

KING DAVID HIGH SCHOOL

TRAVEL PLAN SEPTEMBER 2016

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1. Overview

This school travel plan sets forward a package of measures to improve safety and reduce car use on the journey to and from school. The plan is supported by a partnership with children, staff, education, transport and road safety officers at the council. This plan is an update of the current travel plan based on consultation with parents, staff, pupils, governors, City Council officers and the wider local community.

2. Our School Context

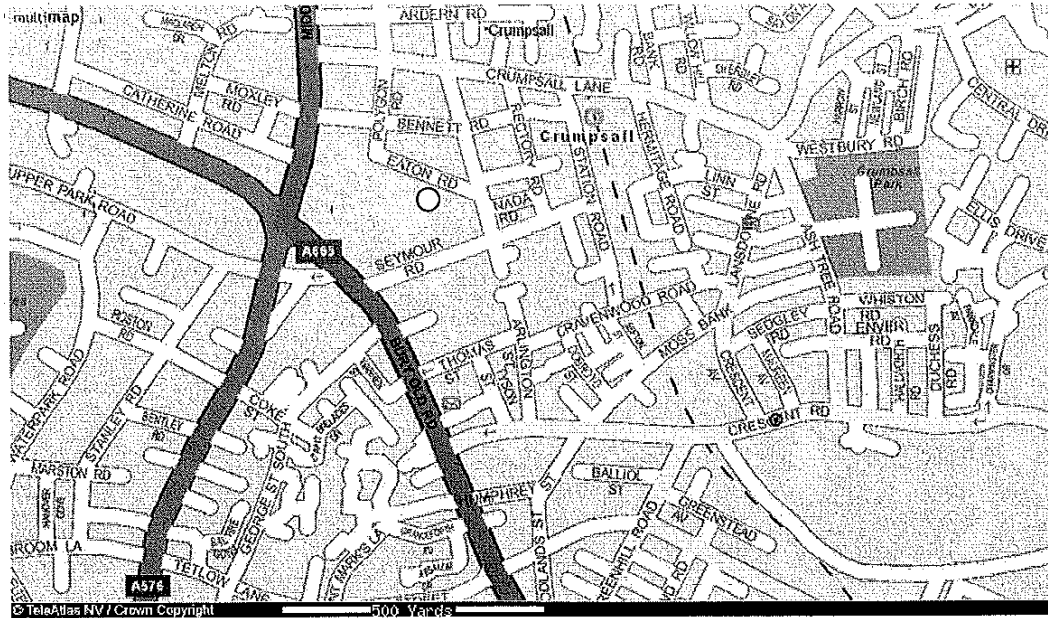
King David High is a voluntary aided comprehensive school catering for boys and girls of the Jewish community of Greater Manchester. There are 792 pupils in the school. This figure includes 225 students within the sixth form. The school is smaller in size than the average comprehensive school. There are more girls than boys in all years except Year 7. Most pupils are white but 16 pupils are from ethnic minorities. The proportion of pupils with English as an additional language is low and there is only one pupil at the early stages of learning the English Language. The number of pupils identified as having special educational needs is below the national average. Most pupils at the age of 16 continue in full time education. The school caters for the full ability range but on average the attainment on entry is well above the national average. The number of pupils eligible for free school meals is well below the national figure. Most students live in the wider Manchester area but the school serves Jewish children from a wide geographical area including pupils who travel daily from Liverpool to Leeds.

The school day commences at 8:45am, however, some boys attend prayers at 8:25am each day. The school day finishes at 3:45pm and 5:05 pm, although after school activities take place most days until 6pm. The school also has a coffee shop from 8 – 8:45am and 3:45 – 4:30pm for those pupils which arrive early and leaving late. It is also open during the day for staff and sixth form pupils.

3. Location of the School

The school shares a site with the Primary School and a Private Nursery. Although the entrance to the High School is on Eaton Road, the main vehicular access for the school site is via the Primary School entrance on Bury Old Road which gets very congested and is a cause for concern due to the small area.

The school is well served by public transport with a Metrolink Station approximately 350m away and frequent bus services from Manchester City Centre along Bury Old Road.



4. Travel issues at our school

- The main entrance to the school is off a very busy road and is heavily congested with cars
- Safety of pupils in the local area
- Pupils are able to cycle to school and we do have a storage facility for bikes
- The pavements are very narrow on the street surrounding the school
- Pupils have to access the annex via a narrow footpath between the two sites which in the dark morning/evenings can be intimidating
- There is also a narrow footpath running in between Seymour Road and the school.

5. Results of Travel Survey

(i) Pupils

238 pupils returned completed questionnaires, this is 30% of all pupils that attend the school.

How pupils travel to school:

	Walk	Bike	School Bus	Public Bus	Train	Car	Car Share	Motorcycle	Taxi	Total
No of Pupils	34	10	69	9	6	81	9	0	2	220
%	15	5	32	4	3	36	4	0	1	100

How pupils travel from school:

	Walk	Bike	School Bus	Public Bus	Train	Car	Car Share	Motorcycle	Taxi	Total
No of Pupils	45	10	77	16	9	52	6	0	1	216
%	21	5	35	7	4	24	3	0	1	100

Car travel

37% of the pupils who answered live within two kilometres of the school. This could be considered to be reasonable walking distance for secondary pupils. 50% of these pupils walk to school in the morning, 41% use the car.

Bus use

32% of pupils travel to school by school bus in the morning, this increases to 37% in the afternoon.

Only 19% of pupils have a free school bus pass.

Safety

17 pupils reported that they have been involved in a traffic accident on the school journey a third of these were car users.

Preferred method of transport

13% of pupils would like to walk to school compared to the 16% who currently do so.

14% of pupils would like to use the school bus compared to the 33% who presently use the school bus.

12% of pupils would like to cycle, 1% of pupils currently cycle. 16% would also like to travel by moped or motorcycle.

46% of current car users would like to continue using a car, 16% would like to cycle. 9% would like to use a moped and 9% would like to use a school bus.

Encouraging walking

Of those that live within walking distance (2km), these were the factors that most people identified:

More friends to walk with
Safer places to cross
Less traffic

Wider pavements

Cleaner pavements / roads

Encouraging cycling

Since the last travel plan was made, cyclists are able to use the bus lanes introduced on Bury Old Road. However, there are no designated cycle routes near the school. There is now a safe place to leave bicycles on the school's premises.

Encouraging public transport use

A bus stop closer to home

More friends to travel with

Cheaper bus/train fares

CCTV on buses to improve sense of safety

Conclusions

There is potential to decrease car use amongst those pupils who live within 2km of the school.

8 more pupils cycle to school with the new provision of safe storage and improvements to the routes which make them feel safer.

(ii) Staff

39 staff returned questionnaires. All gave modes of travel and the numbers using each mode of travel to work on the survey day are:

	Mode of Travel									
	Bus	Train / tram	Cycle	Walk	Taxi	Car driver Alone	Car Share Driver	Car Share Pas'sger	M'bike/ Moped	Other
No of Staff	4	5	1	2	0	20	6	1	0	0
%	10	13	3	5	0	51	15	3	0	0

More than a third of the staff said that there travel to work is more than 10 miles, only 19% of staff lived within a mile of school. Just over half of the staff travelled to work by car because they said it was quicker than the alternatives and approximately a third of staff said it was more reliable then alternatives. Help finding a car share partner, reserved parking space and free taxi home in an emergency were all cited as encouragements to car share.

Several members of staff commented that they prefer to drive to work due to the distance they live from school, the hours they work, the need to take children to school or to use the car after school.

Only 24 staff answered the question 'Which improvements would encourage you to cycle to work'. A third of those staff said they would be encouraged to cycle if cycle paths were improved. Changing facilities and secure cycle parking would also encourage staff.

Of the staff that answered the question 'Which improvements would encourage them to walk', 22% said someone to walk with and 19% cited improved street lighting as an encouragement to walk.

Reliability, a more direct service and cheaper fares were the most importance factors in encouraging staff to use public transport.

6. What we would like our travel plan to achieve.

(i) Aims

- To safely reduce the number of people who travel to the school by car in favour of using more sustainable modes of transport.
- To increase the proportion of school journeys undertaken on foot, cycle or public transport.
- To reduce congestion, pollution and traffic danger around the school.

Objectives

- reduce traffic and pollution around the school
- Promotion of more sustainable modes of transport.
- Increase walking and cycling facilities
- To improve safety around the school site for pedestrians and cyclists
- To enable pupils to travel independently

(ii) Targets

**Target
Table**

Mode	Baseline (2016)	2018	2019
Walk	19	22	24
School Bus	34	34	34
Train / tram	4	4	4
Taxi	1	1	1
Car Share	4	4	4
Cycle	0	3	5
Public Bus	6	6	6
Car	32	26	22

- To reduce travel to school by car by 10% by January 2017.
- To increase the number of pupils walking by 3% by January 2017 and a further 2% by January 2018.
- To increase the number of pupils cycling by 3% by January 2018 and a further 2% by January 2019.

The school travel survey identified that whilst some pupils were travelling sustainably to school a large number of them did not want to. To enable the school to sustain and grow these figures we will look at addressing the following issues which pupils have highlighted through the action plan:

- Promoting public transport including the safety and security aspects
- Look at walking and cycling schemes
- Cycle training
- Cycle route risk assessment
- Provision of cycle storage
- Buddy scheme for walking

- Park and Ride Scheme for those pupils who live too far away to change mode of travel, try to travel more sustainably for part of the journey
- Look into car sharing for those pupils who live some distance away

7. Monitoring and Evaluation

(i) Involving others in our Travel plan

- Parent/ Chair of Governors
- MCC Travel Advisor
- School Council

Each of the above parties has been involved in the Travel Planning process at various stages. We have endeavoured to involve as many of the school community as possible in order for the plan to be relevant to the widest number of people. We envisage that the travel plan will continuously evolve and different people will become involved as the plan changes and develops over time.

(ii) Monitoring and Reviewing our Travel Plan

When?

The Travel Plan will be reviewed and updated annually. New initiatives or changes to the travel plan may be added as the plan develops over time.

How?

The following monitoring methods will be used:

- Hands up Survey in January each year.
- Regular travel surveys

- Update the Travel Action Plan each year

· *Who is responsible?*

The School Working Group in conjunction with the Travel Change Team will be responsible for the monitoring and delivery of the action plan.