

Annual Travel Review for 2019 • Tonbridge Grammar School •

Survey results 2019

Introduction A school travel plan is a living document that sets out several practical ways to help reduce the amount of car trips made to a school, encourage more use of public transport, walking, cycling and scooting and to improve safety on the school journey.

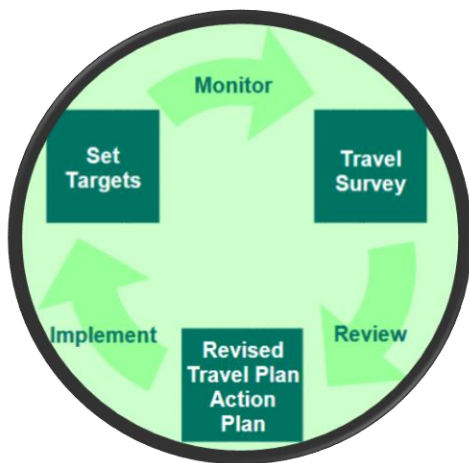
The travel plan aims to raise awareness among pupils and parents of the harmful effects of increasing car use on children's health, safety and independence. It highlights the implications of travel choice and the benefits of encouraging more sustainable active travel to school.

This survey aims to:

- *Identify current travel choices*
- *Identify which modes of transport could be promoted considering the annual survey findings*

The results of each Annual Travel Survey will provide information on the established travel choices of pupils and hence will provide a basis for the review and setting of targets in the School Travel Plan.

HOW DO WE MONITOR THE SUCCESS OF OUR SURVEY?



AIMS & OBJECTIVES

The school travel plan supports healthy lifestyles by offering opportunities for active travel and enhanced facilities for pedestrians and cyclists. The safety and welfare of our students can be improved by decreasing congestion and potential traffic dangers inside and outside the School grounds. This survey is a snapshot of the progress made towards our 2020 targets.

DESCRIPTION OF THE SCHOOL

Tonbridge Grammar School is located on Deakin Leas, Tonbridge, approximately 1.2km from the town centre. Vehicular access is from Deakin Leas whilst most student pedestrians access the site from Taylor Close.

The School is a selective Academy and an authorised IB World School. The School caters for students from the age of 11 – 18 with a co-educational sixth form. Recognised as ‘Outstanding’ by OfSTED, the School is heavily oversubscribed. At the most recent census in 2019 there were 1182 students on roll. There are 70 full time staff comprising 54 teaching and 24 support, with 23 part time teachers and 17 part time support staff (those that work part week). In addition, there are 8 caterers working in the kitchen in the morning, and 16 visiting freelance music tutors visit the School during the week.

The School buildings are located to the north of the site. The southern half of the site consists of sports pitches (including an all-weather pitch) and open recreational area.

The official start time of the School is 08:40 with most students arriving between 8:10 and 8:30. The official school day ends for students at 15:40. Students may remain on the premises for supervised educational activities until 17:00.

Afterschool clubs and activities: In order to manage transportation for students and support their high levels of public transport usage, most school clubs and activities are accommodated at lunchtime. Some after school activities and sports fixtures take place at the School whilst others require students to travel offsite. The end of school is staggered on Wednesdays with the school day finishing early for Years 7 & 8 and Years 11 & 12 in order to take part in off-site activities including community service, volunteering and creative options.

Wider consultation

The Travel Action Group has met three times during the year most recently in May 2019 to review the initial travel survey results and progress on the agreed action plan. Progress on the Travel Plan actions has been reported at the meetings of the Travel Action Group throughout the year.

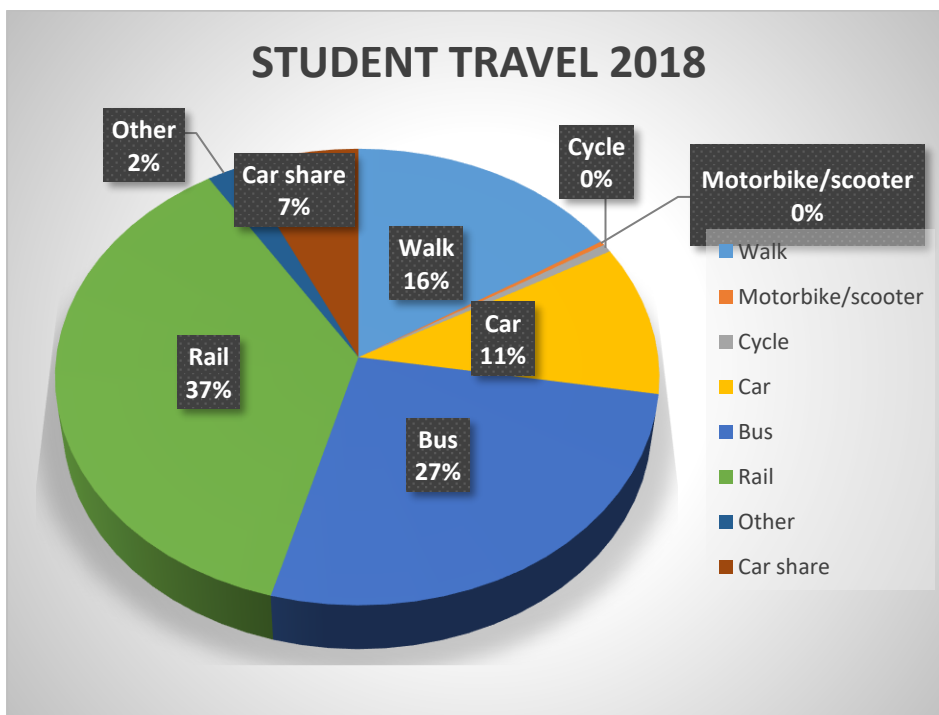
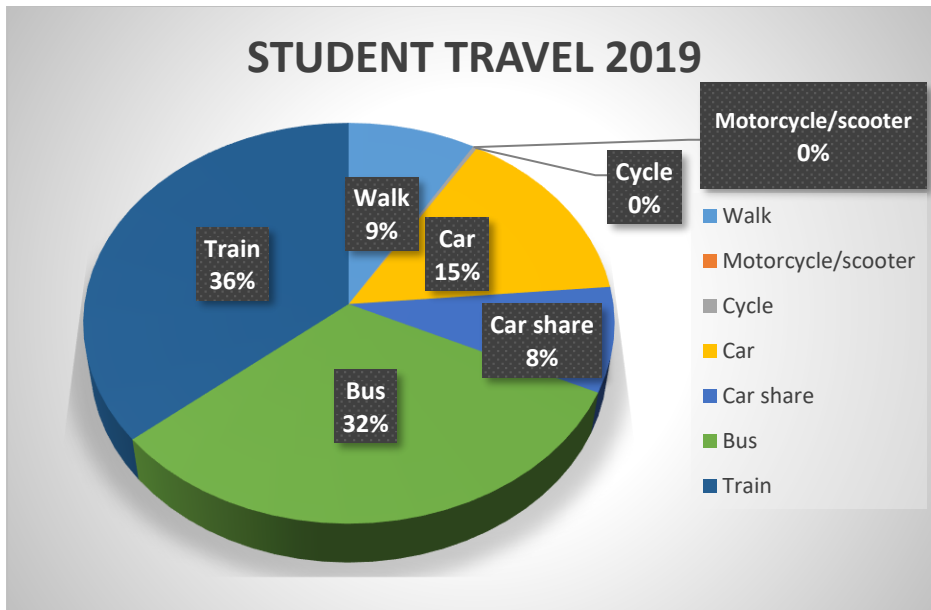
| Representation | No. of Meetings attended |
|---|--------------------------|
| Deakin Leas: K Topliss | 3 |
| Taylor Close: vacancy | 0 |
| Hilltop: vacancy | 0 |
| The Drive/ J Flitton | 2 |
| PCSO: M Coe | 1 |
| Governor: S Hughes | 3 |
| Parent: J Coupe | 3 |
| Estates: J Kenyon (school) | 3 |
| Development: P Blackstone (school) | 1 |
| Chair: A Pitts (school) | 3 |
| Maria Heslop (Ward Councillor until May 2019) | 2 |

Minutes from the meetings are recorded and posted on the travel plan section of the school website: <https://www.tgs.kent.sch.uk/travel-plan> and a brief summary of progress on the agreed targets and actions taken by the group has also been reported at meetings held with residents (held twice yearly).

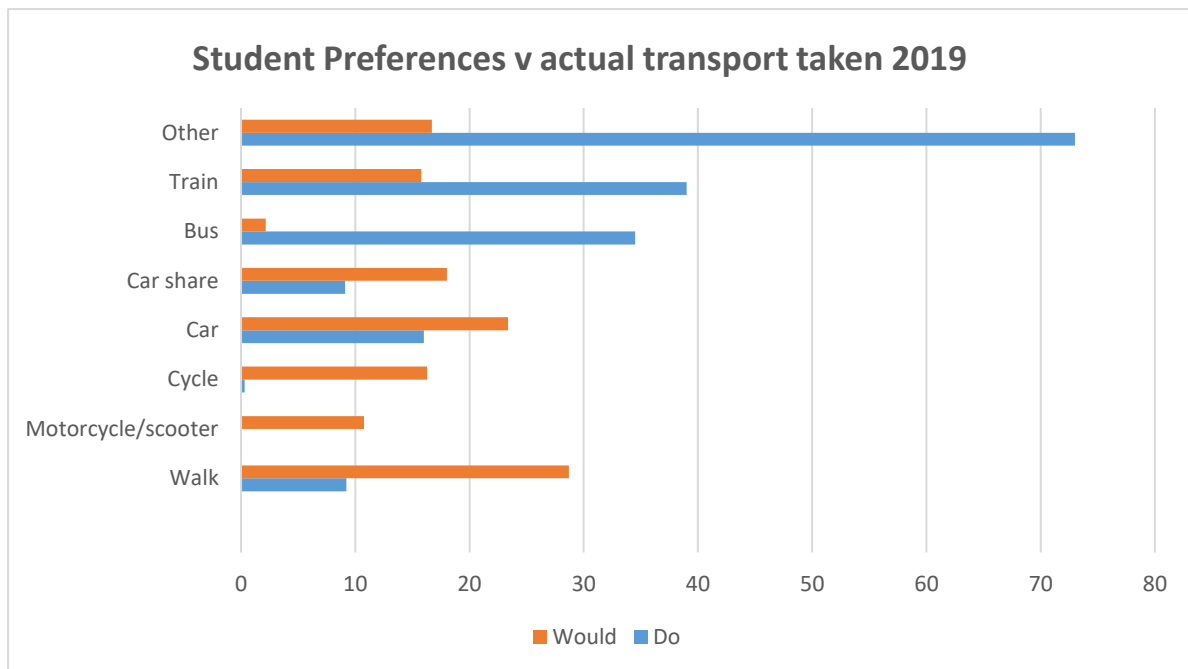
TRAVEL INFORMATION:

The School has separate vehicle and pedestrian entrances; pedestrian entrances are fully segregated from the car park with pathways in place so that students do not access the car park to enter or exit the School on foot. There is sufficient car parking space within the School grounds for staff parking but not for parents dropping off/picking up before and after school.

APRIL SURVEY RESULTS 2019: HOW STUDENTS TRAVEL TO SCHOOL



TRAVEL PREFERENCES – Student (percentage)



Areas for development would be to investigate those who would like to walk or cycle to school, as there is a clear demand for this from the survey results. Comments in the survey this year as to why these options are not undertaken include congestion and safety concerns about walking and cycling in the roads leading to the school, together with a prohibitive physical distance as factors that can the choices taken.

ANNUAL SURVEY RESULTS – Parents and Students

Car journeys Since the 2018 survey, the number of students coming to school car sharing has stabilised at 8%. Disappointingly, there has been another overall increase in the number of students coming to school by car this year (from 11% to 15%), particularly older students, although the number of current 6th form parking permits issued has gone down. There will need to be some investigation into why students are not using the permit system, it was suggested at the final Action Group meeting that the strict car sharing criteria required for a student permit could be an issue. A major factor in student responses is a clear link to rising costs of public transport, which is not a factor the School can realistically control.

Trains and Buses Total numbers of students taking public transport has gone up slightly this year (from 64% to 66%). This is mainly through increased bus use, or combination of bus and train for individual journeys. During the year we have had several issues with the supply provided by Bus operators and on-going industrial action on Southern Rail which has been raised at the School Forum and by our local MP. Until students and parents can rely on the trains and buses, cars will always be seen as the most convenient means of transport.

Despite improving access through the widening of the footpath leading to the station, new signalled crossings, an extension to the Lidl bus stop, resurfacing of the road and pavement, as well as new protective bollards around the station entrance, platform congestion is still a concern at peak periods in the morning and afternoon.

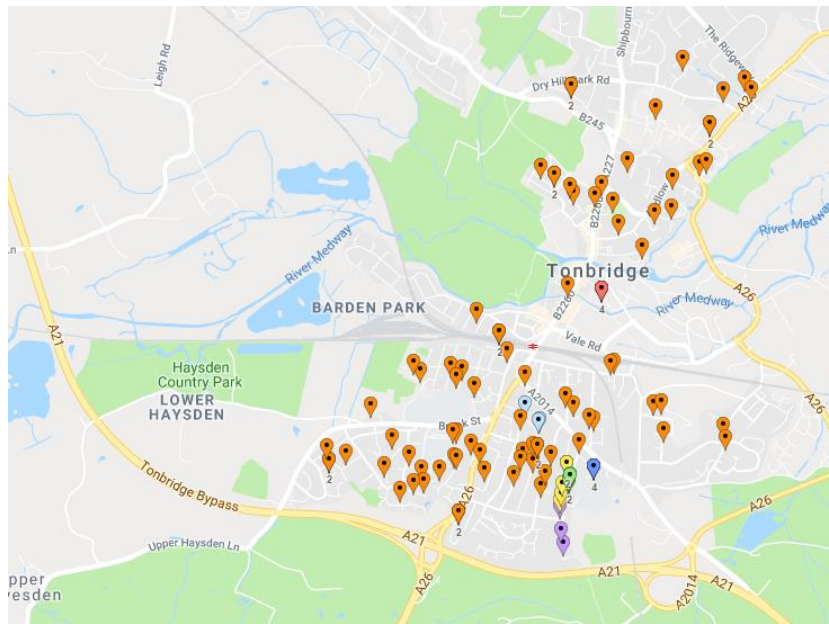
Overcrowding and congestion at the end of the day at the intersection of Deakin Leas and Pembury Road remains an issue. The School provides a limited staff presence in this area which has many pupils from different local schools alighting services. It is difficult to supervise and maintain a safe environment.

Cycling Cycling amongst pupils has remained a small number. The Travel Action group accepted that cycling will never attract large numbers while there are reported safety concerns about cycling safely on the congested roads in the town. The good take up from this year's 'Bikeability' training sessions at school is noted, with plans to encourage this more in the future as part of the Action! programme. The School actively supports safety initiatives to reduce congestion on local roads. From the survey results the distance many students travel to school is also prohibitive.



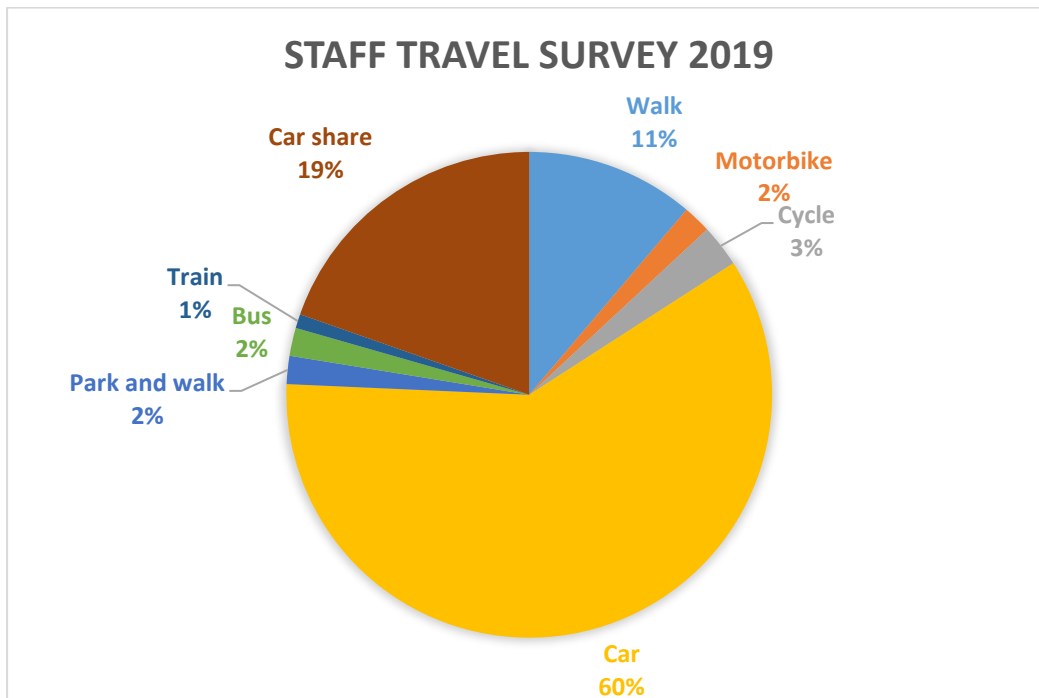
Walking The numbers of students walking to school this year has returned to more expected levels (from 16% to 8%). This may be because of an error in the recording of the data last year, as the current figure is in line with previous survey results from 2016 and 2017. The numbers of students able to walk locally from a 1-mile radius has increased this year. This was further supported in the Healthy Journey to School week and a hands up survey in a series of Assemblies. Students cite convenience as to why they come to school by car (ie as part of a series of drop offs of siblings to a range of schools).

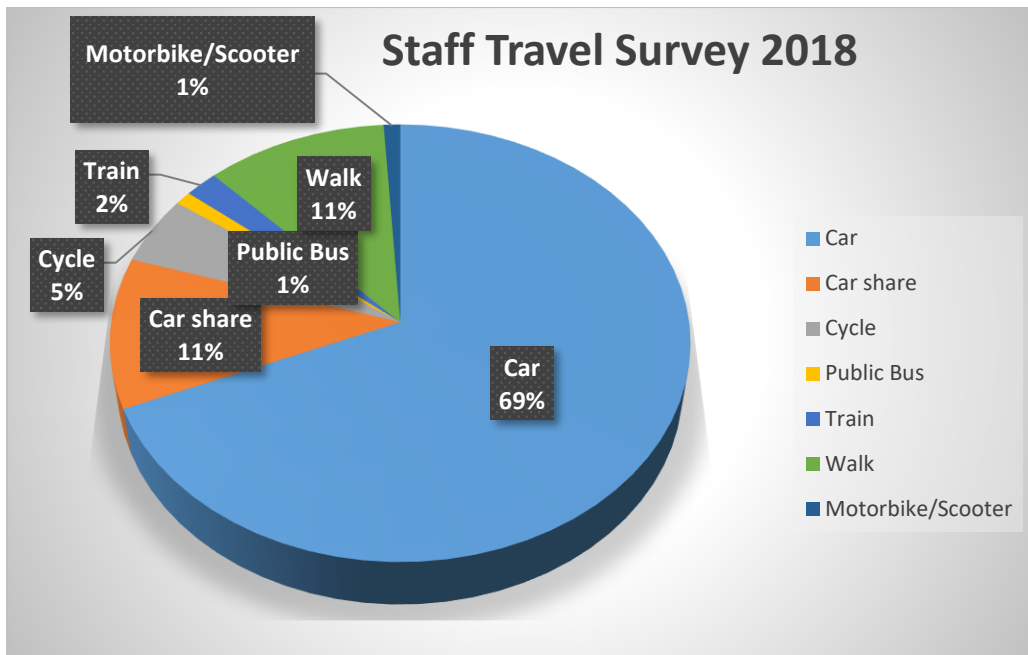
Student Post code data for a 1-mile radius from Tonbridge Grammar School: 2019



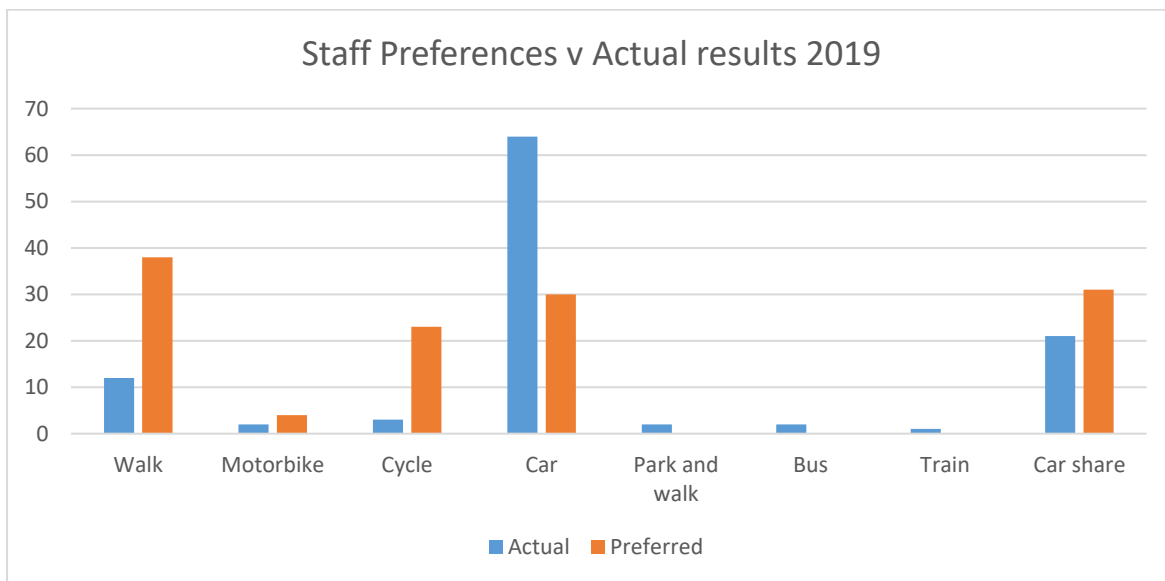
It was suggested that going forward, this information should be investigated as part of the survey, showing the percentage of students who live within this area, and the percentage of students that do walk to school regularly.

APRIL SURVEY RESULTS 2019: HOW STAFF TRAVEL TO SCHOOL





TRAVEL PREFERENCES – Staff (percentage)



Areas for development would be to investigate those who would like to walk or cycle to work, as there is a clear demand for this from the survey results. Comments in the survey this year include the convenience of driving to work, and distance staff live from school.

ANNUAL SURVEY RESULTS – Teaching & Support staff

Cycling/Walking There has been a slight increase in the numbers of staff cycling to school (3%) and 11% again choose to walk to school. In the survey staff cite carrying heavy books, bags and long distances as the main reasons for not being about to choose this method of active travel to school. Employees at the School are given access a tax efficient 'Cycle to work' scheme which is promoted to staff.

Car Where staff drive to school, car sharing has risen to 8% this year cutting the overall number of single use traffic movements. Staff suggest the main barrier is because of the school run for other children, part-time working and afterschool clubs. This is in line with the Kent strategy: *"Another barrier to active travel is the convenience of using a car, especially to carry heavy or bulky loads, and the need to make linked trips such as a school drop-off on the way to work."* The number of staff coming to school in single journeys by car has fallen to 60% this year. The A21 cycle route that had been tested last year has been used again this year, but the route ends too soon which means that users still must negotiate congested roads and pavements to complete their journey.

Public Transport The numbers of staff using public transport has continued at about 3% this year. Staff comment on the high cost of public transport relative to coming to school by car as the main constraint.

Electric & hybrid vehicles Currently only 1% of staff use an electric or hybrid vehicle for their journey to school. Around 8% are considering changing to an eco-friendlier vehicle in the next 5 years. Plans for developing charging points on site are underway. The Travel Action group will keep this under review, including looking at the bigger picture of climate change. They also recommended that local emissions could be tested, or an air quality survey undertaken, through the potential link to TMBC via our Ward councillors to provide further supporting evidence.

TRAFFIC MONITORING EXERCISE:

Traffic movements were monitored for a week in April at the School's vehicular entrance at the following times: **8.15-8.45am** **3.40-4.00pm**

- *The daily average number of vehicles in or out of the school gates in the morning increased this year from 71 in 2018 to 81 this year, mainly representing staff car journeys to work (average of 6 vehicles left the site again).*
- *The daily average number of parental car drop offs outside the School in Deakin Leas in the morning have continued to increase from 65 traffic movements in 2018 to 86 this year during the monitoring period*
- *The daily average number of parental car pick-ups in Deakin Leas in the afternoon decreased from 37 in 2018 to 24 this year.*
- *Vehicles in and out of school in the afternoon reduced from 37 traffic movements to 25, including staff journeys home from work.*

The traffic at the vehicular entrance was monitored by the School's Estates team during the week.

SCHOOL TRAVEL/ROAD SAFETY ETC

School travel and road safety is highlighted in curricular topics (HSEE days) and in assemblies.

- ✓ Students reminded of road safety issues when going on educational visits, particularly residential visits. The pedestrian entrance is sometimes used for access to transport in Pembury Road for trips and is included in walking risk assessments for the visits. Students are reminded of safety behaviour at the bus stops at Pembury Road
- ✓ This year students in Year 12 have an extended talk on road safety. All years have had road safety assemblies (April 2019 the latest). Learning Mentors also support these messages when incidents are reported.
- ✓ Safety concerns over students using headphones, mobile phones and stepping out into the road added together with a reminder about cognitive distraction; members wondered if the PCSO could be present to remind students from time to time (action).
- ✓ The 6th form parking policy requires students who have a permit to car share in order to access the site.
- ✓ Parents who bring their children by car are encouraged to support the travel plan through Travel Plan letters, assemblies and emails, and they have been asked to use public transport instead of driving students to school. Where there is no practical alternative to driving, parents are asked not to access Deakin Leas or surrounding areas by car.
- ✓ Inevitably some parents will want to access the School by car, and the School has worked hard with representatives of the governors, parents, neighbours and students to offer practical action to avoid congestion.
- ✓ Parent car sharing was discussed, looking at proposals and parental bulletin reminders took place.
- ✓ Staff car sharing to be a focus of the action plan. A resultant increase is noted this year.
- ✓ Students are reminded in letters and assemblies that if they must access Deakin Leas to only use designated parking bays to drop off or wait and always ensure students can safely step out onto the pavement not directly onto the road. They have been advised to observe the double yellow lines, and most students use the tabled junctions at the top and bottom of Deakin Leas.
- ✓ Discussion about congestion included a suggestion to look at the junction with Pembury Road (temporary speed limits)
- ✓ Student parking on Hilltops/Treetops has been raised – following an onsite visit it was noted that students are legally parking; members reported some parking in turning cycle and that some parking tickets have been issued.
- ✓ Turning around in Deakin Leas outside the school was an issue again and parents received a reminder letter.
- ✓ The School has a rolling programme of traffic monitoring in the mornings at the vehicular entrance, and Travel Action Group meetings continue to report the success of this and other traffic management changes that have been introduced for the travel plan.
- ✓ This has included:
 - Open Evenings – we arrange for 3 x minibuses + 1 on standby to support the Park & Ride from Sainsbury's. TGS Staffing varies according to the size of the event, but generally we deploy at least 2 staff on the gate whenever parking is prohibited on site. For the Open Evenings we have 3 staff on the gate, plus a further 2 staff on the intersection between Baltic Road and The Drive and a further person at the Deakin Leas / Baltic Road junction to support the Deakin Leas informal one- way (up Deakin Leas only, not down).
 - 2 x Open Mornings have been busy - 500 visitors, but no complaints received, and Deakin Leas did not become overly congested. It was reported that an email communication from a resident stated that they would not support the informal one-way initiative and would report us to the Police if we attempted to direct the traffic. Ward Councillor and Police have been informed and local PCSO was in attendance.

- 4 x consultation evenings before end of year (Y9, 10 & 13, with Yr 10 being split into 2 separate events to follow our similar pattern for Years 7-9 to manage traffic flow more easily with half the year attending at each event.)

School evening events fall into three categories:

- School out of hours events directed to TGS parents e.g. parents' evenings and experience evenings*
- School out of hours events open to the Public e.g. Open evenings*
- Community/commercial use out of hours events*

For those directed at TGS parents, the School includes staffing traffic management controls, where the implications of traffic flow has been assessed as it is needed. Commercial use is reviewed to take review the traffic flow to and from the site in the evenings and at weekends. Sunday use is now a rare exception. New routes away from the School suggested by the Travel Action Group are included in event letters to avoid congestion in Deakin Leas and Baltic Road and on the website. All new parents of students joining the school in Year 7 are directed to the public transport links, our travel plan and the survey results.

As reported above, for Open Events, the School now regularly commits valuable human resources to offer a park and ride in the town for prospective parents, as well as providing additional staffing at the vehicular entrance and neighbouring roads to support traffic movement.

School Visits – We have continued with our policy that no school activity involving coaches is permitted to pick up or drop off at the School. The majority now pick up and drop off in the town (Sovereign Way), to minimise disruption and noise nuisance (particularly early morning departures) further reducing the potential traffic around the school considerably. Liaison with TMBC has identified new areas in the centre of the town where there is less impact on the public too.

2018-20 ACTION PLAN/MONITORING

Completed

In progress

| Strategy | Actions taken | Actions for 2018-19 | Draft Actions for 2019-20 |
|---|--|---|--|
| To increase the percentage of students who walk to school – walk buddies from postcode info | Targeted in recent Healthy Journey to School Week (April 2018) | After a big increase this year, looking to promote further at the start of the academic year in September and re-run HJTS week (completed April 2019) PCSO could be present to remind students from time to time. | -support training for pedestrians and cyclists -Remind students about using mobile phones and stepping out into the road (cognitive distraction); |
| To increase the percentage of students cycling to school – look at cyclists in a 5 mile radius; less specific | Focus has been on 'Get to school in a healthy way' week. Achieved in Term 5 2018 | Bikeability (KCC) cycle course set up Second HJTS week (April 2019) Encourage those who cycled during HJTS | support training for pedestrians and cyclists 1-3 miles of cyclable journeys; |

| | | | |
|--|--|---|---|
| focus – ‘Get to school in a healthy way’ week | | week to continue to cycle to school. | Lit foot/cycle ways (TMBC); |
| Increasing the entitlement for walking and cycling – small scale start. | Trial undertaken during Healthy Journey to School week. | On-going: Bikeability courses initiated. Second Healthy Journey to School week held (limited response) | support a new footway via The Vauxhall and Priory Woods in any new development. |
| Actively support safety initiatives to reduce congestion on local roads. | new | Review bus stop placement marking and designation Pembury Rd (with local councillors and Kent Highways) | Continue pressure for Kent Highways to address the overcrowding in Pembury Road TMBC pressure to find an alternative off-road location |
| To restrict the percentage of cars making single passenger, sole purpose trips to the school – continue to monitor and develop 6 th form Parking Policy balancing the need for parking and impact of parking in the locality. | Staff Car sharing – ad hoc need to increase Students - Continued to monitor and develop 6th form Parking Policy - once building work complete, reintroduce permits | Staff - Use map of Post Codes to encourage short range car sharing. Promote at start of the year. Need to update Students - Permit system to be reviewed in the light of survey data (10). | Permit system to be overhauled and monitored more effectively 2019-20 |
| To maintain the percentage of students using public transport – KCC Travel forum etc. | API has continued to attend KCC/West Kent travel forum. Bus routes have been revised, issues with supply eg double decker required by company send single bus followed up. | Attend travel forum and respond to local transport consultations | On-going |
| To review annually and continue Traffic Management Plan for the management of traffic at school drop off and pick up times, and at out of hours events | Reviewed at each TAG meeting (please see minutes) JKE | On-going | On-going |

SUMMARY OF CURRENT ISSUES

The majority of parents have accepted the suggestions from the travel plan, although a small minority continue to drop their children in Deakin Leas against the advice of the school. We continue to note a growing number of drop offs being made in Baltic Road, with resulting congestion at that point.

The Drive and Deakin Leas are the roads mentioned most often, with Hilltop and Treetops raising issues of student parking. Parking on Deakin Leas and Baltic Road, hindering the flow of traffic is also an issue raised by parents, neighbours and students. Inconsiderate parking, drop off on double yellow lines, and congestion are still reported from time to time. We would welcome representation at the Travel Action Group from Hilltop and/or Baltic Road next year to help us look at this issue further.

MONITORING & REVIEW

The action plan and progress against targets continue to be reviewed and updated in June each year, by the Head Teacher/Assistant Head Teacher and Travel Action Group. In addition to this, the School participates annually in a Spring Survey and is committed to on-going consultation of all its stakeholders, and neighbours. The travel plan will be updated in line with any new developments in education and transport.

REMEDIAL STRATEGY & ACTION PLANNING

It is important to continue to explore practical remedial strategies within our Travel Plan document so that all interested parties are clear what we will do where our targets are not achieved. The Travel Action Group recognises that where targets are not being met because the barriers to further progress are beyond the school to influence eg. congestion and safe routes to and from school, or prohibitive rising public transport prices.

In the event that the Travel Plan is failing to meet the agreed targets, the remedial strategy should be put into practice in order to help get the Travel Plan 'back on track' as soon as possible. Some actions have been suggested in the May review, and will be agreed and monitored during the TAG meetings next year.

Adrian Pitts

Travel Action Group Co-Ordinator

Assistant Head Teacher May 2019

Progress towards 2018-20 Travel Plan Targets

(Based on the results of the Travel to School survey results) agreed at first meeting of Action group in September 2018

Following on from the progress made towards our initial Travel Plan targets 2016-18, the continued success of the [School Travel Plan](#) is measured against the number of pupils (and/or staff) making single occupancy vehicular trips, and the level of modal-shift from single vehicular use to sustainable modes such as walking, cycling, car sharing and public transport.

The new targets for *Tonbridge Grammar School* have been identified below.

Objectives and Deadlines 2018-20 (actual current result from 2019 in brackets)

| Objective | Targets | Timescale | | |
|--|---|-----------------|-----------------|-----------------|
| | | May 2018 target | May 2019 target | May 2020 target |
| 1.Reduce drive alone school trips by parents and students | Increase student journeys to site by walking | 11% | 12% (9%) | 12.5% |
| | Increase student journeys to site by cycling | 0.1% | 1% (0.1%) | 1.5% |
| | Reduce student journeys to site by car (single journey) | 11% | 10.5% (15%) | 11% |
| | Increase students journeys to site by car share | 7% | 8% (8%) | 9% |

| Objective | Targets | Timescale | | |
|---|---|-----------------|-----------------|-----------------|
| | | May 2018 target | May 2019 target | May 2020 target |
| 2.Reduce drive alone school trips by staff | Increase staff journeys to site by walking | 11% | 12% (11%) | 12.5% |
| | Increase staff journeys to site by cycling | 5% | 5.5% (3%) | 5.5% |
| | Increase staff journeys to site by public transport | 3% | 3.5% (3%) | 4% |
| | Restrict staff journeys to site by car | 69% | 68% (60%) | 67% |
| | Increase staff journeys to site by car share | 11% | 12% (19%) | 13% |
| | | | | |

| Objective | Targets | Timescale | | |
|--|------------------------------------|-----------------|-----------------|-----------------|
| | | May 2018 target | May 2019 target | May 2020 target |
| 3. To maintain a high percentage of students using public transport | | | | |
| | Increase journeys to site by bus | 27% | 28% | 29% |
| | Increase journeys to site by train | 37% | 38% (36%) | 38.5% |

Note: *Kent CC looks for 1% Mode Shift each year, under National Indicator 198: Children travelling to school – mode of transport usually used

Travel Action Group

Reviewed May 2019