

Peterborough and St. Margaret's School



School Travel Plan

October 2006

Peterborough and St. Margaret's School

**Common Road
Stanmore, Middlesex
HA7 3JB
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Headmistress: Mrs Susan Watts

The school

The school is an independent girls' school for children aged 4 – 16, i.e. infants, juniors and seniors who come from a wide area of North West London and Hertfordshire.

The school is situated on Common Road, a busy main road linking Harrow Weald and Bushey Heath. Pedestrian access along Common Road is limited with pavement on the opposite side of the road to the school. A traffic island on Common Road, just outside the school gives a crossing point for pedestrians and access to the bus stop. There is no suitable parking on the main road outside the school entrance.

The main entrance caters for both vehicles and pedestrians. The pedestrian access is separated from the road and leads to the main school buildings. There are forty designated parking places available for staff and visitors. CCTV cameras cover the whole school site.

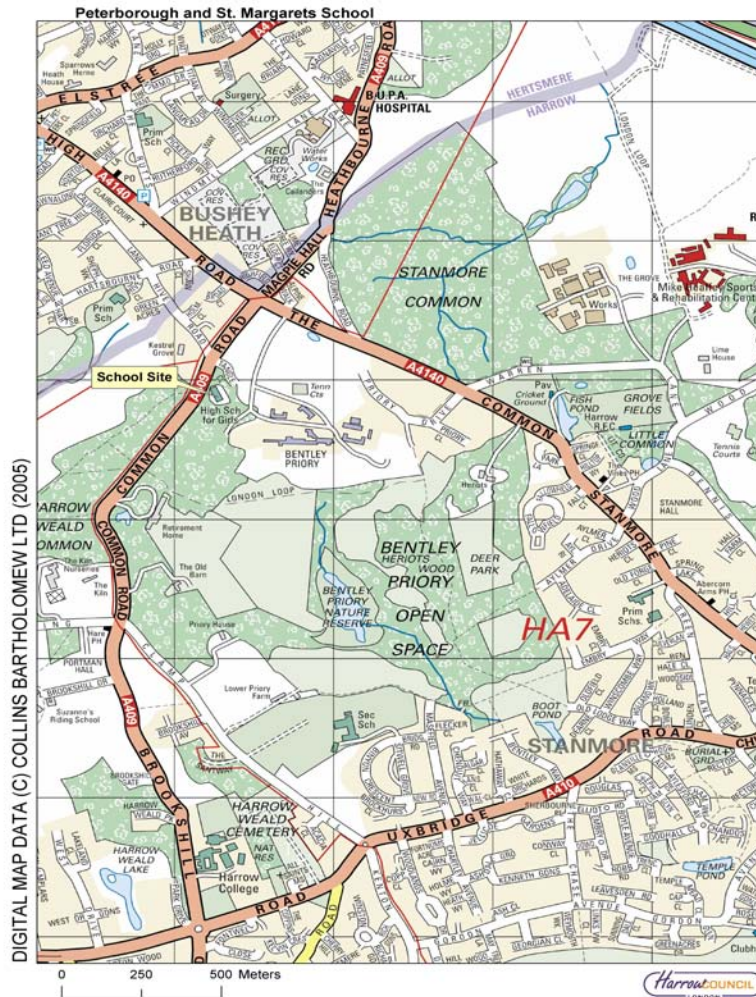
There are three parking bays for the school minibuses, a coach bay and a coach turning circle on the site.



MAIN ENTRANCE

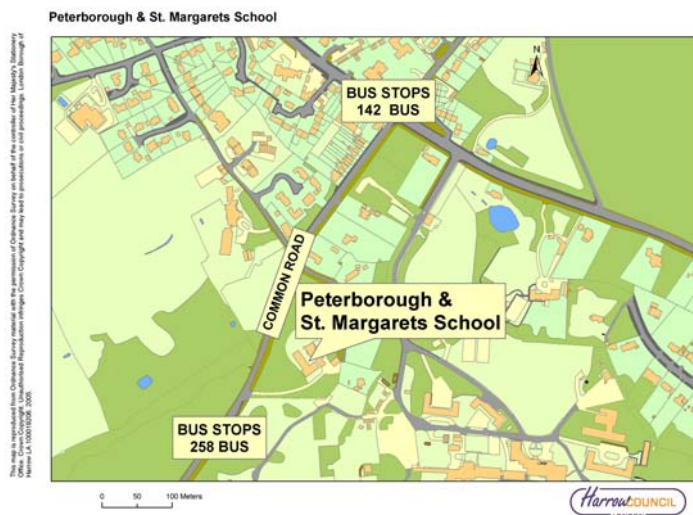


COMMON ROAD AND BUS STOP



Transport facilities to School:

The 258 bus to Harrow or Watford/Bushey stops just outside the school gates and the 142 bus service which runs between Watford and Brent Cross (via Edgware) is available within a few minutes walk of the school. The nearest London Underground station is Stanmore on the Jubilee line and there is a BR and LT connections at Harrow and Wealdstone Station.



The School also uses its own two minibuses to pick up and drop off pupils at the start and end of the school day.

There is no cycle parking facility on site, although a member of staff does occasionally ride to and from school. The School does not believe that Common Road is currently wide enough for a cycle lane and do not feel able to promote cycling to school for the pupils.

Pedestrian access to the school is along Common Road, a main route (40mph limit in parts) from Harrow Weald through to Bushey Heath.

Although there is a pavement along one side of the road, it is narrow and not considered a safe route to the school.



Common Road outside school



Traffic island adjacent to the school



Staff and Visitors car park



Minibus parking area

The School Day:

The school opens at 8.00 a.m. for juniors and seniors and 8.15 a.m. for infants. The school day ends at 3.15 p.m. for infants and is then staggered until 3.45 p.m. for the seniors.

Many girls stay to after school activities, which end in a staggered fashion up until 5.30 p.m.

The school is used by the community e.g. the elderly residents from the Watford Alms Houses are invited to Harvest Festival and lunch and the Rainbows, Guides and Brownies use the premises on 'Thinking Day' (18th February 2007). We offer parking to residents of Tanglewood Close when they have private functions.

We do not have 'Healthy School' status. However, we adhere to the same tenets i.e. healthy eating is covered in Food Technology and the importance of exercise is covered in Physical Education. Keeping safe is covered in PSHCE. The school bans crisps, fizzy drinks and chocolate snacks and menus are carefully planned by Connect Catering to offer a varied and balanced diet.

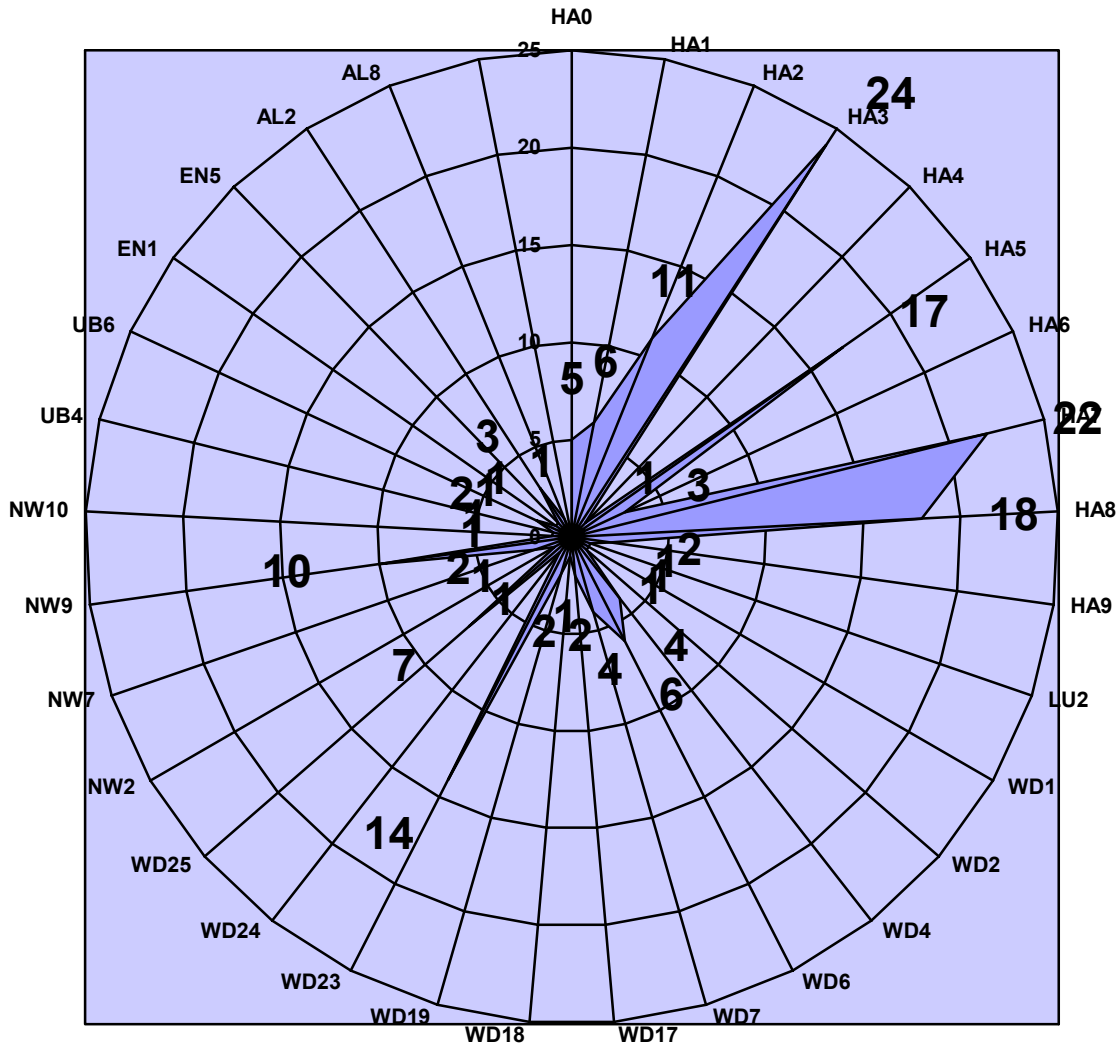
We have a school trip policy and use either the school minibuses or coach transport, whichever is more environmentally friendly and cost efficient, depending on the numbers of girls involved.

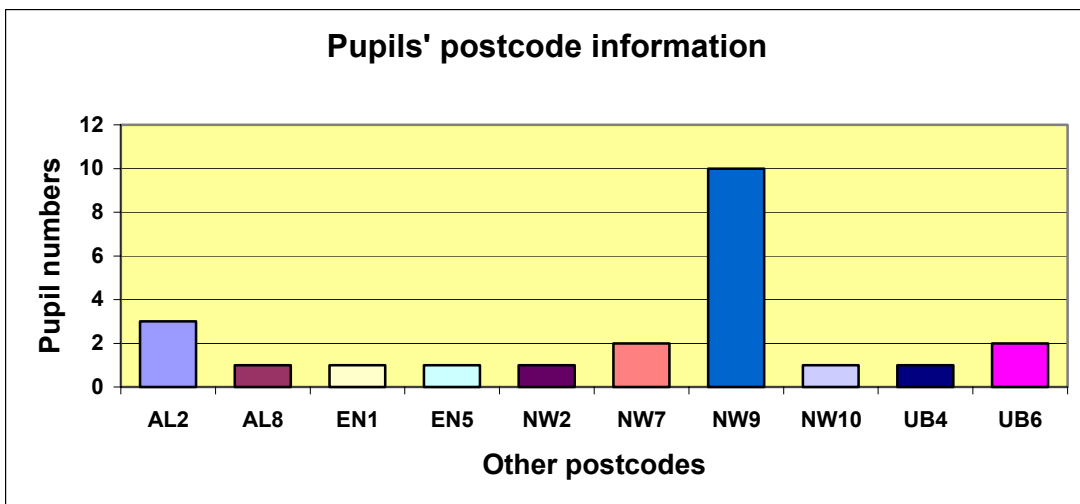
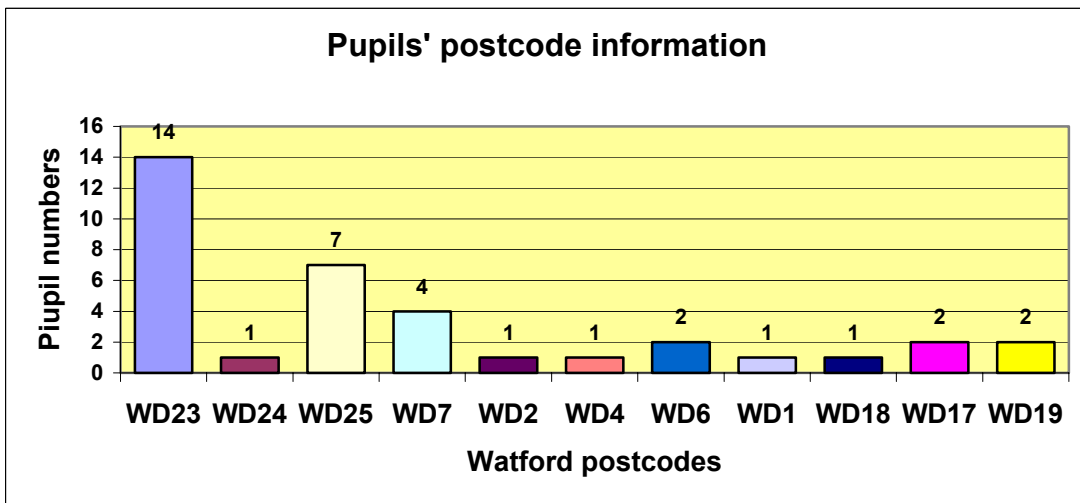
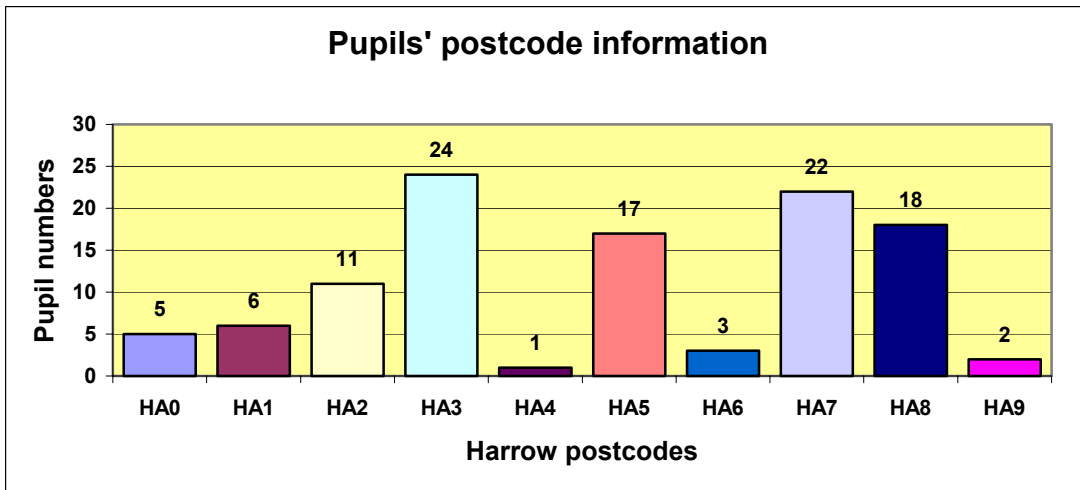
Our Health and Safety policy includes the use of the school minibuses.

Currently there are 165 pupils and planning permission for a new nursery is being progressed which will take a maximum of 26 full time boys and girls from the age of 3 years. The school has a staff of sixteen full time, and thirty-two part time staff.

An analysis of the pupils' home addresses has provided the following information to show the wide area that pupils come from. Over one hundred pupils come from the Harrow borough area, thirty-six from Watford and the remainder from other areas.

Pupils' postcode addresses





What the school is already doing:

We have two school minibuses which are used for morning and afternoon school runs to reduce the number of cars on the roads at peak times and during the day to convey the girls to swimming pools and sports centres away from school. The school runs have recently been extended to include more pick up and drop off points i.e. to Edgware, Kingsbury and Belmont, but take up of the service is currently low. For other school trips and with larger groups, the girls are conveyed by coach. We would like to offer a third minibus route, initially in the mornings, or expand an existing route.

Our prospectus draws attention to the public transport available, as does the school website. The school secretary gives information to visitors about bus routes if they are coming from an appropriate area. The older girls make use of sustainable transport and all but one of those catching buses have an Oyster card. Some use a combination of buses or bus/tube.

We are surrounded by a considerable wooded area, which combats CO2.

The Infant department use the A-Z of Traffic Tales KS1 Teaching resources {Transport for London} to improve the children's safety skills and the Little Book Set which brings together all the relevant road safety messages, along with PSHCE.

Every year, Year 6 girls attend 'Harrow Junior Citizen Scheme' run by the Metropolitan Police with input from Road Safety, the Fire Service and other agencies that promote safety and environmental issues.

In Year 8 the Geography curriculum covers caring for the environment i.e. the impact of our actions on our world and sustainable development. We look at transport in the context of pollution and fuel use. We encourage car sharing, walking and cycling.

There is an island outside the school entrance to enable the girls to cross the road more easily, in particular to and from the bus stop.

The parents are frequently reminded in newsletters to drive responsibly around the school site especially when dropping off or picking up their children and only to stop in areas designated for them. There is a 5 mph speed limit in the grounds and 2 'sleeping policemen' traffic calming measures.

Future school development

A nursery is planned, to open September 2007 and the development of this travel plan is a requirement of the planning permission.

The site licence is for 244 children and this would not be exceeded by the introduction of a nursery. However, numbers of cars will be kept to a minimum as follows: Arrivals and departures will be staggered by offering parents different options:

- e.g. 8 a.m. – 6 p.m.
- 8 a.m. – 3.15 p.m.
- 8.a.m. – 1 p.m.
- 1.p.m. – 6 p.m.

The nursery children and parents will arrive and leave through the infant / nursery playground.

The issues at the school

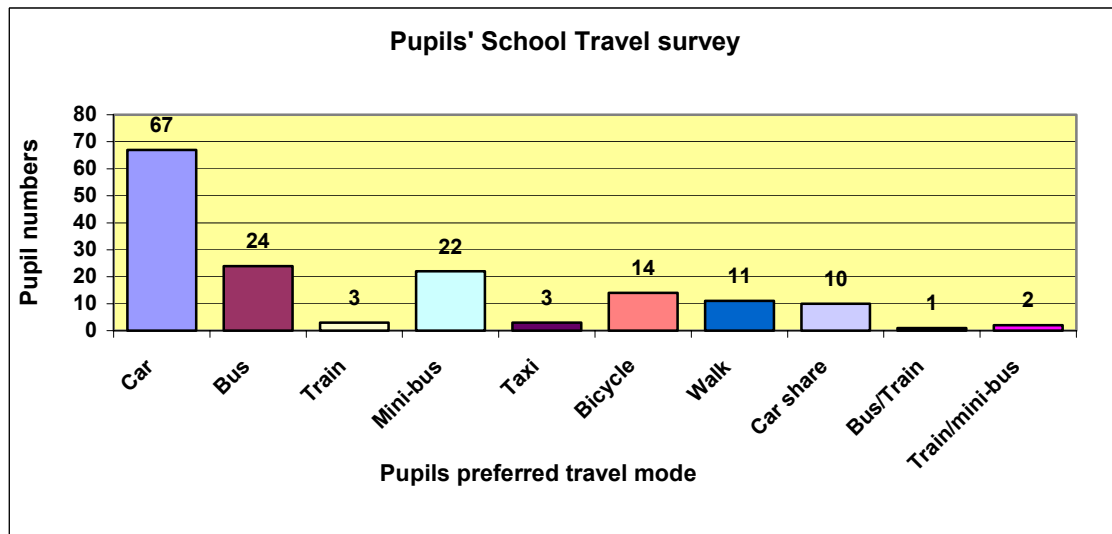
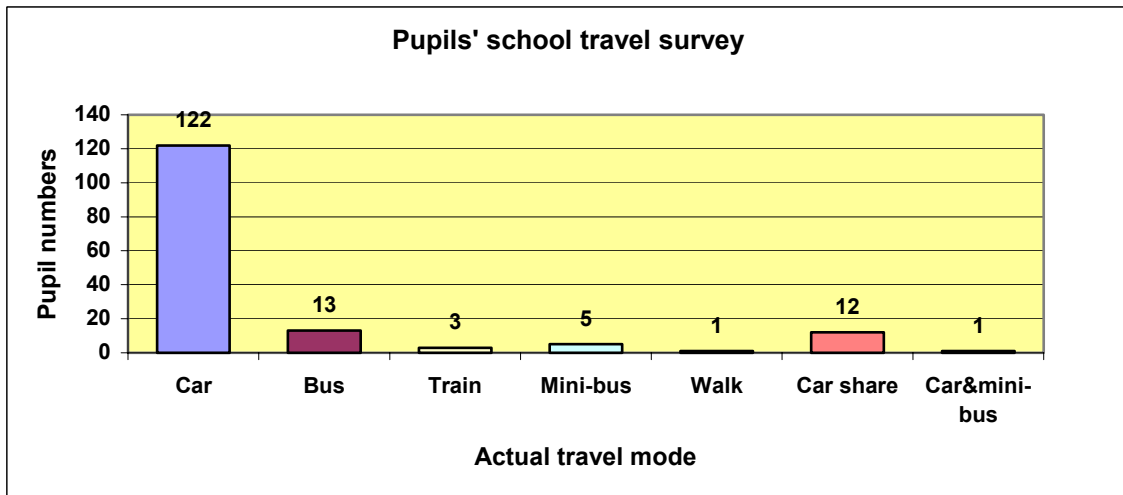
A survey of girls taking public transport was carried out on 9th October 2006.

Apart from Years 5 and 6 (on residential trip) the rest of the girls completed a questionnaire 'how they travel to school – how they would prefer to travel to school' on 11th October. Years 5 and 6 completed the questionnaires on 16th October 2006.

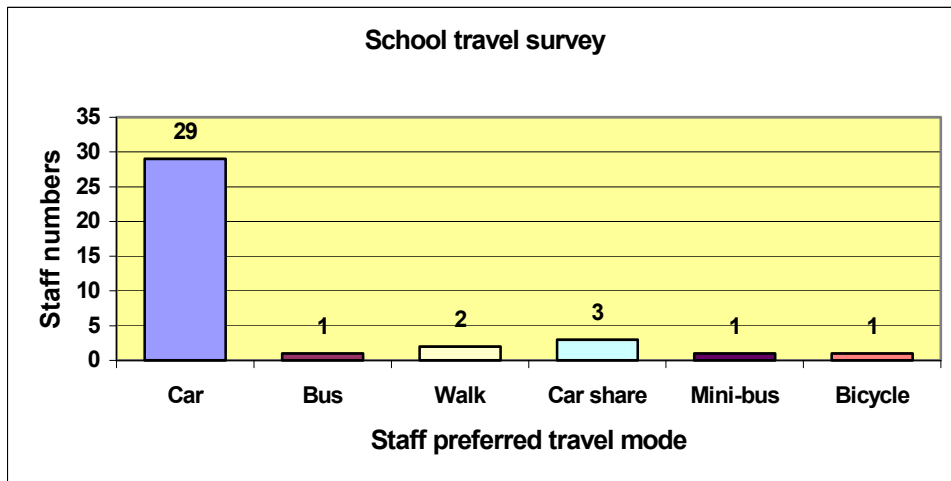
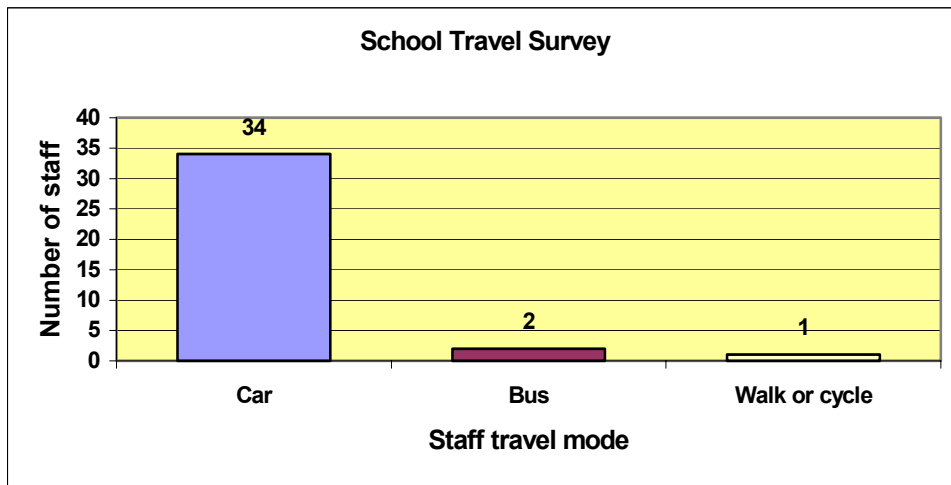
In all, 165 girls were surveyed.

The staff – 16 full time and 32 part time, including non teaching staff and peripatetic music staff – were surveyed.

Results of pupil survey:



Results of staff survey:



Parent survey:

The questionnaire confirmed how children travelled to school. It also indicated the extent of their agreement to car share or allow their children to use sustainable transport, thereby becoming more independent. The children's preferred means of transport did not necessarily correlate with their parents'. See below under 'How has everyone been involved?'

The parents' survey was most useful in setting SMART targets for reducing the number of cars doing the school run.

Please find enclosed pro-forma used to collect the data.

**Results of questionnaires sent to parents
(A copy of the questionnaire is shown at Appendix A)**

There were 97 replies.

1. 52 parents expressed an interest in car sharing.
2. 29 were interested in a walking bus, but only 6 of those were interested in walking with the children.
3. 48 said that nothing would persuade them to walk or cycle with their child to school.
4. 14 said they would consider it if the street pavements were improved.
5. 6 said they would consider it if the street lighting was improved.
6. 13 said they would consider it if there were fewer cars at the school entrance.
7. 1 said they would consider allowing their child to cycle if cycling proficiency were introduced.

The issues for the school

There is some available capacity in the school minibuses utilised for school runs, and the Bursar will be promoting lower charges from January 2007 to encourage parents to make more use of the facility.

The on site speed limit is not adhered to and some parents are ignoring direction signs and pull up in front of the main door, posing danger to younger children, particularly when leaving through the main door (when they have been collected late i.e. after 4 pm). There is also the danger of collision between staff cars driving out as parents 'illegally' drive in. This happens despite frequent reminders.

The number of parents who have said that they would consider car sharing is to be progressed, with the school secretary putting parents in touch with each other to make the arrangements.

Meeting with girls who use sustainable transport. Monday 9th October.

The problems they encounter:

Buses are frequently late

Buses frequently don't stop because they are full.

Buses don't connect, where two buses or buses and trains are used for a journey.

Consultation event with parents 9th October 2006

Parents were consulted at the Annual General Meeting of the Parents' and Friends' Association on 9th October 2006. It was felt that there should be a pelican crossing outside the school for pedestrians and that although children might like to cycle to school, the roads were too dangerous. The difference between cycle paths on the roads and cycle paths along wide pavements, as is common practice in Germany, was discussed. Cycle paths on wide pavements were deemed to be significantly safer for cyclists. Mrs Gold volunteered to represent the parents in the Working Group preparing the STP.

Meeting of Senior Management Team, School Secretary and Mrs Gold, parent representative, on 11th October. (School Travel Plan Working Group)

The questionnaire to parents was discussed and agreed. Mrs Gold suggested that parents would be happier for their daughters to travel by bus if they knew other girls from school would be travelling on the same bus. This question was included in the questionnaire. It was agreed to offer cycling proficiency lessons at school, even though the girls would probably still not ride to school because of the busy road and hills.

It was suggested that there should be an island in the middle of the school drive where it meets the road to help girls cross safely to the bus stop.

Harrow Weald Common, opposite the school, was cited as a reason why parents would not wish their daughter to walk alone i.e. lonely and wooded.

It was suggested that the 258 bus could be rerouted at school run times, and run more often, to enable more children to use sustainable transport to our school. We would welcome guidance from the School Travel Advisor as to how to liaise effectively with the bus company.

Meeting of Mrs. Watts (Headmistress), Mr. Wenham, (School Travel Advisor for the London Borough of Harrow), Mr. Brock (School Governor), Mr. Hooton (Bursar and Clerk to the Governors) Thursday 19th October.

A draft plan was produced and the points raised in the parent, pupil and school meetings were discussed. There is an urgency to get the travel plan completed and submitted to the Harrow Council to satisfy the planning application for the nursery extension. The plan needs also to satisfy the Department for Education and Skills and Transport for London requirements that all schools develop a travel plan document by 2009.

On the points raised at the other meetings:

- it is unlikely that the bus companies will agree to re-schedule their buses during 'school run' times where the demand is low.
- a question was raised about a pelican crossing on Common Road to assist those arriving at the school by bus or on foot. This was not thought to be feasible because of the limited usage.
- Mrs. Watts suggested that there should be a controlled crossing at the Alpine Restaurant crossroads to help girls cross safely.
- the 'school' signage and possibly lighting on Common Road could be improved to make motorists more aware of the school, and would make it safer for girls to cross.
- the availability of cycle training for pupils was discussed and will be taken forward as part of the travel plan.
- Mrs. Watts suggested laying a tarmac path from the school gate to the nursery entrance to make it easier for pedestrian with buggies.

Also discussed were

- Infant department instruction on road safety.
- Junior department instruction on cycling.
- An island in the school driveway to help children cross safely to catch the bus.
- More substantial 'sleeping policemen' to slow down cars effectively.
- Bollards which can rise and fall to prevent parents driving into parking area for staff and visitors in front of main entrance at peak times.

Pre-school and after school clubs

The minibus is used to transport girls to pool for pre-school swimming club to reduce congestion.

Clubs before and after school reduce congestion in school drive because arrivals and departures are staggered.

What the travel plan hopes to achieve.

In order to fulfil these criteria, parents' responses on the questionnaire have been taken into account.

1. Reduce the number of car trips on the school run.

Target

In May 2007, 50% increase in number of car-share schemes.

Who:

Mrs Watts to promote. Mrs Chaney to generate letter putting parents in contact with each other.

2. Increase use of minibus.

Target:

In January 2007, 50% increase in current use of minibuses, and extend the minibus routes to take in a wider area

Who:

Mr. Hooton to pilot reduced fares and Mrs Watts to promote with pupils and parents.

3. Encourage cycling, thus promoting exercise and improving health and independence

Target:

In Spring Term 2007, launch Cycling Proficiency Campaign with London Borough of Harrow, for Years 5 and 6.
Seek funding from Transport for London.

Who?

Mrs Mote, Head of Juniors

4. Encourage walking to school

Target:

25% increase in walking to school in summer months.

How?

Council requested to install pelican crossing outside school gates
Walking bus scheme piloted with rewards etc

Who?

Mrs Shihab (Head of Infants), Mrs Mote (Head of Juniors), Miss Morris (Head of Seniors and PSHCE)

5. Encourage more use of public transport, i.e. become more independent

Target:

In Spring Term 2007, increase number of public transport users by 10%

Who?

Miss Morris to send out information about bus routes and promote sustainable transport in PSHCE classes throughout the seniors.

6. Improve safety in grounds

Target:

Seek funding to install a vehicle barrier to prevent accidents outside main door.

Seek funding to make 'sleeping policemen' more significant to effectively reduce speed of cars and increase safety of pedestrians.

Seek funding for a traffic island at bottom of drive to enable children to cross to bus stop safely.

Who:

Mrs Watts and school travel working group members

By Spring 2007, after consultation with School Travel Advisor, seek funding to improve pedestrian paths across school drive to side entrance for nursery children and second side entrance for older girls.

An information board outside the entrance to the Junior and Infant Departments will be used to promote our objectives.

How are you going to achieve it? is covered by the targets in Part 4, indicating 'by when' and 'by whom'.

Targets which require funding will depend on if and when the funding is made available.

Monitoring of progress

Survey to be carried out in form time at beginning of every term to monitor success of targets and seasonal nature of travel arrangements.

Who?

Mrs Watts, Form tutors and Mrs Chaney with pupil representation.

STP will be included in School Improvement Plan Summer Term 2007.

'Evidence' portfolio to be made to support findings.

An annual audit based on the data will be made at the end of each summer term with a copy being sent to Harrow Council.

A complete review of the travel plan to be carried out every three years.

SIGNATORIES TO THE PLAN

Peterborough and St. Margaret's School

We endorse the School Travel Plan and the annual review and development of initiatives:

Headmistress – Mrs Susan Watts

Chair of Governors – Mr Andrew Olins

**Peterborough and St. Margaret's School
School Travel Plan**

Harrow Council
People First

Harrow Council
Urban Living – Transportation

Harrow Council
School Travel Advisor
