

MAPLE SCHOOL TRAVEL PLAN 2012-13 (update of 2010 plan)

1 Aim:

This document aims to support the staff and governors of Maple School in:

- ensuring that everyone travelling to and from the school can do so as safely as possible.
- minimising danger from traffic,
- striving to uphold the school's ecological ethos
- increasing pupil fitness
- equipping pupils with personal safety skills which are essential throughout life.

We encourage those travelling to the site to use environmentally friendly modes of transport and to be aware of the needs of those living in the immediate vicinity of the school. We believe this contributes to the health, safety and developing independence of pupils and good relationships with our neighbours.

2 The 2010 Plan was developed by a Forum Group comprising:

Head Teacher: Tim Bowen
Governors: Steve Sollis

Parents: Margaret Blake
Leonie Brady

The 2012 plan is an update of this prepared by Margaret Blake (now a parent governor)

3 Key Issues

- Some additional encouragement to walk to school is needed in order to maintain the high level of non-car journeys to school
- Support may need to be given to children and parents to facilitate independent walking to and from school, particularly given the difficult junctions and crossings which many children face on their journeys to school.
- Pedestrian safety at key crossings and junctions is still a concern and the efforts which have been put into working with the council to improve this since 2010 should be continued. It

is notable that there are parental concerns about both junctions and crossings with traffic controls and those without.

- Creative ways should be considered for reducing car journeys to school among parents whose other commitments mean they need to use the car sometimes as this is still an issue in 2012.
- Parents who drive to school need to be careful about where they park

4 Background

4.1 The Maple Travel Plan

A Travel plan for Maple school was first developed in 2004 and updated in 2007 and again 2010. A number of the issues identified in 2007 and 2010 are still cited by numerous parents in 2012 since little has changed to the roads and junctions since 2010. However there are currently activities being undertaken by the County Council to address these issues as Maple has been selected for the Safer Routes to School scheme 2012-14. As part of this the County Council has been assessing the safety of a number of the crossings which cause concerns to parents (e.g. Lemsford Rd Zebra crossing and St Peter's Rd). The Woodland Walk has been resurfaced in January 2013 as a result of the school (Head teacher and governors) working with local councillors and representatives from the County Council.

4.2 Background travel facts relating to the school

- Maple School is an average-sized primary school close to the centre of St Albans with 247 pupils. A high proportion of pupils live close to the school. It is next to a large private secondary school which has pupils coming from a wide area, many of whom arrive and depart on School Coaches. School hours are 8:50am-3:15pm.
- Most pupils walk to school (85% usually walk to school); there are very few who always arrive by car.
- Parents driving to school park on the road outside the school and walk with their children through one of two pedestrian only entrances.
- There is congestion around school at drop off and pick up times due to minimal parking availability, narrow residential roads and a large quantity of school buses attending St Albans High School for Girls, which makes it difficult for those needing to come by car and raises safety implications for those walking.
- Staff, visitors, minibus and taxis only may use the school's small car park.
- The minibus and cars for the linked after school club serving the school park outside the school on the road
- All years have curriculum opportunities relevant to safe and environmentally friendly school journeys (see Appendix A).
- As new housing developments are built near the school, children are coming from housing on the Oaklands site which was previously non-residential.

4.3 The development of this Travel Plan

In order to prepare this travel plan, a survey of the approximately 170 families attending the school was carried out in September 2012. This was a repeat of the survey conducted in Summer Term 2010. The 2012 survey was conducted at the beginning of the autumn term rather than in the summer term so as to include the new Reception in-take. However it should be noted that the children in each year group are at the beginning of that year rather than close to the end of their time in that year (so the mean age of children is younger). Since 2012 was a very wet year it is unlikely that the weather would have been any better in June or July than in the September so there should be no seasonal weather effects from moving the survey to the autumn term. However it is possible that patterns in relation to children walking alone to school are different at the beginning and end of the academic year.

89 questionnaires were returned, representing 137 children out of 246. This represents a response rate of 55% at the child level.

The response rate was lower than the response rate to the 2010 survey which included 67% of the pupils in the school. With over half the pupils represented by the survey it can be used to draw meaningful conclusions, but the lower response should be borne in mind when making comparisons between 2010 and 2012.

In some places analysis of a subset of children is carried out, for example by class. The small number of children in each class means care should be taken in interpreting class by class results, however findings by class are reported on where relevant.

Table 1: Response rates

School year	Responses received	Number of children in year	Response rate
Reception	20	31	65%
Year One	18	32	56%
Year Two	16	31	52%
Year Three	19	30	63%
Year Four	15	33	45%
Year Five	32	61	52%
Year Six	15	28	54%
Total	137*	246**	55%

*There were two children whose year group was not recorded.

**There were 246 children at the school at the time the survey was carried out.

The questionnaire used can be found in Appendix B.

In May 2010 the same parent questionnaire was used for preparing the 2010 travel plan and results from that survey are presented for comparison.

5 Key findings from the surveys

5.1 Journeys to and from School

The table below shows that the majority of children (85%) usually travel to school on foot, bike or scooter. Parents were asked how their children 'usually' travelled to school in the morning, and were allowed to tick all methods which applied to them. About a third also reported usually travelling by car, suggesting that children have more than one usual method of travelling to and from school.

Table 2: 2012 parental survey. Usual means of travel to and from school

Usual means of travel	% travelling to school this way	% travelling away from school this way
On foot	85%	87%
By scooter	17%	16%
By bike	4%	4%
By car	32%	35%
By taxi	0%	0%
By bus	1%	0%
After school transport	-	12%
Other	0%	1%
<i>Total number of children responses relate to</i>	<i>136</i>	<i>136</i>

Note that those using bikes and scooters are a subset of those who walk.

In 2010 91% of pupils usually travelled to school on foot and 93% usually travelled home on foot suggesting a small decline in walking as the usual means of getting to school. The percentage usually walking in 2012 is higher than the 2003 figure of 79%. The percentage reporting using a car as a usual method was very similar in 2012 and 2010 (in 2010 30% usually used a car to get to school and 35% to get home from school).

5.2 Number of days walked each week

Parents were asked to indicate how their children had travelled to and from school for each day in the week preceding their completion of the questionnaire. The results shown in Table 3 confirm that the target set in 2004 for the percentage of children walking to school (60%) is still being exceeded though the percentage who reported walking every day is lower than in 2010. 61% of children whose parents participated in the survey walked to school every day in the week before the survey (compared with 67% in 2010). 14% had not walked to school on any day in the previous week compared with only 6% in 2010.

Table 3 shows that this pattern was found in all year groups, but with some variations. Reception and year three children had walked most in the last week (three-quarters walked every day). Year 6 children had walked least in the last week with 27% not walking at all and 53% walking every day. This is a striking change from 2010 when 89% of year 6 had walked to school every day in the previous week. It should be noted that caution should be exercised in making comparisons because only 55% of children are represented by the survey and the data come from a particular week in each survey. However it does seem that the prevalence of walking to school by year 6 children has declined. This is unlikely to be an effect of that particular year group because when the survey was last done (when the 2012-13 year 6 cohort were in year 3) 79% of that year group walked to school every day. It may be that parents start to allow their children to walk without an adult in Year 6 which boosts the percentage walking every day, but not necessarily from the beginning of the year (in 2012 the survey was carried out in the autumn term but in 2010 it was carried out in the summer term).

Table 3: 2012 parental survey. Number of days in previous week children travelled TO school by foot, scooter or bike

Days walked in week	Percentage of children by class							
	YR	Y1	Y2	Y3	Y4	Y5	Y6	Total
5	75%	56%	56%	74%	67%	53%	53%	61%
3-4	10%	11%	13%	11%	33%	22%	13%	16%
1-2	5%	17%	6%	11%	0%	13%	7%	9%
None	10%	17%	25%	5%	0%	13%	27%	14%
Total	100	100	100	100	100	100	100	100
<i>Number of responding children in class</i>	20	18	16	19	15	32	15	136

Turning to journeys away from school, Table 4 shows that a lower percentage walked away from school every day (51%) compared with 61% walking to school every day. This indicates that cars or other vehicles are used more often after school. Compared with 2010 a similar percentage walk home from school every day (51% compared with 49% in 2010). However in 2012 12% of children did not walk home on any day in the previous week compared with 6% in 2010. A number of children at Maple attend after school clubs, to which they are transported by car or minibus (12% of children were reported as usually using this type of transport away from school compared with 7% in 2010 reflecting the growing popularity of the after school club based in Sandridge) and many other children attend other types of after school activities which need to be reached by car.

The percentage walking away from school varied by school year. Only 38% of year 2s had walked away from school five days a week compared with 70% of reception children. All the year 3 and 4 children had walked away from school at least one day a week compared with only 78% of year 1 children. More year 6 children had walked home from school at least one day a week than had walked to school at least one day a week. This pattern is quite different from that found in 2010, but with small numbers in each class it is not surprising that there is variation between age groups.

Table 4: 2012 parental survey. Number of days in previous week children travelled FROM school by foot, scooter or bike

Days walked in week	Percentage of children by class							
	YR	Y1	Y2	Y3	Y4	Y5	Y6	Total
5	70%	50%	38%	63%	47%	41%	53%	51%
3-4	15%	17%	25%	21%	53%	31%	20%	26%
1-2	5%	11%	19%	16%	0%	16%	13%	12%
None	10%	22%	19%	0%	0%	13%	13%	12%
Total	100	100	100	100	100	100	100	100
<i>Number of responding children in class</i>	20	18	16	19	15	32	15	136

5.3 What would encourage more journeys to school on foot

Parents were asked what would encourage them or their children to make more journeys to school on foot. 61% responded that this question was not applicable to them because they almost always walk (compared with 63% in 2010). The main answer given for not walking more often was not needing the car for other reasons as part of the school run (24%), which is slightly lower than the 27% reported in the 2010 survey. The second most frequent answer was Maple child being able to walk alone (16%), followed by safer crossings for pedestrians (15% compared with 22% in 2010).

There was evidence in the 2012 survey of families for whom the walk is too long taking a car or bus part of the way and walking the rest (2 responding families mentioned this). Where cars are being used because of the distance to school this combining of car and walking could be encouraged more. However a suitable car parking place would need to be identified. For example after the 2010 travel plan consideration was given to using the Townsend Avenue Car Park rather than parking outside school but the one way system means parents would still need to drive past the school to continue their journey.

Table 5: 2012 parental survey. What would make you walk to school more?

	%
Not applicable (we almost always walk)	61%
Not needing car for other reasons as part of school run	24%
Maple child being old enough to walk to school alone	16%
Safer crossing for pedestrians	15%
Living closer to school	12%
Better weather	11%
Younger siblings getting older and being able to walk further	10%
Other	6%
More encouragement/ education from the school	0%
<i>Number of parents</i>	<i>89</i>

Reasons for needing the car as part of the school run were not specified but are likely to include needing the car to get to work, to take younger siblings to pre-school / nursery or other activities after the school drop off, and to take school children to after school activities after picking them up from school. As in 2010, the answers given also indicated that the age of children is a consideration either because the school child is not yet able to walk alone to school or because younger children are not able to walk far enough.

It is notable that no one reported that more encouragement from the school would make them walk more often. Although this suggests that the activities in relation to travel to school carried out by the school are already effective, the small decline in the percentage walking to school in 2012 and 2010 suggests that some additional encouragement may be needed to ensure this does not become a long term decline.

5.4 Interest in alternative travel arrangements

When asked whether they would be interested in a range of alternative travel arrangements, parents were most interested in informal shared walking arrangements (31%) followed by a walking bus (24%).

In 2010 over a third of parents had expressed an interest in a walking bus and as a result further analysis was conducted to identify potential viable routes. One route was identified (Battlefield Road, Walton Street, Boundary Road, Heath Road, Sandpit Lane and Avenue Road) and contact made with all parents on that route but after gaining the necessary permissions and paperwork the scheme

became unviable owing to families moving and parental working arrangements changing. Walking buses can only work when there are parents available to walk on certain fixed days. The location of interested parents will be examined from the 2012 survey for potential walking bus routes but it seems most likely that encouragement of informal shared walking arrangements will be more successful. Interest in car sharing is low (3%).

Table 6: 2010 parental survey. Interest in alternative travel arrangements

Travel arrangement	% expressing an interest
Informal shared walking arrangements	31%
Walking bus	24%
List of older children who could walk to school with peers	12%
Car sharing/car pooling	3%
Other ideas	2%
<i>Number of parents</i>	<i>89</i>

5.5 Road safety

In 2010, respondents were asked which of a list of junctions they used on their walking route to school. The same question was included in 2012.

Table 7 shows the percentage using each crossing or junction (first column is 2012 and second column is 2010 for comparison).

The road that is crossed by the most families responding in both 2012 and 2010 was Lemsford Road, although there are a number of different crossing points used along that road.

The single crossing point used by the most families in 2012 was bottom of Hillside Road at Manor Road. Other junctions used by 10% or more were Avenue Road, Cricketers/Devdas, Hatfield Road, Hall Place Gardens and St Peter's Road.

Table 7: 2012 and 2010 parental surveys. % of respondents using various junctions/crossing on walking routes

Junction	Percentage	
	2012	2010
Walking from the north		
Sandpit Lane at junction with Sandridge Road	3%	11%
Avenue Road at junction with Sandridge Road	12%	14%
Cricketers/ Devdas junction at the triangle	11%	17%
Harpenden Road	3%	4%
Sandridge Road	0%	7%
Walking from north east/ east		
Clarence Road at Sandpit Lane roundabout	6%	5%
Sandpit Lane between St Saviour's Church and Clarence Road roundabout	2%	4%
Lemsford Road	18%	19%
Bottom of Hillside Road at Manor Road	15%	14%
Walking from west		
Carlisle Avenue at St Peter's Street	7%	7%
Grange Street at St Peter's Street end	3%	3%
St Peter's Street (at Pelican Crossing near Carlisle Avenue)	9%	14%
Walking from south		
Hatfield Road	12%	14%
Hall Place Gardens	11%	7%
St Peter's Road	10%	10%

5.6 More detail about dangerous crossings and junctions

Respondents were asked an open question about any crossing or junctions they used on the journey to school and which they consider to be a danger to pedestrians. Respondents also gave details of why these were considered dangerous. Comments were made by parents about dangers at the junctions used when walking from the north, east and south.

The information provided by respondents about which junctions they consider to be dangerous and what makes them dangerous can be used with the information above to inform suggestions about road safety improvements. The full responses are presented in Appendix D. Key issues and useful suggestions which emerged are presented here:

- Lack of controlled crossings at dangerous junctions and crossings where traffic is busy, speeding or coming from all directions (*e.g. Devdas Junction, crossing St Peter's Rd at the junction with Hall Place Gardens and near Junction with Oaklands development, Hall Place Gardens, bottom of Hillside Rd at Manor Rd, Lemsford Rd at end of Avenue Rd, Avenue Rd and Stonecross, Sandpit Lane near Blenheim Ave or Clarence Rd*)
- Small exposed islands or no traffic islands when crossing roads which need to be crossed in two parts (*Devdas junction, Sandpit Lane at Sandridge Rd junction, Hatfield Rd*)
- Parked cars, volume of traffic, speeding traffic and lack of indicating by drivers contribute to the dangers crossing roads (*e.g. Hall Place Gardens, Avenue Rd, Hillside Rd*)
- There are places where pavements are narrow and kerbs low, where traffic comes onto pavement (*e.g. Hatfield Rd/ Lemsford Rd junction, corner of Avenue Rd and Sandridge Rd round to St Peter's St at Stonecross, Heath Rd and Sandpit Lane, Church St*)
- Even where there are controlled crossings in place already, parents have concerns about traffic not using them safely e.g. not stopping for green man, not seeing people on pelican crossing etc (*e.g. Hatfield Rd/ Lemsford Rd/Beaconsfield Rd junction, Lemsford Rd crossing at York Rd, Alma Rd/ Victoria St crossing*)
- Concerns about safety of even older children crossing roads and the use of longer adapted routes to avoid dangers when children walk alone, when traffic is busy or weather is bad (*avoid Lemsford Rd crossing at Avenue Rd, Devdas Junction, crossing Hatfield Rd where there are no controls*)
- Road users need to be made aware of the pedestrians

- Large vehicles such as buses cause particular problems (e.g. *Townsend Avenue, Hatfield Rd/Lemsford Rd junction*)
- Driveways and car park entrances with poor visibility cause concern (e.g. *Townsend Avenue, gated driveways on St Peters Rd, Hatfield Rd by Mermaid, Hall Place Gardens, Harpenden Rd, Beech Rd*)
- A feeling that in some cases a route through a car park may be the safest option because of narrow pavements on road route but that this may not be allowed (*High School car park between Avenue Rd and Townsend Ave*) or may not be safe when children walk alone (*public car park between Avenue Rd and Townsend Ave*)
- Vegetation encroaching onto pavement making pavement even narrower (e.g. *Hall Place Gardens, Sandridge Rd outside flats*)
- Broken paving stones and pavements in need of repair which is a particular concern for scooters and buggies (e.g. *Hall Place Gardens, York Rd, Lemsford Rd*)
- Ambiguous pedestrian/ driver rights (e.g. in Oaklands flat development)

It is notable that very similar concerns were raised as in 2010. The school has been working with the County Council since 2011 to make improvements through the Safer Routes to School Scheme. The council is aware of the issues raised and has been investigating safety at a number of the junctions and crossings which parents are concerned about. Since the council is currently in the investigating phase of the Safer Routes to School programme is it not surprising that parents are still raising the same concerns because the improvements have not yet been put in place but the intention is that improvements would be made during 2013-14 subject to consultation and funding.

5.7 Children walking alone to school

Parents were asked about whether each of their children ever walks to school without an adult and if so, whether this is alone, with siblings or with friends. The results for this question are shown in Table 8. Overall only 19% of children walk without an adult, but there is a clear age pattern with none of the receptions and year 1s walking without an adult and 62% of year 6s and 38% of year 5s walking without an adult. It is notable that the percentage of children walking without an adult in year 5 and year 6 is lower than in 2010 when 84% of year 6s and 62% of year 5s walked without an adult. It is possible that children are allowed to walk to school without an adult for the first time in the summer term when the

weather is better and it is lighter, and in preparation for the transition to secondary school and this may explain some of the difference between the 2012 and 2010 results.

Table 8: 2012 Parental Survey. Percentage of children walking to or from school without an adult, by school year.

	Percentage of children by class							Total
	YR	Y1	Y2	Y3	Y4	Y5	Y6	
Walks alone, with siblings or with other children	0%	0%	7%	11%	14%	38%	62%	19%
Only with adult	100%	100%	93%	89%	86%	62%	38%	81%
<i>Number of children responding in class*</i>	18	16	14	19	14	29	13	124

*Note that children for whom data were missing or who never walk are excluded.

Comments were received by parents with children in Year 5 that their children are keen to walk to school without an adult but the parent feels unable to allow it because of road crossing concerns (e.g. on Avenue Rd and Clarence Rd).

Another parent commented that they are surprised at the reluctance of parents to allow their children to walk to school and suggested the school should encourage year 5 and 6 to do this.

Comments were also received indicating that in some cases children are able to walk without an adult only if they use an adapted route which the parent considers to be safer.

Concern was also expressed by one parent about children walking alone when it is darker after school – a number of parents suggested the use of Hi Vis backpacks, arm bands, jackets, hats or gloves.

5.8 The Woodland Walk

In the 2007 Travel Plan there was a proposal for the Woodland walk between Hillside Road and Townsend Drive to be paved so it could be used in all weathers. A question was included in the 2010 and 2012 parent surveys to assess the level of use. Among those who answered the question, 42% reported using the Woodland Walk in

2012 and 48% in 2010. Since 2010 the school has approached local councillors (through formal meetings as well as by children in the school writing to a local district councillor) and has been working with the county council to improve this route. Parental responses in 2012 included queries about when the woodland walk would be paved or improved. In January 2013 this work was carried out.

6 Summary of findings from the surveys and resulting conclusions

- The majority of children usually walk to and from the school. (over 85% to and 87% from).
- The data indicate that slightly fewer are walking to school than in 2010.
- The main reasons reported for not walking more were needing the car for other activities and waiting for children being able to walk by themselves.
- Children in the older classes do walk to school without an adult but the percentage of children in years 5 and 6 doing this has declined slightly since 2010 (though there may be seasonal effects here).
- As in 2010, parents walking to the school from several directions had concerns about junctions, crossing and general road safety on their routes to school.

The main conclusions which can be drawn from this are that:

- Some additional encouragement to walk to school is needed and parents gave various suggestions for this (house points, end of term treat).
- Support may need to be given to children and parents to encourage and facilitate independent walking to and from school, particularly given the difficult junctions and crossings which many children face on their journeys to school.
- Pedestrian safety at key crossings and junctions is still a concern and the efforts which have been put into working with the council to improve this since 2010 should be continued. It is notable that there are parental concerns about both junctions and crossings with traffic controls and those without.
- Creative ways should be considered for reducing car journeys to school among parents whose other commitments mean they need to use the car sometimes as this is still an issue in 2012.
- Parents who drive to school need to be careful about where they park.

7 Objectives of this Travel Plan

1. To improve road safety for children walking or cycling to school.
2. To promote personal safety on journeys to school.
3. To reduce car journeys by encouraging shared walking arrangements or lift sharing.
4. To maintain or increase the level of walking as a means of getting to school.
5. To continue activities already in place at school which raise awareness amongst pupils, staff and parents about the environmental, safety, health and social consequences of their travel choices.

Working towards these objectives will lead to the following benefits:

- Increased pupil safety during their walks to and from school.
- Increased pupil health owing to a greater number of journeys being made on foot
- Reduced congestion and pollution around school.
- Opportunities for pupils to be involved in improvements to their own environment.

The 2012 targets and objectives are set out below. Appendix C includes the targets from the 2010 travel plan with a record of what has happened between 2010 and 2012.

1. To improve road safety for children walking or cycling to school

- Continue to work with the County Council as part of the 2012-14 Safer Routes to School scheme to achieve improvements in road safety on the routes used by children on their way to school (e.g. additional crossings, extra safety features at existing crossings).
- Liaise with the High School over concerns related to Townsend Avenue.

2. To promote personal safety on journeys to school

- Continue Pedestrian Skills training in years 2 and 4 and Bikeability in Year 5.
- Identify some THINK! And Department for Transport resources and share them with parents e.g. in parentmail and at open evening along with information about safe parking and dropping off of children.

- Talk about walking to school in Year 5 as well as Year 6 parents meeting and provide literature and links to suitable web material to parents at both meetings.
- Liaise with school shop co-ordinators over whether some Hi-vis items could be stocked in the school uniform shop (potentially subsidised by PTA fund-raising).

3. To reduce car journeys by encouraging shared walking arrangements or lift sharing

- Consider whether any of those parents interested in a walking bus live on a potential route and canvas interest
- Hold a 'walk together scheme' stall at the open evening for parents to identify other people interested in informal shared walking arrangements –materials and suggestions are available from the Living Streets Campaign.

4. To maintain or increase the level of walking as a means of getting to school.

- During Walk to School Week hold some related activities - e.g. assembly about walking, rewards for parents as well as children.
- Consider having a walking week twice a year during the Hertfordshire and national walk to school weeks.
- Encourage people to walk 'one more day a week'.

5. To continue activities already in place at school which raise awareness amongst pupils, staff and parents about the environmental, safety, health and social consequences of their travel choices

- Talk to Sustainability co-ordinator about whether eco-monitors could have a role in encouraging walking to school.
- Continue training in years 2 and 4.

8 Publicity

We will publicise our Plan in the following ways:

- The Plan will be available on the school website
- Information to new pupils will include our Plan objectives and information about travel initiatives. A parent could speak about walking to school at the third induction meeting for new Reception pupils.
- School newsletters will include regular updates on travel issues.
- Travel Plan developments will be included as a regular item on Governors' Premises Committee meetings.

9 Monitoring arrangements

The head teacher will continue to organise a class by class 'hands up' survey each January and July to evaluate the effectiveness of the Plan and its actions to date.

This will be reported to:

- The Governors' Premises Committee, who will review the Plan as appropriate
- County Council School Travel Plan Co-ordinator, who could offer advice or support.
- Parents in regular newsletters.

We recommend that the parental questionnaire is repeated every two years.

Appendix A –activities related to travel to school for pupils

Current activities

- Pedestrian Skills training for Year 2 and Year 4.
- Bikeability Training for Year 5.
- Year 6 parents meeting discussion of walking to school.
- Participation in Walk to School Week with materials distributed to children.

Proposed new activities

- Involve the parents more in Walk to School Week.
- Carry out activities during a second Walk to School Week each year.
- Provide information about travel to school and shared walking at the school open evening.
- Start speaking to Year 5 parents about children walking to school without an adult.
- Speak to new Reception parents at the third induction meeting to talk about benefits of walking to school (this was included in the 2010 plan but was not implemented).

Appendix B – Questionnaire

School Travel Questionnaire 2012

What is the questionnaire about?

The Maple School travel plan is being updated. Please fill in this short questionnaire about your child(ren)'s journeys to and from school. We can use this information to help improve the safety and health of all Maple children.

Who should complete the questionnaire?

Everyone with a child or children at Maple School. It is important that we get as many forms back as possible. All completed questionnaires will be entered in a prize draw to win a £20 voucher. If you wish to take part in the draw, after completing your questionnaire please enter your contact details on the enclosed slip which will only be used for the prize draw. You only need to complete one questionnaire.

Completing the questionnaire

It should take no more than 5-10 minutes to complete.

For each question please tick clearly inside the boxes using a black or blue pen.

Sometimes you will find the box you have ticked has an instruction to go to another question. By following the instructions carefully you will miss out questions that do not apply to you.

Don't worry if you make a mistake; simply cross out the mistake and put a tick in the correct box.

What will happen to the data?

The data will be presented in such a way that no individuals can be identified. All questionnaires will be treated confidentially by those analysing the data. The findings will contribute to updating the Maple Travel Plan. By updating the travel plan the governors will be able to identify health and safety issues.

Why is this useful?

The update to the travel plan in 2010 was used to identify key safety issues which were presented to and discussed with various County Council departments, resulting in Maple's selection for the 'Safer Routes to School' programme. This has allowed us to progress to discussing with the Council specific improvements to routes near the school which the Safer Routes to School programme could fund. We hope to have more information on this later in the 12/13 Academic Year. It is only with an up-to-date travel plan that the school will be able to continue to lobby for improvements in its pupils' routes to school and to ensure that any improvements meet the needs of the current pupils. You can find the 2010 Travel Plan on the Maple School website on the Policies page.

Please start here

Q1

Please enter today's date.

Day Month

Q2

Where do you live? Enter address, including postcode. If you do not wish to give your full address please enter your street name or postcode.

Q3

Which school years at Maple are your children currently in? Please note that we refer to each child throughout the questionnaire so please remember who you have put as child 1, child 2 etc.

Write in school year for each child

Child 1	<input type="text"/>
Child 2	<input type="text"/>
Child 3	<input type="text"/>
Child 4	<input type="text"/>

Q4

How do your children usually travel to school in the morning? If they travel in different ways on different days please tick all ways which are used on a regular basis.

Please tick all that apply for each child

	Child 1	Child 2	Child 3	Child 4
On foot	<input type="checkbox"/> ₁	<input type="checkbox"/> ₁	<input type="checkbox"/> ₁	<input type="checkbox"/> ₁
By scooter	<input type="checkbox"/> ₂	<input type="checkbox"/> ₂	<input type="checkbox"/> ₂	<input type="checkbox"/> ₂
By bike	<input type="checkbox"/> ₃	<input type="checkbox"/> ₃	<input type="checkbox"/> ₃	<input type="checkbox"/> ₃
By car	<input type="checkbox"/> ₄	<input type="checkbox"/> ₄	<input type="checkbox"/> ₄	<input type="checkbox"/> ₄
By taxi	<input type="checkbox"/> ₅	<input type="checkbox"/> ₅	<input type="checkbox"/> ₅	<input type="checkbox"/> ₅
By bus	<input type="checkbox"/> ₆	<input type="checkbox"/> ₆	<input type="checkbox"/> ₆	<input type="checkbox"/> ₆
Other (please specify)	<input type="checkbox"/> ₇	<input type="checkbox"/> ₇	<input type="checkbox"/> ₇	<input type="checkbox"/> ₇

Q5 How do your children usually travel away from school in the afternoon? If they travel in different ways on different days please tick all ways which are used on a regular basis.

Please tick all that apply for each child

	Child 1	Child 2	Child 3	Child 4
On foot	<input type="checkbox"/> ₁	<input type="checkbox"/> ₁	<input type="checkbox"/> ₁	<input type="checkbox"/> ₁
By scooter	<input type="checkbox"/> ₂	<input type="checkbox"/> ₂	<input type="checkbox"/> ₂	<input type="checkbox"/> ₂
By bike	<input type="checkbox"/> ₃	<input type="checkbox"/> ₃	<input type="checkbox"/> ₃	<input type="checkbox"/> ₃
By car	<input type="checkbox"/> ₄	<input type="checkbox"/> ₄	<input type="checkbox"/> ₄	<input type="checkbox"/> ₄
By taxi	<input type="checkbox"/> ₅	<input type="checkbox"/> ₅	<input type="checkbox"/> ₅	<input type="checkbox"/> ₅
By bus	<input type="checkbox"/> ₆	<input type="checkbox"/> ₆	<input type="checkbox"/> ₆	<input type="checkbox"/> ₆
By after school club transport (car or minibus)	<input type="checkbox"/> ₇	<input type="checkbox"/> ₇	<input type="checkbox"/> ₇	<input type="checkbox"/> ₇
Other (please specify)	<input type="checkbox"/> ₈	<input type="checkbox"/> ₈	<input type="checkbox"/> ₈	<input type="checkbox"/> ₈

Q6 Do your children ever walk to or from school?
(THIS QUESTION IS ASKED TO DIRECT YOU TO THE CORRECT QUESTIONS)

No ₁ → Go to Q14

Yes ₂ → Go to Q7

Q7 Last week, on which days did your children travel to school by walking, scooter or bike?

Please tick all that apply for each child

Walking, bike or scooter on:	Child 1	Child 2	Child 3	Child 4
Monday	<input type="checkbox"/> ₁	<input type="checkbox"/> ₁	<input type="checkbox"/> ₁	<input type="checkbox"/> ₁
Tuesday	<input type="checkbox"/> ₂	<input type="checkbox"/> ₂	<input type="checkbox"/> ₂	<input type="checkbox"/> ₂
Wednesday	<input type="checkbox"/> ₃	<input type="checkbox"/> ₃	<input type="checkbox"/> ₃	<input type="checkbox"/> ₃
Thursday	<input type="checkbox"/> ₄	<input type="checkbox"/> ₄	<input type="checkbox"/> ₄	<input type="checkbox"/> ₄
Friday	<input type="checkbox"/> ₅	<input type="checkbox"/> ₅	<input type="checkbox"/> ₅	<input type="checkbox"/> ₅

Q8

Last week, on which days did your children travel away from school by walking, scooter or bike?

each child

Please tick all that apply for

Walking, bike or scooter on:	Child 1	Child 2	Child 3	Child 4
Monday	<input type="checkbox"/> ₁	<input type="checkbox"/> ₁	<input type="checkbox"/> ₁	<input type="checkbox"/> ₁
Tuesday	<input type="checkbox"/> ₂	<input type="checkbox"/> ₂	<input type="checkbox"/> ₂	<input type="checkbox"/> ₂
Wednesday	<input type="checkbox"/> ₃	<input type="checkbox"/> ₃	<input type="checkbox"/> ₃	<input type="checkbox"/> ₃
Thursday	<input type="checkbox"/> ₄	<input type="checkbox"/> ₄	<input type="checkbox"/> ₄	<input type="checkbox"/> ₄
Friday	<input type="checkbox"/> ₅	<input type="checkbox"/> ₅	<input type="checkbox"/> ₅	<input type="checkbox"/> ₅

Q9

Do your children ever walk to school without a parent or other adult?

Please tick all that apply for each child

	Child 1	Child 2	Child 3	Child 4
No – only walks with adult	<input type="checkbox"/> ₁	<input type="checkbox"/> ₁	<input type="checkbox"/> ₁	<input type="checkbox"/> ₁
Yes – walks alone	<input type="checkbox"/> ₂	<input type="checkbox"/> ₂	<input type="checkbox"/> ₂	<input type="checkbox"/> ₂
Yes – walks with sibling(s)	<input type="checkbox"/> ₃	<input type="checkbox"/> ₃	<input type="checkbox"/> ₃	<input type="checkbox"/> ₃
Yes – walks with other children from school	<input type="checkbox"/> ₄	<input type="checkbox"/> ₄	<input type="checkbox"/> ₄	<input type="checkbox"/> ₄

Q10

Which of the following junctions or crossings do you or your children use on your walking route to school?

Walking from the north

Tick all that apply

Sandpit Lane at junction with Sandridge Road

₁

Avenue Road at junction with Sandridge Road

₂

Cricketers/ Devdas junction at the triangle

₃

Harpenden Road (specify where you cross)

₄

Sandridge Road (specify where you cross)

₅

Walking from north east/ east

Clarence Road at Sandpit Lane roundabout

₆

Sandpit Lane between St Saviour's Church and Clarence Road roundabout

₇

Lemsford Road (specify where you cross)

₈

Bottom of Hillside Road at Manor Road

₉

Walking from west

Carlisle Avenue at St Peter's Street

₁₀

Grange Street at St Peter's Street end

₁₁

St Peter's Street (at Pelican Crossing near Carlisle Avenue)

₁₂

Walking from south

Hatfield Road (specify where you cross)

₁₃

Hall Place Gardens (specify where you cross)

₁₄

St Peter's Road (specify where you cross)

₁₅

Q11 Please list any crossings or junctions which you have to use on your journey to school and which you consider to be a danger to pedestrians. Please give reasons for the danger.

Q12 Please list any other 'danger spots' for pedestrians which you pass on your way to school, e.g. narrow corners, places where pedestrians have to walk onto the road, cars turning out of driveways, car parks, or side roads. Please give reasons for the danger.

Q13 Do you or your children ever use the woodland walk connecting Hillside Road and Townsend Avenue?

Yes	<input type="checkbox"/>	1
No	<input type="checkbox"/>	2

Q14 What would encourage you or your children to make more journeys to school on foot?

- Not applicable (we almost always walk) ₁
- Safer crossings for pedestrians ₂
- Younger siblings getting older and being able to walk further ₃
- Maple child being old enough to walk to school alone ₄
- Better weather ₅
- More encouragement/ education from the school ₆
- Living closer to school ₇
- Not needing car for other reasons as part of school run ₈
- Other (please specify) ₉

Q15 Which of the following would you be interested in participating in?

Please tick all that apply

- Walking bus (children are picked up at designated 'stops' and walk to school supervised by parent volunteers) ₁
- Informal shared walking arrangements ₂
- List of older children who could walk to school with peers ₃
- Car sharing/ pooling ₄
- Other ideas (please specify) ₅

Q16

Do you have any further comments or suggestions relating to your children's journey to or from school?

Thank you very much for your help.

The information that you have given is confidential to those analysing the data

Please deliver the questionnaire to the school office in an envelope marked School Travel Plan.

If you wish to be entered in the prize draw please enter your name and your eldest child's class on the separate slip provided. This will only be used for the purpose of the draw and will not be connected with your questionnaire answers.

Appendix C – previous objectives and targets from 2010 for reference. The results in relation to these objectives are shown in bold italics

To evaluate success in working towards our objectives, our 2010 targets are set out with information about how successful we have been in working towards them:

A. To improve road safety for children walking or cycling to school

1. Liaise with the County Council Safe Routes to School department to identify the safest routes and crossings on the routes used by pupils on their way to school and make printed descriptions and maps available to pupils and their parents.
2. Liaise with the County Council Safe Routes to school department to identify safety works or campaigns which could be put in place to increase pupil safety. Initial suggestions based on the findings of the survey include
 - Installing a pedestrian crossing on St Peter's Road outside the new Oaklands residential development. This would also be of use to the new residents of the development and potentially students of Oaklands College. A high priority should be given to implementing this solution especially since S106 funding may be available from the developers of the Oaklands site.
 - Extending the 20 mph speed limit on the roads surrounding the school (Hall Place Gardens, St Peters Rd, Avenue Rd, Stone Cross and Harpenden Rd where they meet St Peters Street). There was previously a strong residents' campaign for a 20 mph limit on Sandridge Rd. In the 2007 travel plan it seems that a 20 mph limit was going to be implemented on Townsend Ave and Hall Place Gardens. There is now a limit on Townsend Avenue but it is indicated by two signs which are not prominent and one is obscured by vegetation. The key priority would be increasing the prominence of the existing 20mph limit in Townsend Avenue and extending it at least to Hall Place Gardens, which is used as a through route by traffic unaware they are passing a school.
 - Installing a traffic light controlled pedestrian crossing on Lemsford Road in the vicinity of the Avenue Road junction, or at least a zebra crossing. Many pedestrians use the footbridge over the railway from Jennings Road

and wish to continue their journey up Avenue Road. There is currently no safe place to cross Lemsford Road at this point. Install signs warning of children crossing here.

- Placing triangular signs warning motorists that they are near a school on St Peter's Road, Manor Rd, Hall Place Gardens, Townsend Avenue. Currently there is no indication to motorists that they are near schools apart from the worn out yellow markings on Hall Place Gardens outside the school car park.
- Widened pavements and higher kerbs on the Hatfield Road/ Lemsford Road Junction, the corner of Stone Cross (at Devdas), at the junction of Sandridge Rd and the top of St Peter's Street on the stretch from Avenue Rd to Townsend Drive.
- Installation of an island in the middle of the mouth of Avenue Road and/or relocating the dropped kerb further east along Avenue Road so that south bound pedestrian users can see traffic approaching from the east.
- Successfully recruiting someone to the school crossing patrol vacancy on Harpenden Road, by increasing levels of advertising This would be of major benefit to pupils from Bernard's Heath Infant and Junior schools and Aboyne Lodge school and Heathlands School.
- Launching a county or district wide campaign warning motorists to watch out for pedestrians, especially school children, since feedback in the questionnaire suggests that even at well established pedestrian crossings parents do not feel their children are safe

Result: We have had a number of meetings with the Council which has resulted in Maple being made part of the Safer Routes to School Scheme 2012-2014. The council have been evaluating hazards on a number of routes to Maple. This has included:

- ***Monitoring traffic and safety at the Lemsford Rd Zebra crossing and considering improvements***
- ***Monitoring speeds on Hall Place Gardens***
- ***Monitoring traffic at Devdas junction and at Avenue Road junction***
- ***Considering funding available for potential additional Zebra crossings at sites heavily used by Maple pupils as well as others in the community and considering the best use of the available budget. Potential sites include St Peter's Rd and Lemsford Road subject to further investigation, consultation and funding.***

Some improvements have already been made:

- ***New warning triangle on road on St Peter's Rd***
- ***Repainting of school warning markings on Hall Place Gardens***
- ***Three bollards located at Stonecross –an initiative of a local councillor (independently of Maple)***
- ***Resurfacing of Woodland Walk as a result of working with county councillor and the County Council***

In other areas no or limited progress has been made:

- ***Despite continued advertising it was not possible to recruit a school crossing patrol person for Harpenden Rd***

3. Liaise with other local schools over the following issues:
 - Identifying common safety issues and approaching the county council jointly over schemes which would benefit pupils from multiple schools
 - Potentially co-ordinating on schemes such as a walking bus (e.g. Aboyne Lodge has a walking bus which walks past the end of Townsend Avenue)
 - Approaching St Albans High School, regarding re-allowing use of their car park as a cut through and to discuss issues over shared use of pavement in Townsend Drive

Results:

- ***Links have not been made with local schools – visit to Bernards Heath Infant School was unsuccessful in making contact.***
- ***Requests have not been made to the High School over use of the car park as a cut through since they have made the lack of access clearer through the use of a barrier and painting and so effort was put into other areas of the plan instead.***

4. Contact Provence Private Hire, UNO and other bus companies to remind them of the importance of consideration to road users, not jumping lights, going onto kerbs etc.

Result: This has not yet been done

5. Contact the Dentist Surgery to ask them to make their patients aware of the dangers of the car park entrance – e.g. signs inside surgery and on edge of car park to make them

aware they are sharing a footpath and crossing a busy pavement.

Result: This has not yet been done

B. To promote personal safety on journeys to school

1. Continue pedestrian training with Maple pupils in Year 2 and consider an additional session in Year 4.
2. Include road safety and pedestrian safety in the curriculum lower down the school as part of other activities e.g. holding adult hand when crossing road, using eyes and ears, stopping to wait for adult at the entrance to car parks etc
3. Continue Bikeability Training offered in school time to all Y5 pupils
4. Discuss with County Council the benefits of children wearing high visibility vests or reflective sashes on their journeys to school and advise parents appropriately. As part of a county wide initiative and motorist awareness raising campaign this could have wider benefits, beyond Maple pupils (explore Scandinavian practices)
5. Educate parents and children on using existing safety features and parking considerately:
 - Consider a slightly longer journey to school to use safe crossings – emphasise the benefits
 - Remind people of crossings which are in place – e.g. Townsend Ave pelican –some people still cross on corner outside dentist to save less than 1 minute
 - Remind parents to park safely – not on double yellow lines and not on pavement

Result:

- **Training about road safety and bike use has continued in the school**
- **High visibility jackets for all children were considered and discussed with the school travel team in the council. Attempts were made to find a sponsor for vests but this was not successful and questions were raised about whether children would wear them. Free Hi vis jackets sponsored by Specsavers were given out to the first 30 children at the new library opening (December 15th 2012).**
- **It is clear that more could be done to educate children and parents about existing safety features and minimising car journeys to school.**

C. To reduce car journeys by encouraging shared walking arrangements or lift sharing

The results of the survey suggest that the main reason for not walking more often is needing to use the car for other purposes. Shared lift or shared walking arrangements (walking bus or more informally) could assist parents in making the journeys by car separately, not including Maple school on the route and thus reducing congestion around the school.

1. Identify the route of the previous walking bus, consider whether it meets the needs given where current pupils live and gather interest in participation
2. Set up register for those interested in informal walking buses by February
3. Set up central register for those interested in car pooling or lift sharing by February and set a target e.g. among those who drive, lift share at least once a week.
4. Encourage lift sharing informally among parents already known to each other
5. Continue to encourage Y6 parents to consider allowing their children to walk to or from school with friends as practise for secondary school: Y6 parents meeting, Autumn Term each year.

Result:

- ***In Summer 2011 a potential walking bus route was identified (Battlefield Road, Walton Street, Boundary Road, Heath Road, Sandpit Lane and Avenue Road) and other possible routes discounted. A route, timetable and volunteer rota were prepared to start in September 2011 and the necessary paperwork to set up a walking bus was completed. However the 'bus' never ran because of house moves and changed work commitments which meant there were insufficient parents to make the bus work.***
- ***Walking to school is discussed in the Year 6 parents meeting.***
- ***Activities were not undertaken in relation to lift sharing or car pooling***

D. To continue activities already in place at school which raise awareness amongst pupils, staff and parents about the environmental, safety, health and social consequences of their travel choices

1. Participation in Walk-to-school Weeks

2. Informing prospective parents about the benefits of walking to school
 - make the School Travel Plan available to staff, parents and pupils on the school website
 - continue to include information on sustainable school transport in the school prospectus and newsletters
 - continue to identify opportunities through the curriculum to educate pupils on the consequences of their and their parents' travel decisions

Results:

- ***The school still participates in Walk to School week,***
- ***The travel plan is available on the school website.***
- ***Transport and travel was included in the activities in the 2011 Special Events Week (e.g. a traffic survey was conducted).***
- ***The school is involved in the eco-schools activities and there are two eco-monitors in each class.***

Appendix D

The following places were mentioned by parents responding to the 2012 parent survey as being dangerous with reasons given:

A. Sandridge Road (Stone Cross)

1. *Between Avenue Rd and St Peters St/ Harpenden Rd*

- Narrow pavements.
- Low kerbs.
- Poor demarcation between road and pavement.
- Adverse camber.
- Cars go on pavement.
- Cars dangerously close to children.
- Cut through car park is also dangerous but some people choose this as safer than going round narrow pavement.

2. *Further north on Sandridge Rd*

- Overgrown bushes so not enough room on pavement.

B. Avenue Road

1. *Junction with Sandridge Rd*

- Parked cars make vision difficult.
- Parents dropping children off contributes to dangers, sometimes park on pavement.
- Cars drive very fast with little thought for pedestrians.
- Pavement is narrow.
- Cars often mount the pavement.
- Road floods easily.
- Would be concerned about a child crossing alone.
- Visibility difficult as different junctions.
- Cars turning into Avenue Rd from Sandridge Rd do not see pedestrians.

2. *At steps from alley from Sandpit lane*

3. *At Junction with Lemsford Rd*

4. *General*

- Lots of parked cars on Avenue Rd.
- Cars travel at speed/ lots of drivers in a rush.
- No longer double yellow lines since resurfacing. Used to be only safe place to cross with no parked cars and clear line of sight – write to council asking them to be reinstated.
- Dangerous to cross as an adult, let alone as child so do not let nine year old walk to school on own.
- Busy in the mornings.

C. Devdas/ Cricketers junction

- Cars come at you from all angles/ directions.
- Extremely busy.
- Harpenden Rd and Sandridge Rd at Devdas.
- Cars often do not stop for pedestrians.
- Heavy traffic without lights on all crossings.
- Poor visibility of oncoming traffic (especially when crossing north to south).
- Island too small to accommodate numbers of people crossing.
- Drivers don't indicate.
- People sometimes drive recklessly/ aggressively.
- Don't cross when wet or congested as islands are exposed.

D. Harpenden Rd

- Narrow path near nursery.
- Narrow where trees/ bushes overhand and /or drains flood.

E. Townsend Avenue

1. Traffic and parked cars

- Parents parking on speed bumps outside school prevents safe crossing and blocks view of oncoming traffic (children taught not to cross between parked cars).
- Oversized cars parking outside school.
- Builders vans occupying spaces.

2. Pavements

- Forced onto road by High School Girls on the pavement.

3. High school car park

- Cars exiting cannot see pedestrians easily despite mirrors.
- Entrance and exits.
- All High School car parks including sports hall.
- Some parents like to walk through the High School car park between Avenue Road and Townsend Avenue to avoid the narrow pavement on Stone Cross.

4. Other car parks

- Dentist car park is dangerous. Cars rushing and children not expecting them.
- Pedestrians have to walk down vehicle access to dentist car park.
- Entrance to Council car park is concealed and easy for children to scoot past without looking.
- Cars exiting access road to council car park have no visibility at all of approaching pedestrians.

5. Woodland walk

- Should be paved/ resurfaced.

F. Hall Place Gardens

- Hedges at the bottom of road grow across pavements making it difficult to pass, especially with buggies and where there is a lamp post.
- Dangerous crossing Hall Place Gardens, nowhere safe to cross.
- Parked cars obscure view and make it tricky to cross.
- Cars go fast despite the blind corners.
- No pedestrian crossing.
- Exit from old peoples home.
- Pavements are need of repair with uneven and broken paving stones.

G. St Peters Rd/ Manor Rd/ Hillside Rd

1. St Peters Rd at Hall Place Gardens

- Crossing St Peter's Road onto Hall Place Gardens. There should be railings at the bottom of Hall Place Gardens as lots of children run/scoot down there after school.
- St Peter's Rd is very busy after school.
- Gated driveways - none of these driveways have special visibility aids.
- Tricky to cross because of so many cars turning all ways.
- New road from development means cars come from all directions.
- Almost a cross roads.
- Cars coming in and out of college car park.
- Lots of children come from this route.
- No pedestrian crossing.

2. Hillside Rd at Manor Rd

- Cars drive too quickly.
- Cars don't indicate to turn up Hillside Rd from St Peter's Rd.
- Cars don't slow down to turn (slightly but not very dangerous).
- Parked cars limit visibility of cars approaching when crossing from Manor Rd to St Peter's Rd at this crossing.

3. Oaklands Development

- Speeding cars in development.
- Can be dangerous as occasionally cars use it as a cut through.
- Road/pavement situation is ambiguous.

- Children and parents assume it is safer than it is.
- Speed limit and beware children signs would help.

H. St Peters St

- Need crossing opposite Parkbury House Surgery.

I. Church Street

- Narrow road and pavement.

J. Carlisle Avenue

- Dangerous to cross near top of road.

K. Townsend Drive/Normandy Rd/ Waverley Rd

- Top of Townsend Drive.
- Middle of Townsend Drive where road turns sharply near entrance to woods.

L. Sandpit lane and surroundings

- Pavements are very narrow.
- Traffic dense.
- Cars speeding between The Dell and Churchill Road.
- Crossings at Sandpit Lane end of Clarence Road and Sunderland Avenue would really help.
- Needs a crossing near Blenheim Rd/ near Clarence Rd roundabout.
- Dangerous crossing between Lancaster Rd and Battlefield Rd.
- Corner of Heath Rd and Sandpit Lane is very tight – danger when big lorries drive past fast.
- At crossing near alley cars sometimes crossing too fast to stop.
- Island at junction with Sandridge Rd is very small.
- Traffic very fast on both Sandpit Lane and Sandridge Rd.
- No traffic lights or zebra crossing at junction with Sandridge Rd.

M. Junction where Jennings Road crosses Clarence Road.

- Jennings Road/ Clarence Rd crossing would help.

N. Lemsford Rd

- Crossing at T junction of Avenue Rd and Lemsford Rd can be tricky, but if children are on their own they cross at zebra crossing further down Lemsford Rd.
- Traffic can be busy and fast.
- Son avoids as too busy and difficult to cross.
- Needs crossing near Avenue Rd.
- A lot of children cross here/ also used by Veralum boys.

- Cars coming out of Avenue Rd.
- Trip hazards on pavements (tree roots).
- Zebra crossing must be crossed with care – twice nearby been run over.
- Cars drive too fast near crossing.
- At crossing cars can't see pedestrians because of parked cars and alley.
- Tell children to wait as cars don't always stop at crossing.

O. Hatfield Rd and surroundings

1. Near Crown

- Crossing Stanhope Rd to corner of Hatfield Rd

2. Hatfield Rd/ Lemsford Rd / Beaconsfield Rd

- There should be railings as large lorries and coaches are very close to the pavements and the pavements are very narrow and pedestrians squashed against wall.
- Cars jump lights or go through the green man.
- Coaches and other large vehicles drive on pavements .
- Vehicles cross junctions at speed.
- Need speed bumps on junction.
- Time on green man is insufficient.
- Need a camera.
- On Beaconsfield Rd 'Whites' coaches and minibuses park on pavement blocking 2/3 of pavement with no traffic enforcement.

3. Upper Lattimore/ Hatfield Rd crossing

- Hatfield Road is a busy main road and difficult to cross (children walk to use crossing at Lemsford Rd rather than crossing here).

4. General

- Hidden driveways near the Mermaid.
- Very busy and have to cross half way and wait for gap.
- This road crossing is why Year 5 daughter does not walk alone yet.

P. Alma Rd/ Victoria St

- Cars queue to turn at junction so green man is not reliable.

Q. General suggestions or comments

- More pedestrian crossings.
- Not confident in letting Year 5 walk alone even though child is keen.

- In other countries children wear a sash to identify them as walking to school and walk in groups without older leading younger children. If car users see children with sashes they drive more carefully.
- If the school was to encourage Y5/Y6 children to walk independently mums might be more willing to allow it. Expressed surprise at how reluctant mums are to encourage independence and how much focus is put on the 'dangers' of walking alone.
- Our route is pretty safe
- Would encourage child to walk along if there were lollipop people at certain junctions.
- Remember walking to school as child – healthy and builds physical and mental stamina.
- Walk part of the way and go on bus as too far to walk all the way.
- Question about liability if there is an accident when using a walking bus.
- Enjoy the walk to school with children.
- Surprised at number of parents driving to school.
- Suggest rewarding and promoting walking.
- Could have Maple hi-vis jacket or hat/gloves/ backpacks or armbands (optional school clothing that can be seen in winter lighting).
- Will be more concerned about child walking along when it gets darker.
- Park car part way to school and walk.