



# **SANDGATE PRIMARY SCHOOL**

## **Updated School Travel Plan**

### **January 2017**

(Original Plan completed January 2006)

### **DCSF No. 886/2545**

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## **Introduction to the school**

This is the third version of the Travel Plan, in which we have reviewed and updated targets from the original document which was created in 2006.

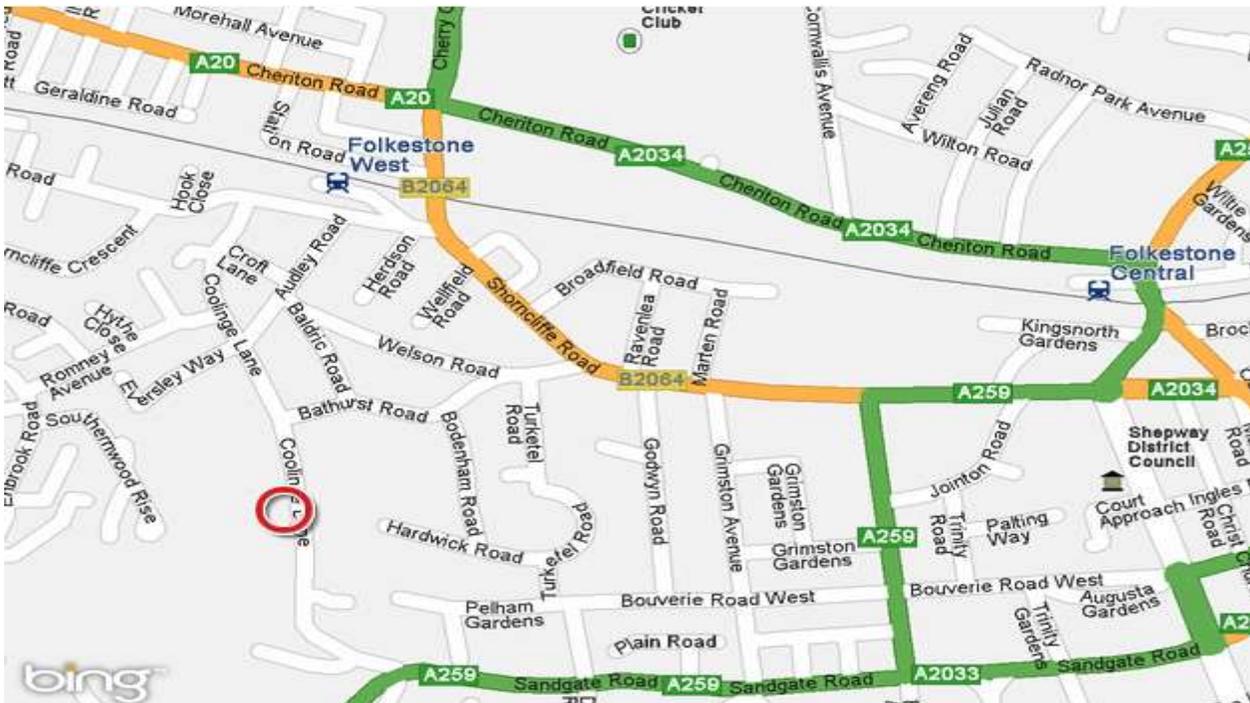
The grants we received since our original Travel Plan was spent on fencing for the front of the school and put towards providing scooter/cycle storage and creating safer car parking by way of painting parking bays and creating a disabled parking space.

At Sandgate Primary School our aim is, at all times, to ensure that every child makes the most of his or her abilities. Success is a great motivator and all children have the right to enjoy success. We are a community school and parents are encouraged to feel a part of our environment, working as a partnership to help every member of our community achieve great things. We are always focusing on the development of the whole child, taking an interest in emotional intelligence, health and welfare, as well as achievement.

### **A summary about our school**

- We have a large site comprising 14 classrooms spread between two buildings. We also have mobile laptop trolleys, a library, a community room, two halls, and corridor and office spaces for group learning.  
All main areas of the school are wheelchair accessible, with 2 disabled toilets on site.
- Our school day is 8.45 a.m. to 3.10 p.m. (KS1) and 3.15 p.m. (KS2). Our current roll is 422 and we are two-form entry for children between the ages of 4 and 11. The children are arranged in two classes per year group across Foundation, KS1 and KS2.
- There are staff parking facilities at the front and in two car parks at the side of the school. The gates are closed between 8.15 a.m and 9.00 a.m and 14.45 p.m and 15.45 p.m to ensure the safety of our children. Children and parents walking to school are encouraged to use the school crossing to cross the road.
- The school has 66 members of staff
- We have no SEN pupils with any specific transport elements.
- There are regular trips offsite for educational visits and sporting activities. If we are transporting children to other locations the bus arrives in our exit point or on the crossing wherever it is safer for the children. We then load/ unload the children in this area. Collection from after school clubs tends to be a mixture of parents in cars, and parents on foot.

- A breakfast club is provided; running from 8:00am until 8:35am as well as after school activities run by teachers and a private after school club is available for children to go to straight after school up until 5:30pm.
- We are an urban school located on Cooling Lane in Folkestone, Kent.
- Cooling Lane has a 30mph speed limit, but has high levels of congestion and limited parking



- We have 60 official parking spaces.
- The school does not have dropping off zones for visitors and children, but has access to scooter parking bays.
- Our school site also caters for younger children, having an independent nursery on our grounds which includes an after school club. This is open from 8:30am until 5:30pm, with parents having the option of allowing their children to attend for either morning, afternoon or whole day sessions.

### **Our school's strengths**

- We have a Table Top School Crossing with School Crossing Patrol Man
- There are enforceable TRO's (traffic regulation orders) on extended yellow zig zags. This means it is illegal to park on the Keep Clear marked areas as this enables access to

emergency services vehicles as well as allowing pedestrians, cyclists and drivers clear visibility.

- The school car park is closed off with a lockable barrier before and after school enabling the immediate school site to be made safe, without vehicle movements which could create hazards at peak times. The car park also has a permanent bollard to prevent access to the school car park from the Folkestone School for Girls entrance. The table top crossing across the car park and the parking bays have also been recently repainted and a disabled bay added.
- Timings of our Breakfast Club and After School Clubs mean that traffic flow is staggered. This gives parents a greater choice with drop off and collection times. They can avoid the peak times and arrive and leave in quieter times with less traffic congestion.
- Our site is protected by a low front fence to prevent children straying into the road from the school grounds.
- The school is committed to ensuring that health education is an integrated part of the school curriculum and that the wider community is involved in its planning, implementation, evaluation and celebration. We understand the importance of investing in health to help pupils do their best, raise levels of achievement and improve standards.

## **Transport links**

### Train

Folkestone West is the nearest train station; it is half a mile and about a 5 minute walk, across Shorncliffe Road up Audley Road, and along Coolinge Lane.

For up to date rail travel information, please log on to <http://www.nationalrail.co.uk>



## Bus

There are bus stops for Numbers 10/10a, 16 and 101/102 buses at the bottom of Cooling Lane/Sandgate Hill and these run from Hythe to Sandgate Road. There is also a stop at the bottom of Audley Road bus stop for the Number 77/78 buses which runs in a loop from Castle Hill Avenue to the Golden Valley.

For current timetables, please go to <http://www.stagecoachbus.com/eastkent>; or <http://www.travelinesoutheast.org.uk> telephone 08712 002233.

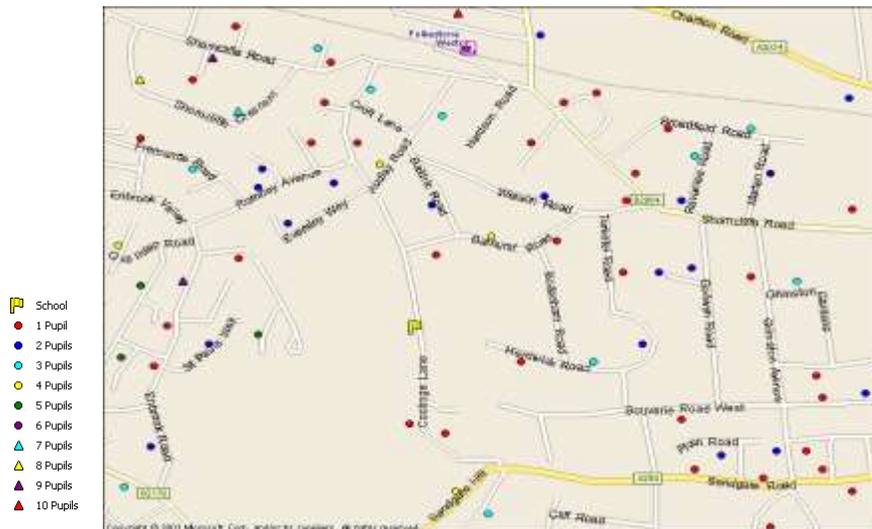
## Cycle route

Unfortunately there are no off road or on road cycle routes near the school, although a map showing cycle routes in the Shepway area can be downloaded from: <http://extranet7.kent.gov.uk/explorekentgis/map.aspx>. This includes a partial cycle route on Shorncliffe Road.

## Walking routes

### Sandgate Primary School

Map to show most common walking routes to school



## School travel issues

These travel issues have been updated from the recent surveys we have carried out although some of the original concerns still remain.

- Our school is adjacent to the Folkestone School for Girls Grammar School which means we have an increase of traffic congestion, particularly at the junction of Cooling Lane, Sandgate Hill and Radnor Cliff Crescent. At an open meeting of Sandgate Parish Environment Council, on 7<sup>th</sup> January 2009, this junction was highlighted as a major safety hazard for children and their parents attending Greenfields Nursery, pupils from Sandgate Primary School and The Folkestone School for Girls who have to cross the junction of Sandgate Hill and the bottom of Cooling Lane. Many parents reported serious problems concerning the speed of the traffic and poor visibility at this junction, often having to walk a considerable distance away from the schools, down towards Sandgate before they feel they can cross the road safely. A flashing sign, "Slow Down Danger" at the top of the hill has been installed as a result of a joint effort between members of the public and the school community the school meeting with KCC Highways Services and the Parish Council. This has gone some way to alleviating some of the problems. However there are still concerns about the area being used as a turning circle for buses as well as its suitability as an area to drop off and pick up pupils travelling by bus and the resulting lack of visibility for parents and children trying to cross the road.
- Parents and members of the public have raised concerns over the speed of traffic from the feeder roads to the school.

- There are a number of parents dropping off at both Greenfields Nursery and Sandgate School. Most children are collected at midday from the Nursery or at 3pm prior to the main school closing time, so again there is no real impact here, as siblings in Sandgate and Nursery then go home together.
- Many new houses have been built on Coolinge Lane, Westbourne Heights, the Acers and on the previous Eversley College site, which also has an impact of traffic volume.
- Due to the road layout, Golden Valley traffic uses Audley Road as a rat run to the train station. The zoning of parking restrictions around the roads near Folkestone West station has also impacted on traffic congestion on the roads closer to school.
- Parents and children are frequently failing to use the proper crossing point, choosing to cross at random points, often walking in through the vehicle entry areas. This is also a popular route with pupils from the Folkestone School for Girls.
- Parents often let their children get out of their cars as close to school as possible, which often includes parents stopping directly on the zig zag lines, on the road crossing itself or directly in front of the school car park barriers, thereby blocking vehicle access.
- It has been noted that visibility is poor on some of the feeder roads (Audley Road and Bathurst in particular), motorists take the bends too fast, cutting corners and making it dangerous for both oncoming traffic and pedestrians who may be trying to cross the road.
- Generally the site is safe as the Site Manager shuts off the access to the car park/school frontage with a gate 15 minutes before and after school start and finish times.
- We can store bikes and scooters in the scooter racks to the side of the Year 1 playground and against scooter storage rails in the front of the Year 1 playground.
- The footpath from Eversley Way has been highlighted as a problem. It is often overgrown and not particularly welcoming. This footpath should be an asset, as anyone that chooses to walk from the Golden Valley will not have to cross Coolinge Lane at all.
- Cars often park over the school crossing point.



The above photographs show where our pupils leave their scooters and bikes during school time.

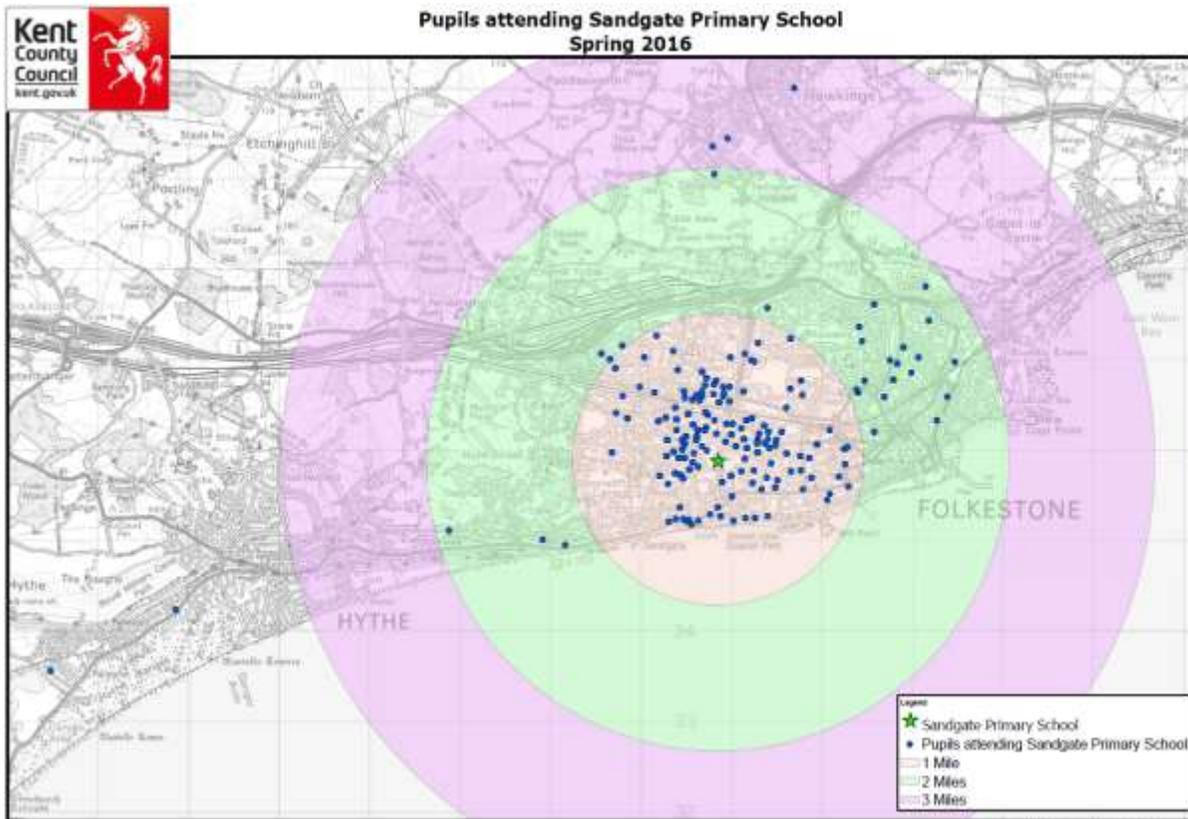


Photograph showing the shortcut from Sandgate Primary School to Eversley Way.

## **Area of school population**

Most of our children, when they start school at initial intake (Foundation), live in very close proximity to the school but as children progress through the school and move, this area can expand with children coming in from other areas of Folkestone, Hythe, Hawkinge, Dover and Ashford. The majority of our children do, however, come from the Folkestone area.

This map shows the current location of pupils residences.



## The travel survey results

### 1. Main School Travel Plan Survey

A survey was sent out to all parents in October 2009 asking how their children travel to and from school and results were received from approximately 50% of the parents.

From the replies that were received the results were as follows:

<b>Mode of Transport</b>	<b>Travel to School %</b>	<b>Travel From School %</b>	<b>Preferred Mode of Travel To School %</b>	<b>Preferred Mode of Travel From School %</b>
Walks alone	0.5	0.5	4	4
Walks with other children	5	3	9	12
Walks with an adult	31	32	20	19
Walks with an adult and other children	14	16	16	19
Train	0	0	1	1
Car accompanied by an adult only	19	23	13	12
Car accompanied by an adult and other children	16	11	11	9
Cycle/Scooter	13	13	25	23
Bus	0.5	0.5	1	1

## **2. Hands Up Class Survey**

A hands up class survey was carried out in May 2016 across all year groups. 416 pupils responded. Pupils were asked how they travelled to school and how they would prefer to travel to school.

<b>Mode of Transport</b>	<b>Travel to/from School %</b>	<b>Preferred Mode of Travel to/from School %</b>
Walk	37.3	27.9
Car	52.7	15.9
Train	0	1.4
Cycle/Scooter	8.9	42.3
Bus	0.6	9.6
Car Share	0.5	2.9
Other	0	0

### **Survey summary**

National evidence shows that children driven to school are less aware of road safety than pedestrians.

In 2009, our survey showed that just over half (50.5%) of trips to school by children were made on foot and 35% were made by car.

In the latest Hands Up Class Survey in May 2016, 37.3% of the children said they walked to school and 52.7% said they travelled by car. The national average in 2014 was 46% walk to school and 46% travel by car. (National Travel Survey factsheet: England 2014). It is apparent that fewer children walk to school than the national average and more children travel by car, than this national average.

However having surveyed the children they would very much like to either cycle or scooter to school. When we consider that a large majority of our pupils live within a one mile radius of the school the opportunity to walk or travel by scooter or bicycle is certainly an opportunity for further encouragement. Very few of our children either use the bus or the train.

Parents who use the footpath via Eversley Way and other footpaths in the area feel strongly about dog mess problems and examples of overgrown vegetation.

## **Targets and objectives**

The overall objectives of this travel plan are:

1. To encourage children to take part in healthy lifestyles, by taking regular exercise on the journey to and from school where feasible.
2. To reduce the conflict between vehicles and pedestrians close to the school.
3. To promote good relationships within our local community.
4. To reduce the number of car journeys to school.
5. To integrate the school travel plan into the curriculum where possible and promote awareness of various travel options.

## **SMART targets**

From the recent Hands Up Survey results a number of targets have been identified:

1. To try to increase walking to school from 37.3% to at least the national average of 46%, by September 2018
2. To increase cycling/scooter to school from 8.9% to 12% by September 2018
3. To reduce the number of children being driven to school from 52.7% to at least the national average of 46% by September 2018

This objectives and targets will be reviewed annually and updated as appropriate. The success of the travel plan will be determined by the results of the annual survey in 2018 and 2019

## **Proposed initiatives**

Sandgate Primary School takes a whole school approach to education and health improvement and is successful in helping pupils to do their best and build on their achievements. We aim to promote physical and emotional health by providing accessible and relevant information, and equipping pupils with the skills and attitudes to make informed decisions about their health. We understand the importance of investing in health to assist in the process of raising levels of pupil achievement and improving standards.

Physical Activity and Safety: Encouraging children to walk or cycle to school and promoting the benefits of walking to general health (cutting down on obesity, helping circulation) should also be taught.

PSHCE: Teaching and learning about health and safety, development of personal and social skills through team and individual activities, games and sports.

Citizenship: Local authority officers or relevant environmental groups could be invited to talk at assemblies and be quizzed by pupils about their respective roles.

As this school is committed to ongoing development, achievements in safe travelling to school need to be celebrated and consistently reviewed to seek further possible improvements.

## **Monitoring and review**

We have carried out annual reviews since our original School Travel Plan and agree to carry on doing so.

The school Travel Plan will continue to be monitored closely and reviewed annually by the Business Manager.

The review will take into account all pupils' needs arising from new developments in education and transport provision. A more detailed review will be carried out should the school seek planning permission for further development.