



Fulford School

SCHOOL TRAVEL PLAN

DFES No. 816/4153

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Date of School Travel Plan	November 2015



Students walking home at the end of the school day

Our School

Fulford School is a co-educational comprehensive school, built in 1963.

Currently we have 1411 students on roll. The numbers of students entering our school have increased in recent years. Last year we admitted 243 pupils from 10 feeder primary schools. Of the students on roll 320 are in our Sixth Form.

There are 125 children with Special Education Needs (SEN). This is equivalent to 9% of our student population and 9 of these have a transport element to their statements. The transport arrangements for these SEN students ensure their attendance at school. We also have an Enhanced Resource for Autism which accommodates 10 students.

We have 65 full time teachers, 21 part time teachers and 22 classroom teaching assistants. We also have a wide range of support staff complementing the teaching staff.

The school is situated to the south of the city of York, in the parish of Fulford and caters for students aged 11 to 18 years. The majority of these students are from the surrounding villages to the south and south-east of York and the A19 corridor into the city. 53% of our students travel to school on dedicated school buses, whilst a further 27% walk to school.

The site is open for community use on evenings and weekends. Users of the site include Adult Education, Youth Services, Brownies, Guides, Gateway and NCT several evenings per week. Whilst the sports pitches are regularly used by local community teams on evenings and weekends. Regular daytime lettings include GL Education courses and The Rotary Club.

Access to our school site is via Heslington Lane and Fulfordgate, a short residential cul-de-sac off Heslington Lane. All traffic, whether it is pedestrians, cycles, taxis, cars or school buses, must pass through the one entrance to the school at the head of Fulfordgate.

The site has car parking provision of 68 standard spaces, 5 disabled spaces and 1 minibus space. The playground is used for additional parking for Adult Education evenings and one off school events. There is also provision for approximately 172 cycles on site under covered areas.



Facilities for cyclists

Our first School Travel Plan was developed in 2009/10 and since then we have:

- replaced an old cycle shed.
- added a further small cycle shed next to Hawking Block.

- improved cycle parking facilities for staff.
 - and we have added a further 48 new spaces as part of the Sports Hall development.
- This will provide a total of 172 cycle parking spaces.

There are also two cycle racks adjacent to the Main Reception for use by visitors. Further spaces are currently available within the staff cycle storage areas.

In addition to this, there is a cycle route for staff and 6th Formers to use which runs from the main gate to the Hawking Block.

We continue to encourage students to cycle to school and offer the Bikeability Level 3, on road, one to one advanced cycle training to all Year 7 students.

We also promote cycling to staff, provide information on cycle training, cycle routes to school, the Cycle to Work Scheme and facilities available within school. Further information can be found on <http://www.itravelyork.info/cycling/cycle-training>

Facilities for dedicated school bus users:

There has been a steady increase in the number of students using the dedicated school buses (47.00% in 2009, 52.3% in 2011 and 55.25% in 2014). However, this has dropped slightly to 53.16% in our latest survey (2015).

The school buses are now contracted to one contractor and are much more reliable and are fully fitted with seat belts.

In our initial Travel Plan we said we would ensure student well-being by increasing awareness of school bus monitors and this has been achieved through introducing the monitors to students at the start of the year and through assemblies.

There has also been an increase in the number of 6th Form students travelling by service bus as they now qualify for the Yozone card which entitles them to a reduced rate.

Facilities for service bus users:

Several service buses operate from the centre of the town to within walking distance of the school. Further information and up to date timetables can be found on the following link to the council's iTravel website <http://www.itravelyork.info/>

Facilities for students/staff who walk to school:

Traffic calming measures were introduced along Heslington Lane several years ago. These have recently been extended to encompass a greater length of the lane. Yellow lines have also been painted on the junction of Heslington lane and Fulfordgate.

Staff are on duty at the start and the end of the school day to assist the safe arrival of students on site. Cyclists are only allowed to mount their cycles once they are out of the school gates to protect the many students walking across the main gate entrance towards the parish field.

When the Germany Beck development progresses an entrance is planned along the perimeter of the boundary with Germany Beck. We envisage this entrance being open at the start and end of the school day to allow access, but locked during the school day in order to comply with our safeguarding duties. This will further improve pedestrian access to the site and encourage student to walk or cycle to school.

Facilities for car users:

We continue to discourage parents from dropping their children at school in the morning and picking them up at the end of the day. However, there is little alternative for some people and we therefore continue to publicise our “no entry by car on to the school premises” zone to parents between the hours of 08.00 to 08.45 and 15.00 to 15.45. Where necessary, parents are asked to collect their children from Heslington Lane and beyond.

There has been a steady decrease in the percentage of students dropped off/picked up by car or travel in their own car (8.44% in 2009, 6.9% in 2011, 5.02% in 2014 and 4.8% in 2015).

A large number of staff drive to work and for many there is no alternative given the distance and route they travel. However, when surveyed, the results indicate that a small number who live closer would prefer to cycle.

We must continue to review the demand for parking places on the school site as the school continues to grow. Many of our staff travel by car due to the distance they live from school and we must provide suitable parking facilities within the site in order to alleviate the congestion on the residential streets in the surrounding area.

However, where possible, we will continue to encourage staff, students and parents to car share, use the local services buses, cycle or walk. The signposting of sustainable modes of transport is essential to this plan.

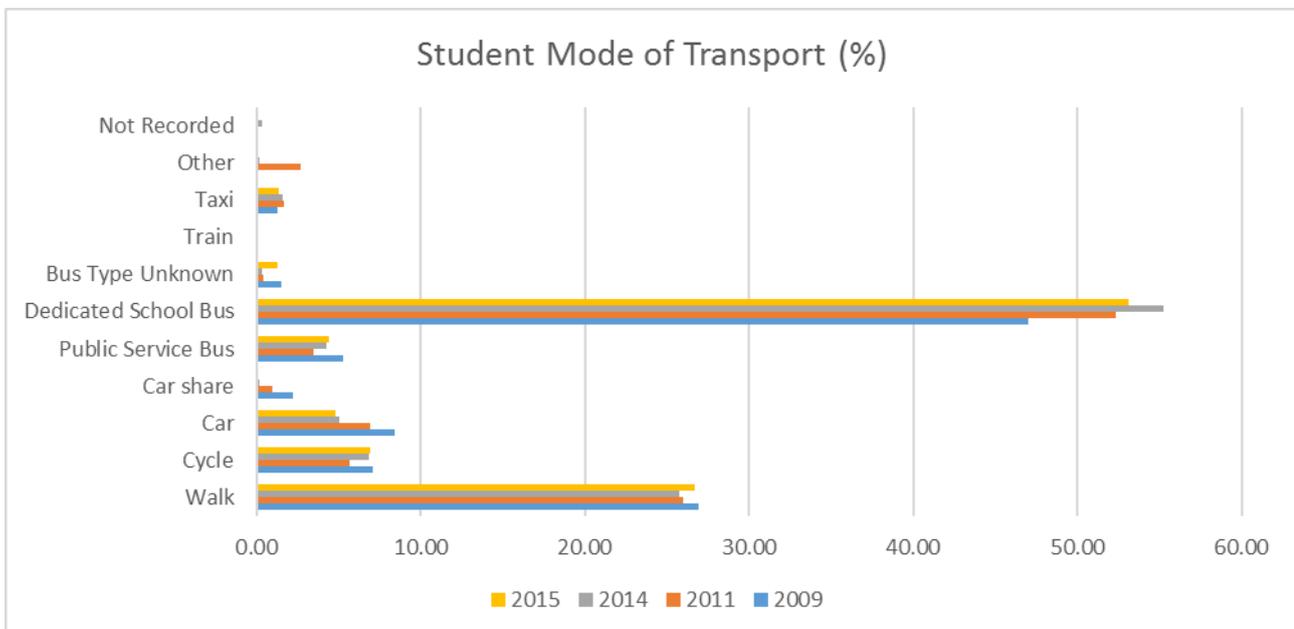
Facilities for disabled car users

There are two designated accessible parking bays near the reception area of the school. There are two further designated bays adjacent to the Sports Hall and one to the rear of the new classroom block.

Results of Our Travel Survey

How do Students travel to school?

Students' usual mode of travel to/from school	2009	2011	2014	2015
	%	%	%	%
Walk	26.92	26.00	25.79	26.69
Cycle	7.07	5.70	6.88	6.96
Car	8.44	6.90	5.02	4.83
Car share	2.21	1.00	0.15	0.01
Public Service Bus	5.32	3.50	4.27	4.40
Dedicated School Bus	47.00	52.30	55.25	53.16
Bus Type Unknown	1.52	0.40	0.37	1.28
Train	0.00	0.00	0.07	0.07
Taxi	1.29	1.70	1.57	1.35
Other	0.05	2.70	0.22	0.14
Not Recorded	0.00	0.00	0.37	0.00



How do Staff travel to school?

Mode of travel	to/from school		Preferred mode to/from school	
	No.	%	No.	%
Walk	12	10.6	11	9.9
Cycle	21	18.6	28	25.2
Car	88	77.9	66	59.5
Car share	3	2.7	1	0.9
Public Service Bus	5	4.4	4	3.6
Train	1	0.9	1	0.9
Taxi	0	0.00	0	0.00
Other	0	0.00	2	1.8

Distance travelled to school	No.	% Staff
0 - 1 miles	7	6.2
2 - 3 miles	28	24.8
4 - 5 miles	24	21.2
6 - 10 miles	22	19.5
11 - 20 miles	16	14.2
21 - 30 miles	14	12.4
31 - 50 miles	2	1.8
51 + miles	0	0

Reasons for not travelling by preferred route

Cycling is cheaper, better for fitness and better for environment. However I don't leave myself enough time and find cycling difficult with bags and winter weather.
I would prefer to walk but my childcare is further away than my place of work.
Too far (over 25 miles!!)
Too far by bike, tried it, can't make it work!
Not convenient due to time restrictions.
Would prefer to use public transport, but there are no direct buses. Roads to School from where I live is not safe to cycle.
Too far!
Faster
Have to travel partly on 60mph road before reaching cycle track so in bad light or poor weather it is too dangerous
Would do if in cycle distance.
I live in Pocklington.
The only thing preventing me cycling every day is too much to carry sometimes or if I need to do shopping after work.
Too much work/too many heavy books to carry sometimes (I have a bad back)or need car to drive to university for meetings
Too much to carry on my bike.
I live too far away
I prefer to walk but end up driving as it is easier to drop my children off at college then carry on to work. On the rare days I don't do this I try to walk, but often I am pushed for time so end up driving anyway.
I have a toddler which I can't drop at the child minder before 7.30 and I need to be in school by 8 o'clock. Also the main road out of Dunnington has no cycle path and therefore it is very dangerous to cycle on this road in the winter months when it's dark.
I would prefer to travel by bus as it is a cheaper but it takes too long and it is not a direct route.
I have work that I have to carry so wouldn't be able to carry it all on the bike.

This survey was carried out in November 2015.

Our Targets and Action Plan

Objective 1

Decrease the number of car journeys to the site

Action	For who?	By when?	Target	Monitoring Activity	Responsibility for monitoring?	Working Group Review
Promote car sharing on the school website.	Staff	Dec 2015	5% of staff car-sharing at least once per week	Number of car-sharers	Travel Plan User Group	July 2016
Promote the car share point of contact on school website	Parents	Dec 2015	10% reduction in cars waiting outside the school gates at 3.30pm	Survey number of cars parked on Eastward Avenue, Fulfordgate & Heslington Lane at 3.30pm	Travel Plan User Group	July 2016
Continue to publicise alternative methods of transport on the school website (details of bus cycle and walking routes)	Parents & Visitors	ongoing	Raise awareness of transport options	Annual survey	Travel Plan User Group	July 2016
Increase number of students (in particular 6 th Form students) travelling by bus by promoting the Yozone card	6 th Form students	ongoing	Reduce the number of 6 th Formers travelling by car	Annual Mode of transport questionnaire	Travel Plan user Group	July 2016
Promote car sharing for 6 th Form students where alternative modes of transport are unrealistic.	6 th Form students	ongoing	Reduce the number of 6 th Formers travelling by car	Annual Mode of transport questionnaire	Travel Plan user Group	July 2016

Action	For who?	By when?	Target	Monitoring Activity	Responsibility for monitoring?	Working Group Review
Investigate the opportunity for a cycle/pedestrian access route from the Germany Beck development.	Staff, students and visitors	To be developed alongside the Germany Beck development.	Staff, students and visitors approaching the school from Germany Beck	Liaise with developers of the site.	School Leadership	tbc
Increase the number of students and staff who are confident to cycle to school.	Students and staff	Sept 2016	Students and staff	Annual Mode of Transport survey	Travel Plan User Group	Annually
Provide shower facilities for staff in the proposed sports hall.	Staff	December 2015	Increase the number of staff cycling to work.	Mode of Transport data collection	Travel Plan User Group	Annually
Promote Urban Cycle training for adults -available via http://www.itravelyork.info/cycling/cycle-training	Staff	ongoing	Increase the number of staff who are confident with cycling to work	Staff survey	SBM	Annually
Publicise the Bikeability Scheme to Year 7 students	Students	Annually in September	Year 7 students	Uptake of scheme	Directors of Learning	Annually
Include information on transport options in Year 6 Transition booklet.	Students moving up from primary school	Annually in June	Year 6 students moving into Year 7	Student data sheets	Admin Office	Annually
Annual review of students' mode of travel survey	Students	Annually in October	All students	Analysis of data sheets	Admin Office	Annually

Action	For who?	By when?	Target	Monitoring Activity	Responsibility for monitoring?	Working Group Review
Annual student voice feedback on travel routes that impact on the school bus provision.	Students	Annually	Students are confident and happy to use the school bus.	Student voice activity and feedback	Deputy Head	Annual review

Objective 2

Improve and develop the awareness of health links relating to staff, students and community users.

Action	For who?	By when?	Target	Monitoring Activity	Responsibility for monitoring?	Working Group Review
School Sports Co-ordinator (SSCO) to organise and promote sporting activities throughout the year	All staff and students	Ongoing	Staff and students become more involved in sporting activities	Analyse data regarding participation	SSCO	Ongoing
SSCO to organise trips to sporting events	All staff and pupils	Ongoing	Staff and students - opportunities to experience different sporting activities	Analyse data regarding participation	SSCO	Ongoing
Improve sports facilities (both indoor and outdoor) within the school site	Staff, students and the community	As soon as possible	Increased opportunities for staff, students and the community		School Leadership	Annually
Promote staff involvement in health awareness schemes (e.g. York Cycle Challenge)	Staff, family and friends	Ongoing	Participation in schemes by the regular participants, but also encouragement of other staff to take part.	Record of uptake and involvement	SSCO	Annually

Action	For who?	By when?	Target	Monitoring Activity	Responsibility for monitoring?	Working Group Review
Promote Bikeability, Level 3 to Year 7 students	Year 7 students	Early in the Autumn term each year	To increase the number of students who are confident cycling to school	Record number of students who enrol for the scheme.	Directors of Learning	Annually

Objective 3

Increase standards of Health & Safety on site relating to travel and transport

Action	For who?	By when?	Target	Monitoring Activity	Responsibility for monitoring?	Working Group Review
Promote awareness of the speed limit on the school site.	Staff, 6 th Form students and visitors.	ongoing	Speed limit adhered to.	Duty staff to monitor.	Site Management and Duty Staff.	Continually.
Promote awareness of official parking areas as well as no parking areas.	Staff, 6 th Form students and visitors.	ongoing	To prevent parking in areas where it is unsafe to do so, e.g. school roundabout.	Site Staff to monitor and place notices of illegally parked vehicles.	Site Staff	Ongoing.
Promote awareness of the Site Transport Plan.	Staff, students, school transport providers and contractors	Autumn term	Increase awareness of procedures whilst in a vehicle on site.	Monitor movement around site.	Site staff and duty staff	Termly
Remind 6 th Form students of the need to show consideration to residents around the school. If they come in cars they should park within the school grounds wherever possible.	6 th Form students	September, January and April each year	To maintain our caring relationship with our neighbours	Monitor student cars in Fulfordgate and Eastward Avenue	Duty staff and Head of 6 th Form	Termly

How We Developed Our Travel Plan

The information relating to students' mode of transport has been collated from our student database in November 2015.

A travel survey will be carried out during the Autumn term and the results of this will be discussed with the Student Council.

Movement around the site is discussed at Senior Leadership meetings. In the past this has included the expansion of the cycle facilities, together with the roadmarkings for the cycle route to Hawking Block.

The problem of 6th Form students parking in the residential streets around the entrance to the school is highlighted at the start of each year and an email is sent to all 6th Form students reminding them of the guidelines.

Transport arrangements for new members of staff are highlighted and discussed at meetings for new staff.

The School Travel Plan will be reviewed taking into account the changing needs of the students, staff and community users as well as any new building developments, changes in site layout or changes in transport provision.

The School Business Manager will lead on the implementation and review of this plan.

School Travel Plan Agreement

This travel plan, prepared by the staff, governors, parents and pupils of Fulford is recognised by the departments of the council responsible for transport and education as an effective policy document. It is deemed to be achievable and likely to both decrease car use on the journey to school and to increase awareness of healthier, more sustainable and safer forms of travel. The plan has been produced by the school in such a way as to maximise acceptance of it amongst all elements of the school community.

CYC undertakes to do its part to bring about the aims of this travel plan, implementing the measures required of it by the plan whenever feasible. The council will also consult this travel plan whenever it is considering or planning measures affecting travel to and from the school.

Representative	Name	Signed	Date
Head Teacher	Ms Lorna Savage		
Chair of Governors	Mr Andrew Pennington		
Pupil Representative	tbc		
School Travel Plan coordinator	Mrs Sue Keeble		