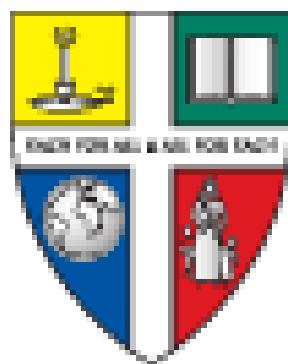


**Chesham Preparatory School**  
**Two Dells Lane**  
**Chesham HP5 3QF**

**School Travel Plan 2019**



**Chesham Preparatory School**  
Independent education for boys and girls aged 3 to 13

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### **1. Introduction & Aims**

Chesham Preparatory School recognises that the location of the school makes it difficult for pupils to travel to the school other than by car. The traffic associated with bringing children to school and collecting them at the end of the day can cause problems for other road users in Two Dells Lane and for local residents.

The school aims to reduce the disruption to local residents as far as possible.

### **2. About Chesham Preparatory School**

Chesham Preparatory School provides independent education for boys and girls aged 3 to 13. Classes are divided into three age groups namely the Early Years Foundation Stage, the Junior School and the Senior School.

Children in the Junior and Senior schools may arrive from 8am and our school day starts at 8:30am with registration at 8:50am. The day ends between 3.30pm and 4.00pm depending on the age group and there are after school activities which include a late club which runs until 6pm.

#### **Locality and Access**

Our school is located on Two Dells Lane at Orchard Leigh about 2 miles north of Chesham. Two Dells Lane is a rural road with no pavements or street lighting. The A4146 Rushmere Road is nearby and this has few pavements and no lighting. The distance from nearby settlements and the local towns means that walking is feasible for only a very small number of pupils and staff. Cycling is an option likely to be feasible for some teachers but again very few if any pupils.

#### **Catchment area**

In total there are about 400 children at the school and these are mainly drawn from the area up to about 10 miles from the school including Amersham, Chesham, Tring, Wendover and Little Chalfont.

#### **Bus Services**

There are few bus services in rural Buckinghamshire and only two routes run near to the school. Route 730 operates hourly but does not provide a service at times convenient for pupils or staff to use. Route 73 operates via Jasons Hill about 700m from the school but again the service is not suited to the school opening and closing times.

To make up for the absence of public bus services, the school has introduced minibus services to provide an option for travel to the school from the main local towns and along the routes

between them and the school.

The school has, and continues to encourage more children to use these bus services for at least for some journeys each week, and to review the bus routes to increase their availability to pupils.

### **3. Existing School Travel – Pupils 2015 School Travel Survey**

A travel survey was carried out in September 2015 to inform this Travel Plan of existing travel patterns and to identify potential measures that might reduce the numbers travelling only by private car.

Travel survey forms were issued to all pupils and responses were obtained from a total of 135 pupils from 96 families representing about 33% of the school roll. The average number of pupils per family that responded is 1.4.

#### **Mode Share**

Many pupils vary their mode of travel during the week and to show this accurately the survey results are based on the number of journeys made by each child during a week. The results are attached at Appendix A and Table 1 shows the number of journeys pupils make by each mode during a week.

Just over 56% of pupils travel in their own parent's car every day with the remainder using a different mode for at least one trip. The only other mode which is used exclusively for every trip is the school bus by 3 pupils.

The school buses are used for at least one journey by 43 (31.9%) of the pupils who responded. Of these 18 (13.3%) uses it for at least half the weekly journeys. Only 3 pupils (2.2%) use the bus every day. The largest group of school bus users is those who travel by this mode 8 times per week. Given that pupils are unable to use the school bus when having swimming lessons it is likely that this group and potentially others would be able to use the bus every day when the school pool is open in September 2019.

Only 15 pupils (11.1%) get a lift from another parent and none do so for more than half of the journeys each week. Three children (2.2%) from 2 families walk or cycle on one day each week.

#### **Journey Purpose**

Parents were asked to state whether the journey to school was solely for that purpose or was part of a journey for another purpose. A total of 92 respondents included an answer to this and Table 2 shows the results. The largest group of parents giving lifts to their children make the journey solely for this purpose. A combined journey is most likely in the morning when two-thirds of parents make a combined trip at least some of the time.

#### **Access to School Bus Routes (Table 3)**

Parents were asked to state whether they lived on a school route and if so which one and 94 families responded. One family which did not respond indicated that their children used the school bus. Including this family, a total of 54 of 94 families (57%) live on a school bus route with the highest percentage (24%) living on the route from Little Chalfont.

Given that the 54 families represent about 75 pupils and that 43 pupils use the bus for at least 1 journey at present there appears to be scope to increase the number of bus users.

Additionally parents were asked why they did not use the school bus if they lived on one of the routes. A total of 42 families responded with 81 reasons.

The most stated reason was that the children were too young (17), followed by the school being on the way to another destination (15) and attendance at early morning clubs (12). Cost was given as a reason by 11 families and wanting to meet other parents or teachers at the school by 10 families. A further 6 parents are involved as a volunteer at the school.

Other reasons given were: living too close (6); the route not being convenient (3); no staff member on the bus (an issue which has since been rectified); parents working at the school; and late bookings being difficult (2 each).

Parents of pupils not on an existing school bus route were asked if they would use this if one were available and of the 46 families that responded 28 (61%) said they would do so with 39% saying they would not.

The questionnaires provided an opportunity for parents to comment on what would make it more likely they would use the school bus. People express things in different ways, but Table 4 at Appendix A provides a summary of the comments made.

Of the 47 parents that responded, 27 suggested a revised route or bus stop would make it more likely that they would use the bus. A further 15 gave reduced cost, including 9 suggesting a sibling discount, as a likely incentive with 5 parents giving other reasons.

### **Car Drop Offs and Collections**

The school offers parents a choice of drop off facilities with parking spaces provided for parents who wish to walk their children to the school entrance and a drop off bay for those who prefer not to park.

Of the 89 parents that responded, 56 (63%) choose to park with the remainder using the drop off bay. Only 5 parents gave a reason why they preferred to park and 3 of these said it was because of the age of their children.

The school operates a late club which allows children with older siblings to be looked after and be collected together at the later end of school day time. Of the 74 parents that responded, 10 (14%) confirmed that they use the late clubs to avoid the need to wait with 64 (86%) not doing so. Of these 30 parents gave reasons why they did not use the Late Clubs with most (12) saying that children were too tired or too young. A further 9 said there was no need, 5 said they do activities at home and 4 gave cost as the reason.

These results are set out in Tables 5 and 6.

#### **4. Existing School Travel - Staff**

The school currently has a total of 95 members of staff who were surveyed about their travel to work and a total of 50 responses (53%) were received. The results of this survey are attached at Appendix A, Tables 7 to 14.

Table 7 shows the main role of staff at the school with 32 (64%) being teachers or teaching assistants; 15 (30%) in administration and management and 3 (6%) in other roles. Of the 49 staff that responded, 76% are employed full time.

Almost exclusively, members of staff travel to work by car with 47 (94%) using this mode. Three members of staff either walk or travel by bus to school.

The main reasons given for their choice of mode of transport was convenience (60%) and the next most popular was the length of journey (26%). Four people gave other answers, including no public transport being available (3) and their journey including travel to the swimming pool and

then school (1).

The predominant reason for driving to work was the lack of an alternative (63%) with 48% citing the distance they must travel. Twelve people gave other reasons including that they travel elsewhere than to home after work (1); the possible need to return home in an emergency (1); the need to carry books (5); road too busy to cycle (1); public transport takes too long (1).

Although no respondents said that they were currently car sharing, almost half (48%) expressed a willingness to car share with the remainder not wishing to do so. Of those that responded 35 indicated what might encourage them to car share and the two main incentives were help with finding a sharer and reserved parking spaces. The survey also gave an opportunity for respondents to suggest other things that would encourage them to car share. Most answers given were reasons why they could not car share but two aspects that would encourage car sharing were:

- Being able to leave when ready – which implies a need to co-ordinate working hours; and
- Being able to car share on only some days;

Most respondents highlighted the poor public transport; lack of footways and perceived safety issues for cycling as reasons why other modes were not used although a few respondents indicated that they do occasionally cycle. Only one provided a realistic action that would encourage them to cycle which was for a cycle scheme to make a bike cheaper.

## 5. **Local Travel Issues**

The main travel issue associated with the school is the potential for disruption to traffic along Two Dells Lane and to local neighbours.

To minimise this the school actively manages the parent parking area with marshals directing parents to spaces and to an overflow area when spaces are temporarily unavailable in the car park.

## 6. **Travel Plan Objectives**

The school has identified 2 objectives for the School Travel Plan and measures to achieve these. To ensure that these objectives are managed, the Governors have appointed the Bursar the School Travel Champion (STC) to administer the Travel Plan.

The two objectives are:

### A. *Reduce Traffic Disruption on Two Dells Lane*

The school is seeking to reduce the potential for disruption to traffic flow on two Dells Lane by relocating the existing main ingress to the school and expanding the existing parents' parking area to improve the flow of traffic into the car park and to minimise the potential for cars to back up onto or queue in Two Dells Lane. Additionally the school proposes to provide a new access on Grove Lane for use by staff. The new ingress on Two Dells Lane will be open in September 2019, and staff access from Grove Lane has been granted planning permission.

### *B. Promote use of the School Bus Services*

The school will continue to promote the minibus services to parents as a convenient and economical means of travel for children which can save parents time and can be flexible in allowing use on some days and not all.

Since the travel survey was prepared the school have received requests from parents asking if they can be included in the school bus routes. Wherever possible the school tries to accommodate these parents. As a result the bus route through Tring was changed from September 2017 and there are now 2 buses picking up on the Great Missenden route on a Tuesday morning and ad hoc on other mornings. The Great Missenden route was also altered in 2018, as was the Berkhamsted route. The employment of a bus chaperone in mornings on the Amersham and Chalfont route has also resulted in numbers on this route being increased. The school will continue to engage with parents in this regard and reviews of the bus routes are made every term and in particular at the start of the academic year.

### **7. School Travel Targets**

To enable progress towards these aims to be measured the school has identified the following targets to be achieved over the next 5 years.

- The school will aim to increase the percentage of pupils using the school bus service at least once per week from 32% to 50%.
- The school will aim to increase the percentage of pupils using the school bus service at least 5 times per week from 17% to 25%.
- The school will aim to increase the percentage of pupils using the school bus services for every journey from 2.2% to 5%.

### **8. School Action Plan**

<b>Objective A: Reduce Traffic Disruption on Two Dells Lane</b>		
<b>Action</b>	<b>Responsibility</b>	<b>Timescale</b>
Implement the proposal to relocate the main school ingress	Bursar	2019
Implement the proposal to provide a new access on Grove Lane	Bursar	2019
Implement the proposal to relocate the staff car park	Bursar	2021

<b>Objective B: Promote use of the School Bus Services</b>		
<b>Action</b>	<b>Responsibility</b>	<b>Timescale</b>
Publicise the school bus services to new and existing parents in school communications and on the website	STC	Ongoing
Introduce promotions to encourage parents to try out the school bus service	STC	Ongoing
Review existing bus routes and stops to identify whether changes would better serve pupils	STC	Ongoing
Consider introducing new bus routes	STC	Ongoing

Consider longer term incentives such as sibling discounts and staff supervision on routes	STC	Ongoing
Consider introducing a "Bus Buddy" scheme to pair older pupils with younger ones living nearby	STC	Ongoing

## 9. **Monitoring & Review**

The school has not conducted a further travel survey as it is certain that the results will be very much in line with the results in 2015. The school continues to review bus routes and liaise with parents on potential changes to routes, especially if routes are not full. The school continues to expand the Great Missenden route, where the demand has considerably increased. The school continues to monitor the addresses of the families who attend to monitor shifts in location.

The School Travel Champion and the Chair of Governors will review this travel plan in 2020.