



## SCHOOL TRAVEL PLAN & AGREEMENT

June 2019, revised January 2020

This is a working document to develop and improve safe, active and healthy travel to and from school for families and staff, and to reduce impact of local vehicle traffic for our neighbours and the environment.

Daisy Cockburn, Headteacher  
Brighton & Hove Montessori Ltd  
67 Stanford Avenue, Brighton, BN1 6FB  
01273 702485

[www.brighton-montessori.org.uk](http://www.brighton-montessori.org.uk)  
[info@brighton-montessori.org.uk](mailto:info@brighton-montessori.org.uk)

Company registered in England & Wales no. 4865322  
The Montessori Schools Foundation, Charity No. 1106446  
Registered offices: 67 Stanford Avenue, Brighton, BN1 6FB

## **Introduction to the School**

The Brighton & Hove Montessori School was established in 1985 and provides an individualised Montessori education for boys and girls aged two to twelve years.

Children have generally straightforward access requirements and the historic nature of the building means that we do not have wheelchair access or any children with severe mobility impairments. The access requirements of our children are met by the school and by parents travelling to the school.

As a Montessori school with an inclusive admission policy, children may come from a few doors away or from across or beyond the city.

Travel to school is entirely operated by parents and no transport is provided on a daily basis.

We have staggered arrival times from 8-9.15 am, and traffic monitoring has observed that finding legal parking over this time period is not a problem for families.

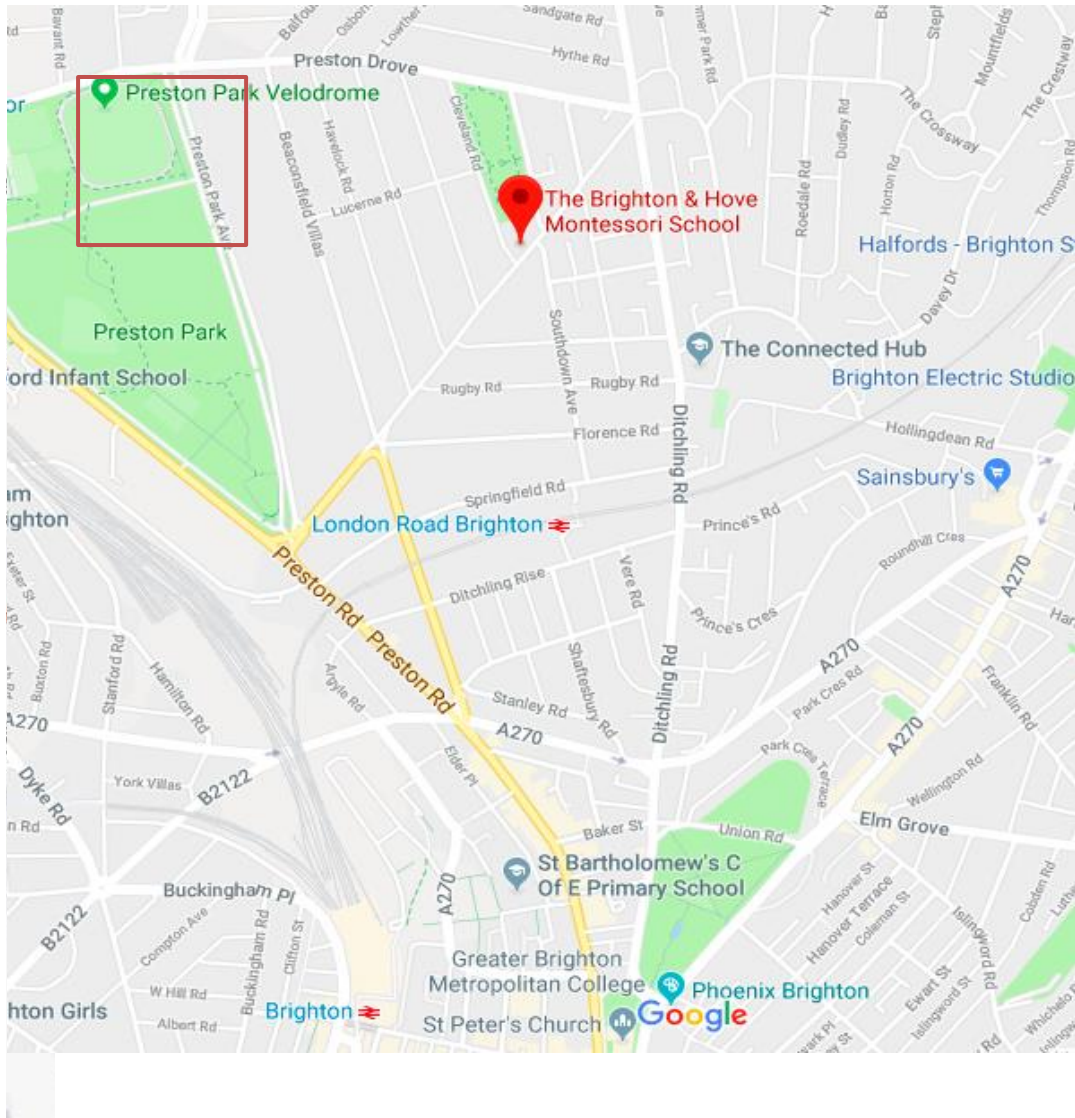
Around 15 younger children leave at 12.15 and others at 3pm. A few may stay until 4pm by arrangement. Traffic monitoring at this time also observes that legal parking is not a problem. However, we are considering further staggering of departure times with any increase in pupil numbers.

Regular trips are made to local facilities on foot, and further journeys for educational purposes are usually by public transport. The school makes a concerted effort primarily to walk and to use public transport where possible, and from Sept 2019 will no longer be using cars (teacher, parent or otherwise) for any school trips unless absolutely unavoidable.

No parking spaces are reserved or used by the school. Any staff or parents that choose to drive use the local parking facilities such as pay and display or parking a few minutes walk away (as per the 5 minute walk map) beyond the residents parking zones.

Hours of operation: 8 am – 5 pm Monday – Friday term times and holiday club.

Number of staff members: 8 – 12





Images taken courtesy of Google Maps

The school has its main entrance on Cleveland Road, onto an extended pavement area and the Cleveland and Stanford Community Garden. The road immediately against this extended pavement area has yellow zig-zags and double yellow lines going around the corner to Stanford Avenue.

The school has another entrance onto Stanford Avenue which leads directly onto the pavement, and the road directly outside this entrance has no yellow zig-zags.

The school is situated in Brighton & Hove, between Five Ways and Preston Park. The area is primarily residential with some small shops. The area is Parking Zone J which is resident permits and some pay and display parking spaces. There are usually a minimum of 3 pay and display parking spaces available within sight of the school entrance and further spaces within a couple of minutes walk alongside Blaker's Park. The school has no private parking spaces or allocated parking. There is a space (not specifically for parking) on the extended pavement directly outside the Cleveland Road entrance which is occasionally used for trade loading into the school, for example a gardener. There are loading bay spaces across Stanford Avenue outside the church, with space for two cars. These are free for 20 minutes. This space is used for church and church hall activities (Yoga, scouts etc) but is usually free during peak school drop off and collection times.

Cleveland Road has pavement on the west side but not on the east, after the extended area outside the school. Extending north after the school there is a length of road going alongside the school boundary and then the local electrical sub station before reaching Blakers Park, there is no pavement along this side or along the other side of the park on Southdown Road although plenty of space for parking.

There are local bus routes at Five Ways (26, 46), Ditchling Road (50) and Beaconsfield Parade (5, 5a and 5b), which are all within 10 minutes walk, as well as directly outside (52). These buses serve central Brighton from both the Hove direction and recently the 52 has started running from Woodingdean via Kemptown. There is no direct public transport provision from the areas East or West of the school, such as the Seven Dials and Bear Road where several families live. London Road Train Station is around 10 minutes walk serving the line from Brighton to Lewes and onwards, and Brighton and Preston Park Train Stations are

around 20 minutes walk serving the London line, Worthing and the West.

The school has a canopy to provide under cover storage for scooters and bikes within the school site. Parents are also permitted to leave buggies and this facility is well used for parking of scooters, bikes and buggies. The school has (September 2019) installed cycle mounts on the hard stand area below the canopy to allow for more secure cycle/ scooter storage. There is also some external local provision for cycle storage on the corner of Southdown Avenue.

The school uses council given banners on the main entrance to draw attention to the parking restrictions and dangers, and children in the Travel Group are designing further leaflets and banners to be handed out and displayed as part of ongoing measurable actions for improvement.

## **Objectives**

The school seeks to promote care for the environment, sustainability and responsibility in every area. In terms of travel we look to reduce car travel and promote healthy, sustainable travel to school.

Using the action plan and points given below we aim to educate and provide our families with the means to reduce car journeys to a minimum (own car, hired car, taxi journeys etc), which as a target we would like to set at 25% of journeys, looking to reduce further long term. In the other direction, we would like to see an increase of 25% in sustainable travel – walking, scooting, cycling and using public transport. Currently these figures are roughly 50% car journeys and 50% all other modes of transport. For the purposes of clarity we include taxis as car journeys, and though not currently used or recorded, petrol/diesel powered scooters or other vehicles would be listed separately but classed under the general reduction of 25% car journeys. The reason for doing this is that the environmental impact of the fumes and the nuisance to neighbours and parking issues are similar with any fuel powered vehicles coming to school.

Results are recorded by regular children's hands up and emailed parents surveys, as well as the Brighton & Hove City Council Sustainable Mode Of Travel Survey (BHCC SMOTS).

As a school we also wish to have a happy and positive relationship with our neighbours and the wider community, with any issues being discussed and resolved. We will look at how to set a target for this, for the time being we will record complaints and violations of the parent parking agreement and how we respond to these and resolve as best possible. These are listed on the Travel Survey Results spreadsheet.

## **Sustainable Mode of Travel Surveys**

The school is committed to taking part in the City Council's annual Sustainable Mode of Travel Survey along with conducting our own 'hands up' surveys. This will enable us to be constantly aware of our impact on the road network.

## **Travel Survey Results**

The school operates 'hands-up' surveys from children to ascertain travel methods, and also an emailed survey to parents. These surveys will be done regularly to look at whether action taken by the school is helping a downward trend in car travel, and to get feedback from parents.



Recent results show that families primarily travel by car and then on foot/scooter.

The emailed survey also included the opportunity for feedback from parents for how the school could promote more walking to school. Comments from these indicated a lack of local public transport from suburban areas of the city, irregularity of local buses and safe cycling access.

The survey also asked for feedback on how drop off/pick up times could be improved, to reduce congestion and improve facilities. Responses included staggered arrival times and designated drop off areas for cars.

These surveys do not cover the total number of families attending the school, only one class and 17 responses out of a possible 45 parents/families. For all future surveys we will attempt to get as much



participation as possible. Full detail of the results attached as appendix 1 and 2.

Staff will from Sept 2019 perform an annual travel survey, the results of which are also on Travel Survey Results. The School Travel Team will also keep all travel issues under review.

## **Travel Issues**

Data used from local area and travel survey dated March 2019.

From the surveys and local provision we can see that the issues raised can be summarised as:

- Limited number of parking spaces available
- Insufficient bus routes from the homes of some families
- Insufficient cycle storage - which has been addressed by the school and should now be suitable
- Potential congestion at drop off/pick up time

We can see from daily traffic monitoring that there would not be sufficient parking for all families arriving or departing at the same times. With staggered arrival times, parking is currently sufficient, even when colder wetter weather discourages some from leaving their cars at home.

Cycling routes operate through some of the city but are not provided in the local area. There are some cycle racks locally but not enough to provide safe storage for all users.

Comments from parents on the travel survey requested cycle lanes, storage and provision of cycling proficiency tests.

From this we could ask:

- Can more cycle lanes be made available?
- Can better storage for cycles be provided locally?
- Can cycling proficiency tests be provided/supported?

Council travel resources show that a 'bikeability' cycling training session can be provided so this will be investigated and booked as soon as

practical. Other courses for walking and scooting for younger children will also be investigated.

The school has provided some secure cycle storage on site as a direct result of this survey feedback, which should improve the availability for families. This provides secure storage within school grounds for around five bikes, but better local provision would be helpful for the wider community in any case.

We are considering greater involvement via our School Travel Group to support increase in cycle routes and cycle storage.

### **Promoting safer, active and more sustainable travel**

Recently the school has promoted walking and scooting to school through walk to school weeks, stickers and certificates and signage.

However, there has been relatively poor uptake and it hasn't made a noticeable difference to our families choosing to walk.

Bearing this in mind we are proposing some new events and initiatives to promote safe and active travel:

- 'Bikeability' and other council run courses to improve children's and parent's confidence in travelling by bike and on foot.
- Improved and new walk to school week publicity and rewards – to renew interest from parents and children.
- Fundraising events using new skills
  - park marathon
  - sponsored cycle
  - synchronised scoot
  - virtual walking challenge – walk4life races
  - pedometer challenge - BHF

We will also publish material and signage to promote general improvements in safe, active and sustainable travel as well as to alert local drivers to the parking restrictions.

### **Action Plan**

- Increase parking monitoring – wearing hi-vis jacket and presence outside school gate during drop off and pick up times every day.

- Look at extending staggered timing for school drop off and pick up times to accommodate parents who work and to reduce congestion.
- Update and circulate parking agreement for parents to understand and sign, requesting number plate and agreement to local restrictions, as well as reducing car journeys where possible.
- Push parents towards walking bus routes and putting local parent groups in touch with each other to promote car pools, perhaps using a car pool app such as GoKid or Carpooltoschool.
- Improve families' confidence in cycling and walking through the council run courses – aim to run these annually in the spring/summer.
- Improve families' knowledge of available public transport through signage and contact.
- Improve school banners and signage to increase awareness of parking restrictions and dangers.
- Produce improved map showing;
  - suggested safe walk to school routes
  - appropriate parking places and permit zones,
  - cycling routes and storage
  - suggested car pool pick ups
- Contact parents to request suggestions for alternative transport, financially supported by the money otherwise spent on parking meters (a parent parking twice a day all year is £380 annually) - research feasibility of this, wouldn't be suitable for younger children (car seats, independence, staffing);
  - Lemon bus
  - Argus minibus
  - Suggestions from council
- Questions to be asked to the council/relevant transport authorities/local MP:
  - Cycle lanes - improvement and better safety through dangerous junctions
  - Cycle storage - in addition to on site, it would be helpful to the community in general
  - Pass on comments about available bus routes and ask about provision of public transport from areas not sufficiently served
  - Further loading bay parking spaces, and advice on their use

- Request better visibility of 52 bus route on travel website and app, on live timetable signs.

The full school travel action plan is available as a separate document with more specific targets and timings.

## **School Travel Team**

All staff are responsible for promoting safe, active and sustainable travel to families and for journeys made as part of the school day. Children are now also involved in reviewing, measuring and improving outcomes in conjunction with their work on human health and the reduction in emissions and care for the environment. This travel plan will be regularly reviewed as required, at least annually from published date. The action plan should be updated and the new documents distributed, including to BHCC School Travel Team

A travel team will be set up from the PTA, and with the help from older children at the school, to work on events, fundraising and looking at some of the action points.

The Headteacher remains ultimately responsible for ensuring the school Travel Plan is updated and relevant, and is promoted to families and other relevant parties.

## **Proposed increase in student numbers**

The school is in the process of applying for planning permission to convert the living accommodation on the first and second floors of the building. This would enable up to 20 more pupils to attend the school. With regards to the possible increased impact on the road network we have estimated that there could be, at most, 10 more car journeys being made to the school at each drop off/collection time. Although we do not believe the actual number will be this high.

This figure has been achieved by taking the averages from the existing student number and then using them as per the new proposed maximum student number.

To succeed in accommodating another 20 children and managing school traffic increase, we draw attention to the following:

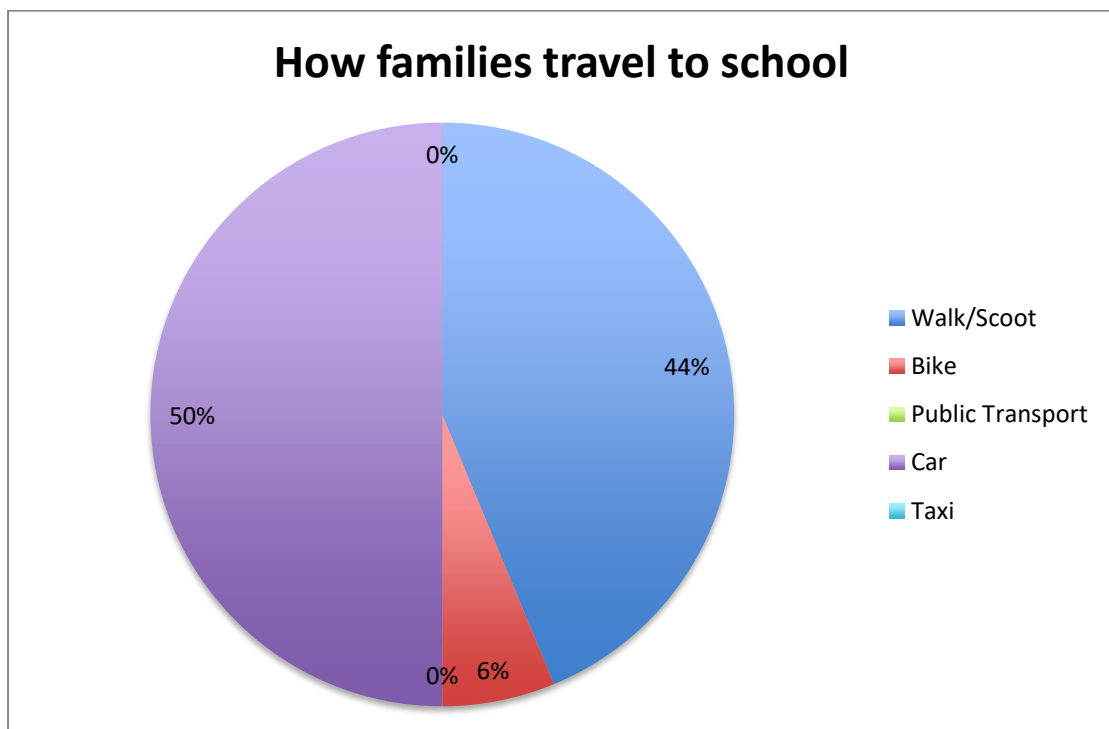
- This estimated figure does not account for the fact that some of the students are likely to be siblings and therefore travelling together in one car.
- The increased places for pupils are in the Elementary Class (6-12 years age range) meaning that children are more able to walk themselves or to travel by bicycle. It is also easier and more likely for car sharing to take place.
- The School travel group set up by children is already developing achievable actions for reducing car use.
- Surveys are to be conducted by the travel group to demonstrate improvements

This Travel Plan was written by;  
Bea Middleton, Assistant Administrator  
Gerry Oliver, Administrator  
Daisy Cockburn, Headteacher

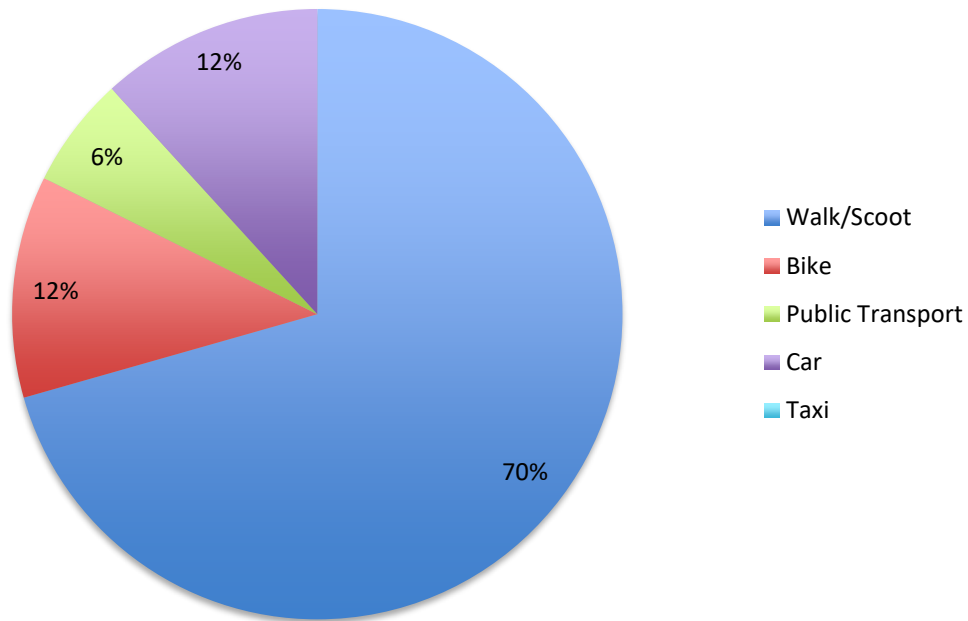
## Appendix 1. School Travel Survey Results

Chart 1: How families travel to school – this chart shows the methods of travel used. As shown the same proportion of families travel by car than the other methods combined.

Chart 2: How families would like to travel to school – this chart shows the desired method of travel. The number of families who would like to walk would outweigh all the other methods, followed by cycling and driving.



## How families would like to travel to school



A number of comments were made that demonstrate the feeling of families travelling to school, out of 14 total text responses 10 were regarding the provision of public transport.

When asked: If you travel by car, what would make it easier for you to travel on public transport?

"Better train connections"

"Cycle rack"

"There isn't one"

"A bus route from Kemp town to five ways without changing buses."

"An actual bus service in the area that went anywhere near the nursery from our new home. We'll be moving to the Bear Hill area and I will have to start driving my kids to nursery/school as there are no single buses that will take us there. It seems to be a poorly covered area for public transport. Not even a bus to Woodingdean up the road! Shocking. I would consider walking the whole way, but the only route passes along lots of queuing traffic and I worry about my son inhaling so much pollution everyday."

"A direct bus from Woodingdean to Stanford Avenue"

"No bus worth getting easier to walk"

"There isn't one"

"Cheaper buses and more regular 56 bus"

"We are a long way from the school and public transport would take 3 times as long to get there."

These comments show that the local available public transport is not supporting a large proportion of families to travel without using a car.

The other comments made were regarding continuing to work, and N/A.

## Appendix 2. School Transport Survey Q&A

This was an emailed survey sent out to all families, via Survey Monkey. The total families was 45 and the total number of response was 17.

### 1. How do you usually travel to school?

- |  |   |
|--|---|
| <input type="radio"/> Walk/Scoot             | 7 |
| <input type="radio"/> Bike                   | 1 |
| <input type="radio"/> Public Transport       | 0 |
| <input type="radio"/> Car                    | 9 |
| <input type="radio"/> Taxi                   | 0 |
| <input type="radio"/> Other (please specify) | 0 |

### 2. If you could choose, how would you travel to school?

- |  |    |
|--|----|
| <input type="radio"/> Walk/Scoot             | 12 |
| <input type="radio"/> Bike                   | 2  |
| <input type="radio"/> Public Transport       | 1  |
| <input type="radio"/> Car                    | 2  |
| <input type="radio"/> Taxi                   | 0  |
| <input type="radio"/> Other (please specify) | 0  |

### 3. If you travel by car, what would make it easier for you to travel on public transport?

#### Answers:

Better train connections

Cycle rack

A bus route from kemp town to five ways without changing buses.

An actual bus service in the area that went anywhere near the nursery from our new home. We'll be moving to the Bear Hill area and I will have to start driving my kids to nursery/school as there are no single buses that will take us there. It seems to be a poorly covered area for public transport. Not even a bus to Woodingdean up the road! Shocking. I would consider walking the whole way, but the only route passes along lots of queuing traffic and I worry about my son inhaling so much pollution everyday.

N/A

A direct bus from Woodingdean to Stanford Avenue

time

No bus worth getting easier to walk

Not having to go onwards to my workplace

I dont

There isn't one

Cheaper buses and more regular 56 bus

We are now a car free family

We are a long way from the school and public transport would take 3 times as long to get there.



**4. How could the school assist in reducing your car journeys to the school? (Select all that apply)**

- Walking groups 2
- Car pool 4
- Suggested routes/transport plans 3
- Promote cycling proficiency test/courses 4
- Other (please specify): : 5

Providing safe transport from door to door distance

None of these for a 4 year old

I don't use a car

School bus pick up from centre of town/areas with lots of children

**5. What would you suggest to improve drop off/pick up times?**

more flexibility in drop-off times would make it easier to take public transport

Increase the frequency and the reliability of the 56. Also, include it's journey at the website/app. There is no way to see how long it will take for the bus to arrive.

Bike lanes that are continual.

Elementary class pick up 15 min later than children's House

no its the distance

Nothing

Loading bays for parents

Nothing

Include breakfast club in regular fees, have general breakfast and tea hour for everyone or do small ones pick up earlier etc. Gets really busy at the gate and chaotic with loads of kids outside the office

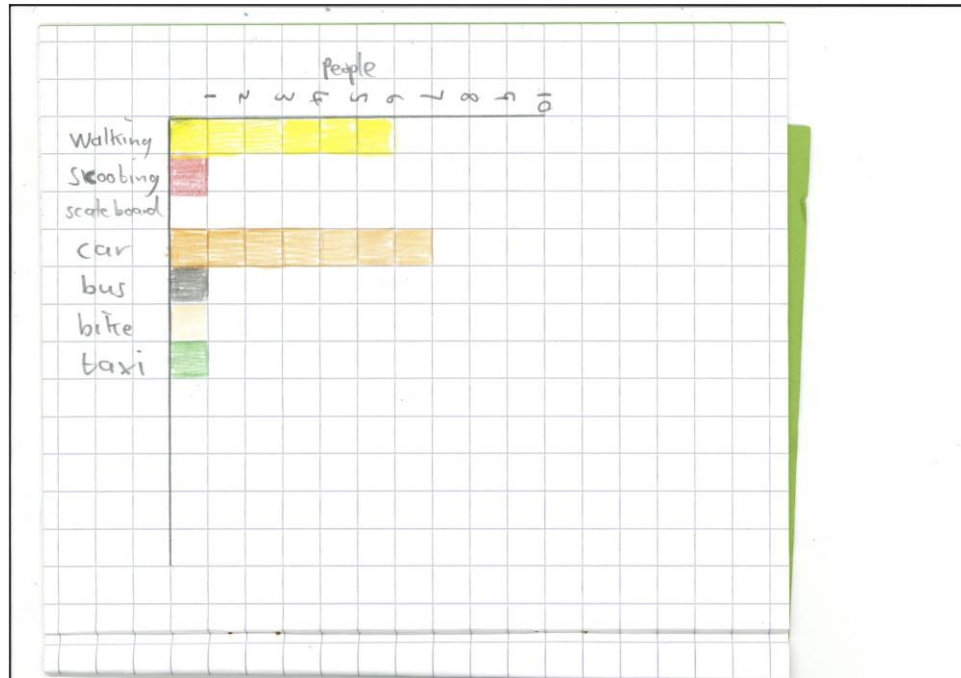
No issues

A designated drop off area that has a short waiting time for parents cars

**6. Finally, which groups does your child/ren attend?**

- Breakfast club 2
- Children's House 9
- Elementary 7
- Teatime hour 2
- Holiday Club 2

### Appendix 3: Elementary class Hands-up travel survey 23/05/19



### Appendix 4: Staff Travel Survey

#### Staff Travel Survey Results

	Total car %	Car	Walk/Scoot	Cycle	Bus	Train	Taxi	Other	Total
Sep-19	10%	1	6	2	1	0	0	0	10
Dec-19	0%	0	7	1	2	0	0	0	10
Sep-21									0