

Tweseldown Infant School

School Travel Plan

Version - TIS-STP-r01

June 2015

Contents

- 1 Introduction
- 2 Background Information for School
- 3 Current travel options and facilities
- 4 Travel Plan Aims and Objectives
- 5 Progress against Original Plan
- 6 SMART Targets/Action Plan
- 7 Monitoring and Evaluating

Appendices

Appendix 1 - Results and comments on Travel Surveys

- Parent/Pupil Survey
- Staff Survey
- Resident Survey

Appendix 2 - School Catchment Area Map

Appendix 3 - Designated Car park locations

Appendix 4 - Bus Services and Frequencies

Appendix 5 – Governor Newsletters

Appendix 6 – Safer Routes / Travel Plan - Minutes of meetings

Appendix 7 – Various Correspondence relating to travel plan aims

1. Introduction

A school travel plan is a written document which outlines a series of practical steps for improving children's safety on the journey to and from school.

The plan should result in benefits for pupils, parents, staff and the wider community, by assisting pupils and parents in identifying healthy and sustainable transport options and help to reduce the numbers of cars on the road at peak times. It will also contribute to the improvement of the environment around the school and wider community.

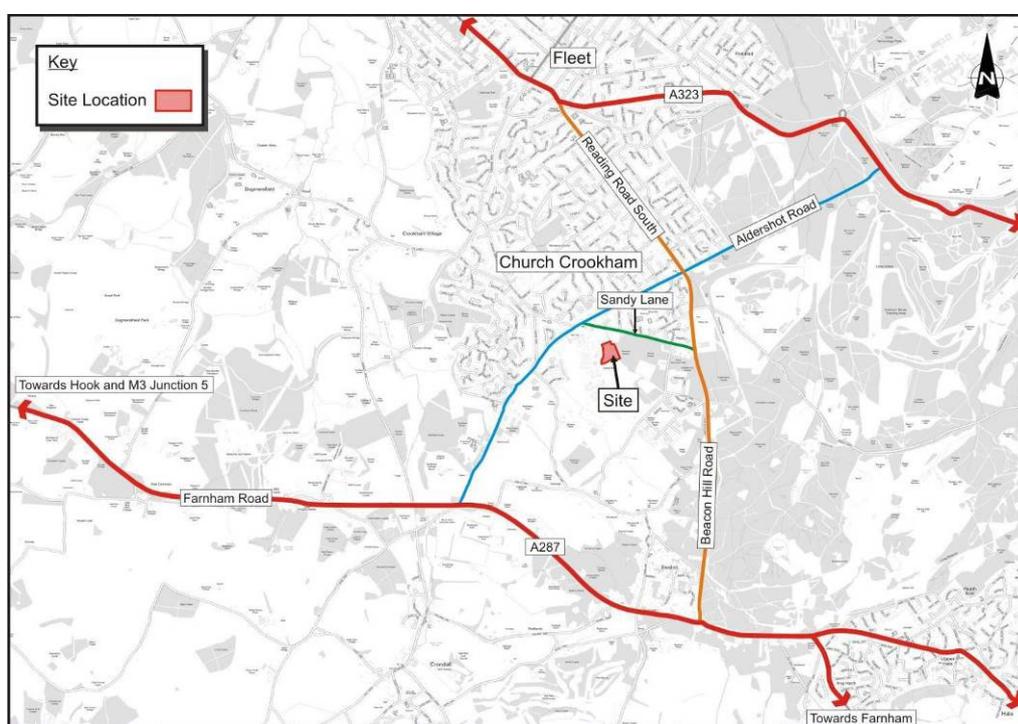
The main aims of our travel plan are:

- To reduce the number of car trips and vehicle congestion to the local school area
- To improve safety on the journey to and from school
- To improve the safety of the school entrance and school site
- To improve road awareness within the school community

2. Background Information on the School Site

Tweseldown Infant School is a 3FE school accommodating pupils across 3 academic years (Reception, Years 1 and 2). The school's PAN is 90, in the admission year 2014/5 Tweseldown has growing schools status and has an additional Year R Class; unless pupil number decrease for this cohort the school has the capacity to take up to 120 pupils up to Year 2. In the admission year 2015/6 Year R will also have the capacity to take 120. In the admission year 2016/17 the PAN will permanently change to 120 with 4FE throughout the school. The DfES number for the School is 850/ 2290. The number of children on roll at the Infant school at time of writing is 279 (June 2015), the age range of children is 4 to 7 years of age. The school has a high proportion of Military families and in the academic year 2013 – 2014 pupil turbulence was 38%. The School has 14 members of full time staff and 36 part time staff.

The School is located at the northern part of the Queensacre Development in Nepal Gardens, approximately 100 metres south of Sandy Lane, in Church Crookham in the southern area of Fleet. A site location plan showing the school and surrounding transport networks is shown below.



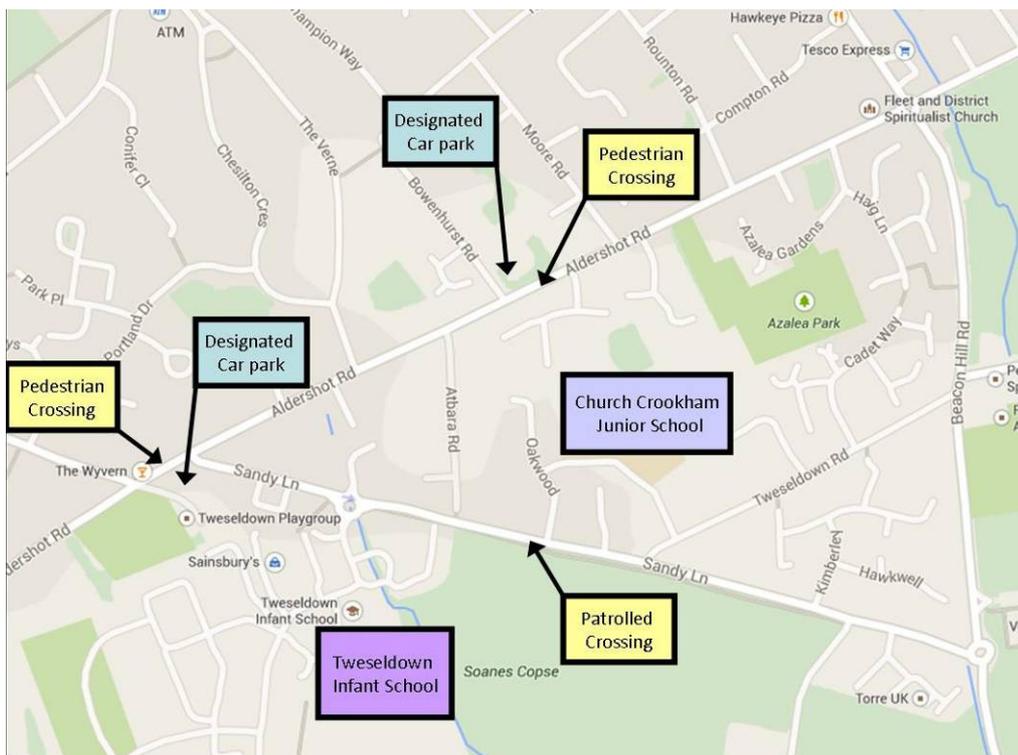
Contains Ordnance survey OpenData street view mapping, © Crown copyright 2012.

The school is situated in a residential area which is enclosed by a number of busy local roads. The school site has one vehicle entrance currently, and four pedestrian entrance gates all accessible from Nepal Gardens.

Limited car parking (18 spaces in total) is provided for use by staff only. Any parent with a particular need can park in the school car park, e.g. disability, by requesting a parking permit from the Head Teacher. At the current time we have one parent that is physically disabled and requires a permit. In order to prepare for the permanent expansion in 2016/17 6 extra parking bays will be provided in the Summer term 2014/15. It is recognised that the school will have two temporary classrooms and the capacity to take 120 pupils in Year R and Year 1 in September 2015. Therefore, Hampshire County Council have decided to provide the six extra parking spaces required for the permanent expansion by September 2015. No further disabled parking is required under the current planning provision and no extra parking will be provided if the school permanently expands to four forms of entry.

There are 2 designated parking areas within a short walk of the school, which are for use by parents at the beginning and end of the school day. These are located at The Memorial Hall, on Sandy Lane and at Holy Trinity Church on Bowenhurst Road. Maps showing the location of these car parks and the walking routes

from the car parks to school are provided as part of the welcome pack for new parents and are available from the information point in the school entrance foyer, as well as being included on the schools website.



Map of Local Area showing crossings and parking

Cycle parking is provided at the school for staff, pupils and visitors in a mix of covered and un-covered stands, totalling 15 spaces. A Scooter Pod has also been provided for the safe storage of children's scooters. In order to further encourage cycling and scooting, the school will ensure that additional cycle and scooter parking is provided by Hampshire County Council as part of the proposed expansion works.

The Head Teacher for the School is Mrs Kim Tottem , Chair of Governors is Mrs Samantha Read and the School Travel Plan Champion is Mrs Lindsay Webb, they can be contacted on 01252 628843.

The Infant school day starts with a flexible start from 8.35 am to 8.45am and finishes at 3.05 pm. There are numerous after-school activities all finishing by 4.30pm Monday to Thursday.

We have completed full parent, pupil, staff and residents travel surveys in 2014, the results of these are included in Appendix 1.

Consultation with local residents has been ongoing since the school travel plan was first developed. Through continued discussions with our neighbours and regular contact with Cllr Jenny Radley who is also a local resident and County Councillor John Bennison, we have been made fully aware of local views and these have not changed since the first resident's survey. The school also has regular meetings with the Parish Council and this includes representation from other local schools. The main issues for local residents remain the access problems caused by parents parking outside their properties, as well as the congestion of local roads.

There are 2 push button controlled and several low grade uncontrolled pedestrian crossings, on key school routes that allow our pupils to cross the busier roads around the Tweseldown Infant and Church Crookham Junior schools. Due to the excessive congestion, Sandy Lane can be quite treacherous at the start and finish of the school day. Sandy Lane is a cut through route and parking spot for Church Crookham Junior school.

The uncontrolled crossing points across Sandy Lane, have tactile paving and drop kerbs. The uncontrolled crossing adjacent to Oakwood has a School Crossing Patrol during Tweseldown Schools pick up and drop off times.

3. Current travel options. and travel patterns

Pedestrian and Cycle Facilities

Sandy Lane has footways on both sides along the majority of the carriageway. Between the junctions with Sandy Lane/Hampton Close and Sandy Lane/Wakefords Corner (Woodlands Nursery) the southern side of Sandy Lane is a shared footpath/cycleway which is separated from the carriageway by a grass verge and trees.

Local Highway Network

Sandy Lane connects with Aldershot Road to the west and Beacon Hill Road to the east, other streets lead from Sandy Lane which are predominantly residential. Beacon Hill Road (B3013) leads north and changes into Reading Road where it leads into Fleet. Aldershot Road links south onto Farnham Road (A287) which leads south-east towards Farnham and west towards Hook where access to the M3 junction 5 is achieved

Public Transport Provision

There are bus services operated by Fleet Buzz (Countrywide Travel) running on Aldershot Road and Beacon Hill Road (B3013). A summary of the local bus services and frequencies is shown in Appendix 3 The closest bus stops to the School are located on Aldershot Road and Beacon Hill Road (B3013) and can be accessed via Sandy Lane.

Travel Patterns – Pupils

A review of the 2014 School Census data for the existing Tweseldown Infant School shows that no one from the Infant School currently cycles but there is a high percentage of pupils that walk. The Chart below shows the existing trip generation and modal split for the school.

Existing Tweseldown Infant School 2014 Census Results

	Mode of Travel				
	Walk	Cycle	Bus/Taxi	Car (alone)	Car Share
Tweseldown Infant School (Number)	225	0	0	51	3
Tweseldown Infant School (%)	80.65%	0%	0%	19.35%	0%

Hampshire County Council, 25 March 2011.

In our previous travel plan, census data from 2010, was included. Since then the school has expanded and Pupil numbers have increased by 83, but car use has actually decreased by just over 6%

Travel Patterns - Staff

Most members of staff currently travel to school by car, either alone or car sharing, due to the amount of books and other equipment that they need to transport on a daily basis.

4. Travel plan Aims and Objectives

The aim of this Travel Plan is to create a safer, more sustainable, community driven environment for pupils / staff attending / working at the School.

The Aims and Objectives in our Travel Plan 2015 are as follows:

Aim: To ensure all children have a safe, sustainable journey to and from school

Objective: To continue to improve safety on the journey to and from school

Objective: To encourage more pupils to walk

Objective: To encourage more members of staff to walk or cycle to school

Objective: To continue to encourage parents to promote safety on the journey to school

Aim: To maintain a high profile for the School Travel Plan

Objective: To maintain a high profile for the School Travel Plan

Aim: To ensure that all children are safe from vehicles on the school site

Objective: To maintain safety on the school site

Objective: To improve separation between vehicles and pedestrians on the school site

Aim: To promote a better working relationship within the local community

Objective: To involve the whole community

Aim: To ensure that all children have safe access to school entrances/exits

Objective: To improve the safety of children at all the school access routes

5. Progress against Original Travel Plan

Objectives achieved to date

The school are extremely pleased with the achievements that we have made over the years; we have worked tirelessly to make sure that we have achieved many of objectives.

Our main achievement is increasing the profile and use of our designated car parks and numbers walking to school. This has helped cut congestion in the roads nearest the school gates and has helped our pupils learn road safety skill through crossing with a School Crossing Patrol. We have also secured timed parking restrictions for local roads near our old school site and push button control crossing on the Aldershot Road.

Our designated car parks are a key part of our travel plan. All parents are reminded of, and encouraged to use, these car parks at every opportunity and the details are contained in the schools' welcome packs and on the school website. Since the school moved in September 2014 the pressure to promote the designated car parks has been kept up. Staff and Governors have manned the school gates and asked parents not to park directly outside the school gates. As we have moved to the new school we are not able to make comparisons from the last survey as we would expect pupils travel patterns to change.

Objectives to be achieved

We recognise, we still need to reduce the numbers of pupils travelling by car further. The recent survey indicates that there is still a preference to walk and therefore we will continue to encourage the pupils to walk.

The Walk to School scheme will be promoted by the School via assemblies and newsletters send out to parents. Walk to School takes place in May and encourages pupils to walk (all or part of the way) to School.

The children take part in recording on a class chart, if they walked to school on a daily basis. They then receive a badge if they walk to school for most of the month.

Streets ahead training is undertaken with year 2 children on an annual basis, during the summer term, to teach them the importance of road safety, when walking to school.

Scooter training is also provided to children in Year R annually.

6. SMART Targets & Action Plan

Targets

Targets are measurable goals by which the progress of the Travel Plan will be assessed. Targets are essential for monitoring the progress and success of the plan. Targets should be 'SMART' – specific, measurable, achievable, realistic and time-bound.

The suggested targets for the School have been based on the Modal Split presented in **Table 6.1** for pupils and **Table 6.2** for Staff.

Table 6.1 Current Pupil Mode Split

Mode	Baseline Mode Split	Suggested Interim Mode Split (and % +/- from Baseline) (Year 3)	Suggested Target Mode Split (and % +/- from Baseline) (Year 5)
Walk / Scoot	67.8%	70.0% (+2.2%)	72.0% (+2.0%)
Cycle	5.3%	5.0%(-0.3%)	5.0%
Bus / Taxi	0.5%	0.5%	0.5%
Car (alone)	24.0%	21.5% (-2.5%)	18.5% (-3%)
Car (share)	2.4%	3.0% (+0.6%)	4.0% (+1%)
Total	100.0%	100.0%	100.0%

Table 6.2 Current Staff Mode Split

Mode	Baseline Mode Split	Interim Mode Split (and % +/- from Baseline) (Year 3)	Target Mode Split (and % +/- from Baseline) (Year 5)
Walk	27.0%	30.0% (+3%)	35.0% (+8%)
Cycle	0.0%	3.0% (+3%)	5.0% (+5%)
Bus / Taxi	0.0%	1.0% (+1%)	2.0% (+2%)
Car (alone)	53.0%	44.0% (-9%)	35.0% (-18%)
Car (share)	20.0%	22.0% (+3%)	23.0% (+3%)
Total	100.0%	100.0%	100.0%

NB. The baseline mode split & targets will be revised in light of a site-specific resident travel survey at the site following occupation

Action Plan

Aim - To ensure all children have a safe, sustainable journey to and from school			
Action	Frequency / timescale	Last Date completed	Comments
To encourage families to accommodate walking to school within their day – including promoting the health benefits	Termly		
Promote Walk to School Scheme more widely within Infant School i.e. posters and reward stickers / certificates	Monthly		
Promote and take part in Walk to School Week	Annually in May		
Educate children on how to be safe on the journey to and from school	Termly		
To encourage car sharing by staff	Termly		
To have banners made with road safety slogans – designed by the children	Annually		
To write a scooting to school policy and a scooting to school agreement.	By July 2015		
To provide scooter training for pupils wishing to scoot to school	Annually in Autumn term		
To investigate additional designated car park locations with local businesses	Ongoing		
Install additional scooter pods for safe storage of pupil scooters and to encourage scooting to school	By September 2015		
To install additional cycle parking	By December 2015		
Investigate possibility of creating walking bus routes from Quetta park and /or Humphrey Park and if feasible recruit volunteers 'bus' drivers	By December 2015		Survey parents? To gauge interest
Aim - To maintain a high profile for the School Travel Plan			
Action	Frequency / timescale	Last Date completed	Comments
To conduct a new parent survey to monitor how pupils travel to school	Annually		
To carry out a staff travel survey	Annually		
If there are major changes to the local infrastructure due to housing development to ensure that children's needs are met with regard to safety	Ongoing		

Display information regarding parking and sustainable travel in prominent locations around the school	By July 2015		
Use the school Newsletter to remind parents about parking, walking to school and general road safety issues.	½ termly		
Send out DfT leaflets on road safety	Annually		
Aim - To ensure that all children are safe from vehicles on the school site			
To install safety barriers between the carpark and pedestrian pathway	By September 2015		
To perform a risk assessment to school grounds and surrounding roads.	Termly		
Aim - To promote a better working relationship within the local community			
To remain in contact with local area representatives	Ongoing		
Attend meetings organised by local councillors.	As and when arranged		
To explore the possibility of timed parking restrictions with local residents	By December 2015		Questionnaire to be distributed to local residents
Campaign to raise awareness with Taylor Wimpey for provision of safe access points onto the development from Quetta park and Humphrey park, to allow safer walking routes for pupils	Termly until achieved		Contact details to be obtained for key personnel at Taylor Wimpey
Campaign to get road markings, 20 is plenty speed signs and no parking signs installed on local roads around the school	Termly until achieved		
Aim - To ensure that all children have safe access to school entrances/exits			
Install wider gates at pupil entrances to ease congestion accessing the site at drop off and pick up times	By September 2015		
To train children using the streets ahead programme on road safety	Annually in Summer Term	Summer 2014	Next training scheduled for June 2015

7. Monitoring and Evaluating

As our travel plan is a living document, it will need reviewing and updating regularly. We will therefore continue to carry out an annual survey of school travel patterns, to monitor progress in light of the travel Targets that have been set and to find out if anything has changed or requires action. The next full survey will be carried out in October 2016 and a full review of the travel plan will be carried out in December 2016 by Tweseldown Infant School Safer Routes to School Committee. If there are any major changes to the school site or the surrounding area the Safer Routes to School Committee will conduct new Risk Assessments to ensure pupil/pedestrian safety.

School Travel Plan Approval Form

The principles detailed in the School Travel Plan for Tweseldown Infant School are endorsed by the Head Teacher and Governors.

We understand that a travel plan needs to be evaluated and monitored on an annual basis to ensure that it continues to reflect the current situation at the school. We are also aware that although we have outlined measures in our action plan, Hampshire County Council are not obliged or committed to funding all or any of these.

Signed: _____ Date: _____

Head Teacher

Tweseldown Infant School

Signed: _____ Date: _____

Chair of Governors

Tweseldown Infant School