also located on Brady Street. The entrance is a security door that is activated by somebody in reception after any student/visitor presses the bell. This entrance is traffic free, and is located on the pavement. The entrance is protected by railings at the side of the road, making it a very safe and viable option. These railings run along almost the entire length of the school on Brady Street (as shown in fig. 4).

Figure 4



The speed limit along Brady Street is 30 m.p.h. The volume of traffic along Brady Street is not enormous, however many cars travel along the road a quite some speed, and the lack of effective traffic calming features or good signposting do not help drivers to be aware that there is a school in the vicinity.

Speed limits on Whitechapel Road and Cambridge Heath Road are both 30 m.p.h. However, both of these roads are important thoroughfares. This means that the volume of traffic is high throughout the day, particularly in the morning as children are arriving at school. They are therefore hazardous for schoolchildren.

Railings, zigzags and yellows:

As can be seen in fig. 5, the provision of safety features and parking restrictions along the side of the road is excellent. Double yellow lines stretch along Brady Street preventing cars parking and obstructing the sight of children when crossing the roads. Parking is also restricted by timed spaces that only allow a few cars to park briefly along the school section of Brady Street.

The railings protect children on the pavement from any traffic on the road. They also prevent children crossing at spots that are not designated for crossing.

White zigzags extend from the zebra crossing preventing traffic stopping either side of the crossing and obstructing the children's view whilst crossing.

Figure 5



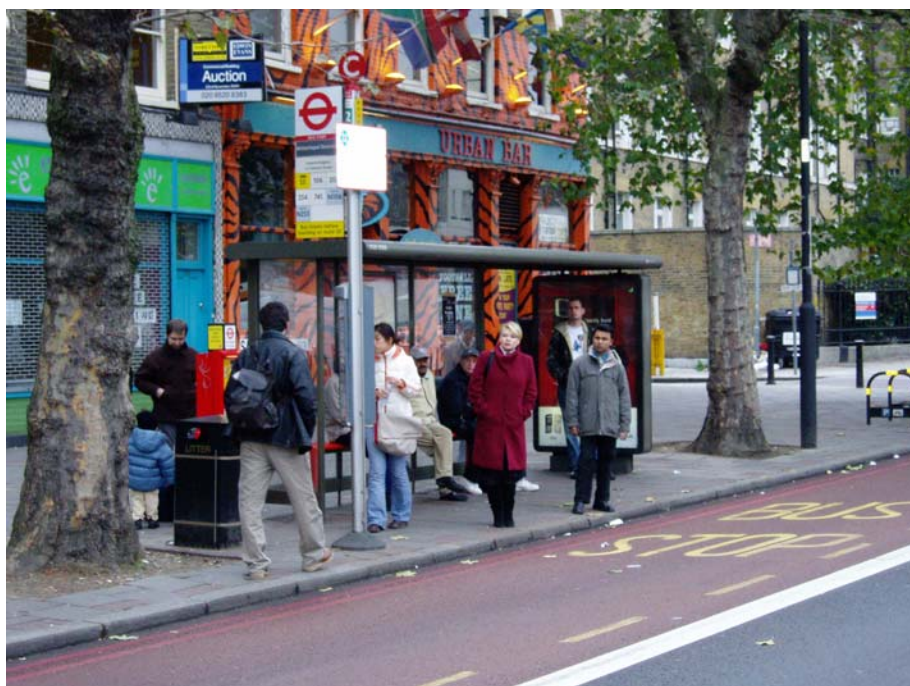
Bus Routes:

Four buses serve the school, the 254 (from Holloway to Duke's Place), the 106 (from Finsbury Park to Whitechapel Bus Station), the 25 (from Ilford to Oxford Circus) and the 205 (from Paddington to Whitechapel Bus Station).

There are two bus stops on Cambridge Heath Road, served by the 254 and the 106. The north running buses are approximately a 2 minute 50 second walk from the main entrance of the school, whilst the south running buses are approximately a 2 minutes 30 second walk from the main entrance of the school. During weekdays and school hours both the 254 and the 106 run approximately every 3 – 5 minutes to and from the stops nearest the school. Both of the bus stops on Cambridge Heath Road are covered.

There are two bus stops on Whitechapel Road served by the 106, 205, 254 and the 25. Both stops are approximately a four-minute walk from the main entrance of the school. During weekdays and school hours the buses run approximately every 3 – 5 minutes to and from the stops nearest the school. The stops on Whitechapel Road are both covered (as can be seen in fig. 6); however they are close to the busy road and therefore could be dangerous. The bus stop on the northern side of Whitechapel Road is also obstructed by a local market, making it difficult for access to and from the stop.

Figure 6



Whitechapel Underground station is also located along Whitechapel Road and is about a five-minute walk from the school entrance. The station is served by the East London line, Hammersmith and City line, and the District Line.

The provision of bus stops along Cambridge Heath Road and Whitechapel Road, and the location of Whitechapel tube station, is such that there should not be a problem with timing or access to Swanlea School. From the catchment area information (fig. 1 and 2) it seems that around 85% of pupils live only one bus ride away from the school (including those for whom it would be more simple to walk). Combining these factors suggests that the provision of bus travel would be an easy option for pupils at the school to travel on.

Cycle Routes:

There is currently no provision of cycle routes around the school. There are no cycle lanes along Brady Street, and certainly none can be found along the busy Cambridge Heath and Whitechapel Roads.

The school provides six cycle parking stands that are located inside the school premises. This therefore means that they are secure, well lit and covered. A CCTV camera also surveys the stands, which prevents any interference.

Although cycling is encouraged, there is at present not a great demand for more cycle racks.

The school provides lockers for every student to store books and equipment so heavy bags should not be a problem.

Figure 7



As can be seen in fig. 7 Whitechapel Road has extremely wide pavements. If there is enough parent interest in cycling, it may be a viable option for the school to request that cycle lanes are introduced onto the wide pavement. This would negate any danger from the busy traffic along the road, and would act as encouragement for children to cycle to school.

Extra-curricular activities which may affect school travel patterns:

There are various after school activities including sport, homework clubs and others.

Parking:

There is one car park at the school, which is found on the school premises. The car park's entrance is located along Brady Street, on the western side of the road. In fig. 8 the car park entrance is shown.

Figure 8



Here it is possible to see that the entrance has a security gate that is closed to anything but school traffic. The gate is open in the morning to allow staff to park their cars, but closes at 8.40 a.m. when the school day begins. There is a 5 m.p.h. speed limit going into the car park, and within the car park. Although children are not allowed through this entrance, the speed limit serves as a safety method both in the car park and as cars enter it over the pavement.

The car park has 38 spaces in total. The spacing in the car park is shown in fig. 9 on the following page.

Figure 9



Parking restrictions around the school are very apparent with yellow-lines stretching the length of the school on both sides of Brady Street. There are two spaces on the street, but these are restricted spaces also. This means that Brady Street is clear of parked cars that may obstruct the view for children crossing. Parking is easier down side roads leading off Brady Street (e.g. Collingwood Street), however these are rarely used by staff or visitors. Fig. 10 highlights both the parking restrictions along Brady Street and, by extension, the lack of traffic parked along the road.

Figure 10



Coaches:

There are currently no school buses run to or from the school.

Traffic Calming Features:

The main traffic-calming feature can be found on Brady Street and is a zebra crossing that is located outside the school, and can be seen in fig. 11 and 12. This zebra crossing is effective in allowing safe travel across the road for children. However, due to the straight nature of the road and the 30 m.p.h. speed limit along Brady Street, many cars do not slow for this crossing.

Figure 11



Figure 12



The only other traffic calming features along Brady Street are firstly the raised humps found at the northern end of the street, and shown in fig. 13.

Figure 13



However, these humps are in fact a traffic-calming feature for another primary school located further north on Brady Street. The humps do not continue south towards Swanlea School, and thus they are not effective in slowing down traffic as it approaches the school.

Signposting is also poor for the school. The only signposting is at the northern end of Brady Street and is directed towards the primary school, and is not relevant for Swanlea.

Other factors:

Crossing the main roads in the surrounding area is also hazardous. Cambridge Heath Road is served by many bus routes which children from the school take. However, there is an extremely busy junction that many of the children have to cross, as shown in fig. 14 on the following page.

Figure 14



This busy junction is potentially dangerous. The children then cut through Sainsbury's car park (opposite the school on the eastern side of Brady Street). Although this is a short cut, it is not ideal as there is a lot of hazardous traffic in the car park.

Summary:

As can be seen from the information provided, whilst there are some beneficial aspects regarding the current travel options around the school, there is a definite need for some form of improvement. Parking restrictions and safety measures along Brady Street are good, but crossing and traffic calming features could easily be improved. There is also room for the development of more travel by bicycle. In the plan there are a number of soft and hard measures outlined that we feel would make travel to school safer for the children and more beneficial to the environment.

The next stage of the plan was to survey parents, staff and local residents to ascertain what the current transport habits were and how they could potentially be improved.

The Surveys

Parents, staff and local residents were surveyed in November 2004. A 'hands up' pupil survey was taken in March 2005. Of the surveys that were sent out, 99 parent responses, 17 staff responses and 0 local resident responses have been received. There were a total of 393 responses from the Swanlea School pupils.

The parent, pupil and staff STP surveys were carried out to determine current modes of transport, current parking arrangements and problem areas.

The local resident STP survey was carried out to determine their views on school journey issues.

Attached as Appendix 1 are the surveys.

1. Parent Surveys

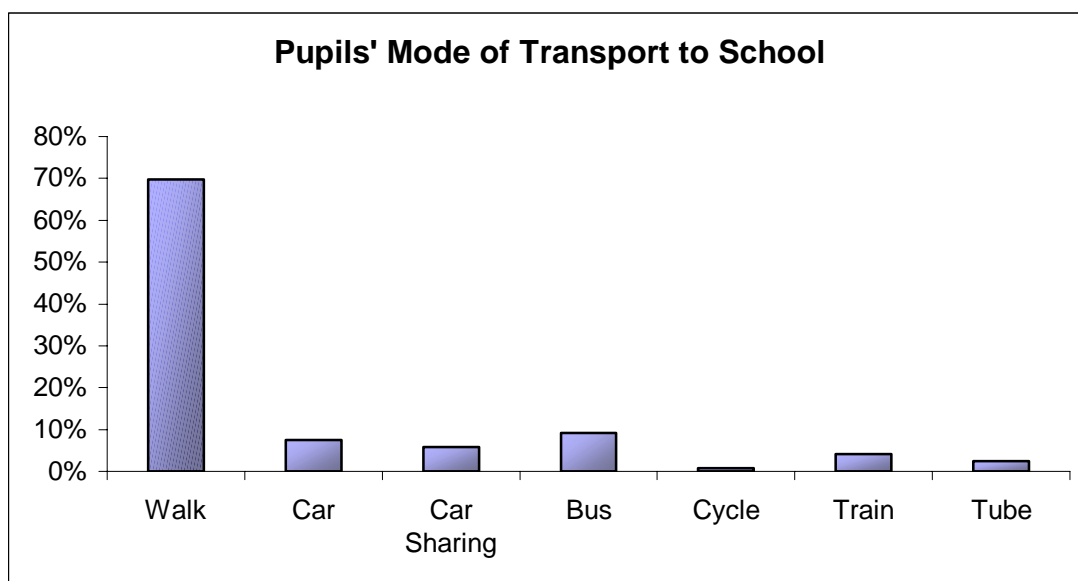
Current Travel Pattern

The tables and figures below illustrate how children get to and from school according to the surveys returned by parents. It may be important to note that due to the surveys being sent out in November, bad weather may have caused a slightly smaller number of walkers than otherwise is usually the case. Table 1 and fig. 15 illustrate the ways in which the children travel **to** school on a typical day:

Table 1

To School	% Of Pupils	Number
Walk	69.7%	83
Car	7.6%	9
Car Sharing	5.9%	7
Bus	9.2%	11
Cycle	0.8%	1
Train	4.2%	5
Tube	2.5%	3

Figure 15

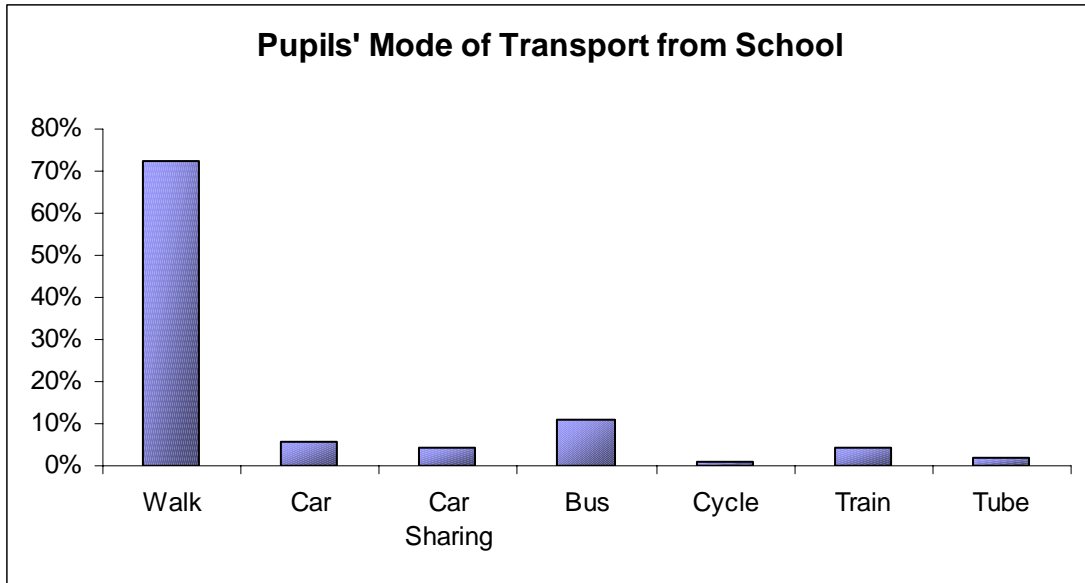


Both table 2 and fig. 16 highlight the responses that were made by the parents as to their children's normal mode of transport **from** school.

Table 2

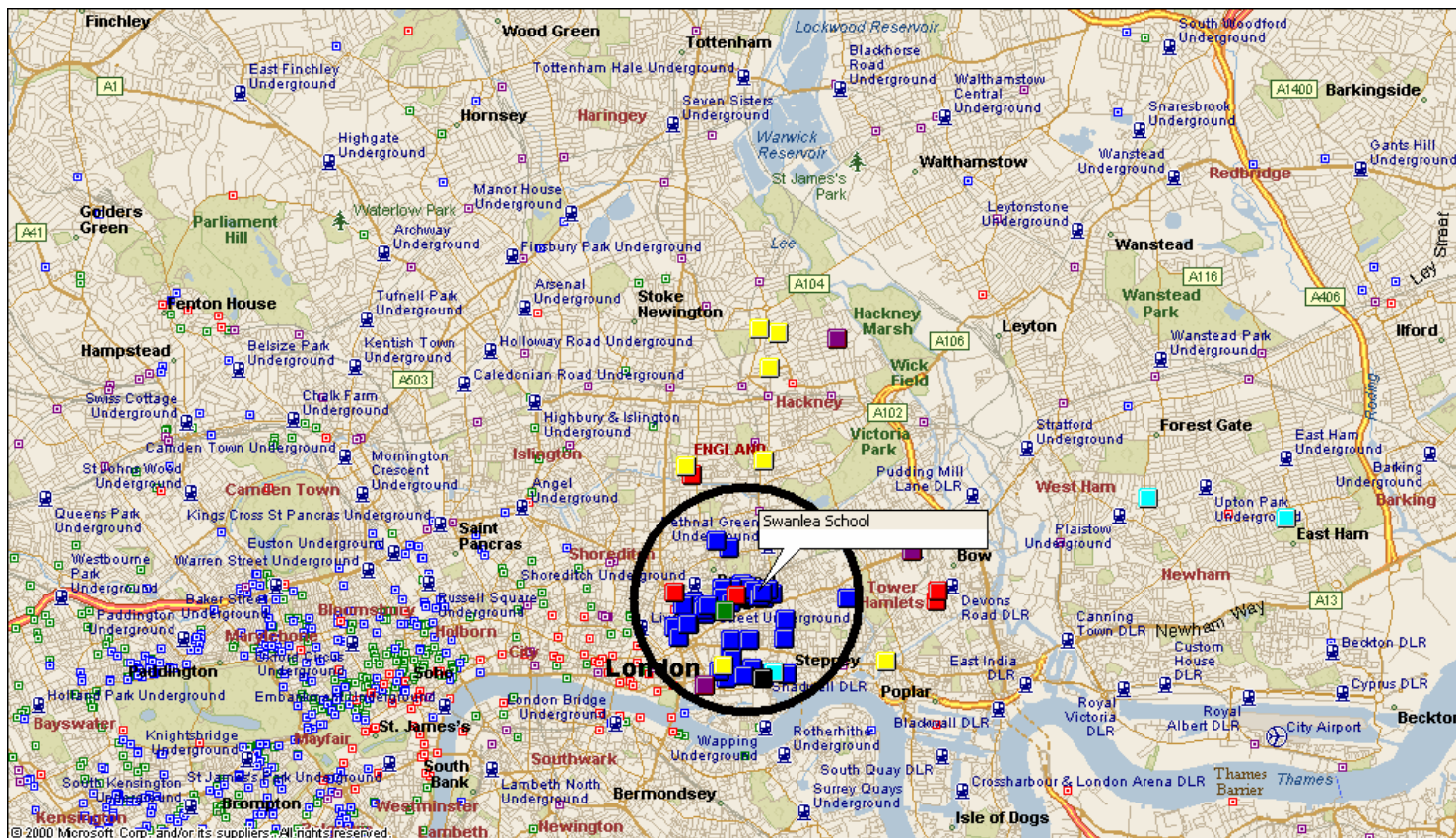
From School	% Of Pupils	Number
Walk	72.3%	86
Car	5.9%	7
Car Sharing	4.2%	5
Bus	10.9%	13
Cycle	0.8%	1
Train	4.2%	5
Tube	1.7%	2

Figure 16



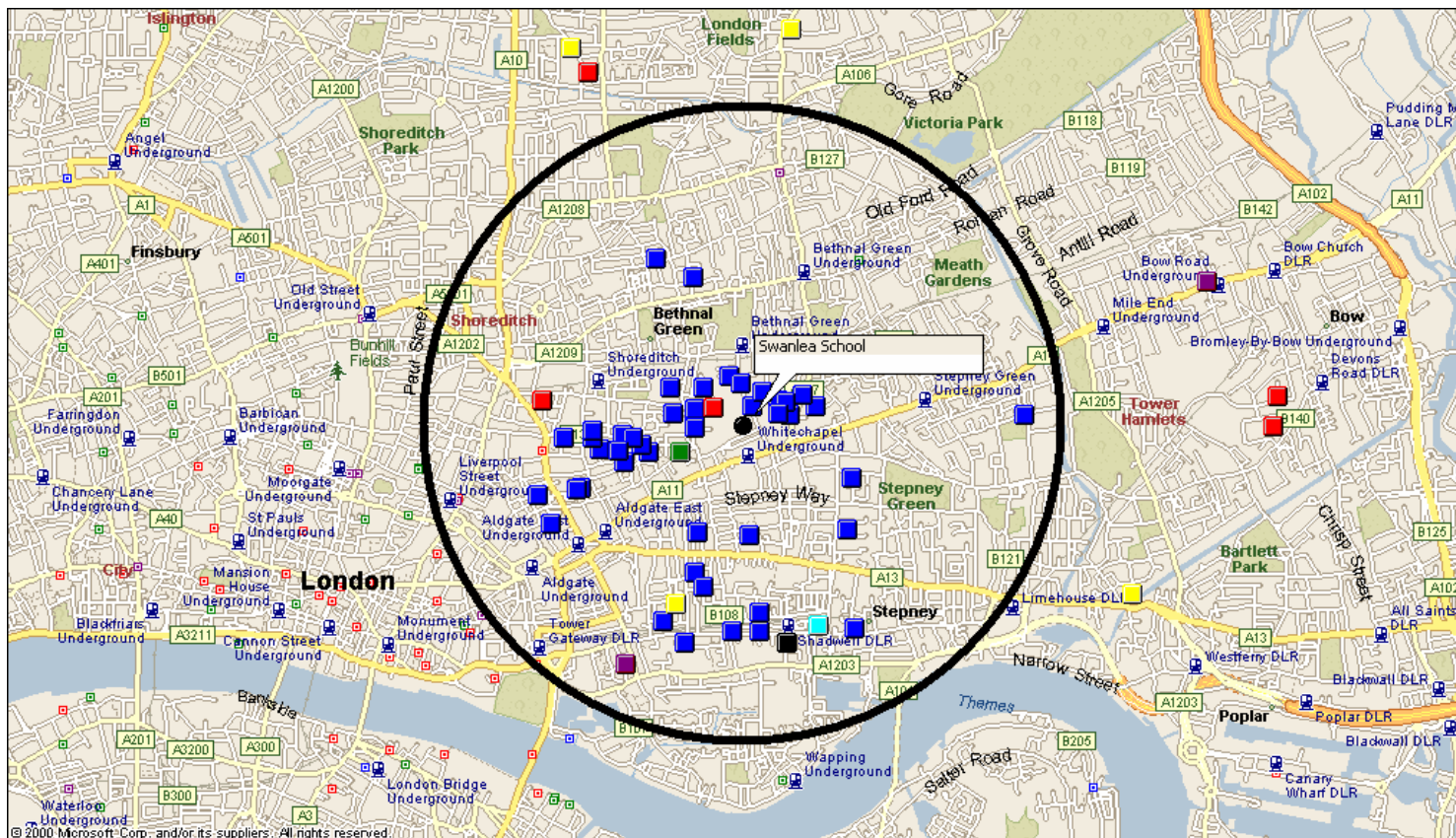
On the following page fig. 17 shows these statistics by placing the travel habit of the parent/child with the address that answered the survey. Fig. 18 shows a more detailed map of the area surrounding Swanlea School, to highlight the methods of transport for those within a mile radius of the school.

Figure 17



- | | | | | | | |
|-------------|---------------------------|---|-------------------------------------|--------------------------|---|----------------|
| Key: | Red squares | - | Car | Dark Blue squares | - | Walk |
| | Purple squares | - | Car (Sharing) | Green squares | - | Cycle |
| | Yellow squares | - | Bus | Black squares | - | Tube |
| | Light Blue squares | - | Train | Black circle | - | Swanlea School |
| | Black Line | - | One mile radius from Swanlea School | | | |

Figure 18



Key:	Red squares	-	Car	Dark Blue squares	-	Walk
	Purple squares	-	Car (Sharing)	Green squares	-	Cycle
	Yellow squares	-	Bus	Black squares	-	Tube
	Light Blue squares	-	Train	Black circle	-	Swanlea School
	Black Line	-	One mile radius from Swanlea School			

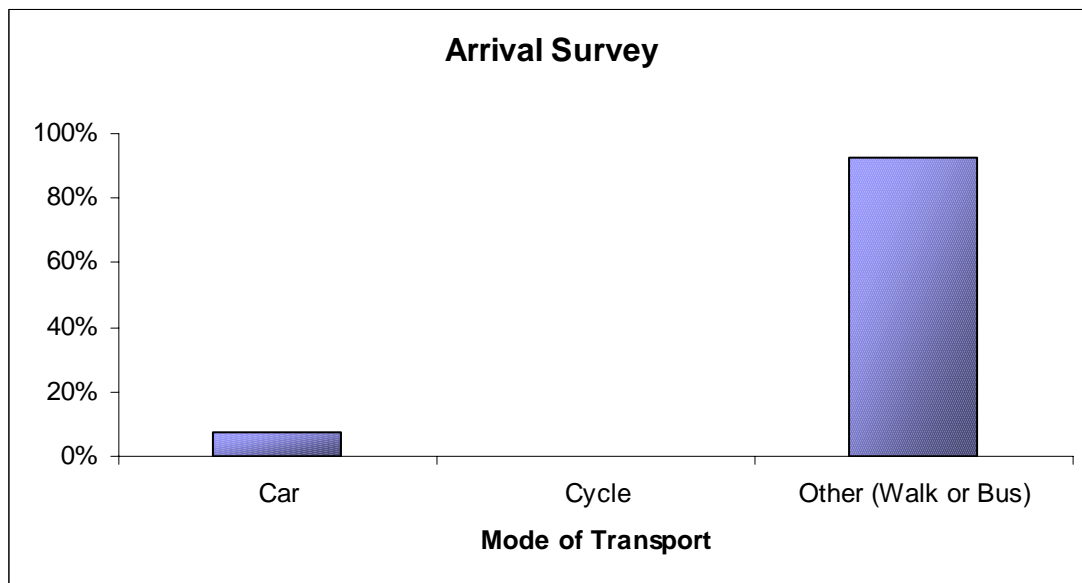
Visual Survey Results:

Table 3 and fig. 19 illustrate an arrival survey taken on Tuesday 23rd November. This survey was to ascertain the number of pupils arriving by car and by bicycle. The rest were assumed to have taken the bus or walked.

Table 3

To School	% Of Pupils	Number
Car	7%	61
Cycle	0%	0
Other (Walk or Bus)	93%	783

Figure 19



The percentage of children arriving by car was approximately 7%, a figure that correlates well with the estimate from the parent surveys. It must be noted that the arrival survey data is based on a much less extensive study of children's modes of transport to school.

Parent/Children Preference Results:

Tables 4 and 5, and fig. 20 and 21 illustrate how pupils would *prefer* to get to and from school. This information was obtained to see what methods of transport the parents/children would be more willing to take if they could be encouraged/persuaded these were more viable options.

Table 4

To School	% Of Pupils	Number
Walk	65.5%	78
Car	8.4%	10
Car Sharing	3.4%	4
Bus	9.2%	11
Cycle	8.4%	10
Train	3.4%	4
Tube	1.7%	2

Figure 20

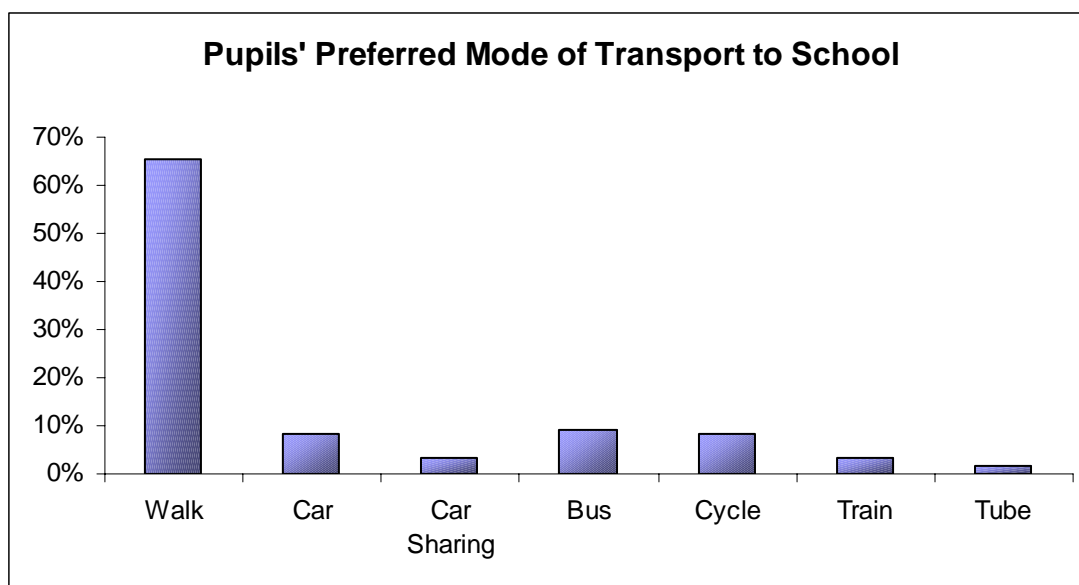
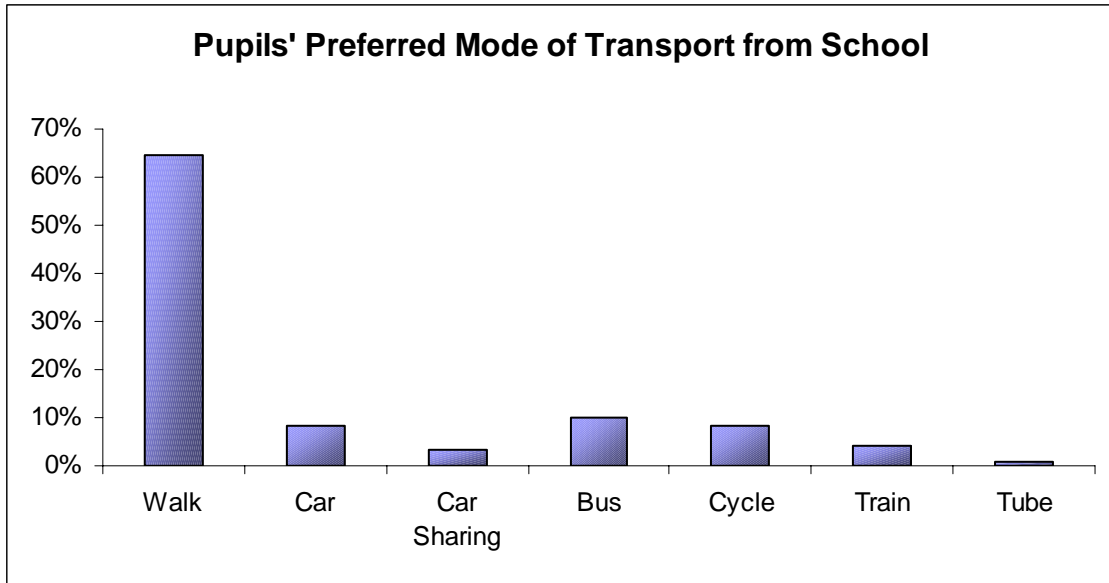


Table 5

From School	% Of Pupils	Number
Walk	64.7%	77
Car	8.4%	10
Car Sharing	3.4%	4
Bus	10.1%	12
Cycle	8.4%	10
Train	4.2%	5
Tube	0.8%	1

Figure 21



The one important change to note by comparing this data to how the children actually get to and from school regards cycling. Eight per cent of pupils would like to travel by bicycle while less than one per cent currently travel by bicycle. This point will certainly be addressed within our proposed schemes for implementation.

Transport and Road Safety Problems

What are the key issues for pupils, parents, staff, governors and the wider community?

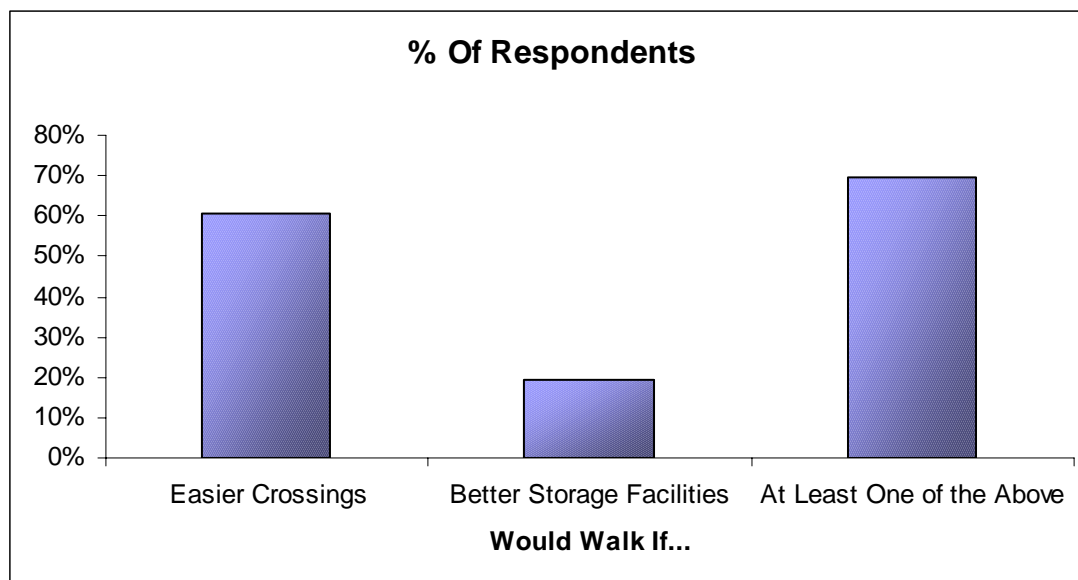
Reasons for:

- **Not walking.** This first set of data underlines the reasons why more students do not walk to school, and what elements of the school route would encourage parents to allow their children to walk to school.

Table 6

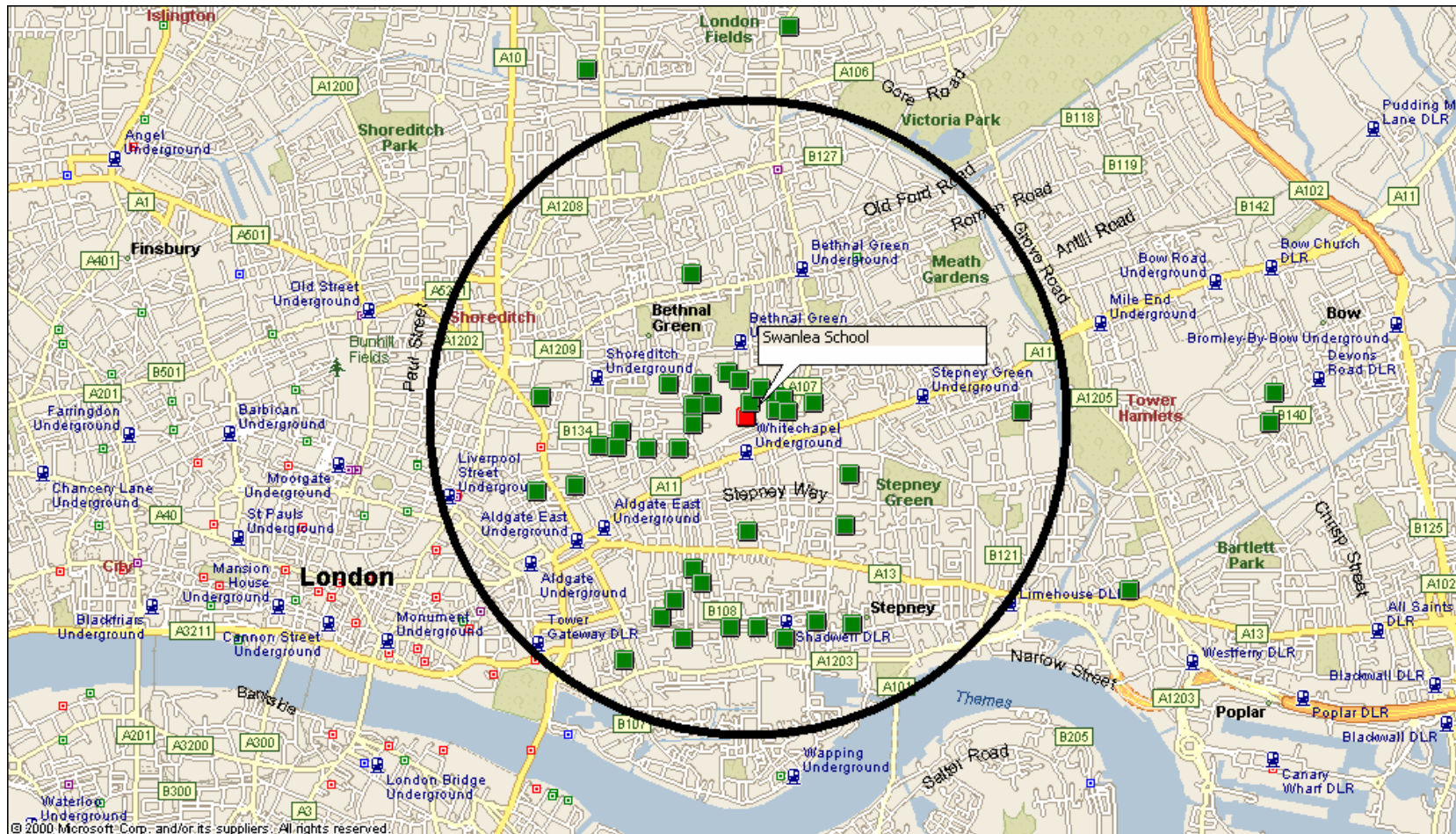
Would walk if...	% Of Respondents	Number
Easier Crossings	60.6%	60
Better Storage Facilities	19.2%	19
At Least One of the Above	69.7%	69

Figure 22



From the obtained results we can see that a very large number of parents (61%) noted that if there were easier crossings on the route to school, they would feel more inclined to let their children walk to school. Indeed, on the following page (fig. 23) is a map of those who expressed a desire for better crossings, which may help to ascertain where a crossing should be suggested to the local authority. In addition, 20% of parents feel that the lack of storage space for pupils' books is a problem.

Figure 23



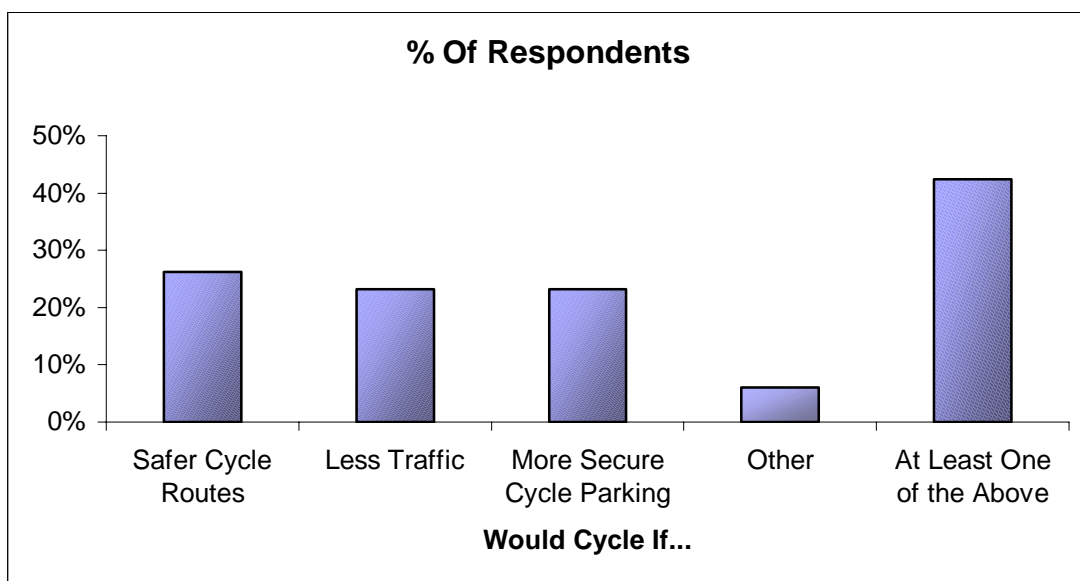
Key: **Green** squares - Parents wanting easier crossings for their children **Red** square - Swanlea School
Black Line - One mile radius from Swanlea School

- **Not cycling.** This set of data underlines the reasons why more students do not cycle to school, and what elements of the school route would encourage parents to allow their children to cycle to school.

Table 7

Would cycle if...	% Of Respondents	Number
Safer Cycle Routes	26.3%	26
Less Traffic	23.2%	23
More Secure Cycle Parking	23.2%	23
Other	6.1%	6
At Least One of the Above	42.4%	42

Figure 24



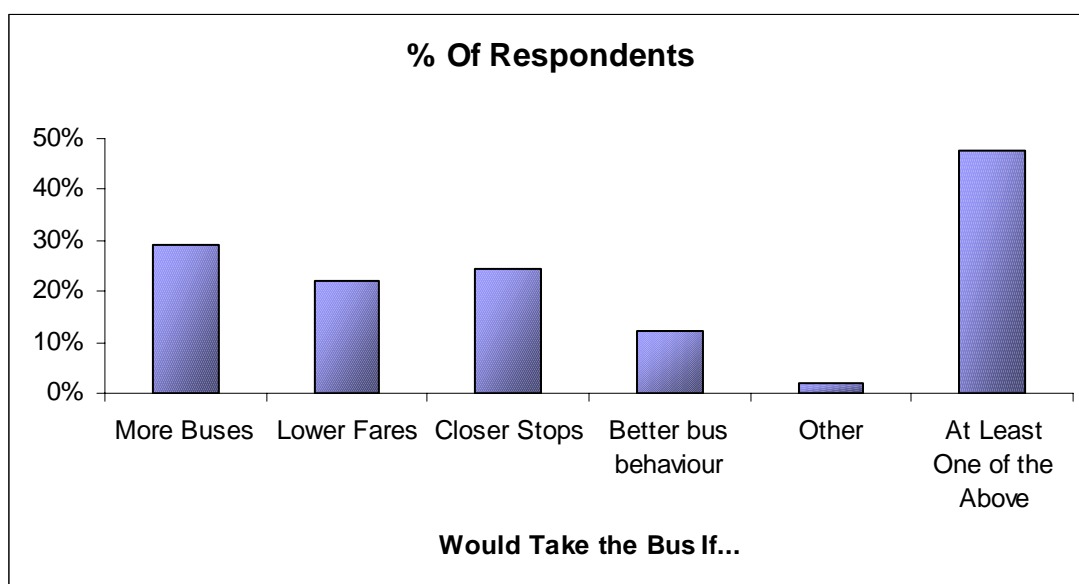
Over 40% of parents cited at least one reason as to why their child/ren did not cycle. 26% of parents noted that they would only consider letting their children cycle to school if there were safer bicycling routes. Accordingly, a similar number of parents noted that they would prefer there to be less traffic, perhaps issues that go hand-in-hand. 23% of parents express a desire for more secure cycle parking on campus.

- **Not taking buses.** This set of data underlines the reasons why more students do not take the bus to school, and what elements of the school route would encourage parents to allow their children to go to school on the bus.

Table 8

Would take the bus if...	% Of Respondents	Number
More Buses	29.3%	29
Lower Fares	22.2%	22
Closer Stops	24.2%	24
Better bus behaviour	12.1%	12
Other	2.0%	2
At Least One of the Above	47.5%	47

Figure 25



Almost half of parents would consider letting their child take the bus if there were more buses, lower fares, closer stops to school or better behaviour on buses. The parent response to the reasons their child/ren did not take the bus was even greater than the response to the cycling question. Almost 30% of parents expressed a desire for there to be more frequent buses, while 22% felt lower fares would encourage greater bus use.

Parent Response to the STP Initiative

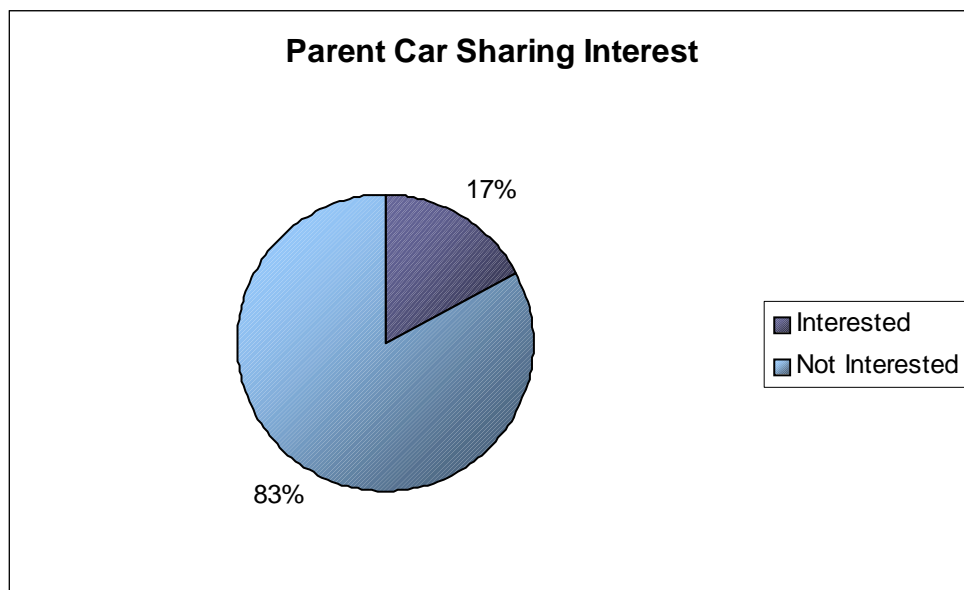
Parent Car Sharing Interest

Table 9 and fig. 26 show the parent interest in car sharing, and also therefore show how much merit promoting a car-sharing scheme between parents would be.

Table 9

Car Sharing Interest	%	Number
Interested	17.17%	17
Not Interested	82.83%	82
Total	100.00%	99

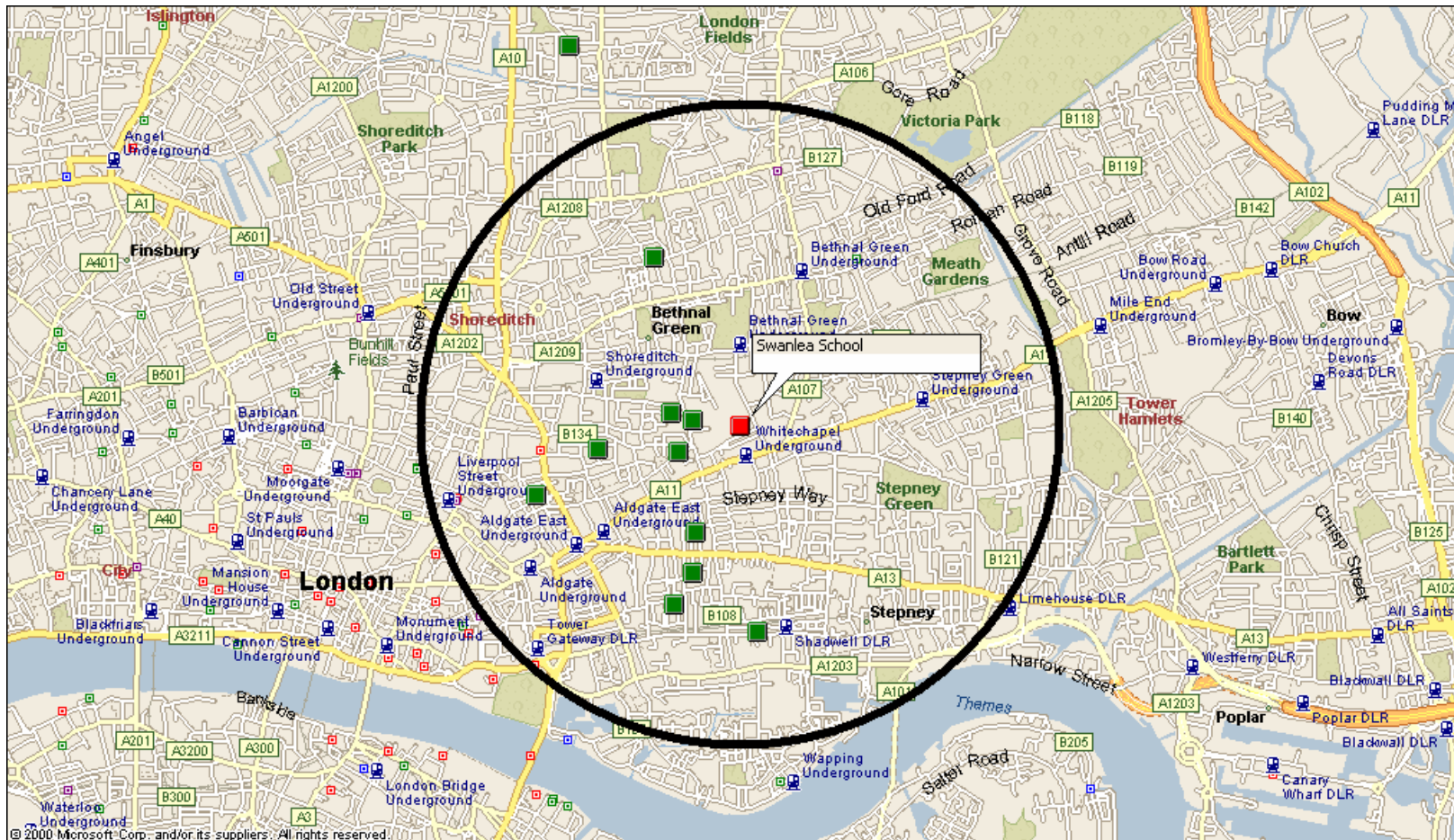
Figure 26



Less than a fifth of parents are interested to some degree in car sharing. This figure, however, is still larger than the amount of parents that currently car share, approximately 5%. The general lack of interest is mainly due to the large number of children who live within walking distance.

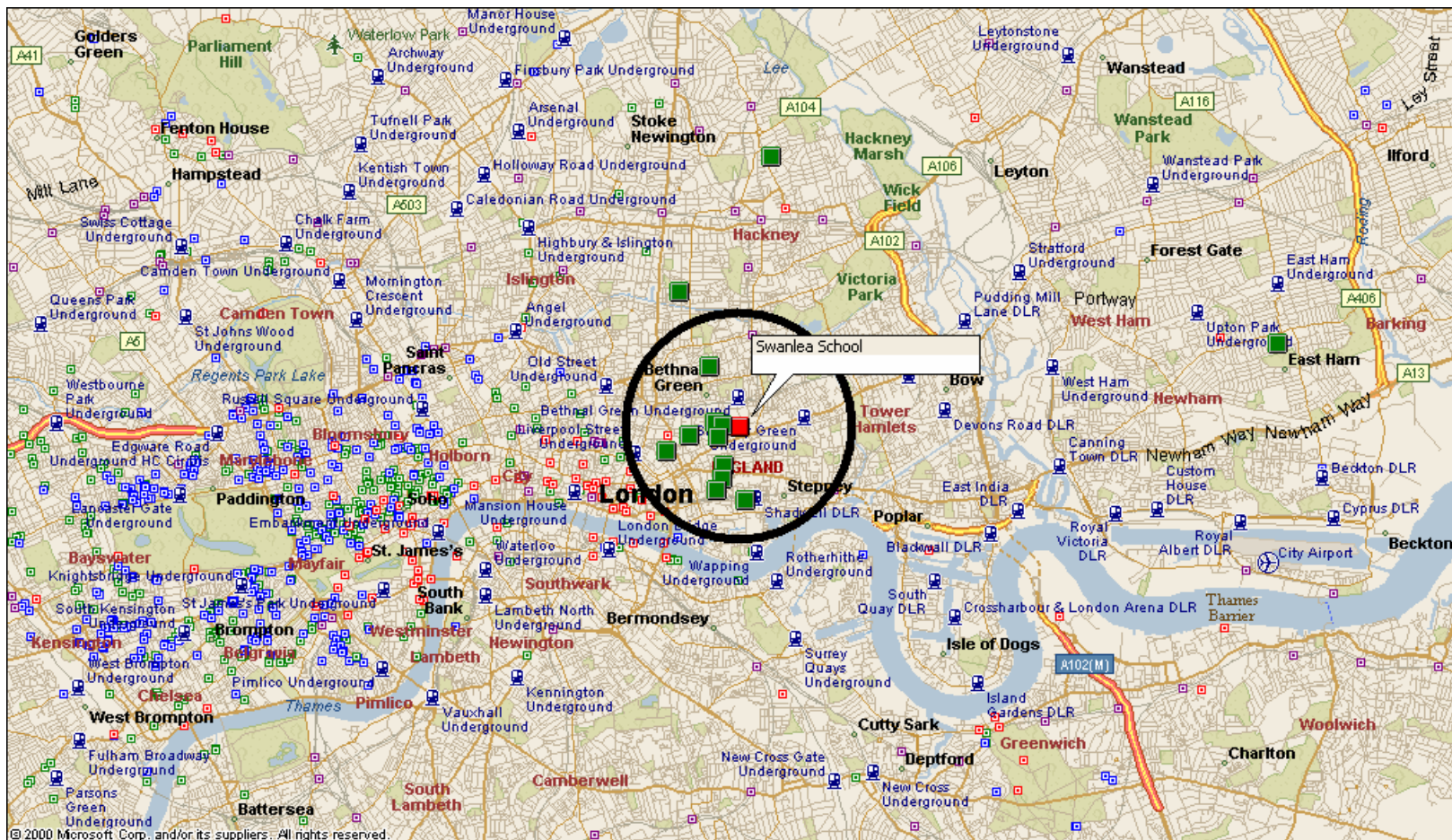
On the following pages are two maps (fig. 27 and 28) showing the interest in car sharing, and where specifically those parents who are to some extent interested in car sharing are located. The first map shows a more detailed view of the area surrounding Swanlea School, whilst the second encompasses a greater area. This information may be useful to encourage these parents to contact each other in order to start up a car-sharing scheme.

Figure 27



Key: **Green square** - Parents interested in car sharing **Red square** - Swanlea School
Black Line - One mile radius from Swanlea School

Figure 28



Key: **Green square** - Parents interested in car sharing **Red square** - Swanlea School
Black Line - One mile radius from Swanlea School

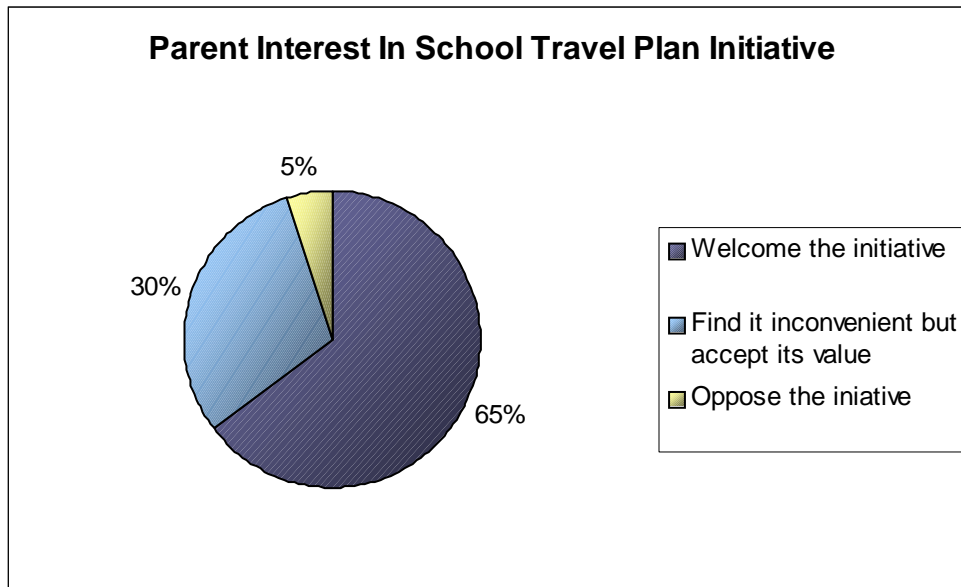
Parent Backing for the Travel Plan Initiative:

Although the figures for the car-sharing scheme results were fairly disappointing, there is definitely some scope for encouraging the scheme. Further to this table 10 and fig. 29 displays that the support for the School Travel Plan initiative amongst parents is very good:

Table 10

Parent Interest In Travel Plan	%	Number
Welcome the initiative	64.65%	64
Find it inconvenient but accept its value	30.30%	30
Oppose the initiative	5.05%	5
Total	100.00%	99

Figure 29



As is illustrated in fig. 29, there is a large enthusiasm amongst parents at Swanlea School for the School Plan Travel Plan initiative. 65% welcome it whilst only 5% entirely oppose its introduction and its aim to reduce traffic around the school area. This is very encouraging for moving the plan forward.

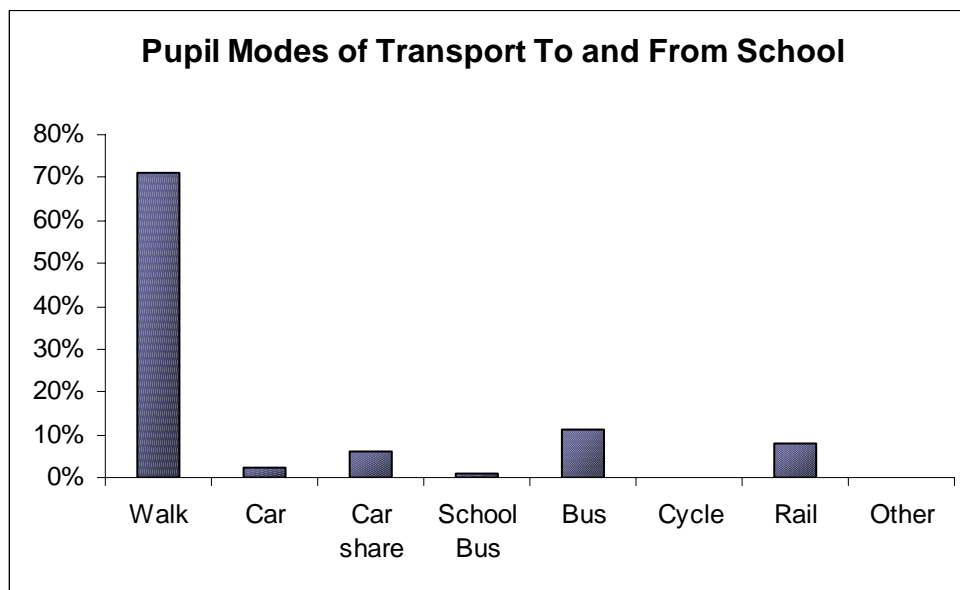
2. Pupil Survey

The following data reports responses from the pupils at Swanlea School who took part in a 'hands-up' survey to determine their modes of travel to college and their preferences. The survey was taken during registration and provides a good supplemental measure of travel habits on top of the parent responses that we have seen already. Table 11 and fig. 30 illustrate the ways in which children at Swanlea School travel to and from school on a typical day:

Table 11

Pupil Mode of Transport to and from school	%	Number
Walk	70.99%	279
Car	2.54%	10
Car share	5.85%	23
School Bus	1.02%	4
Bus	11.45%	45
Cycle	0.00%	0
Rail	8.14%	32
Other	0.00%	0
Total	100.00%	393

Figure 30



The pupil responses show that their modes of travel are quite similar to the results that were obtained from the parent surveys. An encouragingly high number of pupils walk to and from school, whilst car use to school is only around 8% of the pupil population. Bus use is slightly higher than the result that we received from the parent surveys, at around 11%. However, pupils responded that there were none who cycled to and from school. This is contrast to the parent responses where there were at least a small percentage of cyclists.

The pupil data is particularly helpful as the high number of replies to the survey provides an excellent basis for information to work on in the plan. It also serves as confirmation that the parent data was accurate.

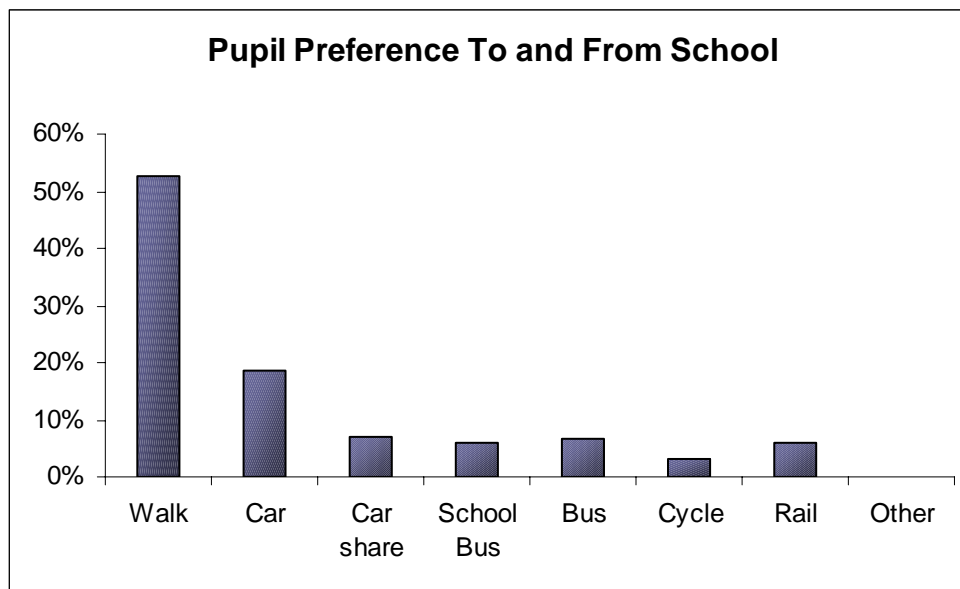
Pupil Preference Results:

The next question on the pupil survey aimed to determine how children would *prefer* to travel to school. This data's purpose is to expose areas of transport that the children would like to take if the options were readily available to them. Table 12 and fig. 31 illustrate how the school children would *prefer* to travel to and from college:

Table 12

Pupil Preference to and from school	%	Number
Walk	52.67%	207
Car	18.58%	73
Car share	6.87%	27
School Bus	6.11%	24
Bus	6.62%	26
Cycle	3.05%	12
Rail	6.11%	24
Other	0.00%	0
Total	100.00%	393

Figure 31



From this data it is possible to see that there is a sharp increase in the number of children that would like to travel to and from school by car (either individually or sharing) up from 8% to 19%. The appeal of the car can be again put down to its perceived comfort and ease.

It is notable that there is a drop in those pupils who would prefer to walk to school. There has also been a drop in the number of those children who would prefer to travel to and from school by bus (from 11% to 6%). These drops can be accounted for by the rise in those who want to travel to school by car. However, there is also a huge increase in the number of children that would prefer to cycle to school. The figure has jumped from 0 pupils who currently cycle to 3% (12 pupils) who would prefer to cycle. With this perceived increase in cycling, an increase in the provision of cycle storage will be necessary as will an improvement in cycle lanes around the school site.

3. Local Resident Surveys:

Although local resident surveys were dropped in as many of the surrounding abodes as was possible, there was no response provided. Whilst this is disappointing in that there is no tangible evidence of local resident feeling about problems that need to be addressed regarding travel to and from Swanlea School, it also represents that perhaps the local residents do not face major problems from Swanlea School.

The lack of response can perhaps be taken in a positive light, but will certainly not hinder any striving to implement improved methods of transport in the surrounding area.

4. Staff Survey

The data collected from a staff survey suggests that while taking the car is the most popular mode of transport, walking, cycling and taking public transport account for more than two thirds of staff. This large percentage is borne out by the lack of interest in car sharing, as most staff do not currently drive and hence are less inclined to at least offer car sharing.

Table 13

	% Of Staff	Number
Walk	11.8%	2
Car	29.4%	5
Car Sharing	5.9%	1
Bus	11.8%	2
Cycle	11.8%	2
Train	11.8%	2
Tube	17.6%	3

Figure 32

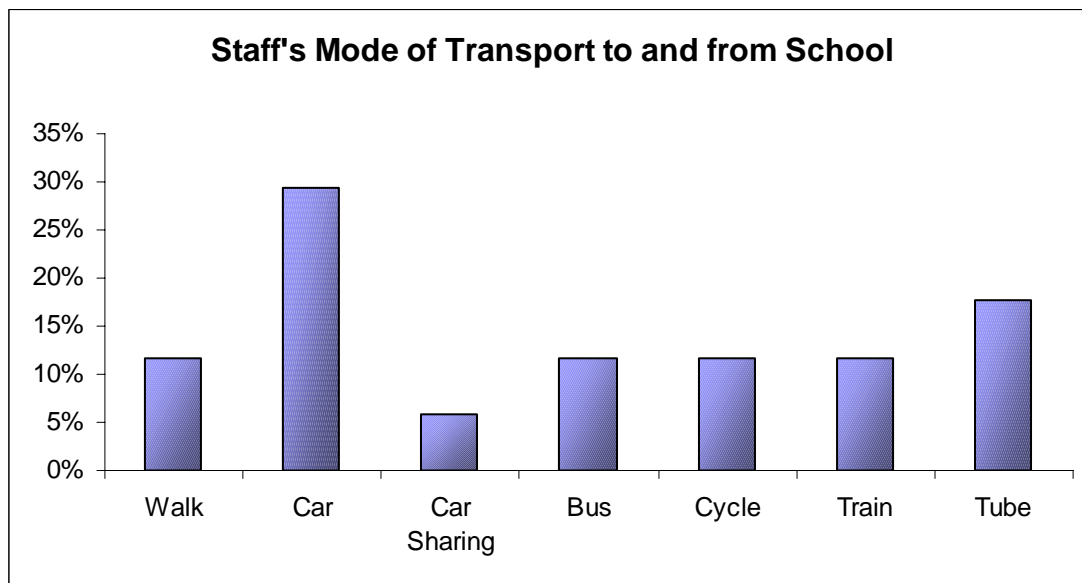


Table 14

Car Sharing	%	Number
Interested	12.50%	2
Not Interested	87.50%	14
Total	100.00%	16

Whilst a large proportion of staff drives to school, there is not a great interest in car sharing, although there is an increase of 6.6% between current car sharing figures and those interested, so this could potentially be encouraged amongst staff.

Main Issues Arising from Swanlea Data Analysis:

- The parent interest in car sharing is a not a significant amount but there is room for action. Therefore the map of those who are interested should be readily available for distribution. Car sharing will also be encouraged on travel plan notice board.
- Many parents have suggested they would like a provision of safer crossings near to the school.
- 8% of pupils would like to cycle to school whereas only 1% currently do. There is room for improvement here.
- Parents note that safer cycle routes are wanted in the surrounding area.
- More secure cycle parking will be needed and is wanted by parents. With an expected increase in cycling, grant money could be used to improve this.
- Parents note that the frequency of buses should be increased.
- Lower bus fares are also wanted by parents.
- Pupils mainly walk to school, although a small number travel by rail, bus or by car.
- Pupils preferences show an encouraging increase in cycle use. Car use is also a preferred method of transport.
- **Parents welcome the STP initiative overwhelmingly. Due to the good amount of backing we can confidently produce and implement the Travel Plan and parents can be expected to respond positively to any action taken.**

Proposed initiatives with objectives and targets

Main Targets

- To reduce the total number of cars used for travel by Swanlea School pupils to 5% of the total number of students
- To reduce the number of staff using cars to 0.6 times the total number of staff

Action Taken So Far

- Awareness of the STP has been raised through the parent, staff and local resident surveys.
- A parent survey was carried to determine current modes of transport and problem areas.
- A pupil survey was carried out in March 2005, the results of which can be seen within the plan.
- A local residents survey was carried out to determine their views on school journey issues. Unfortunately there was no response from local residents.
- A staff survey was carried out to determine current parking arrangements and current modes of transport.
- A local cycle shop has agreed to sponsor a competition for the children to provide a drawing of their interpretation of healthy travel, to be incorporated on the front page of the plan and to be displayed in the school. The winner of the competition will receive a bicycle worth £100, donated by the local shop. In return the school will advertise the bike shop to the students. We hope this will encourage more children to cycle to school.

Aims

To increase safety for children travelling to school.

To promote the School Travel Plan initiative.

Our aim is to increase the safety of our pupils and decrease the volume of cars. This will be achieved through soft and hard measures, combining with the enthusiasm and backing of the parents and the staff to create a successful change in travel methods.

Planned initiatives

Soft Measures:

- The introduction of a travel plan notice board
- Encouraging pupils to use appropriate crossing sites
- Bus timetable information readily available to all students
- An outline to students of expected bus code behaviour
- A travel plan summary leaflet
- School Travel Plan poster competition
- Newsletter raising awareness of the Travel Plan
- Attempt to get local media involvement to promote the plan
- Make the school travel plan available to staff, parents and pupils on the website
- Participation in car-free days
- Include school journey details in arrival packs sent to new families
- Promote/provide cycle helmets and reflective clothing
- Provide Cycle route maps

- Inform parents of the current safe cycle routes in place – aim to encourage more cyclists
- Staff continue to supervise school entrance
- Monitor 'Travel To School Data' regularly
- Agree to provide additional information regarding travel patterns as the council may require
- Investigate how road safety and sustainable travel issues may be incorporated into the curriculum
- Parents to be encouraged to car share
- School Travel Plan to be incorporated into the college improvement plan

Hard Measures:

- Request Safer Routes to School scheme from the local authority
- Increase the provision of cycle racks
- Extra provision of lockers for cycle gear to be kept in.
- Ask the local authority for cycle lanes in the surrounding area
- Ask the local authority for the beginning of the school area (especially along Brady Street) to be designated 'gateways'
- Request the local authority to reduce speed limits on immediate roads around the school to 20 m.p.h.
- Ask the local authority for traffic calming features to be introduced at the southern end of Brady Street, in particular to convert existing zebra crossing into a raised zebra crossing to slow down on-coming traffic.

Programme for implementation:

Soft measures:

Introduction of a School Travel Plan Notice Board

A notice board could be a simple but effective way of keeping students informed and updated about travel information and proposals set out by this travel plan. The board will include:

- Posters to promote National 'Walk to School' week (May), International 'Walk to School' week (October), Walk on Wednesday, and National 'Bike to School' week (April).
- Information on cycling proficiency training.
- Encouraging pupils to use appropriate crossing sites near to the school.
- Bus timetable information (including timetables to be available for students to take home).
- Bus code of behaviour.
- Information on bus prices, discounts for children or season ticket holders.
- Travel Plan summary leaflet.

Scheme Co-Ordinator:	Bob Weaver, Bursar, 020 7375 3801
Other involved parties (internal):	None
Other involved parties (external):	John Rymell, STA, 020 7364 6918
Proposed Completion Date:	Summer 2005
EXPECTED COST	£50 – 70

School Travel Plan poster competition

A competition to produce a poster for the School Travel Plan initiative at Swanlea will be launched. Students will be asked to provide a picture which best shows healthy travel to school. The winning design will be displayed on the Travel Plan notice board, as well as appear on the front of the plan. The winning student will also receive a bicycle worth £100 from Bicycle Magic bike shop on Whitechapel Road. In return for sponsorship the bike shop will be mentioned/advertised in the Travel Plan newsletter and on the notice board. This may also encourage more children to cycle to school.

Scheme Co-Ordinator:	Bob Weaver, Bursar, 020 7375 3801
Other involved parties (internal):	
Other involved parties (external):	
Proposed Completion Date:	Summer 2005
EXPECTED COST:	£100 – 200 (for donation of prize)

Attempt to get local media involvement to promote the plan

The school, after liaising with the LA, will attempt to get some local media involvement in the plan. An idea might be to report the winner of the competition for the School Travel Plan in the local paper, with a possible presentation ceremony by the Mayor or a councillor. The article could also raise awareness about what the school is trying to achieve through the Travel Plan.

Scheme Co-Ordinator:	Bob Weaver, Bursar, 020 7375 3801
Other involved parties (internal):	
Other involved parties (external):	
Proposed Completion Date:	Spring – Summer 2005
EXPECTED COST	None

Newsletter raising awareness of the Travel Plan

The school newsletter which is sent to parents and interested parties will incorporate information on the Travel Plan, outlining any changes, schemes or events related to the travel plan implementation (e.g. 'Walk to School' week).

Scheme Co-Ordinator: Bob Weaver, Bursar, 020 7375 3801
Other involved parties (internal):
Other involved parties (external):
Proposed Completion Date: June 2005
EXPECTED COST None

Make the school travel plan available to staff, parents and pupils on the website

The Travel Plan will be made available to any pupil, member of staff or parent via the school website where it will be attached (via web link/download).

Scheme Co-Ordinator: Bob Weaver, Bursar, 020 7375 3801
Other involved parties (internal):
Other involved parties (external):
Proposed Completion Date: Summer 2005
EXPECTED COST None

Participation in car-free days

The school will launch a car-free day to raise awareness of the Travel Plan. All pupils and staff will be strongly encouraged to come into school by public transport or bicycle (or walking). After the first of these events, the school may decide to make it a regular occurrence.

Scheme Co-Ordinator: Bob Weaver, Bursar, 020 7375 3801
Other involved parties (internal):
Other involved parties (external):
Proposed Completion Date: Summer 2005
EXPECTED COST None

Include school journey details in arrival packs sent to new families

When new students arrive at Swanlea, information about the school travel plan and its aims will be presented within arrival packs given to the new student's parents. This will aim to encourage healthy travel from the start of the children's time at the school. The pack will consist of important travel information such as:

- The school's commitment to promoting a healthier lifestyle; its commitment to the local community and protection of the environment.
- Current travel details already in place, such as the number and level of safety of cycle shelters
- The buses that run close to the school and their source
- The cycle lanes in place near to the school (e.g. Staines Road)
- Encouraging schemes like car-sharing, and walking schemes

Scheme Co-Ordinator: Bob Weaver, Bursar, 020 7375 3801

Other involved parties (internal):
Other involved parties (external):
Proposed Completion Date: Autumn 2005
EXPECTED COST: £20 per pack
EXPECTED COST None

Promote/provide cycle helmets and reflective clothing

Some of the grant money could be used to provide cycle helmets and reflective clothing to those children who wish to cycle. This may make cycling a more viable option to parents, and thus encourage more travel by bicycle.

Scheme Co-Ordinator: Bob Weaver, Bursar, 020 7375 3801
Other involved parties (internal):
Other involved parties (external):
Proposed Completion Date: Autumn 2005 (Dependent on grant)
EXPECTED COST £50 per pupil committed to cycling
(cost based on DfT information)

Provide Cycle route maps

A simple provision of cycle route maps (also provided on the School Travel Plan notice board) to highlight where the local cycle routes are located.

Scheme Co-Ordinator: Bob Weaver, Bursar, 020 7375 3801
Other involved parties (internal):
Other involved parties (external):
Proposed Completion Date: Spring 2005
EXPECTED COST None

Inform parents of the current cycling provisions provided

Parents to be informed that current cycling provisions have excellent security. This will attempt to encourage more parents to allow their children to cycle.

Scheme Co-Ordinator: Bob Weaver, Bursar, 020 7375 3801
Other involved parties (internal):
Other involved parties (external):
Proposed Completion Date: Spring 2005
EXPECTED COST None

Monitor 'Travel To School' data regularly

This can be achieved by using a simple 'hands up' survey of the children in order to ascertain whether modes of transport are changing.

Scheme Co-Ordinator: Bob Weaver, Bursar, 020 7375 3801
Other involved parties (internal): School Council
Other involved parties (external):
Proposed Completion Date: Termly
EXPECTED COST None

Agree to provide additional information regarding travel patterns as the LA may require

Any information regarding travel patterns that the council may require will be researched and presented to the LA.

Scheme Co-Ordinator: Bob Weaver, Bursar, 020 7375 3801
Other involved parties (internal):
Other involved parties (external):
Proposed Completion Date: Ongoing
EXPECTED COST None

Investigate how road safety and sustainable travel issues will be incorporated into the curriculum

Examples of this could be: **Geography** - route planning/ GCSE coursework/ travel module/ environmental issues; **Maths** - survey analysis; **English language** – publicity/ promotional work; **School council** – debating travel issues.

Scheme Co-Ordinator: Bob Weaver, Bursar, 020 7375 3801
Other involved parties (internal):
Other involved parties (external):
Proposed Completion Date: Ongoing
EXPECTED COST None

Parents to be encouraged to car share

Parents will be encouraged to car share, with the map showing who is willing to car share given to any parent who shows interest. Relevant address information will also be given to those who are interested. The scheme will also be advertised on the Travel Plan notice board and in the school newsletter.

Scheme Co-Ordinator: Bob Weaver, Bursar, 020 7375 3801
Other involved parties (internal):
Other involved parties (external):
Proposed Completion Date: Summer 2005
EXPECTED COST None

School Travel Plan to be incorporated into the college improvement plan

Scheme Co-Ordinator: Bob Weaver, Bursar, 020 7375 3801
Other involved parties (internal):
Other involved parties (external):
Proposed Completion Date: April 2005
EXPECTED COST None

Hard Measures:

Request Safer Routes to School scheme from the LA

This will be requested in order that they can assess the area around the college and implement measures as they see fit to make journeys to college safer.

Scheme Co-Ordinator: Bob Weaver, Bursar, 020 7375 3801
Other involved parties (internal):
Other involved parties (external):
Proposed Completion Date: On plan submittal

Increase the provision of cycle racks

With an expected increase in cycle use to the school, there will need to be an increase in the cycle rack provision at the school. Money from the grant for the school travel plan will be used to implement the building of these racks. **We will request the installation of cycle storage these from the Cycling Centre of Excellence, via the travel plan.**

Scheme Co-Ordinator: Bob Weaver, Bursar, 020 7375 3801
Other involved parties (internal):
Other involved parties (external):
Proposed Completion Date: Dependent on timescales of CCEs scheme
EXPECTED COST: £8,000 + £2,000 Labour (cost based on DfT information)

Extra provision of lockers for cycle gear to be kept in

With the introduction of more cycle racks, and the encouragement of more cycling, there will need to be a provision of lockers for cycle equipment to be kept in. These will be secure lockers on the school premises so that it is feasible for children to travel school safely and store their equipment easily during the day.

Scheme Co-Ordinator: Bob Weaver, Bursar, 020 7375 3801
Other involved parties (internal):
Other involved parties (external):
Proposed Completion Date: Within 9 months of receipt of grant
EXPECTED COST: £3,000 + £1000 Labour

Request cycle lanes on Brady Street (and surrounding roads) from the LA

As highlighted earlier in the report, there is a lack of cycle lanes running down Brady Street, and indeed anywhere near the school. The school will ask the LA to provide better cycle routes around the school area, particularly along Brady Street, in order to make cycling to school a more viable option.

Scheme Co-Ordinator: Bob Weaver, Bursar, 020 7375 3801
Other involved parties (internal):
Other involved parties (external):
Proposed Completion Date: On plan submittal
EXPECTED COST: To be assessed by LA Engineer

Ask the LA for the beginning of the school area (especially Brady Street) to be designated 'gateways'

Specific signposting warning drivers and other vehicles that they are entering the vicinity of a school. The school will ask the LA for better signposting around the area in order to raise awareness. This may include 'flashing' school signs that are very prominent and noticeable to drivers.

Scheme Co-Ordinator: Bob Weaver, Bursar, 020 7375 3801
Other involved parties (internal):
Other involved parties (external):
Proposed Completion Date: On plan submittal
EXPECTED COST to be assessed by LA Engineer

Request the LA to reduce speed limits on immediate roads around the school to 20 m.p.h.

The school will ask the local transport authority to consult with local residents to reduce the speed limits on Letchworth Avenue and Tachbrook Road to 20 m.p.h. This will increase the safety of children currently walking to school, and encourage more to walk to school.

Scheme Co-Ordinator: Bob Weaver, Bursar, 020 7375 3801
Other involved parties (internal):
Other involved parties (external):
Proposed Completion Date: On plan submittal
EXPECTED COST: To be assessed by LA Engineer

Ask the LA for traffic calming features to be introduced along Brady Street

Proposals will be put forward to the local authorities with reference to the strength of support from parents and members of staff traffic calming features to be installed along the length of Brady Street. From the planned map information it seems that a crossing at the southern end of Brady Street may be desirable. Also traffic calming features could include an extension of the speed humps found at the northern end of Brady Street to the southern end. The zebra crossing currently opposite the school should be a raised crossing so that all traffic must slow at this crossing. Pinch-points or chicanes may further reduce the traffic speed along Brady Street, improving safety for school children.

Scheme Co-Ordinator: Bob Weaver, Bursar, 020 7375 3801
Other involved parties (internal):
Other involved parties (external):
Proposed Completion Date: On plan submittal
EXPECTED COST: To be assessed by LA Engineer

Programmes for implementation considered but rejected:

Various plans were considered but rejected due to their unsuitability either through practical terms or through lack of interest gained in the surveys. The main one of these is the plan for car sharing between staff. The lack of interest in this scheme means that it would not be a feasible option. However, car sharing will still be promoted to the staff and if enough interest is shown it will be implemented as part of this plan.

Management of policy

The intention is that this will be a living document that will be reviewed and updated annually.

The action team will monitor the delivery of the programme and will update the policy where necessary. This action team should include a parent, a governor, a senior member of staff, and a teacher who will be actively involved in class work on the project, some pupil representatives and a local resident.

Plans for monitoring and reviewing

Review the STP at regular intervals as agreed with the STP Co-ordinator, and annually carry out surveys of transport modes. Publicise achievements.

The review will consist of an evaluation of the success of the plan, a report of achievements and a general re-assessment of the plan.

The first full review will be in the second half of the Summer Term 2006 and a new plan will be produced for the next school year.

Point of Contact

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