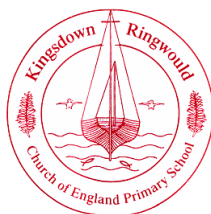


# Travel Plan

## November 2018



## Kingsdown & Ringwold CEP School

Glen Road, Kingsdown, Deal, CT14 8DD



DfE number	886-3173
URN	118690
Headteacher	Jo Hygate
School phone	01304 373734
School email	headteacher@kingsdown-ringwold.kent.sch.uk
School website	www.kingsdown-ringwold.kent.sch.uk

School Travel Plan coordinator	Rose Cope
Job title	Head of School
Contact details	01304 373734
Contact phone	rose.cope@kandrkent.com

# 1 Introduction to the school

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## 1.1 Background

Kingsdown and Ringwold CEP School is a one form entry Church of England Primary School set in a semi-rural setting. .

## 1.2 Changes at the school

The school is neither moving nor expanding.

## 1.3 Inter-site travel issues

The school is on a single site, hence has no internal travel issues.

# 2 Operational hours

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## 2.1 Core hours

We open from 8:50 in the morning when a teacher is available to take responsibility for the children. The morning session begins at 9:00am after a wake up, shake up session for the children on the playground. It ends at 12:00pm. The afternoon session runs from 1:00pm until 3:15pm with a 15 minute break for the classes in Foundation and KSI.

## 2.2 Overall hours

6:00am-8:30pm

# 3 Staff and pupil numbers

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## 3.1 Overview of staff & pupil numbers

The school has 212 pupils with an age range between 4 and 11 years.

We currently have no children with an Educational Health and Care Plan.

The accommodation consists of seven class bases, an activity/drama area, main hall, medical room, Nurture room, computer suite, kitchen and staff room as well as the usual office accommodation. There is a conservation area and pond in the school grounds, ample play space and an adjoining field.

The main hall, equipped with a foldable stage, is also used as a gymnasium with fixed and portable apparatus. School meals are also served here.

In addition to a teaching staff of ten teachers and thirteen teaching assistants there is a secretary, finance secretary, admin. assistant, a cook, a kitchen assistant and a caretaker and site manager. The school is run on a day by day basis by the Head of School overseen by the Executive Headteacher.

Age range of pupils: 4-11

Total quantity of pupils on roll: 212

Year R	30
Year 1	30
Year 2	30
Year 3	33
Year 4	31

Year 5 31  
Year 6 31  
Year 7

### 3.2 Current staffing levels

The school employs a total of 30 staff (11 full-time, 19 part-time).

### 3.3 Planned school expansion

The school is not currently planning to expand.

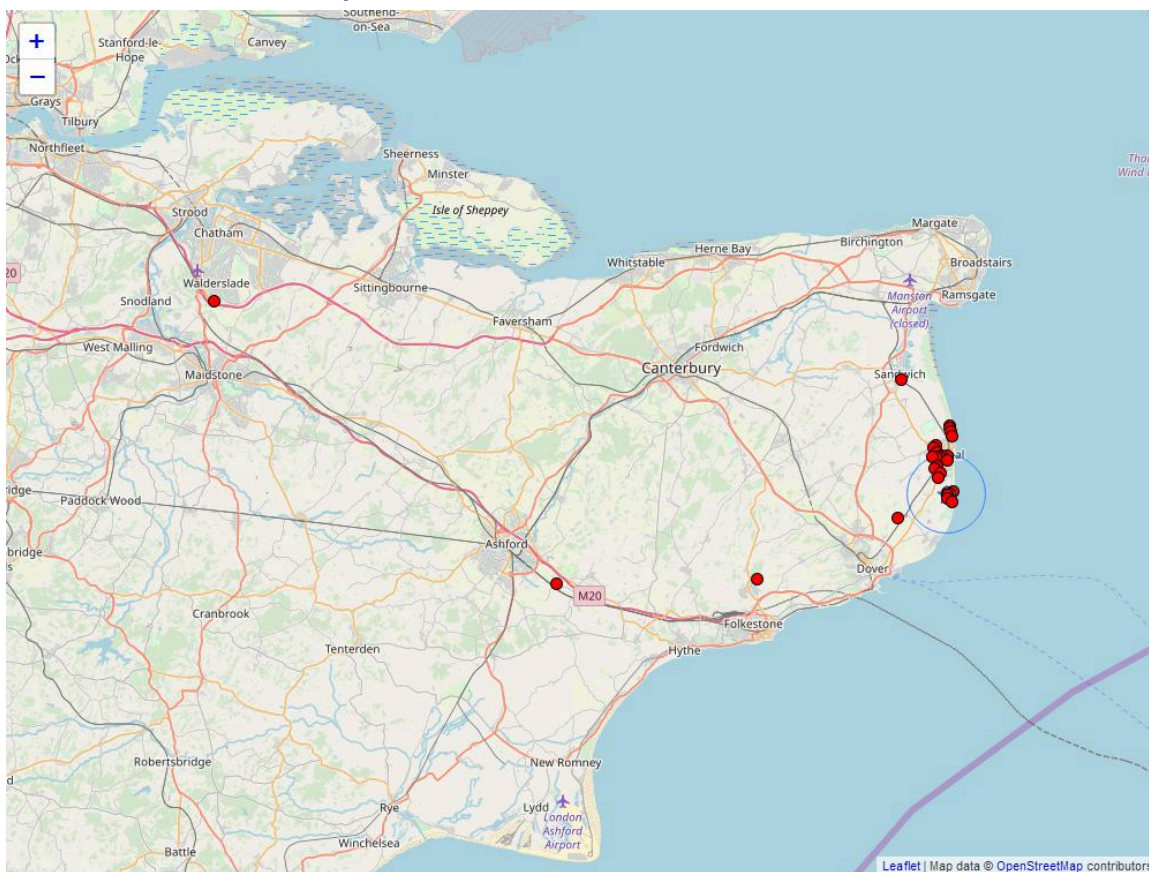
### 3.3 SEN pupils with transport needs

The school has no SEN pupils with specific transport needs.

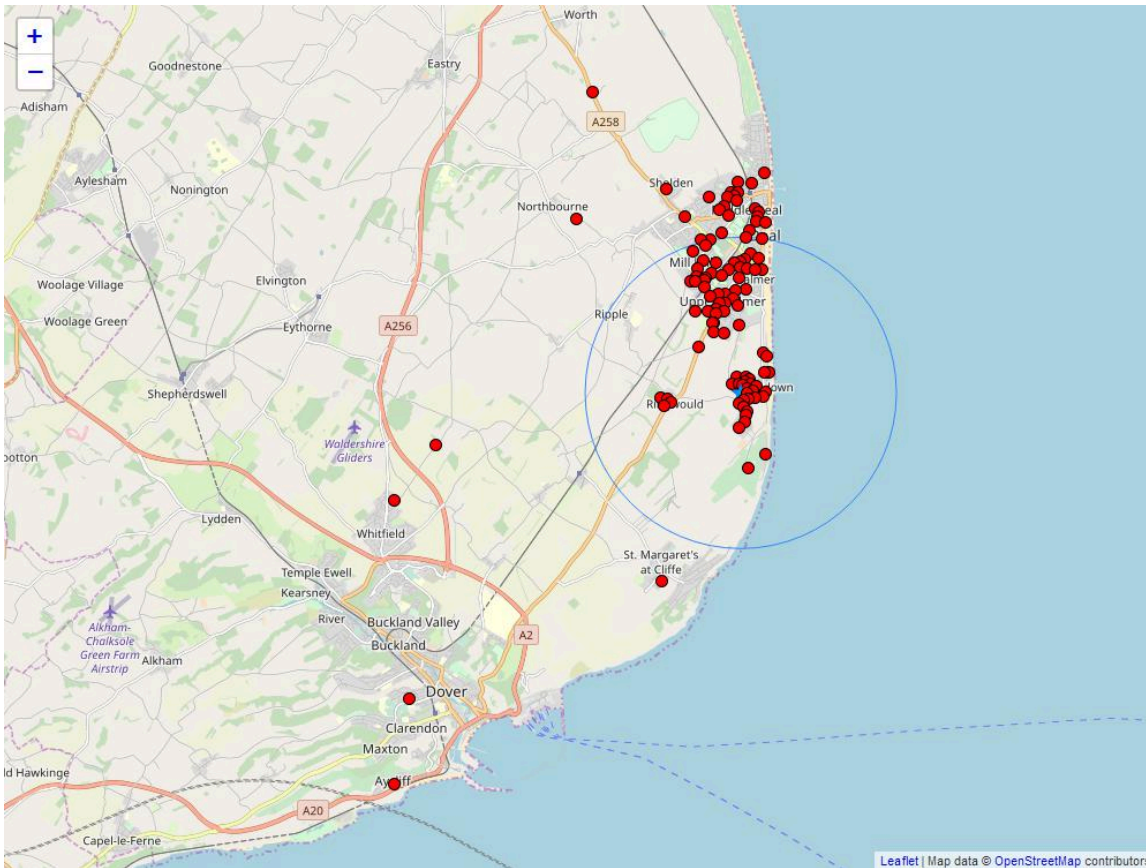
## 4 Pupil & staff postcode maps

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### Staff Postcode Map



# Pupil Postcode Map 1819



## 5 Travel plan details

### 5.1 Previous travel plan

The school has a previous travel plan (2010), with the following objectives, targets, issues and successes.

Kingsdown and Ringwould CEP School Travel Action Plan

Objective Target LEAD PERSON DATE

Improve the safety of children as they travel to school. Provide children that walk to school with Hi- Vis ambands . Achieved January 2009. H MacKellar History co- ord/School Travel Planner February 2009

Send out letters to parents regarding parking safely/statistics regarding accidents outside school. Also warn of the possibility of more yellow lines .

Head teacher to be at the school gates from 8:45 and 3:15 to be available to parents but also to act as a deterrent for bad parking.

Encourage children to travel to school by walking, car share, bicycle or bus. Classes compete for a termly prize and display of standings available for all to see in communal area Mrs Bowden School Secretary

Mrs J Hygate Headteacher

H MacKellar History co- ord/School Travel Planner Termly on school Newsletter

Annually starting Summer 2009 plus reminders as necessary

Termly starting September 2009

Encourage children to cycle . Improve facilities for storage of bikes . Run an after school club on cycling.

Investigate offering younger children cycling proficiency.

To increase cycling by 4.8 % from 3.2% in

February 2009 to 8% in July 2012 H.Mackellar, R. Cope, (School Travel Planners)

T. Ramsden(Class R teacher/cycling club) , J . Hygate

(Headteacher)

Starting by July 2011

Provide children with rewards and incentives for coming to school in different ways Encourage children to travel to school by walking, car share, bicycle or bus . Classes compete for a termly prize and display of standings available for all to see in communal area H.Ma cKe llar (School Travel Planner) and STAG Introduced September 2009 ongoing on a termly basis

Extra playtime on a weekly basis for the class who avoids single car use the most . Mrs J Hygate Headteacher

School Year 2009-10 ; Set up record sheet where children to record how they come to school each day. To be collated termly. Best class on Wednesday and best class overall to receive rewards.

H.MacKellar (School Travel Planner) and STAG Introduced November 2009 ongoing

Starting July 2010

Walking weeks; competition between classes.

To increase walking from 24 .6 % in February 2009 to 30% in February July 2011.

To reduce the number of children being dr,ven to school alone from 5 2.4 % in February 2009 to 45% in Apr,/ 2012 .

Parents to orgamse and mlfiate car share arrange ments independent of the school. H.MacKellar (School Travel Planner) and STAG

Try and improve STAG to find ways to encourage pupils to H.Ma cKe llar Introduced outside school at walk to school/share cars et c. Year 6 to lead (School Travel November 2009 peak areas of the this project with regard to their eco-school Planner) and and ongoing day project . Offer of an extended playtimes for STAG

the winning class/additional rewards.

Liaise with the parish council regarding local footpaths.

Travel a different way on a Wednesday.

H.MacKellar (School Travel Planner) and STAG

Include information from the STAG group on the website. /Healthy schools link Identify someone in school to update STAG news when provided H.

MacKellar(School Travel Planner)

IV. Recas

(ICT)Website manager

Starting July 2010 after reorganisation of school website

Increase opportunities for learning across the curriculum to support the children's knowledge of the Travel Plan Monitor planning and identify areas where connections can be made through geography topics, PSHE, Maths-Handling and interpreting data. Literacy- persuasive writing.

R.Cope (School Travel Planner) and J. Hygate (Headteacher) July 2010 and ongoing

R.Cope (School Travel Planner) and J. Hygate (Headteacher)

## **5.2 Reason for new travel plan**

Over the past 8 years the demographic of the school and the level of building projects means that many of the elements of the travel plan are very outdated and has made it unfit for purpose.

## **6 Surrounding roads**

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### **6.1 Surrounding roads**

The school is set in a residential area. Many of the roads do not have footpaths and are narrow. On road parking is an issue as many of the houses do not have allocated parking. Each route into the village has elements where there are no footpaths and are often congested.

### **6.2 Entrances and exits**

We have one pedestrian entrance at the front of the school alongside a vehicle entrance.

### **6.3 Parking restrictions nearby**

There are school clearway markings outside the school.

Parents often park on junctions which increases the danger to children crossing. There is a 20mph limit across the entire village. Some of our local residents are very vociferous and antagonised by poor parking at dropped, kerbs, pedestrian cross points and parking on pavements.

### **6.4 Traffic management measures**

The school offers the following traffic management measures:

speed limit controls

Head of School stands at the school entrance morning and evening to monitor parking and parental courtesy.

### **6.5 Drop-off on roads outside the school**

Parents drop pupils off on nearby roads.

Sea Road, The Rise, Glen Road

### **6.6 Congestion and access problems**

The school experiences traffic congestion and/or access problems.

The width of the road when lots of parents are parking reducing the road to single lane.

Glen Road is particularly difficult at drop off and pick up times.

## **7 Car parking & usage**

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### **7.1 School car park**

The school has an off-site car park for its own use.

In total, 10 parking spaces are available.

Parking spaces are managed.

No parking spaces are allocated.



## **7.2 Drop-off points**

The school has no off-site drop-off point.

Parents are not able to drop pupils off within the school grounds.

## **7.3 Parking on surrounding roads**

Members of staff have to park on the surrounding road network.

Staff go out of their way to double park within the school car park and we accommodate usually 12-14 cars which is the maximum feasibly. Some staff have to park on the public road which antagonises some of our neighbours.

## **7.4 Other parking issues**

We do everything we can to appease the neighbours and do over park on site to avoid issues and relieve road congestion.

# **8 Pedestrian facilities**

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## **8.1 Access by footpath**

The school is accessible by good quality footpaths with safe crossing points.

There are also many areas on the school approach without footpaths.

## **8.2 Access difficulties for pedestrians**

There are some access difficulties for pedestrians.

Roads leading towards the school without footpaths and limited visibility for pedestrians and car users.

## **8.3 Crossing patrols**

None.

## **8.4 Highway signs**

School triangular warning signs only

## **8.5 Walking bus**

The school does not have a walking bus.

Not having a crossing patrol means we cannot set this up currently, we have plans to set up a walking bus once the car parking/drop off and pathways are improved.

## **8.6 Other walking initiatives**

Footsteps to Learning- our own adapted walking initiative which is manageable and suitable to our setting.

## **8.7 Other pedestrian issues**

Walking is somewhat difficult, not to mention hazardous and time-consuming, for parents of children with younger siblings.

Not all of our parents who can walk their children to school actually do so. There may be more who could be persuaded, on occasion, and when the weather is fine, to walk rather than drive. This forms part of our annual promotions.

Most teaching staff do not live within walking distance.

## **9 Cycling & scootering**

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### **9.1 Pupil scootering**

Some pupils (10) scooter to school.

Changes daily but many children scooter with parents.

#### **9.1a Scooter parking/storage**

Scooter parking/storage spaces (4 total) are provided.

Around the side of the school not visible from off site.

Under subscribed as many parents take the scooters home with them.

#### **9.1b Encouragement & promotion of scootering to pupils & parents**

Scootering is encouraged and/or promoted.

Word of mouth, children enjoy it.

#### **9.1c Other scootering issues**

Scooting appears to be very popular indeed with the children so it is the parents we need to work on in this regard.

### **9.2 Pupil cycling**

Some pupils (5) cycle to school.

Changes daily, more in the summer and after Bikeability. Due to the traffic congestion and that the school is at the top of a hill cycling is more prominent during the summer months when dry and daylight is extended.

### **9.3 Staff cycling**

Some staff (3) cycle to school.

Mainly the teaching assistants who do not have as much to take home or bring back in. The number increases in the summer months.

### **9.4 Cycle routes/lanes**

The school site is not accessible by external cycle routes/lanes.

### **9.5 Cycle parking**

Cycling parking (6 places) is available.

Location of cycle parking: At the side of the school. One is under cover and when not. The racks are not visible from off site.

Some cycle racks are covered.

All cycle racks are secure.

No cycle racks are lit.

No cycle racks are near building entrances.



### **9.5a Utilisation of cycle parking**

The racks are used but this fluctuates depending on the time of year and the weather. There is currently no need for additional provision.

### **9.6 Cycle training**

The school accesses cycle training from KCC's "Kent Bikeability" scheme.

### **9.7 Encouragement & promotion of cycling**

Cycling is encouraged and/or promoted.

We provide the excellent KCC Bikeability training for Y6 pupils. We would be interested in moving this to younger age groups but the roads around school are dangerous, congested and the lack of a crossing patrol discourages parents from allowing children to cycle unsupervised.

Provision is made for storing cycles and we hope to promote this much more in the future.

## **10 Public transport**

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### **10.1 Use of public transport**

2 parents with pupils travel occasionally on the public bus.

### **10.2 Obstacles to use of public transport**

The route and timings do not fit well with the school day meaning in the past children have had to be out on the bus before the end of the day or arrive late to class.

### **10.3 Promotion of public transport**

We don't

### **10.4 Bus stops and services**

#### **10.4a Bus stops within 400m of site entrances**

A single bus stop with one service between Kingsdown and Deal.

#### **10.4b Services currently serving these bus stops**

Number 82

#### **10.4c Shelters at these bus stops**

The shelters are typically clean.

The shelters are not well lit.

The shelters have timetables or live travel information.

The shelters have no seats.

### **10.5 Railway stations and services**

There are no railway stations near the site.

## 11 Contract transport

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### 11.1 School buses

There are no dedicated school buses.

### 11.2 Taxis

Taxis, whether for SEN or other students, are a regular part of the school day.

Taxis use the vehicle access at the front of the school

Approximately 8 children come by taxi. These are children who have been allocated transport due to the relocation of the school from its original setting of Ringwould.

A small minibus drops them off and collects them from our main office every day. They arrive at approximately 8.45 and are collected at approximately 3.15

### 11.3 Parking issues related to contract transport

As the taxis or minibus come onto site it means that all staff remain after work ours until all the children are loaded on the transport and can leave. This is also dependent on the transport being able to exit the site due to poor parental parking,.

### 11.4 Other contract transport issues

None.

## 12 Current travel issues

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### 12.1 Overview

Lack of staff parking.

Congestion and neighbour issues at pick-up and drop off.

The need to have a new pathway to change access route for pupils

### 12.2 Resolved, outstanding & new issues

Bikeability courses have been put in place to encourage bike riding for the future.

Environmental education which has been embedded in the curriculum looks at transport pollution and ways to overcome this.

## 13 Travel survey results

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### modal split (actual) - pupils

	22/May/2013	13/May/2014	8/May/2015	6/Oct/2016	10/Jul/2017	14/Nov/2018
Walk	33.9 %	37.0 %	39.5 %	33.3 %	29.8 %	35.8 %
Park & walk				22.5 %	21.6 %	19.8 %
Scooting/skating				0.0 %	1.0 %	1.4 %
Cycle	0.5 %	0.5 %	0.0 %	1.9 %	0.5 %	1.4 %
Bus (all types)	2.6 %	3.2 %	3.6 %			
School bus				3.8 %	2.9 %	3.8 %

Public bus				0.0 %	0.0 %	0.0 %
Train	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %
Car (alone)	48.4 %	50.8 %	46.7 %	36.6 %	42.8 %	34.9 %
Car share	14.6 %	8.5 %	2.1 %	1.9 %	1.4 %	2.8 %
other	0.0 %	0.0 %	8.2 %	0.0 %	0.0 %	0.0 %

*NB rounded percentages may not add exactly to 100.0%*

### modal split (ideal) - pupils

	22/May/2013	13/May/2014	8/May/2015	6/Oct/2016	10/Jul/2017	14/Nov/2018
Walk				34.3 %	23.6 %	32.5 %
Park & walk				8.0 %	13.5 %	21.7 %
Scooting/skating				23.9 %	25.5 %	21.2 %
Cycle				18.8 %	26.0 %	11.8 %
Bus (all types)						
School bus				4.7 %	1.0 %	0.0 %
Public bus				0.0 %	0.0 %	0.0 %
Train				2.3 %	1.0 %	3.3 %
Car (alone)				6.6 %	6.3 %	5.2 %
Car share				1.4 %	3.4 %	3.8 %
other				0.0 %	0.0 %	0.5 %

*NB rounded percentages may not add exactly to 100.0%*

### modal split (actual) - staff

	14/Nov/2018
Walk	13.3 %
Cycle	6.7 %
Bus	0.0 %
Train	0.0 %
Car (alone)	80.0 %
Car share	0.0 %
other	0.0 %

*NB rounded percentages may not add exactly to 100.0%*

### modal split (ideal) - staff

	14/Nov/2018
Walk	20.0 %
Cycle	20.0 %
Bus	0.0 %
Train	0.0 %
Car (alone)	60.0 %
Car share	0.0 %
other	0.0 %

*NB rounded percentages may not add exactly to 100.0%*

## 14 Issues & objectives

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### 14.2 Objectives

<b>1</b>	<b><i>To improve the parking behaviours of parents.</i></b> <i>Local residents have regularly complained about inconsiderate parking in front of drive ways by dropped kerbs, on pavements and on junctions restricting the view of other car users and putting pedestrians at risk. We aim to work with parents and residents to reduce dangers and conflict.</i>
<b>2</b>	<b><i>To improve the safety of children as they travel to school.</i></b> <i>Due to the lack of pavements in the village, inconsiderate parking and limited access to the village we would like to work in collaboration with pupils and parents to promote safety and visibility.</i>
<b>3</b>	<b><i>Increase the number of children to walk, cycle, scooter or car share.</i></b> <b><i>Increase walkers to 35% by July 2019</i></b> <i>Promote the options for travelling to school in order to reduce dangers and congestion. Promote healthy life choices in offering the options to cycle, scooter and walking zones into school.</i>

## 15 Targets

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<b>A</b>	<i>reduce % of pupils coming to school by car from 35% (Nov 2018) to 30% by Jul 2019</i>
<b>B</b>	<i>reduce % of pupils going home by car from 35% (Nov 2018) to 30% by Jul 2019</i>
<b>C</b>	<i>increase % of pupils travelling actively to &amp; from school from 58% (Nov 2018) to 65% by Jul 2019</i>

## 16 Action plan

<i>summary</i>	<i>tasks</i>	<i>lead</i>	<i>timing</i>
<b>Road Safety Education</b> - Rolling programme of road safety assemblies and working groups. Engagement with Kent Road Safety Team. Establish pupil team. Run Road Safety poster competition.	Road Safety Asemblies Training sessions Road Safety Officers Community Group	Rose Cope	finish by <b>17/Jul/2019</b>
<b>Bikeability (KCC)</b> - Run Bikeability for Year 6. Explore option for training earlier in the year and bringing to younger year groups.	Year 6 sessions Book early sessions for 2019 Investigate Year 5 sessions.	Katherine Chapman	finish by <b>28/Jun/2019</b>

## 17 Monitoring and reviews

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The Travel Plan will continue to be monitored closely by the school, and reviewed on an annual basis.

The school agrees to complete an annual review and pupil hands up survey when requested by KCC. The hands up data and review will be feed into KCC's Travel Plan Management System. This will be led by Rose Cope.

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.

This Travel Plan has been agreed and signed up to by the following people, who agree to the plan being viewed publicly.

<b>Headteacher</b>	<i>Jo Hygate</i>	
<b>Chair of Governors</b>	<i>Lee Reading</i>	