

The Priory School

A Specialist Sports College



School Travel Plan

March 2008
DCSF No: 305 5419



School Details

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School Type: Foundation

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School Context

The Priory School is a Specialist Sports College in the London Borough of Bromley. We have currently on role 1342 students aged between 11-18. The school also has over 200 staff.

The Priory School is a fast evolving school with achievement improving rapidly. There is a mixture of socio-economic backgrounds within The Priory, including a large number of our students coming from the largest housing estate in Bromley which the school is located on. Students are also drawn from other pockets of social deprivation within the local area including St Paul's and St Mary's Cray. We also have students who live in very affluent areas such as Chelsfield. The largest ethnic minority within the school is of Gypsy Traveller origin – approximately 10 -15%.

The proportion of students who have free school meals is 19% and the number of students that are on the SEN register at A, A+ or Statements is 36%. The Priory School also has a SpeLD provision which supports students with Dyslexia.

The Priory School is proud of its Sports College status as we see this as impacting on whole school improvement by raising self confidence and self esteem using health and fitness as major focuses. It also enables our students to gain qualifications in leadership and coaching which provide lifelong learning skills which will develop the whole person.

The Priory School has demonstrated in the last three years that school improvement is priority with our 5A* - C going from 28% to 61%. Using workforce reform as a major tool, teachers are now focusing on what is happening in the classroom which is therefore impacting on overall standards.

Our extended school provision has also contributed to this success by working closer and supporting all students to reach their potential using non teachers in significant roles within the school, such as pastoral managers for each year group. The relationship we have created with multi agency groups has created networks previously not available to schools in the local area. As a consequence of this, the local community are now working in partnership with school and see it as a developing hubsite for many different activities.

The Priory School has become a focus for new initiatives and has been used by the DCSF as an example of good practice. The impact on the local community earned the school a RESPECT Award from the Home Office in March 2007.

The School Location

Site

The School has fronts onto Tintagel Road with 3 entrances/ exits available to students at the beginning and end of day. These entrances/ exits are also accessible by cars. The school also has another entrance/ exit to the back of the school in Ramsden Road.

The site is approximately 600 metres from one to the other and includes a dual use sports centre that is open to the public at times during the school day and after school from 5.30pm to 10.30pm weekdays and 10am to 4pm at weekends

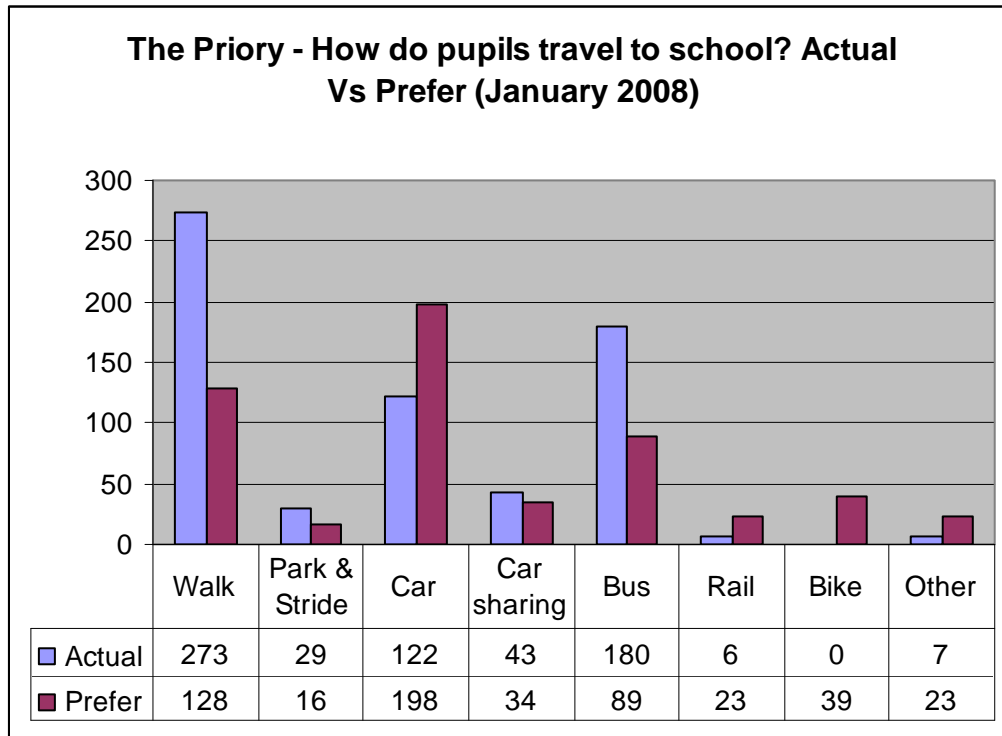
Map of area



Travel to School and Catchment Area

The majority of students live within 2 miles of the school with a small number living 5 miles away or more. The majority of students walk to school as would be expected given the proximity of their homes. The next most popular mode of travel is by bus then car.

Baseline Data



We have 1 student who has transport provided due to physical disability – this transport enters into middle car par on daily basis before and after school for pick up. Gates at this time are open.

Public Transport

The school is served by a number of buses which travel along Tintagel Road or Ramsden Road including R1, R4, R9, 353 and 654. Orpington Railway Station is approximately 2 miles from the school.

Facilities

We have three car park areas within our school:

- ✓ Leisure car park: 57 spaces
- ✓ Main car park: 42 spaces
- ✓ Car parking area around 6th form block: 19 spaces

The majority of staff travel to work by car and therefore car parking is insufficient. In addition we have many visitors to the school from outside agencies, parents

and other members of the community during the day. Some of our 6th formers have cars too but they are not allowed to park on school site. Parking permits have been handed out to all staff which allows site staff to monitor vehicles on school site.

Type of cycle storage facilities How many bikes does it hold	N/A
Number of staff car parking spaces	118
No of visitor car parking spaces	
No of school lockers	1200
Playground shelter	N/A

Plans for the future of the School

The Priory School has recently submitted new building plans to the Local Authorities planning department – to increase our sport and leisure facilities for the school and local community. The main developments would be the existing astro turf being upgraded along with a new astro turf built alongside it. Both astro turfs will provide additional spaces for the school during the day and in the evening further space for the local community to access in the evening.

The build will also consist of an extension of the existing sport and leisure facility as well as a new building which will be seen as the local community centre, which will be accessible to the local community during the day as well as the evening.

As part of this planning application, traffic, noise and lighting surveys have all been completed.

School Opening Times and Pre/ After School Clubs

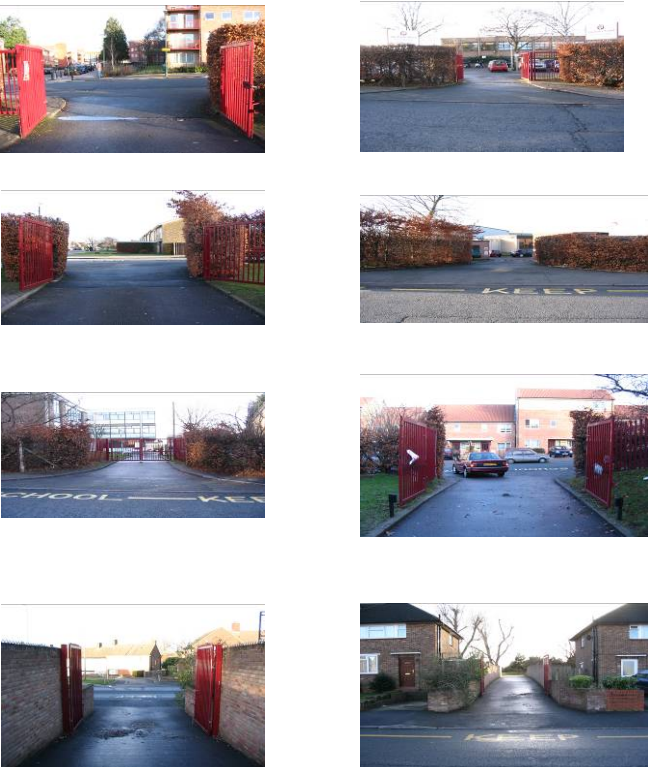
The main school opens from 8.25am until 9.00pm at night, Monday to Friday. This includes the extended services provision that caters for Adult Education and Youth clubs as well as school extra curricular activities. The Dual use leisure facility is open to the public from 5.30pm to 10.30pm Mondays to Friday and from 9.00am to 6.00pm on Saturday and 10.00am to 6.00pm on Sundays.

School extra curricular clubs include:

- Basketball
- Boxing
- Chill Out club
- Gymnastics
- Hockey
- Netball
- Football – Girls/ Boys/ Junior/ Adult

- Table Tennis
- Pool club
- Rugby
- Dance – Ballet/ Street/ Bromley Youth Dance
- Music
- Trampolining
- Youth Club
- Adult Education classes on Tuesday night
- Parent and student Transition programme
- Sheltered Housing sessions
- Magpie Community Dance club
- Moving on to Secondary Schools Project during Easter and Summer holidays

Issues Already Known to School

Problem	How was this identified	Solution
<p>1350 students leaving the school at 3.10pm poses possible danger at the exit points which lead into relatively busy roads. The school exits are also used by cars entering and exiting at this time which can present further danger.</p> 	<p>Prior knowledge Observation by staff on duty</p>	<ul style="list-style-type: none"> • Liaise with LBB Engineers to explore putting metal railings around edges of curbs round exits of school so as students file out safely inside these. <i>LBB Engineer feedback: I have put in quite a lot this year and they can certainly be considered. They must be pedestrian only entrances/exits.</i> • Liaise with LBB Engineers to explore restricting speed to 20mph outside the School on Tintagel Road as this is the higher priority/ more dangerous area of the two. <i>LBB Engineer to undertake a site visit</i> • Open Pedestrian gate on a daily basis when students are coming and leaving school. • Road Safety Education for pupils

T junction on Tintagel Rd with Eldred Drive, near leisure gate. Students who are entering/ exiting from leisure gate are at risk.



Prior knowledge

Observation by staff on duty

- Liaise with LBB Engineers to explore putting traffic calmers at this T-junction.

LBB to investigate need for a crossing

- Liaise with LBB Engineers to explore putting metal barriers on the curb corners by the leisure exit.

LBB Engineer feedback: I have put in quite a lot this year and they can certainly be considered. They must be pedestrian only entrances/exits

- Increase signage at gate about traffic awareness for students. School to look at budgeting for this as part of building priorities for September 2008.
- Road Safety Education for pupils

Congestion in Tintagel Road and Ramsden Road, caused by parents of our students parking/ stopping to pick up their children at the end of the day. Congestion is caused by cars being parked on opposite side of road facing the school on Tintagel Road, which makes it impossible for a car and bus to pass alongside each other. On Ramsden Road, cars park on both sides of the road and this once again presents an issue for cars passing each other. The parking of an ice cream van in Ramsden Road during the warmer months doesn't help the congestion issue either.



Prior knowledge

Observation by staff on duty

- Liaise with Engineers to explore putting further parking restrictions in Tintagel Road – so cars aren't allowed to park immediately opposite the school, so keeping this area completely clear.

LBB Engineer feedback: This is not an appropriate use of yellow lines. Parking at schools is not deterred by waiting restrictions. Restrictions to try to stop DANGEROUS parking is a different matter

- Investigate with LBB if new signs can be put up to restrict parking further outside school gates

LBB Engineer feedback: This is not an appropriate use of yellow lines. Parking at schools is not deterred by waiting restrictions. Restrictions to try to stop DANGEROUS parking is a different matter

- Ask ice cream van to park further away from exit of school on Ramsden Road
- Encourage park and Stride as alternative to car use

Poor facilities for cyclists e.g. lack of secure storage, no covered storage. **Lack of cycling routes to the School?**



Prior knowledge

Observation of staff on duty

Survey results

- Seek cycle storage from Mayor of London's storage programme
- Extend CCTV system to cover new cycle store
- Liaise with LBB engineers to explore possibility of extending cycle lanes along busier routes to school.

LBB Engineer to investigate further

- Raise awareness of benefits of cycling with students in health magazine.
- Introduce bike training courses with students who want to bring bike to school and all year 7 and 8 students.
- Investigate writing a school cycling policy

Lack of parking spaces on the school site



Prior knowledge

Observation by staff on duty

- As part of the new build, new parking areas to be created for evening traffic.
- New use of existing car parks during the day to allow for staff to park, visitor car park and disabled parking only.
- Parking permits have been issued to all staff and this needs to be enforced with the new parking allocation.
- New lighting to be investigated for car park areas as part of new build as at the moment can be very dark and CCTV is therefore ineffective.
- Earmark specific areas for disabled and visitors in new car parking arrangement.
- Sixth form students not permitted to park on school site – use of other kinds of transport.
- Staff car sharing to be encouraged
- Parking further away from the school to be encouraged.

Issues that have been identified through the Travel Survey

Problem	How was this identified	Solution
<p>Dropping off and picking up outside of school is an issue:</p> <ul style="list-style-type: none"> • Parents dropping off on yellow zig-zags • Tintagel Road and Ramsden Road becoming congested at beginning and end of school due to number of parents dropping off and picking up 	<p>Through Staff and Student surveys</p>	<ul style="list-style-type: none"> • Ask parents to drop off away from school a bit and allow students to walk in last part of journey. • Remind parents about yellow zig-zags outside of school • Raise attention of students and parents through different forms of media – benefits of walking to school. • Highlight to parents different DOP and PUP to help eliminate congestion. • Include in different forms of media to both students and parents.
<p>Use of cars – although only fifth of students use cars, the vast majority of staff do. Both groups indicated that they do so on an individual basis.</p>	<p>Through Staff and Student surveys</p>	<ul style="list-style-type: none"> • Explore with staff and students the idea of a car sharing scheme – highlighting benefits of this.
<p>Although vast majority of students felt safe if they walk to school, road safety and safety while walking to school was highlighted as areas that students would like to have further information on</p>	<p>Through Student survey</p>	<ul style="list-style-type: none"> • Incorporate road safety/ general safety into PSHE program • Invite police liaison officer to talk to year groups about general safety in assemblies • Invite Bikeability in to teach specific students about road safety • Invite LBB Road safety team in to

		<p>talk to specific students in assemblies about Road Safety</p> <ul style="list-style-type: none"> • 6th form road awareness scheme Include in different forms of media to both students and parents.
Number of students who would like to use bicycles to come to school	Through Student surveys	<ul style="list-style-type: none"> • Introduce bike safety scheme using Bikeability • Improve cycle storage • Improve cycle security using CCTV • Devise cycle incentive scheme • Raise student and parent awareness of benefits of cycling to school through different forms of media
Traffic calming system and crossings required outside of school both on Tintagel Road and Ramsden Road due to speed of cars at moment and crossing being dangerous at times	Through staff and student surveys	<ul style="list-style-type: none"> • Discuss with LBB Engineers the possibility of specific crossings on Ramsden and Tintagel Road. <i>LBB Engineer to undertake a site visit to investigate crossings</i> • Explore with LBB Engineers the issue of Eldred Drive and Tintagel Road and creating a traffic calmer at this particular junction.
Improve school entrances/ exits due to cars using them at same time as students using them	Through staff and student surveys	<ul style="list-style-type: none"> • Liaise with LBB Engineers to explore putting metal railings around edges of curbs round exits of school so as students file out safely inside these. <i>LBB Engineer feedback: have put in quite a lot this year and they can</i>

		<p><i>certainly be considered. They must be pedestrian only entrances/exits.</i></p> <ul style="list-style-type: none"> • Liaise with LBB Engineers to explore restricting speed to 20mph outside the School on Tintagel Road as this is the higher priority/ more dangerous area of the two. <p><i>LBB Engineer to undertake a site visit</i></p> <ul style="list-style-type: none"> • Open Pedestrian gate on a daily basis when students are coming into and leaving school. • Consider installing another separate pathway for students entering the site
Staff being able to cycle into school	Through staff surveys	<ul style="list-style-type: none"> • Improve cycle storage • Improve staff shower facilities

How does the travel plan fit in with our school ethos?

School Vision Statement

- Respect for my own learning
- Respect for other people's learning
- Respect for the learning environment

Every Child Matters

We gained the Healthy Schools Award July 2007. We promote healthy lifestyles through Citizenship, Food Technology, PE and assemblies. We promote healthy lifestyles further in Health Days for Year 9 co-ordinated by Primary Care Trust.

We have a Healthy Schools working group which work on how to improve the 4 areas of Healthy Schools. We have introduced healthier food options into our school canteen that is inline with the Schools Food Trust Guidelines. Our canteen is open for all students at breakfast from 07:45am, break time and lunchtime.

We work very closely with our local community through the extended school and leisure facility. Our Deputy Head Teacher for Community is the Chair for the Local Safer Neighbourhood Panel, with meetings hosted on our school site. We also work with the local community concerning issues of students behaviour on journey's to and from school.

What has already been worked on?

- Staff members supervise the school entrance before and after school to ensure that students enter/ leave the site as safely and responsibly as possible.
- SLT regularly monitor the local bus stops and the road outside all exits on Tintagel Road and Ramsden Road.
- We have installed electronic gates on Tintagel Road (bottom gate) to reduce vehicular access during the day.
- The Priory School is represented on the local Safer Neighbourhood Panel Team where we meet with our community officers and representatives from our local community.
- We raise awareness of parking issues, parents dropping students off at the School gates, driving into School grounds and turning in the school entrances on a one to one basis where necessary.
- There are red areas marked on school site for no parking and blue areas marked for visitors but both areas not high profile enough.
- Parking permits created for staff
- CCTV has been extensively set up around school which monitors 3 entrances/ exits of school – 20 cameras in all
- Students are encouraged to stay behind after school and take part in OSHL/ clubs.

- Members of our site staff carry out regular litter checks on Tintagel Road.
- Site staff also ensure entrances/ exits/ fences are maintained to a good standard so local community do not see the school as visually unacceptable.
- Traffic Movement plans have been put into place for when new electronic gates are added to entrances.
- In the past, we have had road safety education with our road safety officer. In Spring term 2007, we had a course of traffic education for year 12 pupils. In May 2006, Year 9 pupils took part in the Maths stats project run by the LBB Road Safety Officer. This comprised of two sessions, one with 122 pupils and one with 120. Also, our road safety officer led some transition road safety lessons with year 7 pupils in March 2006. Again, this comprised of two sessions, one with 100 pupils and the second with 110.
- The school is very pro active with the British Transport Police and the Bromley PCSO Travel team to ensure that our students and the public are safe while travelling. Issues are dealt with by the school involving it's students on public transport.

Aims and Targets

What we want our Travel Plan to Achieve – Our Aims and Targets

1. Raise students awareness and understanding of road safety
2. Increase the percentage of students who cycle to school from 0% to 5% in two years - March 2010
3. Reduce the percentage of students who travel to school by car from 18% to 13% in two years March - 2010
4. Increase percentage of students who walk to school from 41% to 51% in two years - March 2010.
5. Reduce percentage of staff who travel by car on their own from 89% to 84% in two years – March 2010

Consultation

Consultation and Surveys

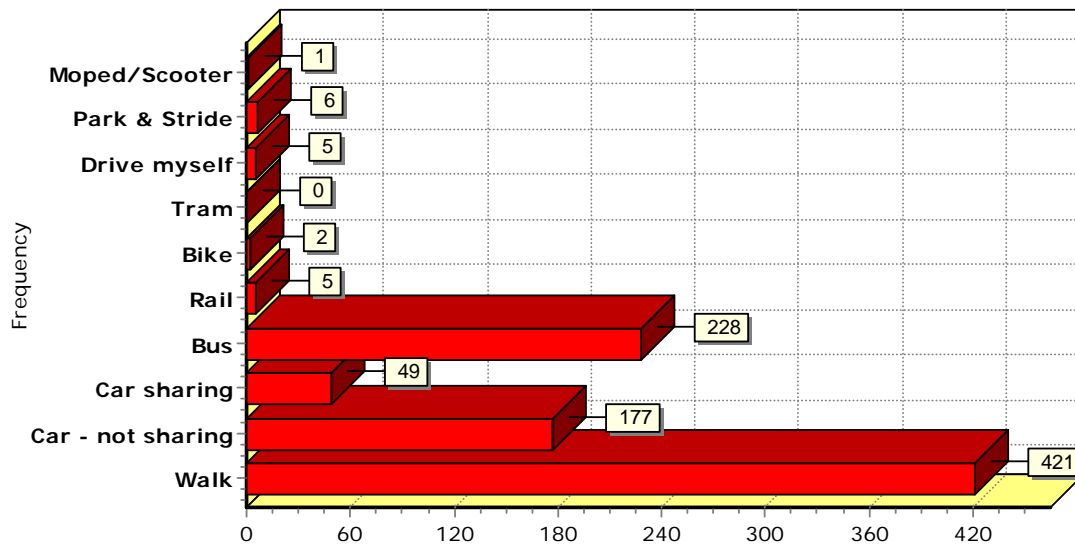
- Hands up surveys were carried out in all form classes during January 2008
- All students were asked to complete a detailed survey in form class January 2008
- All staff were asked to complete a full survey January 2008
- School Council discussed travel plan issues at meetings
- Healthy Schools working group discussed issues at meetings
- Meeting with LBB STP advisor in October 2007
- As part of our development plan for new build, a new traffic plan has been submitted to LBB Planning dept.
- Governors have been informed of the plan and are aware of the content.
- PTA have been informed about the writing of the plan and consulted on the matter of safe bicycle storage.
- The travel plan has been shared with the Safer Neighbourhoods Panel.

The Priory School Pupils Survey Results January 2008

We received 900 responses which equals a response rate of 72%.

We began the pupil survey by asking how pupils normally travelled to and from school.

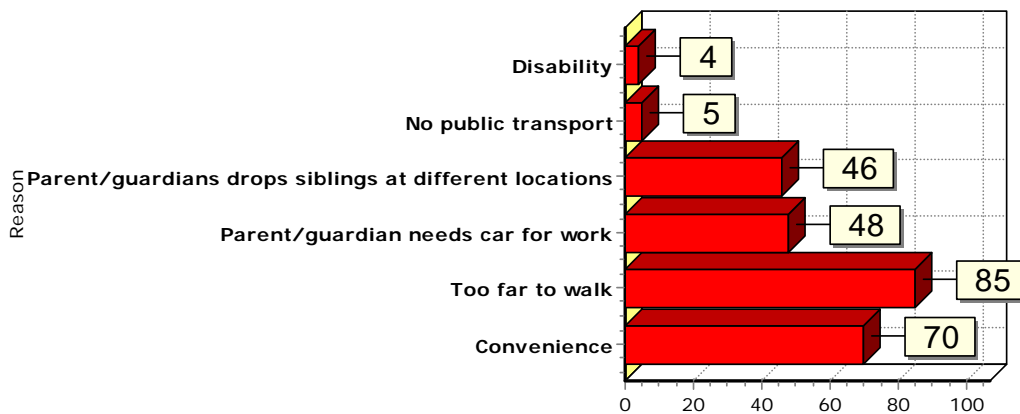
How do you usually travel to school?



As can be seen from the above graph, the majority of pupils usually walk to and from school. The bus and single occupancy car journeys were the second most popular methods of travel. Two pupils currently travel to school by bike.

We wanted to know the reasons behind pupils using the car to travel to school, even though these respondents only represented about one fifth of the total population.

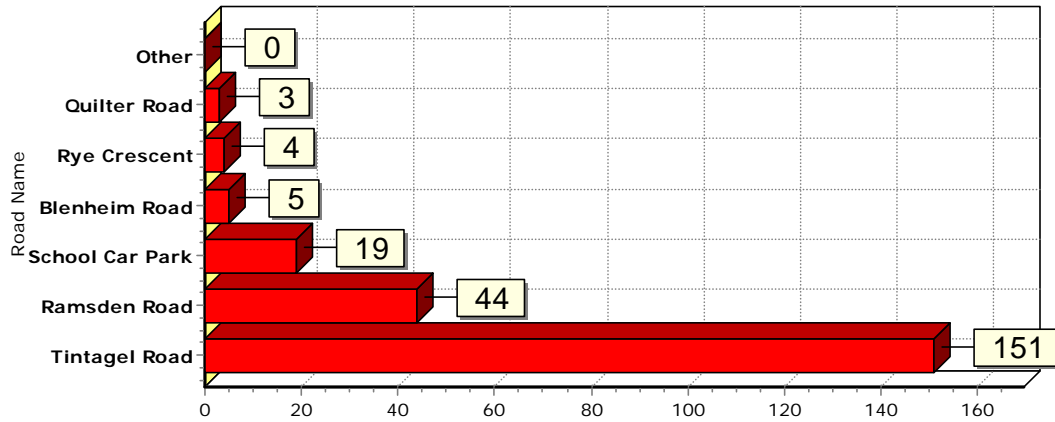
If you come to school by car, why do you travel this way?



The main reason was living too far away from the school, followed very closely by convenience.

Continuing with the car as the most favoured mode of transport, we asked pupils where they parked or were dropped off. This allowed us to identify congestion hotspots.

If you drive to school, where do you usually park?

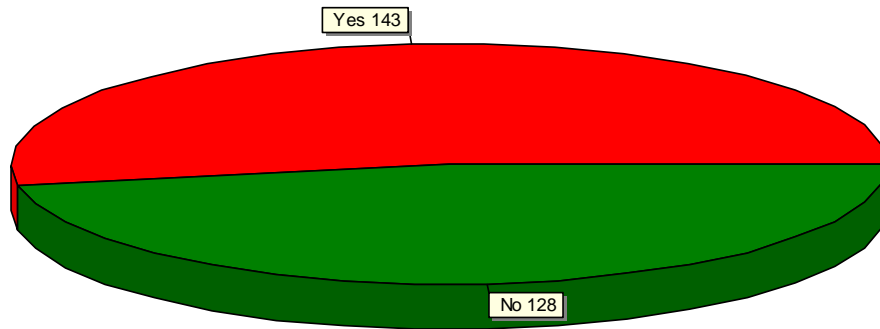


The majority of pupils parked or were dropped off on Tintagel Road indicating, as do further comments on the surveys, that this is a highly congested area. Other places to park stated by respondents were:

Road Name	Number of Responses
Eldred Drive	4
Ramsden shops	3
Wilmington Avenue	2
Dyke Drive	2
Bottom gate	2
Petten Grove	2
Landway	2

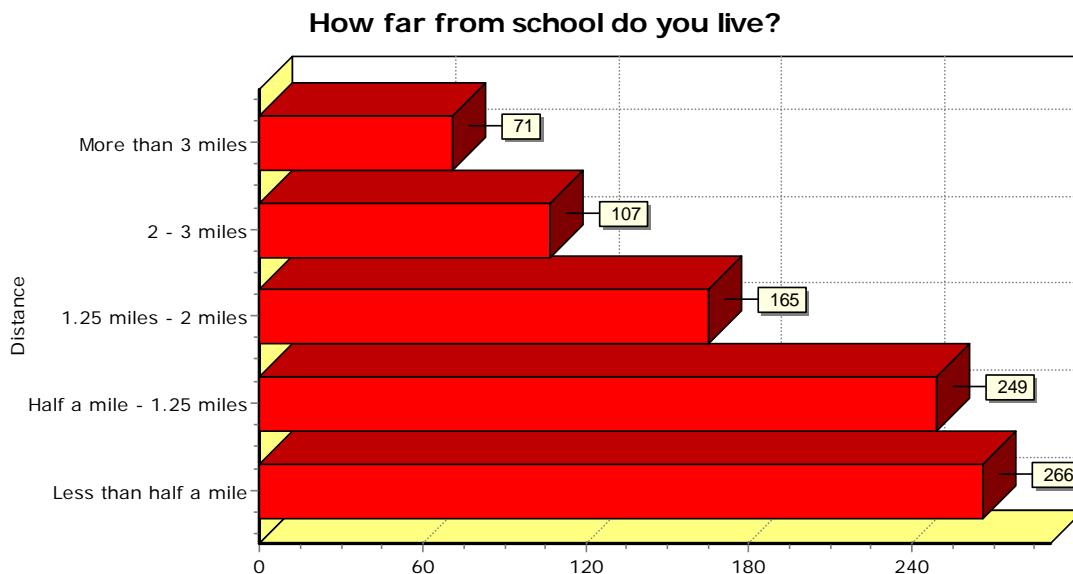
In order to reduce the number of cars bringing pupils to the school, the idea of car sharing was investigated.

If you come to school by car, would you or the car driver consider car sharing?



As can be seen from above graph a slight majority of pupils said they would consider car sharing. This indicates that potentially a car sharing scheme could be tested out amongst pupils and parents with possible success.

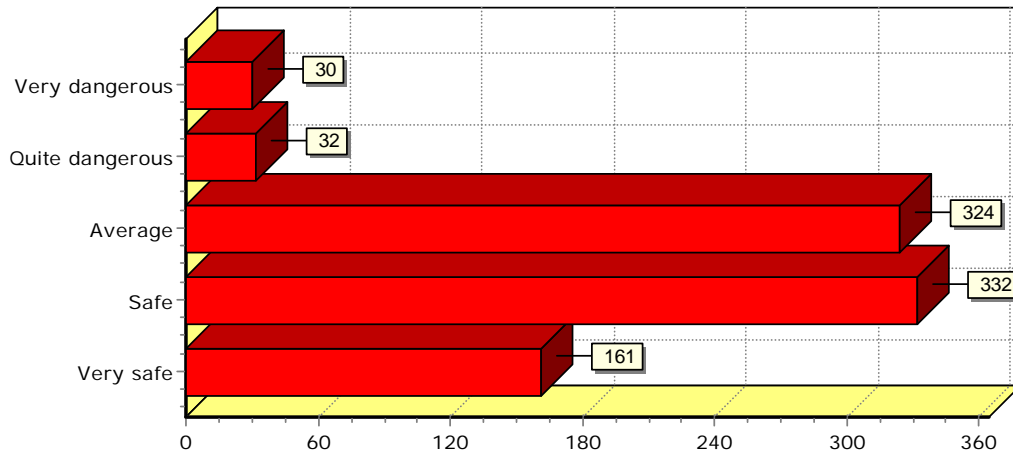
As distance was one of the main reasons for car usage we investigated how far pupils lived away from the school.



The majority of pupils live within half a mile of the school, which may account for the high number of walkers to the school.

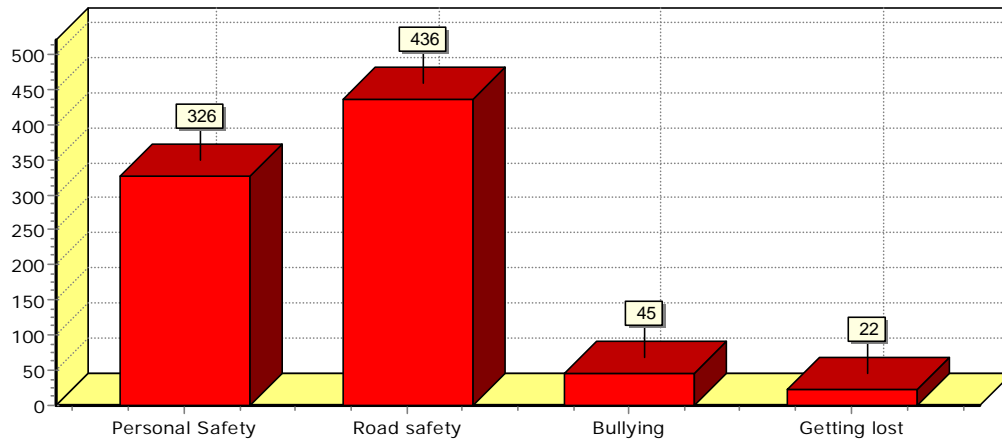
We then asked all pupils how safe they thought their journey to school was, regardless of which method they used.

If you walk to school, how safe is the journey?



The majority of pupils thought that their journeys were safe, followed by average. However, a small number did consider their journeys to be quite dangerous or very dangerous.

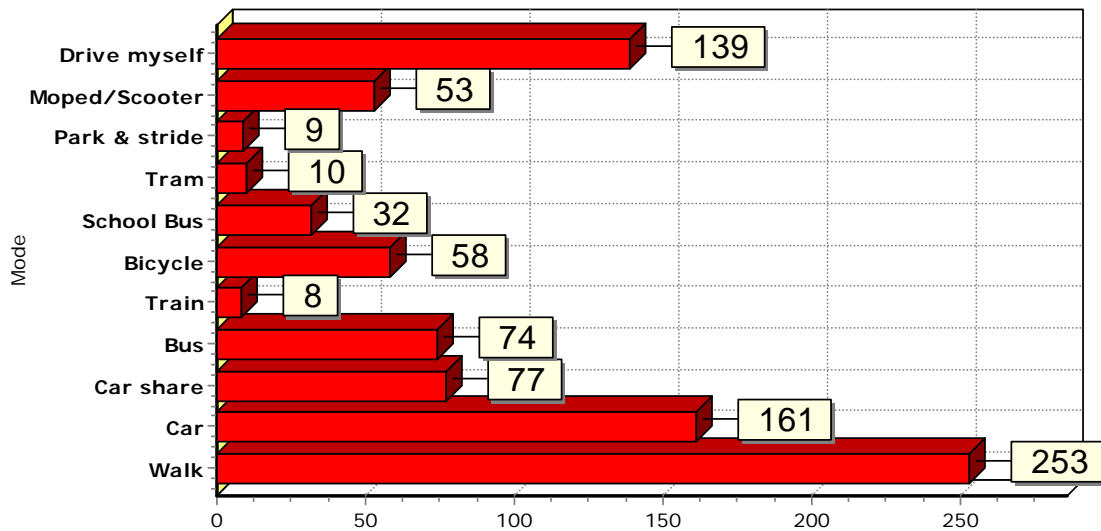
What factor is involved in this safety rating?



The main concerns relating to this safety rating were personal safety and road safety. These concerns could be addressed through road safety education or linking with the local police officer.

We then asked pupils how they would travel to school if they had the choice.

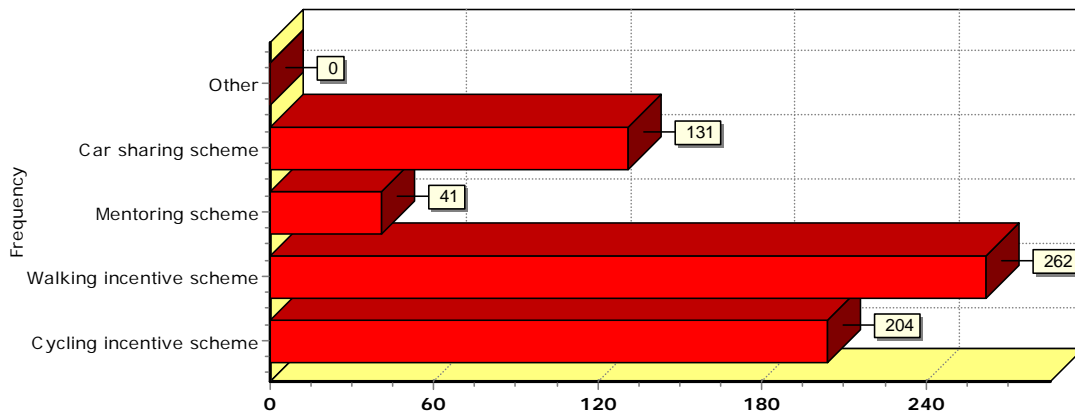
How would you travel if you had the choice?



Encouragingly, the majority of pupils said they would continue to walk to school if they had the choice. However, this was followed by those who would like to drive themselves or be driven via single occupancy car journeys.

In order to encourage more sustainable forms of transport, we asked what projects or schemes pupils would like to see implemented at their school.

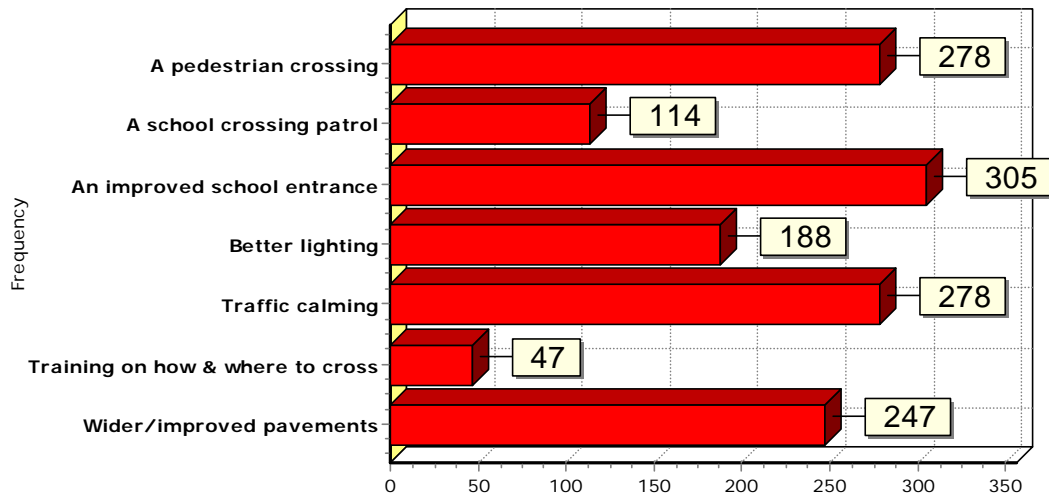
What projects/schemes would you like to see at school?



The majority of pupils said that they would like to see a walking incentive scheme at the school to support the high numbers of pupils already walking to school. Other suggested schemes included; Bike storage (x2 responses), School bus (x4 responses), Public transport scheme (x3 responses) and a walking with friends scheme (x3 responses).

In order to encourage walking in particular, we asked what improvements pupils would like to see on their journey to school.

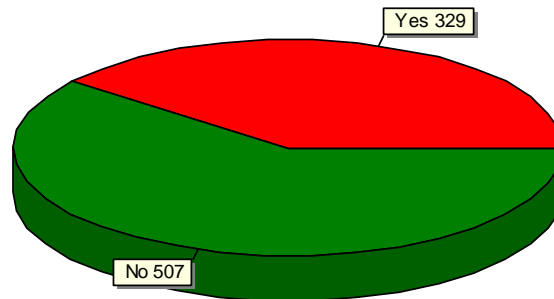
What improvements would you like to see made on your school journey?



By a slight majority, an improved school entrance was the most popular choice of improvements stated by pupils at the school. This was followed by a pedestrian crossing and traffic calming. After this, wider/improved pavements were most desired presumably for those who already walk to the school.

Finally we asked pupils about their perception of traffic and parking.

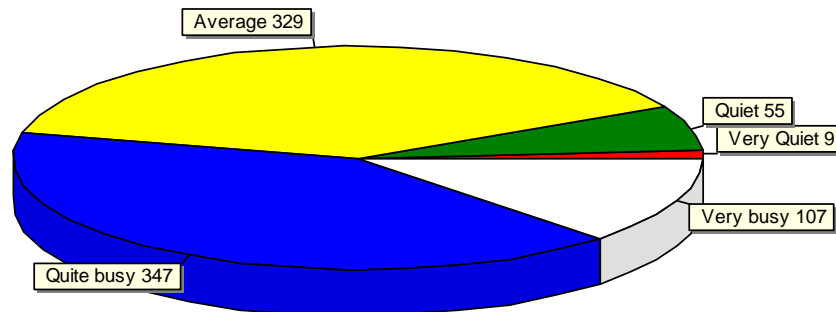
Do you think there is a problem with parked cars outside your school?



The majority of pupils thought there was a problem with parked cars outside the school. However in contrast the traffic was thought to be 'quite busy' to 'average'

(see graph below).

How busy do you think the traffic is outside school?



Other comments from pupils included:

Traffic and Congestion

- **Court Road** is too busy, needs traffic lights near BP garage.
- **Tintagel Road** is always packed.
- It is quite busy on **Chelsfield Road**.
- **Tintagel** – parents pull up, then drive off really fast. Drive into **Eldred Drive** too fast.
- There is a lot of traffic along **Ramsden Road** which often won't slow down or stop if you want to cross the road. There's also a lot noise along it.

Crossing the Road

- It is hard to cross the road around the school. I would like to have a zebra crossing on **Ramsden Road**.
- Yellow lines outside school so we can see where to cross.
- The cars shouldn't be able to park outside the school because you can't see when other cars are coming.
- **Tintagel Road** – quite busy and it's harder to cross.
- People walk out in front of cars.
- In **Tintagel Road** has yellow zigzag lines but parents do not obey them which then causes problems with children getting into school.
- I think we should have a zebra crossing outside our school because cars never let you past.
- When crossing the road at the Ramsden entrance it can take up to ten minutes and is very dangerous because of the high volume of traffic.
- There could be a better crossing at the sports leisure gate.
- **Ramsden Road**: Needs to be a zebra crossing somewhere outside the school. By the bus stops is a place for a zebra crossing.
- There is no crossing for students to cross safely over **Ramsden Road**.

- A pedestrian crossing on **Avalon Road** outside the entrance to **Berrylands**.
- People don't stop at the zebra crossing when you try to cross they fly past.

Pavement Problems

- Towards the middle of **Mosyer Drive**, the pavements are not very even and can be considered a safety hazard.
- Overgrown nettles and bushes in the alley mentioned above.

Public Transport

- Not enough buses.
- The 654 school bus is jam-packed going home from school. Possibly need two buses.
- More buses with a similar route to the 654.
- On the 654 bus people smoke on the top deck.
- When taking a bus, the bus should stop and not carry on when waiting for a bus or there should be two buses in the mornings then this will not happen and we will not be late! The bus is the R4.
- Add a bus that takes only Priory children.
- The buses I travel to school on (R11/B14/R1) receive a lot of trouble from Orpington College students, where I and a friend were threatened to pass our belongings to them and was close to being mugged.
- The buses stopping outside top gate cause lots of traffic and dangerous driving.
- At the bus stop outside the sports centre gate it is a problem to drive through the parked cars when the school bus is waiting for 5 minutes.
- A lot of students misbehave on the 654 bus. Maybe there should be a 'bus patrol' to control them.
- Bring back bus conductors and make sure kids are behaving (community officers).

Personal Safety

- I don't feel comfortable walking to school because I'm that worried people may bully me. It's happened before when I was walking home from school.
- There are no problems except gangs messing about.
- Poor lighting in alley off of **Bridge Road** and connecting alley off of the road **Greenway Road**.

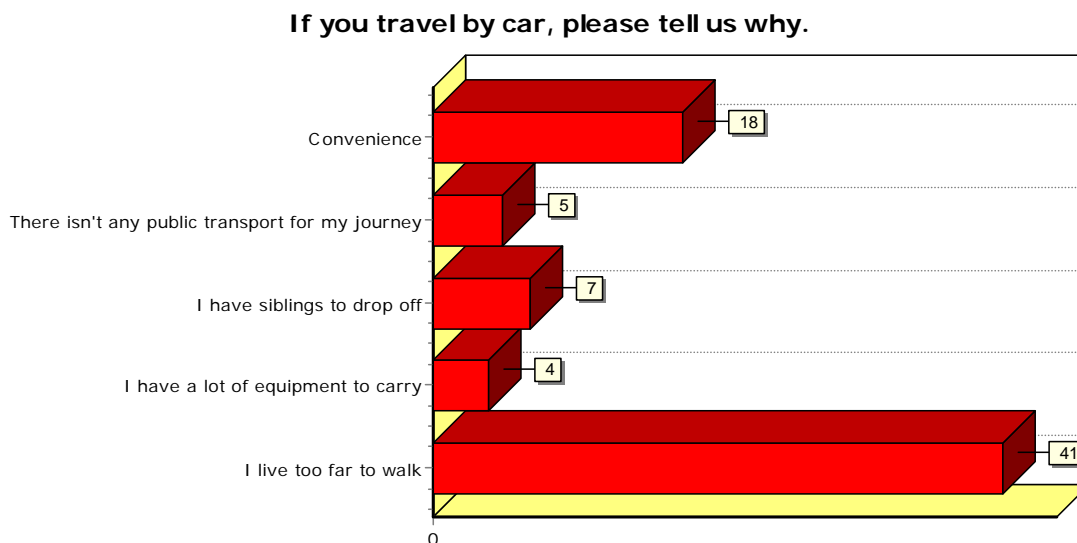
The Priory School Staff Survey Results January 2008

We began the staff survey in a similar way, by asking how members of staff usually travel to and from school.



Nearly all of the staff surveyed came to school by via single occupancy car journeys. A smaller number walk, car share or come by moped or train.

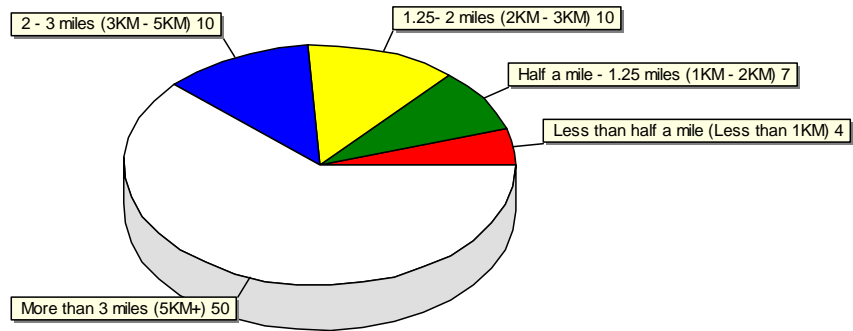
As so many staff came to school by car we investigated the reasons why.



The main reason was distance followed by convenience. Seven members of staff have children to drop off and four have too much equipment to carry.

As distance was the main reason for car use, we asked how far away staff lived from the school.

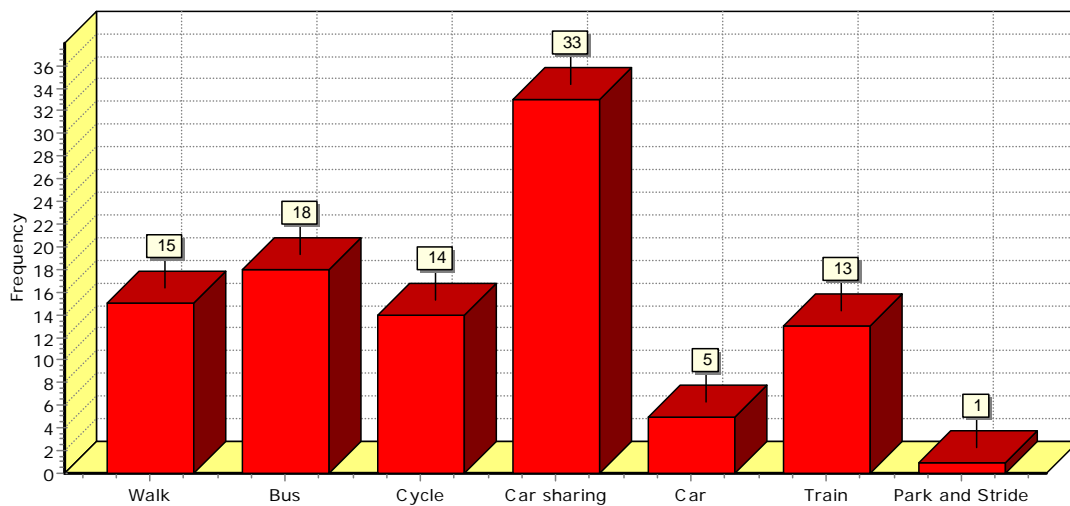
Travelling on your normal route, how far from school do you live?



It can be seen from the above graph that the majority of staff live more than 3 miles away from the school, confirming that distance is indeed an issue for them. Four lived within half a mile of the school.

In order to encourage more sustainable modes of transport, the alternative modes of transport that staff would consider were investigated.

What alternative methods of transport would you consider for your journey?

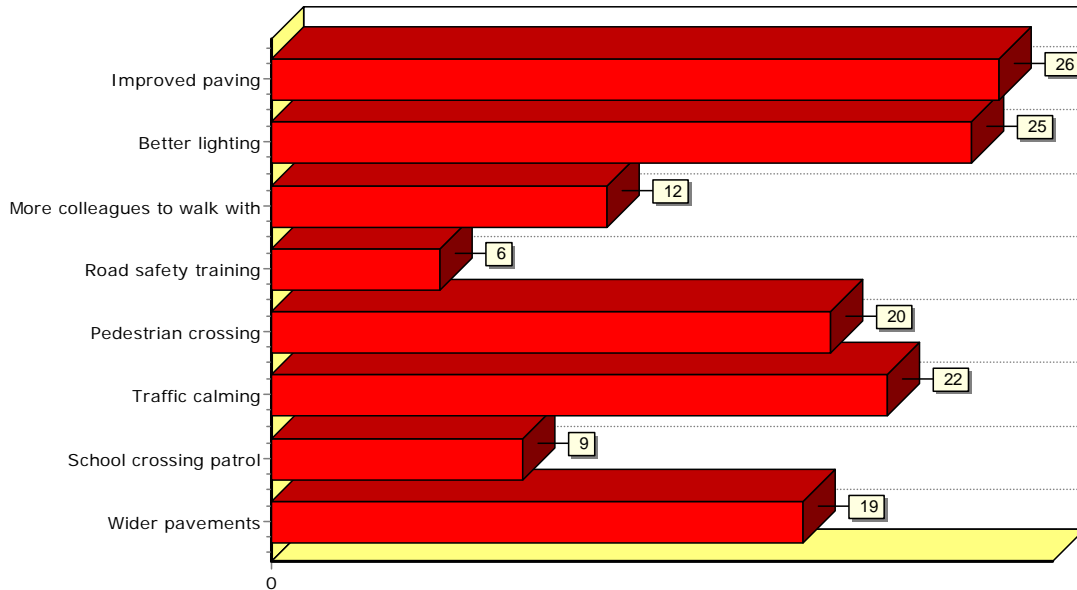


A fairly high proportion of staff indicated that they would consider car sharing as an alternative, followed by the bus, walking and cycling. It is worth noting that

many members of staff felt that it was not possible to travel by any other method than car for various reasons, including distance.

We investigated other ways in which we could encourage staff to walk to school, either themselves or others

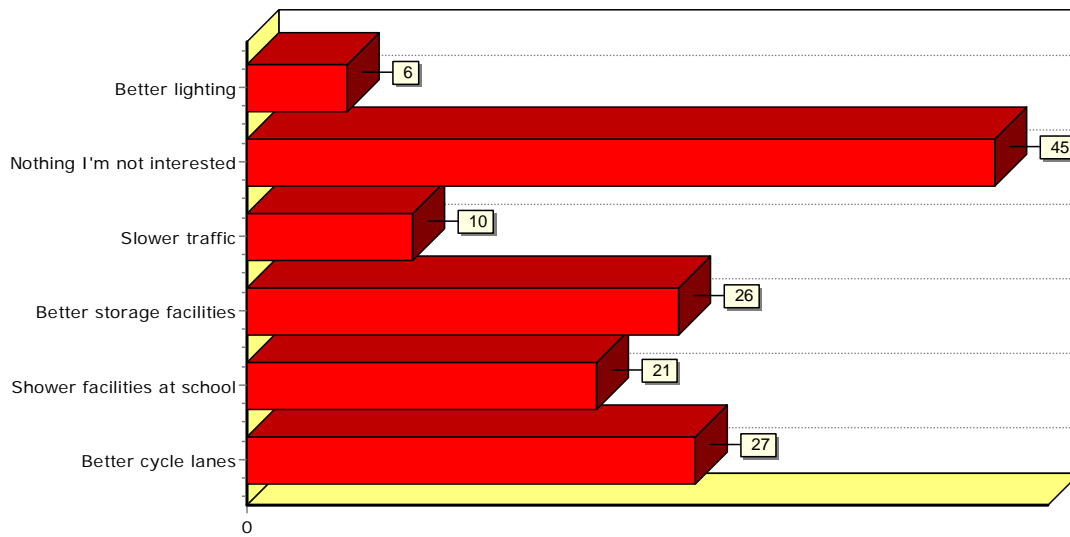
What improvements would you like to see made on the school journey to encourage you or others to walk?



Improved paving and better lighting were the most popular improvements that staff would like to see on the journey to school, indicating that areas of road safety and personal safety are of high concern.

Looking at alternative methods of transport, we investigated what could be done to increase the number of staff cycling to school.

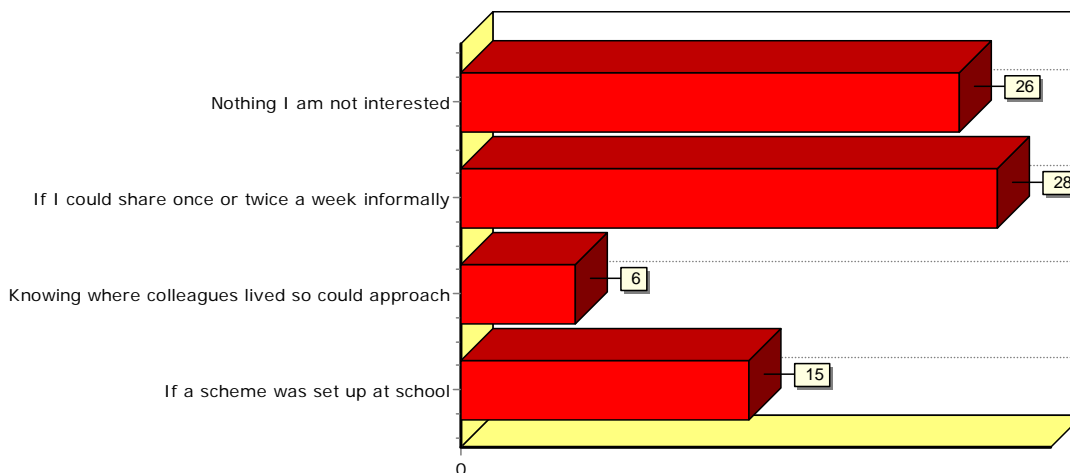
What would encourage you to cycle?



The majority of the respondents would not consider cycling to school at all for various reasons. However, better cycle lanes and better storage facilities were stated as the next most popular areas which would encourage cycling.

As car sharing was the most favoured alternative out of the options offered in the earlier question, we asked what would further encourage staff to car share.

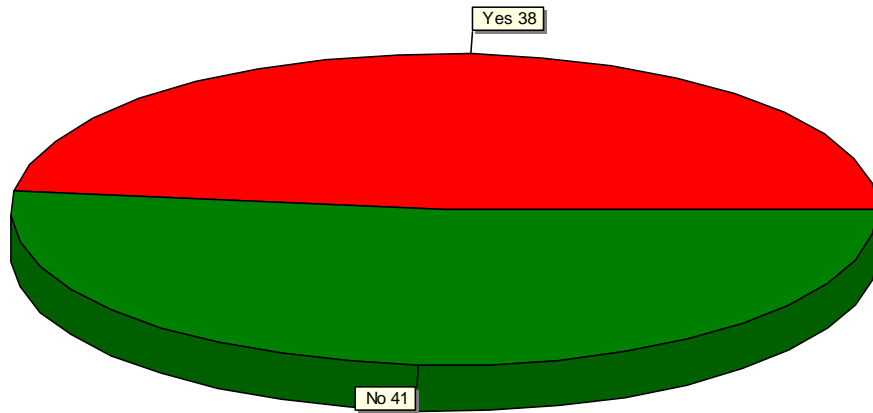
What would encourage you to car share?



Sharing informally once or twice a week was the most popular option here, although this was followed closely by those members of staff who said they were not interested in car sharing as an alternative.

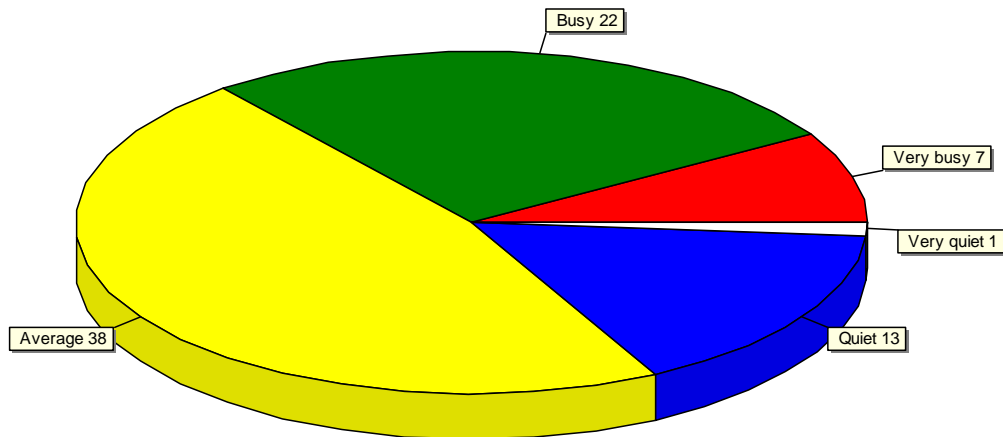
We wanted to know if staff thought there was a problem with parked cars outside their school.

Do you think there is a problem with parked cars outside your school?



A very small majority of staff thought that there was not a problem with parked cars outside the school. With this in mind, we asked staff about traffic levels around the school.

How busy do you think traffic is around your school?



Most staff thought there traffic levels outside the school were 'average', probably dependent on the time of day and the entrance they are using.

Other comments from staff included:

Traffic and Congestion

- **Kent Road** – very narrow for the amount of traffic plus a number of articulated lorries use this road which I do not think is appropriate or necessary (they are obviously taking a short cut). The road traffic often comes to a standstill because of two way traffic and parked cars.
- Parents dropping off on zigzag lines or reversing out of school gates after drop off.
- **Tintagel Road**: very busy at school opening and closing times. Current traffic calming is a waste of money. Main bus route and hazardous at beginning and end of the school day.
- Too many parents collecting students at 3.10pm in **Tintagel Road** leading to unnecessary as majority of students live within 2 miles of the school.
- **Tintagel Road** and **Ramsden Road** entrances can get dangerous if parents are inconsiderate when picking up children especially at the end of the school day.
- Traffic still travels too fast on **Tintagel Road** – humps are not sufficiently effective.
- Blind corner outside main school gates into **Tintagel Road** when turning right.
- Generally speaking, traffic and parking outside the Priory school are not a problem. However, the junction of **Tintagel** and **Gillmans Road** can be a bit dangerous sometimes – not enough room for two cars to pass, with cars parked and lots of children trying to cross the road.

On site Problems

- Main vehicular access is also pedestrian access. This is dangerous. Lack of parking on site means cars are often parked inappropriately in surrounding roads and at shops.
- Main vehicular access also used by visitors and students on foot. This could be a dangerous situation. Lack of onsite parking.

Parking Problems

- Parking as parents pick up and drop off.
- **Tintagel Road** – parents inconsiderate when dropping off students – just stopping anywhere, parking on zigzags.
- Parents/cars stopping outside school gates and dropping their children off and parking on the zigzag a danger to other road users and pedestrians.
- Cars parked opposite **Tintagel Road** on **Gillham Road** cause a problem for turning right into **Tintagel Road**.
- **Tintagel Road** – cars stopped outside school (clearly states not stopping) to drop off – a real hazard as many pull out and don't indicate! Should be a lay by and drop off point clearly marked out.
- Parked cars near to the roads approaching the school can be a hazard, namely **Gillmans Road**.

- Amount of roadside parking in **Gillmans Road** can sometimes be a nuisance when turning into/onto **Tintagel Road**. No student friendly crossings in **Tintagel Road**.
- Problem with safety of parked car.
- Space to park the car near the school building.
- Generally parents parking outside school grounds and often in inappropriate places (often endangering own children).
- There are not enough car parking spaces on the school site. The school also houses a leisure centre which brings a lot more cars onto site. We need another large car park.

Public Transport

- Site of bus stops – very close to school gates and situated on very narrow pavements (can't cope with the volume of students).
- Two bus stops very close to school gates encourage conflict between traffic on road, those boarding and alighting from buses and traffic already on the road.

Other

- As I ride a motorbike, a number of these issues do not apply as I do not get involved in congestion. Also, I arrive at 7.30 to roads near the school are very quiet.

Action Plan

1. Raise students' awareness and understanding of road safety

Proposed Measures	Resources	Lead Person	Time frame	Actioned y/n
Termly assemblies to raise awareness of road safety and other transport issues e.g bike safety, railway safety.	None	JK	Termly	
Co-ordinate more visits by external speakers to talk to students about transport and travel issues in citizenship and assemblies.	Speakers	JK Police officers	As per Sfl December 2008	
Set-up travel notice board with displays about safety, bus timetables etc.	Cost of notice board £300 from LBB under small grants scheme	NM	September 2008	
Organise art competition to produce posters about travel safety.	Prize for winner from LBB	KH	September 2008	
Include Travel Section on school website - Healthy School section	None	JN	Easter 2008	
Introduce Bike ability training for all KS3/ 4 student who wish to ride to school and KS2 students from primary partner schools	Cost of Bikeability coming in and providing training – bid already applied for by PDM	Director of Sport	July 2008	
6 th form road/ driver awareness training	Borough Road Safety Officers	AE/ JK	December 2008	
Include regular item in termly school magazine	Printing	NM	December 2008	
Send letter home to all parents concerning School Travel Plan and it's	Letter and postage	NM	September 2008	

implications				
Link Whole School Travel Plan with Healthy Schools in Year 7 as part of Core Impact work in the first term	Time for planning and printing costs	Core Impact Team	September 2008	

2. Increase the percentage of students' who cycle to school from 0% to 5% in two years

Proposed Measures	Resources	Lead Person	Time frame	Actioned y/n
Install sufficient cycle storage for up to 50 bicycles on school site	Seek storage under Mayors storage programme	NM/ HE	September 2008	
Organise MAD bike team to come in for Summer Community Day to raise interest in bike riding. Also invite bike safety to Summer Community Day to support road safety	£600	NM	June 2008	
Organise Bikeability to come in and raise enthusiasm for bike riding and training during half terms	Variable - could talk to out CO's to see about possibility of holiday courses	PDM	July 2008	
Devise incentive scheme to encourage students to ride to school	Cost of vouchers and prizes from local sponsors	NM	September 2008	
Work with road safety officers to devise cycle routes and consider additional cycle routes	None – advice from LBB Engineers	NM	March 2009	
Raise awareness of cycling to parents about benefits of cycling using school newsletter/ health magazine	Printing	NM	September 2008	

Organise indoor cycling competition as part of PE Intra community championships	Cost of prizes	NM	Easter 2008	
Extend CCTV system to ensure new cycle storage is covered	Cost of CCTV to be linked up to present system – Possibly from DCSF grant	CE	September 2008	
Contact local cycle shops to explore discounts for students	None	SBA	September 2008	
Begin to work with British Cycling Federation as part of Sports College	Time to get them in	NM	April 2008	

3. Reduce percentage of students' who travel to school by car from 18% to 13% in two years

Proposed Measures	Resources	Lead Person	Time frame	Actioned y/n
Raise awareness of parents of benefits of alternative travel methods for health, fitness and the environment – letter and newsletter	Cost of printing	NM	September 2008	
Use travel notice board to make students aware of benefits of alternative forms of transport for health, fitness, bus timetables and environment	Cost of different posters etc	NM	September 2008	
Promote alternatives such as park and stride for those pupils who really do live a long distance from the school in order to reduce congestion directly outside	Map from LBB Info out to parents to co-ordinate this	NM	Summer term 2008	

the school gates				
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4. Increase percentage of students' who walk to school from 41% to 51% in two years

Proposed Measures	Resources	Lead Person	Time frame	Actioned y/n
Raise awareness of parents of benefits of alternative travel methods for health, fitness and the environment – letter and newsletter	None	NM	September 2008	
Encourage parents who have to drive to drop students off at alternative places so they are able to walk a specific distance to school each day	None	NM	March 2009	

5. Reduce percentage of staff who travel by car on their own from 89% to 84% in two years

Proposed Measures	Resources	Lead Person	Time frame	Actioned y/n
Explore the introduction of cycle to work scheme to allow staff to purchase bicycles at a reduced cost	None	NM/ SBA	September 2008	
Improve shower facilities and availability for staff wishing to cycle to work	Cost of increasing facilities and key availability	CE/ JN	September 2009	
Explore possibility of setting up car sharing scheme for staff	None	JN	March 2009	

Publicising our plan

Proposed Measures	Resources	Lead Person	Time frame	Actioned y/n
Mention in newsletter	Printing	NM	December 2008	
Website	None	JN	September 2008	
School Travel Plan notice board	Cost of board	NM	September 2008	

Evaluation and Review

Proposed Measures	Resources	Lead Person	Time frame	Actioned y/n
Complete progress report	N/A	NM/SS	March 2009	
Report to governors on annual basis	N/A	NM	March 2009	
Hands up survey conducted every September	N/A	NM/SS	September on annual basis	
Full review and consultation of STP March 2011	N/A	NM/SS	March 2011	
Maintain an evidence file of travel plan initiatives	N/A	NM	Updated termly	

Engineering

Proposed Measures	Resources	Lead Person	Time frame	Actioned y/n
Discuss with LBB engineers provision of new traffic calming by T junction of Tintagel and Eldred Drive. <i>LBB Engineers to investigate the need for a crossing here</i>	N/A	NM	March 2009	
Discuss with LBB engineers the possibility of traffic calming in Tintagel	N/A	NM	March 2009	

including reducing speed to 20mph at specific times of day <i>LBB Engineers to undertake a site visit</i>				
Discuss with LBB engineers the possibility of putting metal pavement fences on the edges of all exits in Tintagel Road. <i>LBB Engineer feedback: I have put in quite a lot this year and they can certainly be considered. They must be pedestrian only entrances/exits.</i>	N/A	NM	March 2009	
Discuss with LBB engineers the possibility of putting a metal pavement fence across the exit on Ramsden Road – ensuring that it can be removed in emergency. <i>LBB Engineer feedback. This is for vehicular access not pedestrian. The Fire Service would almost certainly not support it. It could be looked at but it is unlikely to proceed any further</i>	N/A	NM	March 2009	
Extend parking restrictions to force ice cream van to park further away from school exit. <i>LBB Engineer feedback: This is not an appropriate use of yellow lines. With enforcement at each school at once every 3 months, the ice cream vendor would simply take a chance for 99% of the time and, because he is in the van, he could move off if a Parking</i>	N/Aback:	JN	March 2009	

<i>Attendant turned up.</i>				
Liaise with LBB engineers to explore the possibility of reducing the amount of parking available by increasing parking restrictions in Tintagel Road <i>LBB Engineer feedback: Parking at schools is not deterred by waiting restrictions for the reason in No.3 above. Restrictions to try to stop DANGEROUS parking is a different matter – but not this one</i>	N/A	NM	March 2009	

Other

Proposed Measures	Resources	Lead Person	Time frame	Actioned y/n
Erect signage at entrances reminding parents not to stop on Zig Zags to pick up or drop off	DCSF Grant	JN	March 2009	
All gates on Tintagel Road to become electrically operated – including pedestrian gate – with key pad and CCTV	DCSF Grant	JN/ CE	March 2009	
Investigate fire exit doors near to pedestrian gate to become operated by alarm system	DCSF Grant	CE	March 2009	
Ear mark specific areas in new car park layout for visitors and disabled parking	N/A	JN	March 2009	
Improve signage to encourage parking only within marked areas	School budget	JN	March 2009	

Proposed Spending of DCSF Grant

- Extend CCTV for Pedestrian gate and Bike shed
- Improving school entrances with electronic gates, signage
- Seek storage from Mayors storage programme
- School Travel Plan notice board
- Bikes to encourage bicycle training

The Priory School is fully committed to the Travel Plan. This Plan will evolve in line with any changes in Education or Transport Policy/ Provision

STP Quality Assurance Checklist	Borough	BROMLEY	School	The Priory
Essential Criteria in RED				
✓ DCSF number provided	✓ Number of pupils	✓ Written description of Schools locality		
✓ Type of school named	✓ Number of SEN pupils including numbers entitled to transport	✓ Opening and Closing times (inc clubs and extended schools)		
✓ Age range of pupils	✓ Mention SEN pupils transport needs have been considered	✓ Description of Catchment area		
✓ Local Transport Links described	✓ Details of what the school is doing already	✓ Links to other initiatives e.g : healthy or sustainable schools		
✓ Location map	✓ Photographs	✓ Description of extended/community use		
✓ Details of facilities (cycle storage, lockers, showers etc)	Postcode plots	✓ Number of Parking spaces		
✓ Info about journeys during the school day (eg trips or between sites)	Inclusion of behaviour policies (eg buses and cycle policies)			
Survey Results				
✓ How do you usually travel (numbers) – all pupils	✓ How would prefer to travel (numbers) – all pupils	✓ Month and year provided when surveys done		
Use of historical data to show progress (essential for 3yr rewrites)	✓ Information on how pupils travel home from school	✓ Detailed pupil questionnaires and results		
✓ Staff questionnaires and results	Parents survey and results			
Consultation				
Evidence provided of consultation with:	<ul style="list-style-type: none"> ✓ Staff ✓ Parents ✓ Governors ✓ Other stakeholders: (eg: police/community leaders) 			
Travel and transport issues				
✓ Clear explanation of how and when issues have been identified	✓ Clear objectives have been set	✓ Targets have been identified and are SMART		
✓ Clear list of travel and transport issues/problems/concerns				
Action Plan				
✓ An annual Action plan is provided	✓ Each action has a named person or group responsible	✓ Where an action is not for the school a link person has been nominated		
✓ Each action has a date	Identification of risks to implementation	✓ Action plan contains commitment to existing initiatives and not just new projects and initiatives		
Monitoring				
✓ Date provided for annual review (month/year)	✓ Date provided for 3yr rewrite (month/year)	✓ Named person responsible for monitoring and review		
Link to the School Improvement Plan	✓ List members of STP working group			
Signatures				
✓ Head teacher	✓ AD Transport	✓ AD Education		
✓ Chair of Governors	Other Stakeholders	Pupil representatives		

STP Quality Assurance Checklist

Borough

BROMLEY

School

The Priory

Positive comments

Areas for improvement

London Borough of Bromley Travel Plan Declaration Sheet

We the undersigned are satisfied this School Travel Plan meets the required standards for the school, Local Authority and DfES.

Signed *N. Ware* Head Teacher
Name N. WARE Date..... 13/2/08

Signed *P. Cross* Travel Planner (School)
Name P. CROSS Date..... 13/2/08

Signed *N. Miller* Chair of Governors
Name N. MILLER Date..... 15.2.2008

Signed *L. Verd* School Travel Plan Officer
Name Louise Verd Date..... 22/2/08

Signed *E. Davies* Assistant Director of Transportation & Planning
Name Earett Davies Date..... 22.2.2008

Signed *P. W. Searle* Assistant Director of Education
Name P. W. Searle Date..... 20.2.08



**SCHOOL
TRAVEL
PLAN**



THE LONDON BOROUGH