



**Hampshire County Council's
School Travel Planning Team**

**Full School Travel Plan Review for the
Trosnant Schools Federation**

Infant School DfE No: 850/2104
Junior School DfE No: 850/2103
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Havant
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**November 2016
Main Document**

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Trosnant Schools Federation

School Travel Plan Full Review

This document is a full School Travel Plan. It has been prepared by the Hampshire County Council's School Travel Planning Team to support the submission of a planning application for an expansion to the existing school buildings with the addition of 13 new car parking spaces, one of which will be accessible, totalling 75 spaces of which five will be disabled spaces. This is to enable an increase from a 2FE to a 3FE expansion. Support has been provided by the school in its preparation. This travel plan should be read in conjunction with the Transport Statement being prepared by Hampshire County Council's Strategic Transport Team.



'Everybody will achieve their best!'

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Head of Infants: Tracey Marsh
Head of Juniors: Clive Mulligan**

Author	Version	Issued for Comment Date
Helen Harris	1	14/11/16 to Victoria Marlow for comment
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Contents

Section 1 – School’s Background	Page No
Background.....	5
Travel Plan aims and Objectives.....	5
School’s Vision.....	5
School Travel Plan Coordinator and Working Group.....	7
Current and proposed school facilities.....	7
Pupils and Staff.....	10
School day and extended school activities.....	10
Other initiatives.....	11
Description of the school locality.....	15
School catchment.....	17
Site accessibility and transport links.....	17
Progress on original travel plan.....	21
Why is the new travel plan required.....	25
 Section 2 – Policy	
National policy.....	26
Local policy.....	27
 Section 3 – Consultation	
Consultation table.....	31
School travel survey.....	34
Key partners.....	34
Site Strategy	34
Sustainable travel embedded in the curriculum.....	34
 Section 4 – Survey Information	
Pupil survey historical data.....	35
National and Hampshire data.....	39
Parent/Pupil travel survey.....	44
Staff Travel Survey.....	65
Anticipated modal splits.....	68
Governor’s consultation.....	68
Residents.....	68
Other stakeholders	70
Summary of consultation.....	70
 Section 5 – Action Plan.....	72
 Section 6 – Evaluation and Monitoring.....	85
 Section 7 – Long Term Sustainability.....	85
 Section 8 – Promotion of the School Travel Plan.....	85
 Section 9 – Formal Approval.....	86

Appendices

Appendix 1	Existing school plans
Appendix 2	Proposed expansion plans
Appendix 3	Location map
Appendix 4	Pupil Postcode Plots
Appendix 5	Cycle Network
Appendix 6	Bus timetables and route map
Appendix 7	Infrastructure map
Appendix 8	Copy of pupil/parent survey forms
Appendix 9	Copy of School Enlargement Consultation Letters
Appendix 10	Site Strategy Workshop conclusions
Appendix 11	Copy of staff survey
Appendix 12	School governor consultation
Appendix 13	Consultation survey to residents from schools
Appendix 14	Map of consultation distribution to residents by HCC
Appendix 15	Examples of responses from residents
Appendix 16	Email to Havant Borough Council
Appendix 17	Email to local Police

Section 1 - School Background

Trosnant Infant and Junior schools are located in south Leigh Park, part of the borough of Havant and are maintained by the Hampshire Education Authority. The schools are on the edge of an urban residential estate with the main access being off Stockheath Lane. There is a rear access available from Chilcombe Close. Both schools share the same site, along with Tops Day Nursery. See Appendix 3 for site location map.

Travel Plan Aims and Objectives

The overall aim of this school travel plan is to ensure that pupils, parents and staff who are currently at the school, and will attend in the future, are able to make informed decisions about their travel to and from school. Through the travel plan it is hoped the school community will be able to continue to choose more sustainable modes of travel and therefore minimise the impact of the proposed expansion on the local community.

Aims

- To encourage use of more sustainable modes of travel for journeys to and from school by pupils and parents, maintain low car use and therefore reduce the impact of travel to school on the local community, particularly as the school expands.
- To increase awareness of the importance of safe travel to and from school.
- To raise travel awareness amongst the whole school community and integrate sustainable school travel within the Curriculum and school ethos.
- To promote and enable sustainable travel for staff and visitors.

Objectives

- To encourage and enable more children and parents to walk to and from school
- Encourage and enable more pupils who have bicycles or scooters to consider cycling, scootering to school and back with parents.
- Where appropriate, encourage car sharing between parents of the school.
- To ensure parents and pupils feel safer walking or cycling to school.
- To ensure that Road Safety education is provided to all to ensure safer journeys to and from school.
- To raise awareness of the benefits of leaving the car at home, and the alternatives amongst children and parents.
- To communicate in a proactive manner with residents
- To promote and enable alternatives to the car and reduce car use (for staff and visitors).

School's Vision

Trosnant Infant and Junior Schools are thriving and popular schools working hard to provide high quality primary education for all children and their families at the heart of the community in the Leigh Park area of Havant.

Our schools are federated, which means we work closely together under the leadership of one Governing Body and one Headteacher to provide a continuous learning journey for our children throughout their primary education, from four to eleven.

We also benefit from having our local Hampshire Nursery on our site, working in close partnership to ensure a successful and happy transition for those children joining our infant school from the beginning. Equally we have strong links with our local secondary schools which ensures effective transition when the time comes for our children to move on to the next stage of their education.

The Federation of Trosnant Schools' Vision 2016



School Values

The Federation of Trosnant Schools has undertaken to work towards the Rights Respecting Schools Award (RRSA). This is a UK-wide initiative by UNICEF for all children and all those working with or for children in formal education.

As a rights respecting school we will be teaching the children about their rights and will help our children to develop relationships that respect all parties rights. As part of our journey we have identified articles from the UN Convention on the Rights of a Child and within that developed a value that as a school we will adopt and promote throughout all year groups. This will fundamentally underpin the leadership and management of the school.

These values are: **Good Health; Enjoyment; Inclusion; Team Work; Belonging; Learning and Pupil Voice.** In conjunction with these values, we have created seven house teams across the school and our Trosnant **Changemakers** have identified a famous person that represents each of these values to be the new house name. Our **Changemakers** spent time researching these individuals and have put together a presentation about them which you can view by clicking on the names below. They are:

Good Health is represented by **Mo Farrah**

Enjoyment is represented by **Stephen Sutton**

Inclusion is represented by **Ellie Simmonds**

Team Work is represented by **David Beckham**

Belonging is represented by **Nelson Mandela**

Learning is represented by **Stephen Hawking**

Pupil Voice is represented by **Malala Yousafai**

Our values link very well with the travel plan and the general ethos around being active on the journey to school and to be more respectful to those in our community who maybe impacted by those traveling to our schools e.g. parking. It is important that our families understand the need to be respectful to those around us, whether that is through not blocking driveways preventing residents getting off of their drive, or preventing other families from walking to school safely through driving and parking dangerously.

We also want our children to grow and develop in all areas including their health through enjoying the opportunities to get physical activity on the journey to/from school, but also learn life skills such as road safety and learning to ride a bike. We want to be enable pupils to share how they feel on the journey to/from school, how safe they feel, what they enjoy about the experience whether it is social interaction or appreciating their environment.

School Travel Plan Co-ordinator and Working Group

The working group has been supported by Hampshire County Council's (HCC) School Travel Planning Team. The designated officer is Helen Harris.

STP Co-ordinator: Clive Mulligan and a Governor (TBC)

Working Group:

Tracey Marsh – Headteacher, Infant School
Clive Mulligan – Headteacher, Junior School
Helen Harris – School Travel Planning, HCC
Victoria Marlow – Architect, HCC
Colin Henry – Architect, HCC

Dates and details of working group meetings or actions

18th January 2016

7th July 2016

Current and Proposed School Facilities

The Infant school has 204 pupils on roll as of November 2015 and caters for children aged 4 – 7 years old.

There are currently 220 pupils at the Junior school ranging in age from 8 to 11. The junior school is designated with upper and lower schools, each comprising two pairs of classrooms, a shared area and a tutorial room. Each room has a patio area which is partly covered. There is also a hall, art area, kiln, cookery and library areas and an ICT suite. The school is a non-denominational, mixed Junior community School with a resourced unit for up to 7 children experiencing 'behavioural, emotional and social difficulties.' Special transport provisions are made for these children by using taxi services funded through EBDC

provision. A minibus is also being used as a short term fix for attendance issues. There are 80 SEN children at the school. There are a total of 17 classrooms across both schools.

Presently there is total cycle storage provision on-site of 31 spaces and 36 scooter spaces. This is split into two areas. The main area is adjacent to the scout hut and swimming pool in a confined cage which is locked during the school day. The additional storage is by the reception area.



The schools also have an outside swimming pool and changing rooms and extensive grounds which include two 6-a-side football pitches, two netball size hard court areas and two conservation areas.

Long term the schools are looking to expand to 3 form entry to incorporate the increasing demands due to new local housing developments and increase in birth rate. This in turn needs to cater for the increase in pupil, staff and visitor numbers. It is proposed that across both schools, seven new classrooms will be built (two of which are conversions of the on-site and Children's Centre). This would take the number of pupils per year group from 60 to 90 and the total capacity of the School from 480 (including the 60 currently in temporary classrooms in year R and year 1) to 630. It is proposed that the new classrooms would be open in 2018 and that the new spaces would be filled progressively so that the schools

would reach its full capacity by 2021/22. See Appendix 1 and 2 for the existing and proposed site layouts.

Tops Havant nursery, formerly TROSPACC, currently provides facilities for children aged from 0 years 3months, up to 7 years 11months. It is open from 7:30am until 6pm. 54 places are currently available, and these are taken up by approximately 100 families due to the part time nature of provision.

There are currently 17 members of staff. Of these, there is one Nursery Manager, one cleaner, one cook and the rest all work directly with the children. Currently one parking space is exclusively provided for the manager, which is demarcated. However, when TROSPACC was approved, provision was made for eight car parking spaces and four cycle spaces.



View of staff car park facing east



View of furthest end of site at eastern end.

At present most of the staff walk or cycle, however many parents will drive on to the school site due to the difficulties of car seats etc. This has become a growing issue as there has been a growth in the number of younger children attending nursery. This can cause some difficulties in the morning as those attending the Breakfast Club are allowed on to school site.

During school holidays, the nursery continues to operate, so the nursery is responsible for managing the access and security to the site.

Pupils and Staff

The Infant school has 204 pupils on roll and the junior school has 220 pupils aged from 8 to 11 years old. The current approximate locations of the pupils can be seen in Appendix 4 (pupil postcode plots) and it is very apparent that the vast majority are living primarily north, west and east of the school up to a 15 minute walking distance, and very few are outside of 25 minutes. As the schools are expanding to accommodate additional local children in the area, the increase in numbers should remain within a walking distance. Due to the number that are living within a walking distance, there are clearly many opportunities to improving the walking/non-car rates going forward.

Ian Waine is the Executive Headteacher for the federation of Schools. There are approximately 108 roles across the two schools, though some members of staff are delivering two of these roles e.g. a cleaner and lunchtime supervisor. Of the actual members of staff, there are 67 teaching staff including Heads of Schools at both the Infant and Junior schools, and staff with responsibilities for SENCO, Home School Liaison, speech and language, ECAR and THRIVE and 28 non-teaching staff including site managed cleaners, office staff etc. The school has confirmed that the development will require 7 new teaching staff and 21 new non-teaching staff. One member of staff is wheelchair bound and uses a buggy, so disabled access is important to the site on a daily basis.

School Day and Extended School Activities

The Infant school day starts 8.55am – 12pm (doors are unlocked at 7.30 and open for children at 8.45) for lunch. The afternoon session starts at 1.05pm and ends at 3pm.

A free breakfast club is available before school from 7.45am.

The Junior school day starts at 8.50 – 12.00, (doors are unlocked at 7.30 and open for children at 8.45) with the afternoon session between 12.45 – 3pm and the children leaving at 3.10pm.

As of September 2016, the after school activities include:



	Monday	Tuesday	Wednesday	Thursday	Friday
Year R			Singing Squad 3-4pm		
Year 1		Bug Club 3-4pm	Bug Club 3-4pm Singing Squad 3-4pm	TBC	TBC
Year 2	Cheerleading Squad (By invitation) 3-4.15pm	Bug Club 3-4pm	Bug Club 3-4pm Singing Squad 3-4pm	TBC	TBC
Year 3	Cheerleading Squad (By invitation) 3-4.15pm Choir 3-4pm	Study Support Club 3-4pm	Study Support Club 3-4pm Hockey Club 3-4pm		
Year 4	Cheerleading Squad (By invitation) 3-4.15pm Choir 3-4pm	Study Support Club 3-4pm	Study Support Club 3-4pm Hockey Club 3-4pm		
Year 5	Cheerleading Squad (By invitation) 3-4.15pm Choir 3-4pm	Study Support Club 3-4pm	Study Support Club 3-4pm		
Year 6	Cheerleading Squad (By invitation) 3-4.15pm Study Support Club 3-4pm Choir 3-4pm	Study Support Club 3-4pm	Study Support Club 3-4pm		

In the region of 30-40 children attend the after school clubs between 3 – 4pm. The site is used in the evening by scouts, cubs, beavers etc. Therefore the weekday opening hours are 7.30am – 8pm Mondays/Tuesdays and 7.30am – 6pm Wednesday – Friday.

There are times when there are more visitors to the site e.g. parents evenings, sports days, special assemblies, concerts etc.

School Visits

The schools are well served by a number of local attractions that enable a wide variety of school trips that can link in well to the curriculum and also allow use of various modes of travel.

The train is used to travel to Chichester, the harbour front at Emsworth, the cinema and Gun Wharf, whilst more regularly children are able to walk to the local church or be dropped off at Staunton Park and walk back. They also visit Park Parade and Front Lawn Park.

Where these options of travel are not available, a private coach will be arranged for school trips.

Other Initiatives

The schools already take part in a wide variety of initiatives, both within the Curriculum and outside of it. Both schools participate in the annual Walk to School Week.

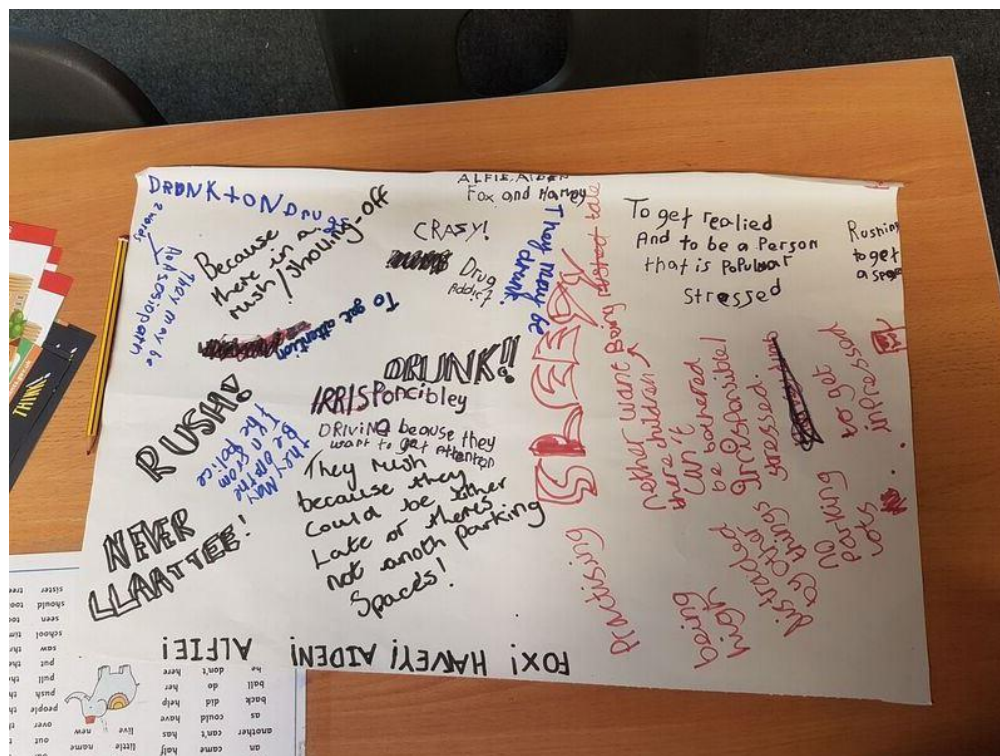
Both schools are Healthy Schools and take part in a variety of activities throughout Healthy Week.

The Junior school participated in the first phase of Bikeability and both schools have taken part with Sustrans on the intensive programme of Bike It. This incorporates a range of initiatives including Dr Bike, scooter training, Bikers' Breakfast and bike maintenance. The

schools also promoted the annual Sustrans inter-school cycling challenge, The Big Pedal in March.



Supplementary to this the schools work closely with the Police, who have working with the pupils to show them how to keep their bike safe and their Safer Schools Officer (who is funded through a Leigh Park Schools arrangement) has carried out a number of Police Apprentice workshops with the pupils on bullying and parking. Overleaf are photos of Year 6 pupils' work on the first workshop on parking issues, discussing the issues.



What are the reasons for why people park badly?



Who are the people causing the parking issues?

They put care takers to deal with the problem and keep the car park / ~~going~~ going.

biketray helps people with bikes.

It can cause the car park to over flow.

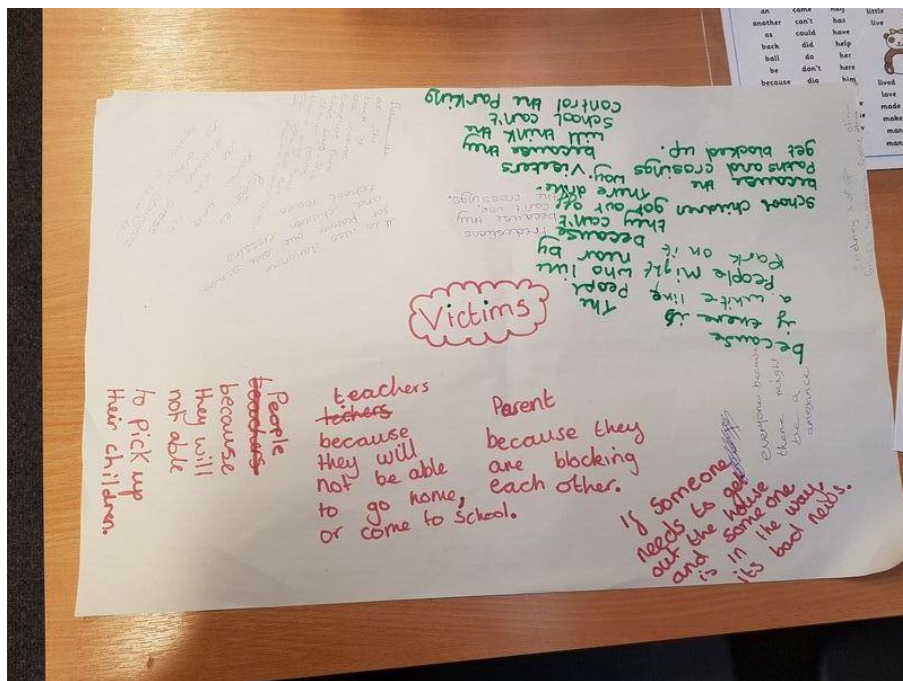
People can not get out of spaces.

They put a Zebra Crossing to keep the children safe.

It can cause accidents.

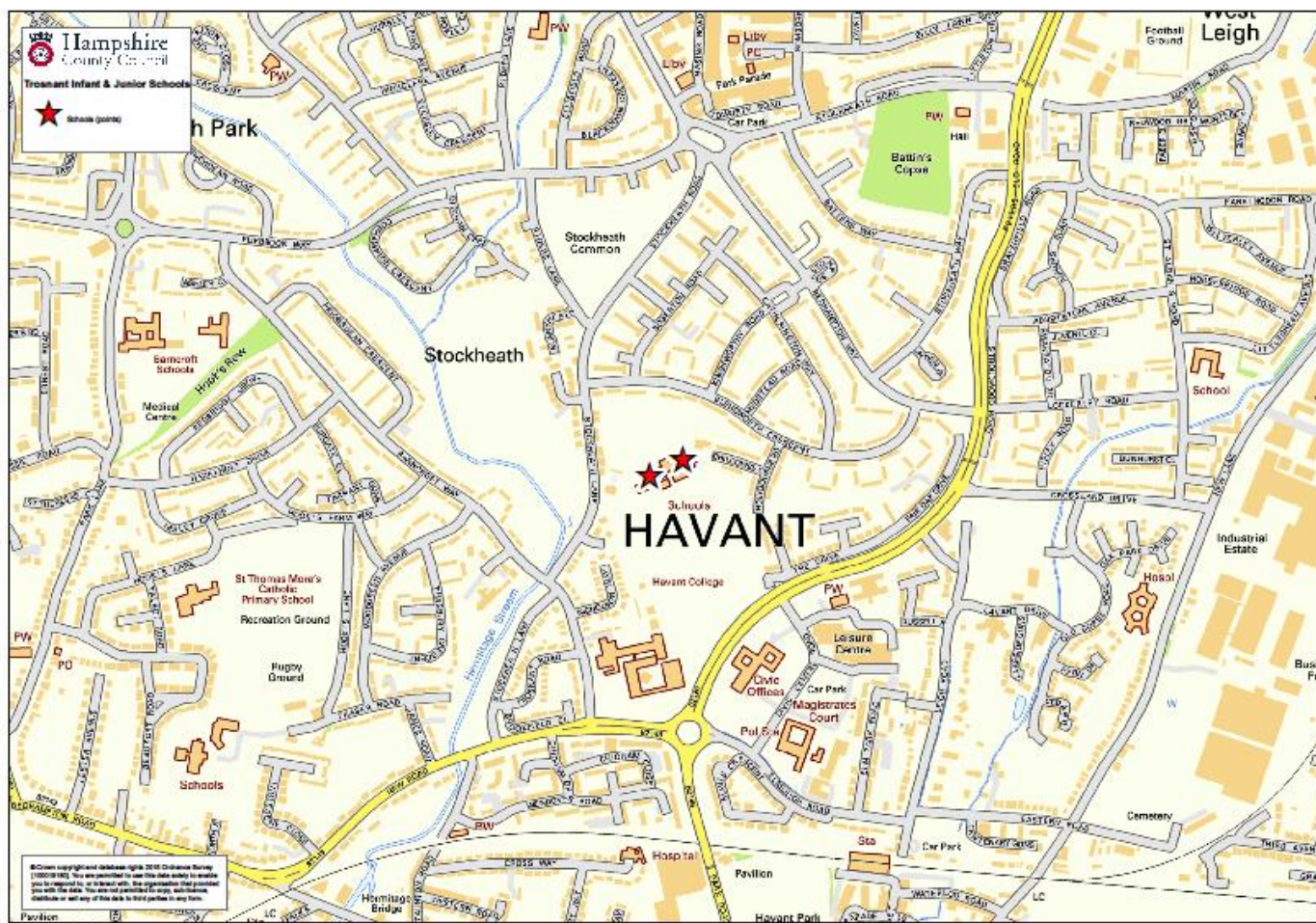
If there's a lot of cars around there will be a lot of people with children. That can cause accidents.

What are the impacts of bad parking?



Who are the victims of bad and unsafe parking?

Location Map



See Appendix 3 for a larger size

Description of School Locality

Trosnant Infant and Junior schools share the same site along with Tops Nursery in South Leigh Park. This is a large suburb of Havant (27,500) comprising of a post war housing estate. It was re-developed as a new suburb for those made homeless by bomb damage which occurred during WW11. Construction of the estate was completed in the early 1970s. The site is less than a mile from Havant Centre and the schools are within walking distance of Staunton Country Park and Stockheath Common.

The area is well served by public transport as well as being near the A3 (M) motorway and the A27 Havant bypass.

The schools main vehicle and pedestrian entrance is off Stockheath Lane and a rear access is also available from Chilcombe Close. The Chilcombe Close is problematic and there have been discussions with the Police and PSCO.



Images of approach to Stockheath Lane entrance

Some additional housing is proposed and being built in the local area, in particular off of Blendworth Crescent, which is for 40 new homes. This will obviously generate a need for school places, but it will also provide an improved access into the school from the north of the school as families won't need to cross a muddy field. This access is currently and temporarily shut until the housing is complete.



Current route from Blendworth Crescent into school, which is currently closed due to house building works.

School Catchment

The school's catchment area encompasses the central/east residential area of Leigh Park, (Ellisfield Road in the north, down just past the Parade in the south, Priors Dean crescent and Barncroft way in the west and the industrial estate off New Lane in the east). (Appendix 4) There are a large number of pupils coming by car to the school from the north/west area of Leigh Park which is out of catchment.

Currently some pupils are coming from out of catchment such as Emsworth and Waterlooville, but predominantly from North East Leigh Park. This will reduce as there is push back as the places that are needed are for local children.

Site Accessibility and Transport Links

There are currently three pedestrian access points to the schools, with one vehicle entrance. There is a large gated car park for staff and a visitor car park for around 23 cars plus two disabled spaces. A one way system is operated on the school site. A footpath provides safe pedestrian access all of the way through the site, from Stockheath Lane to Chilcombe Close and the staff cars are kept on the side furthest from the school buildings and pedestrian movements.



Walking

The schools are fairly well placed for walking as they have several pedestrian access points. This enables the wider footway network to be utilised. To the west there are a number of routes that families have available to them which end in the Stockheath Lane entrance. This has 'Keep Clear' markings as well as bollards and tactile surfacing/dropped kerbs to enable more families to use the paths across Hermitage Park.



View of path across Hermitage Park towards schools



Approach to Stockheath Lane – South West



Approach to Stockheath Lane – North West

To the north there are a range of footpaths linking up with residential estates which can either bring you in through Blendworth Crescent or to Stockheath Lane. Play facilities are available to those traveling from north of Stockheath Lane which may encourage some families to park and stride from this direction.

Those coming from the North East and East also have an extensive range of footpaths which lead to the Chilcombe Close entrance, off of Holybourne Rd. Anecdotal evidence indicates that this is a particularly busy access even though it is pedestrian only. Various road markings are present to discourage parking and provide immediate access to the nursery.



Approach to schools from Chilcombe Close

There is less demand from the south of the school, but there is a footpath link along the Havant College boundary which provides pedestrian access from Compton Close to Holybourne Rd.



Footpath link to Compton Close

According to the census figures the number of children walking to school has increased by a further 20% and the walking zones (see Appendix 4 for walking zone map) indicate that all of the catchment area is within a maximum of 20-25 minute walk. A number of children live out of catchment but less than 25 minutes walk from the school.

Cycling

As can be seen from Appendix 5, there is limited provision for cycling routes in the area. However, there is an off road cycle track across Hermitage Park that may benefit some as well as connecting links and signposted routes.

HCC has, however, commissioned Havant Borough Council to undertake a 2016/17 feasibility study for a number of proposed pedestrian, cycle and accessibility schemes within the Bedhampton area of Havant. Of these schemes, one will fall into the school's catchment area which will include the investigation of a cycle route from Park Road North to Barncroft Way to link with the Hermitage stream route and Park Road corridor route, with possible upgrade of New Road Pelican to Toucan on New Road, located outside Havant College entrance.

Buses

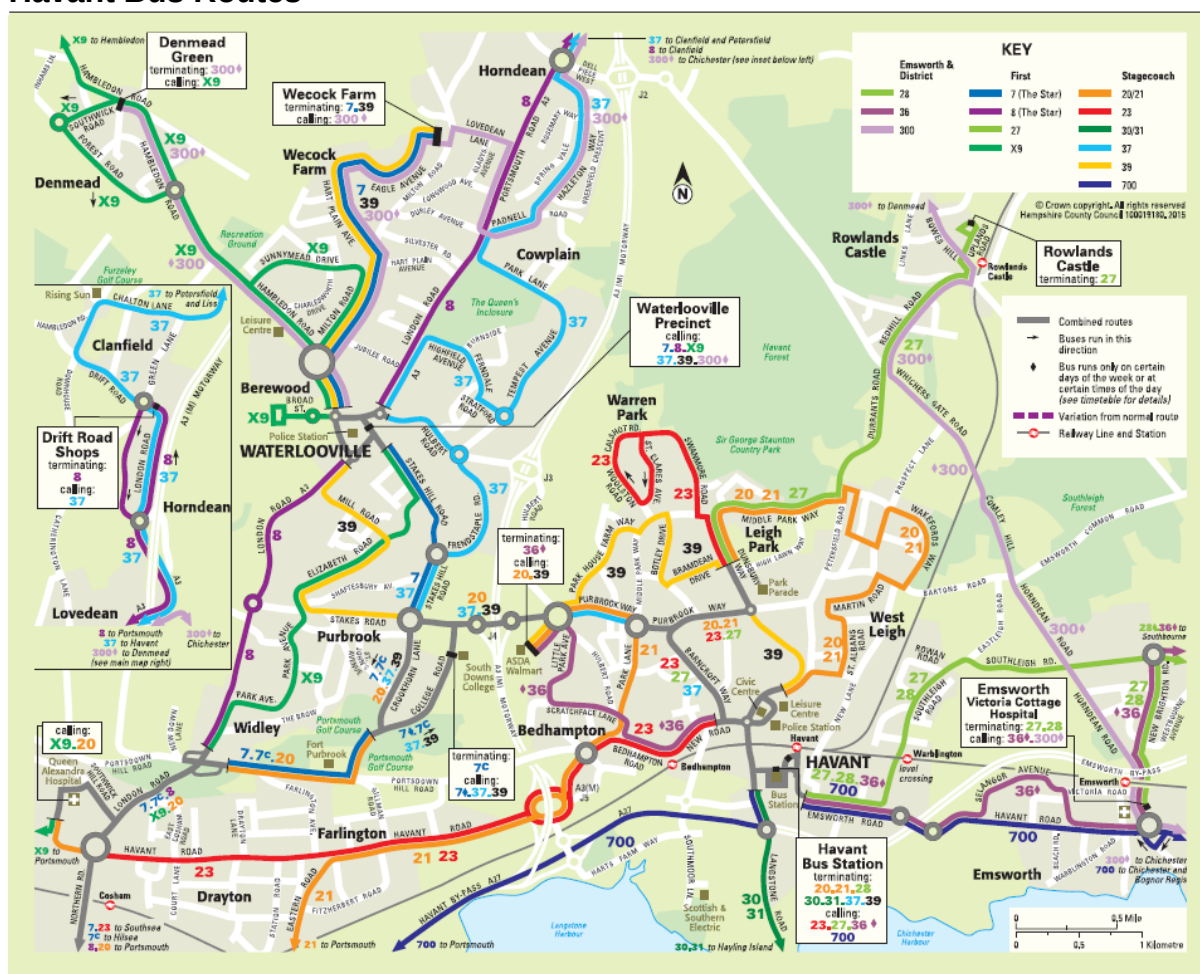
The school area is fairly well served by bus routes. The nearest bus stop is on Barncroft Way (see infrastructure map Appendix 7 and Appendix 6 Bus Routes and Timetables) and the services that use this route are:

- 21 – Havant – West Leigh – Leigh Park – Farlington – Copnor – Portsmouth – Gun Wharf
- 23 – Leigh Park – Havant – Farlington -Cosham – Commercial Road – Southsea
- 27 – Rowlands Castle – Leigh Park - Havant – Emsworth/Southbourne
- 20 – Havant – Leigh Park – Havant – Cosham – Gun Wharf
- 37 – Havant – Crookham – Waterlooville – Highfield – Cowplain – Horndean – Clanfield
- 39 – Havant – Leigh Park – Waterlooville – Wecock Farm

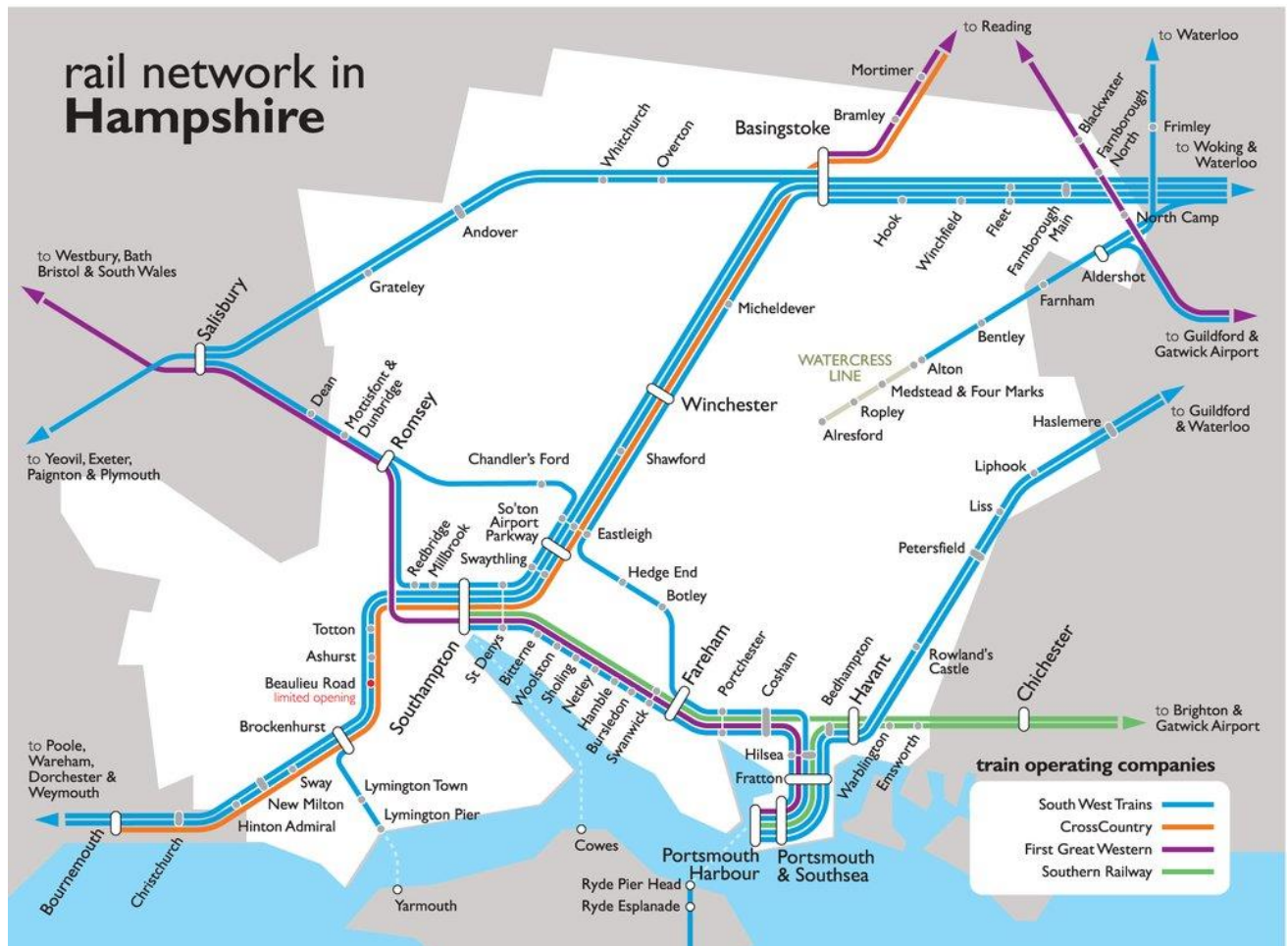


Bus stop on Barncroft Way

Havant Bus Routes



The nearest train station is either Bedhampton or Havant, both of which are under a mile away. The station is on the Portsmouth line from London Waterloo and the West Coast Line – Brighton to Southampton. Havant station provides very good links to other stations west north and east which are fairly regular for those choosing to travel in this way. (See Appendix 6 for train timetables).



Progress on Original Travel Plan

The infant and junior schools developed a joint travel plan which was approved in July 2010. Originally both schools sent out their surveys to every pupil in July 2009. The infant school sent out 137 surveys to every child and 51 were returned. Therefore the response rate was 37%. The junior school sent out 212 surveys to every child and 107 were returned. The response rate was 51%.

Comparing the pupil survey results from the 2014 school census (due to higher response rates) with those from the travel survey undertaken in July 2009, at the infant school

- Walking has increased from 62% (32) to 66.3% (110)
- Cycling has decreased from 6% (3) to 0.6% (1)
- Pupils travelling to school by car alone has decreased from 24% (12) to 15.7% (26)
- Car sharing has increased from 6% (3) to 15% (25)
- There has been an increase in bus, taxi and train use, which was 2% (1) to 2.4% (4)

At the Junior school; (March 2015 census)

- Walking has slightly decreased from 57% (67) to 56% (214)
- Cycling has decreased from 9% (11) to 0.7% (3)
- Pupils travelling to school by car alone has increased from 24% (29) to 33.7% (129)
- Car sharing has decreased from 7% (8) to 6.5% (25)
- The number of pupils travelling to school by bus/taxi has decreased slightly from 3% (4) to 2.8% (11)

Preferred Mode of Travel

Comparing results for the pupils preferred mode of travel with the recent travel survey results, since the travel survey was undertaken from in July 2009 by the infant school;

- Children preferring to walk has decreased from 60% (33) to 39% (33)
- Cycling has increased from 15% (8) to 19% (16)
- Preferring to travel by bus has decreased from 7% (4) to 4% (4)
- Travelling by train has gone from 0 to 7% (6)
- Travelling by car alone has remained the same at 16%
- Preference to car share has increased from 2% (1) to 5% (5)
- Scooting wasn't previously measured but 9% (7) would like to.
- No preference for Park and Stride, but 1% (1) selected 'Other'

The junior school's pupils' survey was undertaken in July 2009. The changes in preferred mode of travel are as follows;

- Children preferring to walk has decreased from 28% (33) to 26% (26)
- Cycling has decreased from 49% (56) to 36% (37)
- Preferring to travel by bus has decreased from 5% (6) to 3% (3)
- Travelling by car alone has marginally increased from 11% (13) 12% (13)
- Preference to car share has remained the same at 5%
- Train travel has declined from 2% (2) to 0%.
- Scooting wasn't previously measured but 15% (15) would like to.
- Finally, 2% (2) would like to Park and Stride and 1% (1) chose 'Other'

There aren't any easy conclusions to make from this because additional categories have been added. However, car alone has always been a choice and it would appear that this has remained unchanged as to its preference, which means that most children would like to come to school in a different way.

Staff travel – the table below shows the mode of travel for staff at the schools in 2009:

	Walk	Cycle	Bus	Train	Car Alone	Car Share	Other	Total
Infant No: Staff %	2 20%	1 10%	0 0%	0 0%	5 50%	2 20%	0 0%	10 100%
Junior No: Staff %	5 16%	2 6%	0 0%	1 3%	21 66%	2 6%	1 3%	32 100%

It is less easy to compare the staff survey as the recent survey was carried out jointly across both schools, whereas the previous ones in 2009 were against each school.

The aims and objectives set out in the original travel plan are listed below:

To promote and enable safer and healthy journeys to and from school, for all. By;

- **Promoting and enabling cycling to and from school, where possible**
- **Promoting and enabling walking to school, for all or part of the journey**
- **Ensuring pupils, parents and staff arrive at school safely**
- **Where possible, encouraging staff to travel sustainably**
- **Ensuring longevity of Travel Plan and the school community are aware of the Travel Plan.**

Original Target Set	Met within timescale	Met outside of timescale	Not met – in need of revision
Junior School: To increase the number of pupils cycling to school from 9% to 15% (school survey as baseline) by March 2013			☒
Infant: To increase % of children walking from 62% to 67% by March 2013	☒		
Junior: To increase % of children walking from 57% to 62% by March 2012			☒
Both schools to maintain 0 accidents for pupils on the journey to and from school by March 2012	☒		
To reduce the % of car alone journeys from 63% to 60% by March 2012			☒
To ensure the whole school community are aware of the travel plan by March 2011			☒

Measure	Met within Timescale	Met outside of Timescale	Not met	Still required
Junior – to continue with Bikeability training by July 12 – HT/HCC Road Safety Team	☒			☒
Junior – review size and type of cycle storage by 7/12 – HCC STP Adviser/ STP Champion/ JRSO/School Council/HCC SRtS		☒		
Junior – Promote use of cycle helmets through the JRSOs 11/11 – STP Champion/JRSO		☒		☒
Junior – Investigate and support cycle routes in the area by 12/14 – SRtS/Sustrans			☒	☒
Both schools – provide maps/info to parents on safer routes into school – 10/11 – STP School/Champion/Governor/DHT			☒	☒
Both schools to continue to promote physical activity through Healthy Schools and look for opportunities in other areas of the curriculum to integrate sustainable travel by 7/12 and annually – Healthy Schools Co-ordinator/Class Teachers	☒			☒
Infant – Investigate possibility of providing Pedestrian training by 7/12 – School Champion/Governor/Admin.	☒			☒
Both schools – fill out online maintenance			☒	☒

forms to trim hedges and inform parents of website – 10/10 and termly.- Web editor/School Champion.				
Both schools – encourage park and walk scheme – incentive scheme by 7/11 – School Champion/HCC STP Co-ordinator/School Council/School Council Co-ordinator.			☒	☒
Both schools – investigate providing a School Crossing Patrol person and provide crossing facilities on Stockheath Lane by 12/13 (to include narrowing of splay and removing of railings) – STP Champion/HCC's STP Adviser/STP Champion/Governor/ HCC's SRtS	☒		☒	☒
Both schools – investigate crossing provisions on Bedhampton Way 12/13 – STP Champion/HCC's STP Adviser/HCC's SRtS			☒	
Infant – investigate walking bus by 9/11 – STP Champion/HCC's STP Champion/Admin.			☒	
Provide safer crossing point across car park to link with access point at the north of the school by 11/11 – STP Champion/HCC's STP Adviser/Site Manager/company.	☒			
Both schools to continue to remind parents to park safely via newsletters and prospectus by 7/11 – HT/Admin/Web and prospectus Editor	☒			☒
Both Schools to continue to provide and develop Road Safety education through curriculum by 7/12 - HT	☒			☒
Junior: Continue to provide Junior Road Safety Officer Scheme by 7/12.- HT/JRSO leader.			☒	☒
Both schools to provide fluorescent clothing for all walking or cycling by 11/11 – School Champion/STP Co-ordinator			☒	☒
Both Schools to report broken glass to Havant BC/PCC 12/10 – HCC's STP Co-ordinator/Web Editor/School Champion.			☒	☒
Monitor and enforce illegal/dangerous parking by 11/10 and ongoing – Admin/Governor/PCSO/Site Manager/company	☒			☒
Provide further speed humps on school car park 12/10 - Site manager/company.			☒	
Both Schools to provide information to new and existing staff on discounts available to HCC staff 10/11 – School Champion/Admin			☒	☒
Site cycle storage for staff 8/12 – School Champion/HCC's STP team/Cycle Company.		☒		☒
Include TP in School Development Plan – Completion Date 9/10 – HT/STP Champion/School Champions			☒	☒
Include TP progress in newsletters – 9/10 and then as required – HT/STP Champion/School Champions			☒	☒
Include the TP on the school's website Completion Date – 12/10 – School Champion/Website Editor.			☒	☒

KEY**STP – School Travel Plan****HCC – Hampshire County Council****SCP – School Crossing Patrol****STPT – School Travel Planning Team****PCC – Portsmouth City Council****HT –****PCSO – Police Community Support Officer****SRtS – Safer Routes to School****HBC – Havant Borough Council****Why is a new Travel Plan Required?**

It is good practice for schools to review their travel plans regularly both in terms of monitoring success, and to review whether the original issues have been resolved or not. It is recognised that behavioural change requires sustained effort and support as bad habits can easily slip back into routines, e.g. with bad weather. In addition, with schools, there will always be an annual new intake of children with parents who are often new to the school and therefore need to be informed as to the ethos of the school and its community.

For the Troshant Schools Federation a travel plan is required for the planning submission to expand, so as to outline the long term plan to assist with mitigating against the impact of the expansion, particularly if the pressures are from new areas. The travel plan will assist the schools smooth move to three form entry.

The schools particularly have a number of issues with parents parking both on-site and off – site which has caused local residents concern as well as other parents.

Children were also reporting that the provision of cycle/scooter storage is not desirable or adequate, and many feel that a crossing on Stockheath Lane would be of great benefit for those walking, cycling or scooting.

Section 2

National Policy

National Planning Policy Framework (NPPF) March 2012 - Department for Communities and Local Government (2012)

The NPPF was published on 27 March 2012. It came into effect immediately superseding the 2011 draft and all other planning guidance (except on waste).

The National Planning Policy Framework set out the Government's planning policies and how these are expected to be applied. It sets out guidance and a framework within which local people and their councils can produce their own local and neighbourhood plans, which reflect the needs and priorities of their communities.

The NPPF defines the delivery of sustainable development through three roles:

1. Planning for prosperity (an **economic** role);
2. Planning for people (a **social** role); and
3. Planning for places (an **environmental** role).

It notes that to achieve sustainable development, these roles should be sought jointly and simultaneously through the planning system.

At the heart of the NPPF is a presumption in favour of sustainable development which *'should be seen as a golden thread running through both plan making and decision taking.'*(paragraph 14). In paragraph 15, it goes on to say that: *'Policies in Local Plans should follow the approach of the presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay.'*

In the section titled "Delivering Sustainable Development" point 4 which promotes the use of sustainable travel it states *"Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel."* (Paragraph 29).

Paragraph 32 states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. It goes on to mention that plans and decisions should take account of whether:

- *'The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *Safe and suitable access to the site can be achieved for all people; and*
- *Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.'*

It notes in paragraph 35, plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:

- *Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities.*
- *Create safe and secure layouts which minimise conflicts between traffic and cycles or pedestrians, avoiding street clutter and where appropriate establishing home zones.*
- *Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and consider the needs of people with disabilities by all modes of transport.*

Paragraph 36 then states “A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.”

This travel plan is being submitted as part of the planning application in order to demonstrate commitment to sustainable travel and ensure that sustainable and accessible development at the site is achieved.

Local Policy

Hampshire County Council Local Transport Plan 2011 to 2031

The Local Transport Plan (LTP) sets out the county’s transport strategy for the period 2011 to 2031. Its overall vision from this plan states:

“developing and supporting stronger safer communities, maximising well being and enhancing quality of place,” along with “safe, efficient and reliable ways to get around a prospering and sustainable Hampshire”.

The plan then sets out 14 policy objectives, the following objectives relate to school travel planning:

“Policy Objective 7: Ensure that travel from home to school affordably serves changing curriculum needs, underpins sustainable schools and maximises individual opportunities for education and training;”

“Policy Objective 11: Reduce the need to travel through encouragement of a high-speed broadband network, supporting the local delivery of services and in urban areas the application of ‘Smarter Choices’ initiatives;”

It goes on to mention “*Smarter Choices include the range of ‘softer’ measures that aim to influence travel behaviour, and encourage people to use sustainable travel modes. Examples include workplace, residential and school travel planning, area-wide travel planning, personalised travel planning and promotion of car-sharing, for example through websites such as Hampshire’s own www.hantscarshare.com.*”

In addition, it states “*To support schools in developing travel plans, the County Council has developed an interactive route finder for every school, showing walking and cycling routes together with bus stops.*”

“Policy Objective 12: Invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being.”

On page 39, the LTP refers to *“The school run is a significant generator of traffic, and adds to congestion problems in the morning peak during term-times. Achieving greater use of sustainable travel mode journeys to school is a significant challenge. Encouraging children and young people to walk and cycle more regularly can be encouraged through Bikeability training, competitions and other measures identified through school travel plans.”*

It is hoped that this plan will play a part in meeting the objectives of the LTP and ensure sustainable travel to and from school is improved.

Hampshire Healthy Weights Strategy 2015 - 19

In September 2015, Hampshire County Council and the NHS Primary Care Trust updated its 'Hampshire 'Healthy Weights' Strategy 2015 - 2019, following on from the previous edition in 2012. The vision is to;

“Enable the residents of Hampshire to enjoy a healthy weight and to maximise their years of healthy life, whoever they are.” One of the main aims being to increase the proportion of children and young people in Hampshire who are of a healthy weight and reduce the proportion who are obese.

This was written in light of the Government's Public Health White Paper and policy on tackling obesity, with the target to increase, year on year, the number of children who are a healthy weight. The main focus is on reducing the occurrence of excess weight (both overweight and obesity), however, it acknowledges, and aims to be mindful of the 0.5% (year R) and the 1.1% (year 6) of Hampshire children (2013/14) who are underweight and will respond to their needs as appropriate.

Under the National Child Measurement Programme (NCMP) the height and weight of children aged 4-5 years (reception, Year R) and 10-11 years (Year 6) is recorded on an annual basis and provides a monitoring mechanism by which to ascertain the trends across the county and country.

The percentage of overweight children in Year R is 20.1% in Hampshire compared to England 22.5%. There is variation by District, with Gosport, Havant and Rushmoor having the highest proportions of overweight children. The percentage of children that are overweight rises during the primary years, with the percentage of overweight Year 6 children in Hampshire being 28.7% compared to England 33.5%. There appears to be a reduction in the proportion of children that are overweight and obese in these groups in Hampshire.

With the national and local policy context taken into consideration, along with the evidence provided to-date, Hampshire is proposing a Healthy Weights Action Plan 2015 – 19 with the key priorities being:

1. Create and support environments that promote health (emotional health; healthy eating and physical activity).
2. Help families and children make healthier lifestyle choices to improve health and have a healthy weight.
3. Provide effective services for those at risk of unhealthy weights.
4. Reduce inequalities in health by focussing on those people most at risk.

Within the remit of the travel plan, the obvious priorities are around creating environments to promote health and assisting with making healthy lifestyle choices. Through the travel plan,

the appropriate physical infrastructure can be identified and bids can be placed, and working in partnership with schools and other key stakeholders, the appropriate messages and education can be delivered through initiatives such as Walk to School Week, Bikeability, Scooter Challenge, Modeshift Stars and so on.

In particular, the following identified actions in the Healthy Weights Action Plan 2015 – 19 highlight the contribution that active and sustainable travel makes towards Priority 1:

Objective 1 – Priority Action 6

Develop and improve existing routes for walking and cycling, focussing on areas in greatest need where resources are available.

Objective 2 – Priority Action 7

Provide public health rationale for investment opportunities in sustainable transport initiatives.

<http://documents.hants.gov.uk/health-and-wellbeing-board/HampshireHealthyWeightStrategy2015-2019.pdf>

Hampshire Walking Strategy 2016

Hampshire County Council (HCC) has developed a walking strategy in response to the increasing interest in walking nationally and across the county. This complements and supports the priorities of the HCC Corporate Plan, Healthy Weights Strategy, Countryside Access Plan, Hampshire Sustainable Modes of Travel for Children and Young People strategy, Hampshire Cycling Strategy and the wider transport policies in the Hampshire Local Transport Plan (LTP) with the key aims being to provide:

- A clear statement of HCC's aspirations for walking in the future.
- A strategic framework supporting the planning/development of walking strategies.
- Priorities for funding for walking.
- Support to HCC to realise additional funding opportunities for walking measures.

It is estimated that the number of walking trips has been declining year-on-year for a long period of time – nationally 30% fewer walking trips were made in 2013 compared to 1995. Current census data suggests that across Hampshire 51% of trips that are less than 1.25 miles in length (should take most people less than 30 minutes to walk) are made by car compared with 39% by walking. This varies across the County which may be due to the availability of other modes such as public transport, cycle routes etc. Findings suggest that in many areas driving to work is often continued safer, more attractive and more convenient than walking. Winchester is the only district where more commuters travelling less than 1.25 miles walk rather than drive (56% compared to 33%). The long term goal (up to 2040) of the Governments draft Walking and Cycling Investment strategy is:

“To make walking and cycling a normal part of everyday life and the natural choice for shorter journeys such as commute to school, college, work or leisure trips.”

The strategy is aiming to provide better links to schools and workplaces with one of the main goals being to increase the percentage of children aged 5 to 10 that usually walk to school.

The Challenges

In view of the above findings, encouraging walking and reducing reliance on the car for short distance trips, is a key theme/challenge within Hampshire's LTP, particularly through maximising walking opportunities such as trips to school. This complements the second challenge which is to make walking easier and more attractive which will involve improving main walking routes e.g. routes to school. Ensuring children and young people achieve their full potential is also a key priority with the challenge being to promote walking as a means of exercise thus encouraging independence and a healthy lifestyle. Increasing levels of physical activity, health and wellbeing across the population groups in Hampshire is an on going challenge which could be met in part by encouraging walking. Currently 1 in 4 10 – 11 year old children and 1 in 5 year olds in Hampshire are either overweight or obese. The walking strategy highlights that there is an opportunity of working with schools to help exercise, including walking and cycling, become a part of daily travel from a young age.

Another key challenge is to protect pedestrians on Hampshire's roads and change perceptions regarding road safety. Overall, pedestrians account for around 10% of road accident casualties (recorded by Hampshire Police in 2013). Young and older people are typically more vulnerable – those aged between 5 and 19 account for over a third of recorded casualties despite only representing 17% of Hampshire's population.

The strategy also highlights the future challenge of 'Making Hampshire's countryside and green space more accessible' by improving the quality of rural walking routes.

Strategy Themes

These reflect the services provided by HCC in relation to walking:

- **Walking routes** – including the definition of a Hampshire walking network and prioritisation of routes for investment, particularly routes to schools, colleges etc. from high density residential neighbourhoods.
- **Planning for pedestrians (including as part of a multimodal trip)** – covering street design, accessibility, safety and security and pedestrian facilities. These will include measures to manage traffic speed/volume near school entrances. In view of the high proportion of pedestrian casualties among children/young people, work will continue with schools to ensure that young people are aware of the risks of traffic and are protected through safe walking routes to school.
- **Promoting walking** – including marketing initiatives, maps/information and journey planning (My Journey). The School Travel Planning Team will continue to engage with Hampshire schools promoting 'safer routes to schools', monitoring and updating school travel plans and encouraging participation in the STARS (School Travel Accreditation and Recognition Scheme). The School Travel Planning team have helped to deliver significant increases in pedestrian access to schools – including a 12% increase in walking since 2003, which is approximately 20,000 fewer car journeys on the road every week day morning during term time.

The full strategy can be found at: <http://www3.hants.gov.uk/transport-schemes-index/walking-strategy.htm>

Hampshire Cycling Strategy 2015 – 2025

Hampshire County Council (HCC) has developed a cycling strategy to accompany the Hampshire Local Transport Plan (LTP) with the key aims being to provide:

- A clear statement of HCC's aspirations for cycling in the future.
- A strategic framework supporting the planning/development of cycling measures with local partners.
- Priorities for funding for cycling.
- Support to HCC to attract investment for cycling and other sustainable transport.

It is estimated nationally that over 40% of UK residents have access to a bike but cycling only accounts for 2% of trips. Across Hampshire one third of trips are less than 5km (a length considered a reasonable cycling distance) and fewer than 7% are made by cycling. This varies across the County – in Gosport for instance below half of commuting trips are under 5km in length and 17% are cycled and by contrast in Basingstoke and Deane or Rushmoor approximately 40% of commuting trips are under 5km and only 1 in 18 are cycled. The long term goal (up to 2040) of the Governments draft Walking and Cycling Investment strategy (2016 – 2040) is:

“To make walking and cycling a normal part of everyday life and the natural choice for shorter journeys such as commute to school, college, work or leisure trips.”

The strategy is aiming to provide better links to schools and workplaces with one of the main goals being to provide cycle training opportunities to all children. £12 million will be spent over the next four years on cycling activities in schools. Bikeability Plus will be introduced offering cycling activities for children from Reception to Year 6.

The Challenges

Encouraging cycling is a key theme/challenge within Hampshire's LTP with a key priority being to ensure children and young people achieve their full potential by promoting cycling as a means of exercise/encouraging independence and a healthy lifestyle. Another key challenge is to protect cyclists on Hampshire's roads and change perceptions regarding road safety. In 2012 13% of road casualties in Hampshire were cyclists.

Increasing levels of physical activity, health and wellbeing across the population groups in Hampshire is an on going challenge which could be met in part by encouraging cycling. Currently 1 in 4 10 – 11 year old children and 1 in 5 year olds in Hampshire are either overweight or obese. The cycling strategy highlights that there is an opportunity of working with schools to help exercise, including walking and cycling, become a part of daily travel from a young age. The strategy also highlights the future challenges of 'making recreational opportunities more accessible' and as there is a growing interest in cycling Hampshire, 'encouraging cycle event organisers to manage their events responsibly.'

Strategy Themes

These reflect the services provided by HCC in relation to cycling:

- **Cycle infrastructure** – expansion/maintenance of cycle routes/parking and cyclist facilities.
- **Cyclist skills and cycle safety** – includes cycle training/road safety measures. Continuing Bikeability training for as large a number of school-aged children as funds allow.
- **Promotion of cycling** – including marketing initiatives, maps/information and journey planning (My Journey). School Travel Planning Team continuing to engage with Hampshire schools promoting ‘safer routes to schools’, monitoring and updating school travel plans and encouraging participation in the STARS (School Travel Accreditation and Recognition Scheme).
- **Recreational cycling** – promoting cycling for exercise/cycle tourism.
- **Sports cycling and events** – including cycle sport facilities/management and promotion to children across Hampshire of cycle events.

The full strategy can be found at: <http://www3.hants.gov.uk/transport-schemes-index/cycling-strategy.htm>

Government Draft Walking and Cycling Investment Strategy:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/512895/cycling-and-walking-investment-strategy.pdf

Havant Borough Transport Statement – September 2012

Building on the HCC Local Transport Plan, the Havant Borough Transport Statement contextualises and specifies the guidelines for development in the borough.

Section 2.11 describes a number of local policies and strategies specifically significant to transport:

- DM12 (Mitigating the impacts of travel);
- DM13 (Car and cycle parking on residential development);
- DM14 (Car and cycle parking on development (excluding residential));
- DM15 (Safeguarding transport infrastructure);
- DM16 (Freight transport);
- CS20 (Transport and Access Strategy), and
- CS21 (Developer Requirements)

Where walking and cycling is concerned, the borough council have been working closely with Sustrans to improve and complete the network in the area. **Section 3.1** states: *‘Significant progress has already occurred in developing local ‘active travel’ networks, such as the funding by Sustrans on cycle routes in the Borough as part of the ‘Links to Schools’ initiative.’* Further investment will help fill some of the other missing links in the walking and cycling networks.

Going forward, HBC have identified several key challenges and areas of focus which are facing the Borough detailed in **Section 3.13**. Of particular relevance to school travel and particularly new developments are:

- *‘Avoiding traffic congestion in the future including finding ways to mitigate the travel impacts arising from new developments’*
- *‘Realising the potential for walking and cycling through the development of the Havant Active Travel Study’*
- *‘Improving transport accessibility, particularly to the main employment locations, town centres, and local services and facilities’*

Section 3 – Consultation

As travel issues affect the whole school community it is important to ensure that all affected groups are consulted with. This helps both with finding out what the issues are, and also offering communities the opportunity to share their ideas as to possible solutions. Therefore a number of groups, including pupils, parents and local residents have been consulted;

Group consulted	On what?	How?	When?	Evidence included within the travel plan
Parents	• Travel Behaviour	• Travel Survey	March 16 (Jnr) June 16 (Infant)	Copy of questionnaire; (Appendix 8)
	• School expansion	• Consultation events	Feb & Sept 16	Copy of letters (Appendix 9)
Pupils	• Travel Behaviour	• Travel Survey	March 16 (Jnr) June 16 (Infant)	Copy of questionnaire; (Appendix 8)
	• Site Strategy	• Workshop	Jan/Feb 16	Extract from Site Strategy report (Appendix 10)
Staff	• Travel Behaviour	• Questionnaire	March 16	Copy of questionnaire; (Appendix 11)
	• School expansion	• Consultation events	Feb & Sept 16	Copy of letters (Appendix 9)
Governors	• Travel survey results	• Email sent to Governors	Nov 16	Copy of email sent (Appendix 12)
	• School expansion	• Consultation events	Mar & Sept 16	Copy of letters (Appendix 9)
Local residents	• School expansion details	• Public events	March & Sept 16	Copy of survey (Appendix 13) Map of distribution (Appendix 14) Example of responses (Appendix 15)
Local Councillors	• School expansion details	• Public events	March & Sept 16	Copy of letters (Appendix 9)
Havant Borough Council Traffic Management	• Parking issues	• Email	Jan 2016	Copy of email sent (Appendix 16)
Local PC	• Travel to school	• Email	Jan 2016	Copy of email sent (Appendix 17)

School Travel Survey

Both schools conducted a full school survey which involved surveying parents, pupils and staff as to how they travel to and from school. The school sent out Pupil/Parent surveys in hard copy format in with a covering letter. The infant school initially tried sending an online survey but the school did not receive any responses, hence the different timings of surveys between the infant and junior schools.

Staff were also provided with a simple survey to complete, to gather general information about staff travel trends and any issues or barriers they may have if they wish to travel sustainably. Both surveys are in addition to the wider consultation that all have been engaged in regarding the schools expansion plans.

Tops Nursery was also given surveys to distribute to parents during summer 2016, however no responses were received.

Key Partners

It is important to engage with the whole school community as the impact of travel to and from school is often felt by residents and businesses. Therefore, as part of the wider expansion plans residents were included within the Principle of Enlargement consultation to gather their views early on in the process. No businesses are close to the schools, so it was felt that residents would be the key group to engage with, as well as those agencies who would help with developing solutions e.g. the Police.

Site Strategy

Two workshops were planned to support the decision-making around the school expansion. The first was held in January 2016 and the second in February 2016. The aim was to look collaboratively at the 'bigger picture' of the whole school environment, the buildings and the grounds, to build a shared understanding of the key school spaces as they are now, and to start to think about a long term vision for the school site.

Sustainable Travel embedded in the Curriculum

A reasonable amount of work is already happening in the Curriculum that links to sustainable travel such as walking to local facilities or sites of interest. The schools are also engaging with their Safer Schools Officer, which is funded via a cluster of Leigh Park schools, across different year groups on different issues. In summer 2016 the Police Apprentice was delivered using the theme, parking.

The officer introduced the topic, facilitated a short topic blast/discussion and set the task. This took approx. 30-35 minutes and included:

Introduction: 5 minutes

Topic Blast/Discussion: 15 - 20 minutes

Set Task: 5 minutes

Presentations then followed with participants informed to plan a two minute pitch/presentation to showcase their work/ideas

Section 1 summarised what the pupils produced with photographic evidence.

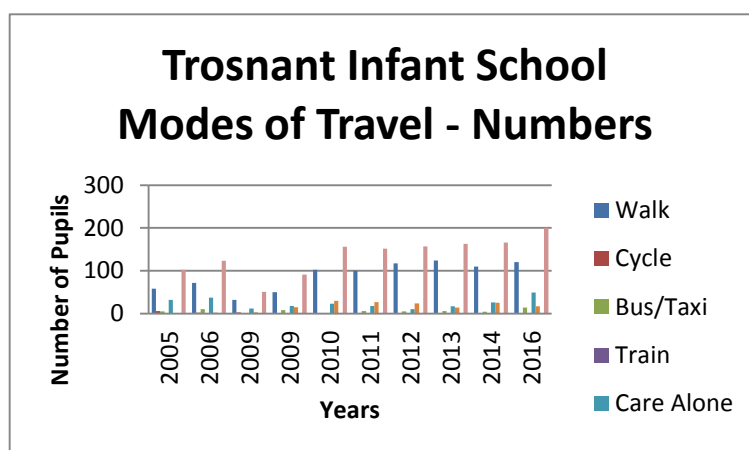
Section 4 – Survey Information

Pupil Survey Historical Data

Since 2003, the County Council has been undertaking a mode of travel survey with schools. Between 2003 and 2007 the survey was a 'Hands-up' survey, which was voluntary for schools and asked how pupils travelled to school that day. In 2007 this was replaced by a mode of travel question added to the January School Census and was made nationally compulsory for all schools with a travel plan, but subsequently discontinued nationally in 2011. Due to how valuable this data is locally, the question was reinstated locally in Hampshire in 2012. The tables below show the mode of travel for pupils at the schools up to 2016;

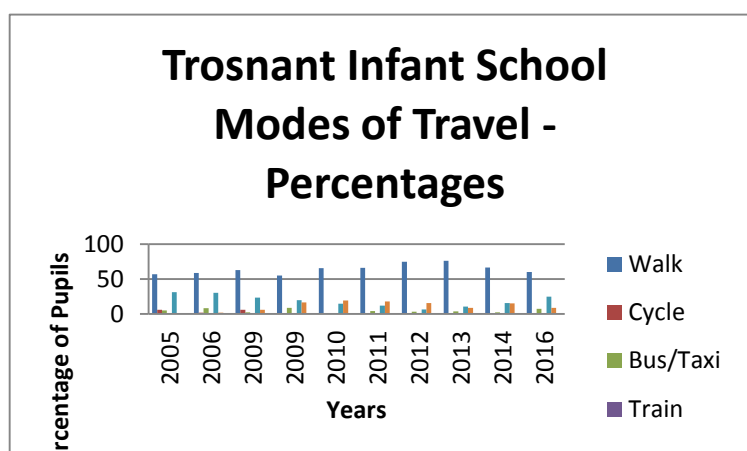
Infant School – Modes of Travel (Numbers)

Year	Walk	Cycle	Bus/Taxi	Train	Care Alone	Car Share	Other	Pupils
2005	58	6	5	0	32	1	0	102
2006	72	2	10	0	37	2	0	123
2009	32	3	1	0	12	3	0	51
2009	50	0	8	0	18	15	0	91
2010	102	0	1	0	23	30	0	156
2011	100	1	6	0	18	27	0	152
2012	117	0	5	0	10	24	1	157
2013	124	1	6	1	17	14	0	163
2014	110	1	4	0	26	25	0	166
2016	120		14		49	17	0	200



Infant School – Modes of Travel (Percentages)

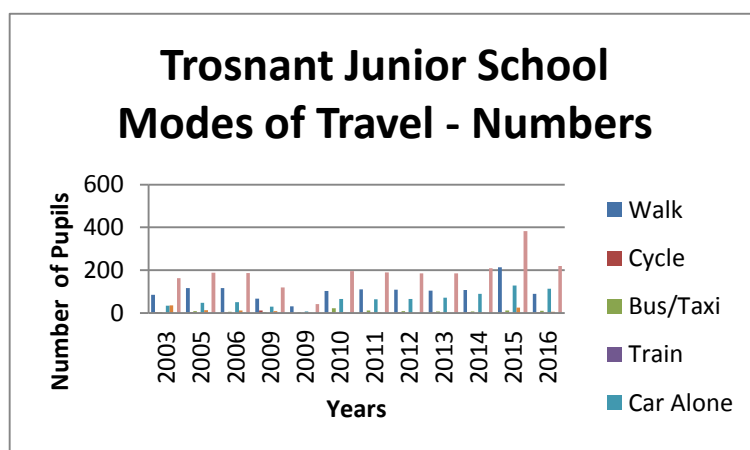
Year	Walk	Cycle	Bus/Taxi	Train	Car Alone	Car Share	Other
2005	56.9	5.9	4.9	0	31.3	1	0
2006	58.6	1.6	8.1	0	30.1	1.6	0
2009	62.7	5.9	2	0	23.5	5.9	0
2009	54.9	0	8.8	0	19.8	16.5	0
2010	65.4	0	0.6	0	14.7	19.2	0
2011	65.8	0.7	3.9	0	11.8	17.8	0
2012	74.5	0	3.2	0	6.3	15.3	0.6
2013	76	0.6	3.7	0.6	10.4	8.6	0
2014	66.3	0.6	2.4	0	15.7	15	0
2016	60	0	7	0	24.5	8.5	0



The infant school data shows that walking has been the most dominant form of travel over the past nine years. Travelling by car alone has decreased by 15% and car share has increased by 14%. Walking rates increased by 20% in years 2012/2013 since 2005 but dropped by 10% in 2014, and further again in 2016 by 6%.

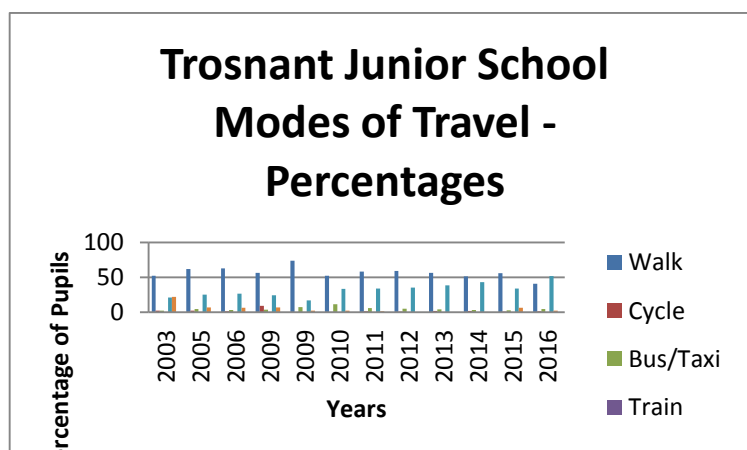
Junior School Modes of Travel – Numbers

Year	Walk	Cycle	Bus/Taxi	Train	Car Alone	Car Share	Other	Pupils
2003	85	4	4	0	34	35	0	162
2005	116	4	8	0	47	13	0	188
2006	117	2	6	0	50	12	0	187
2009	67	11	4	0	29	8	0	119
2009	31	0	3	0	7	1	0	42
2010	103	1	22	0	66	4	1	196
2011	111	2	11	0	64	2	0	190
2012	109	2	9	0	65	0	0	185
2013	104	3	7	0	71	0	0	185
2014	107	4	7	0	90	1	0	209
2015	214	3	11	0	129	25	0	382
2016	89	3	10		113	5	0	220



Junior School Modes of Travel – Percentages

Year	Walk	Cycle	Bus/Taxi	Train	Car Alone	Car Share	Other%
2003	52	2	2	0	21	22	0
2005	61.7	2.1	4.3	0	25	6.9	0
2006	62.6	1.1	3.2	0	26.7	6.4	0
2009	56.3	9.2	3.4	0	24.4	6.7	0
2009	73.8	0	7.1	0	16.7	2.4	0
2010	52.3	0.5	11.2	0	33.5	2	0.5
2011	58.4	1.1	5.8	0	33.7	1.1	0
2012	58.9	1	4.8	0	35.1	0	0
2013	56.2	1.6	3.8	0	38.4	0	0
2014	51.2	1.9	3.3	0	43	0.5	0
2015	56	0.7	2.8	0	33.7	6.5	0
2016	40.8	1.3	4.5	0	51.8	2.2	0

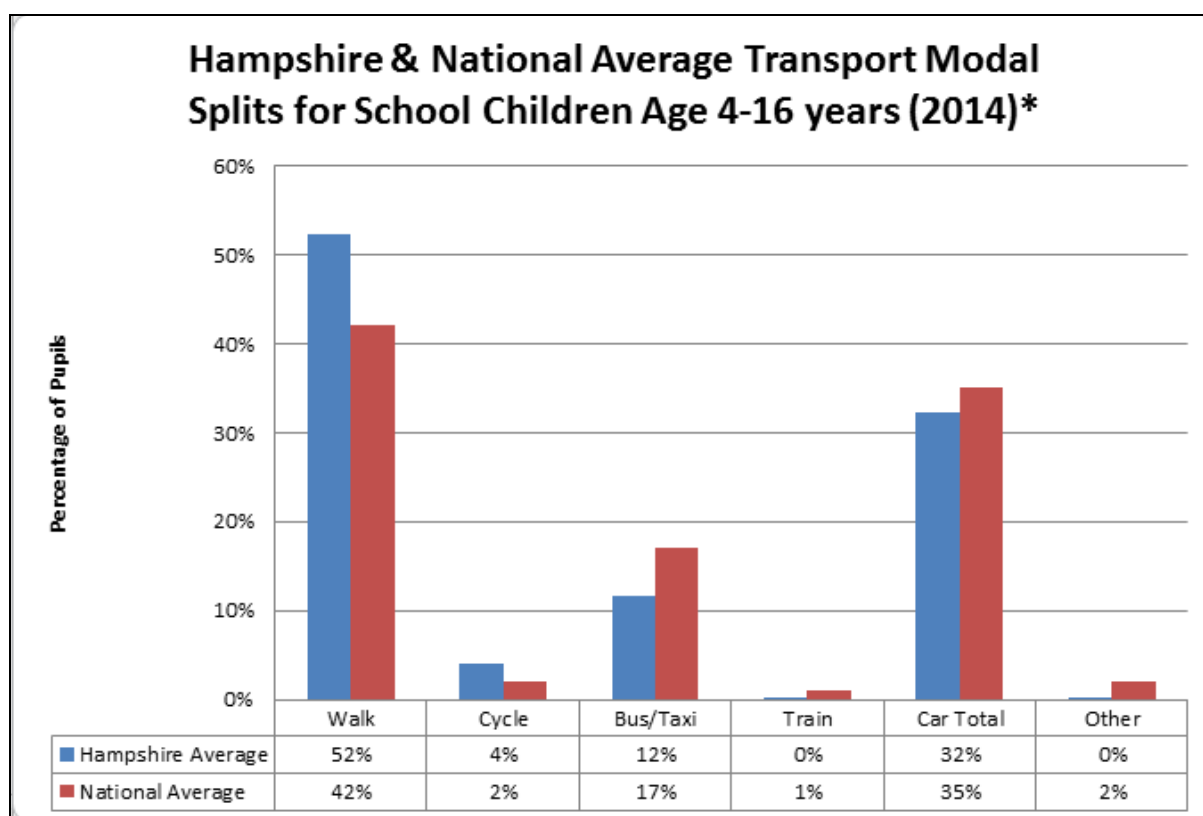


Walking has recently become less of the dominant form of travel in 2016 although in 2015 it was dominant and car use was only representing a third compared to a half in 2016. Again cycling is fairly minimal apart from a 7% increase in 2009 which was based on the full school survey which often represents the levels of cycling better than the census, and it was undertaken in the summer months.

National and Hampshire Travel Data

Nationally, a National Travel Survey was undertaken in 2014 by the Department for Transport which revealed that the mode share of travel to school has seen little variation since 2003. The most notable change is that for primary school children, the share of car has slightly increased (from 43% of all trips to 46%) at the expense of walking (which fell from 49% to 46%). The share of the main transport modes of secondary children (walking, bus and car) has remained broadly stable since 2003 (walking 40 – 37%, bus 30 – 31% and car 24%). Below, is the average for 4-16 year olds. According to the 2016 census figures Trostant Junior school is below the national/Hampshire average for walking (40.8%) and the Infant school is above (60%). The Junior school is considerably above the national/Hampshire averages for car travel (54%) and the infant school is on a par with the Hampshire average and below the National average for car travel (32.50%). Both schools are below the national and Hampshire averages for cycle travel (1.3% juniors and 0% infants). Both schools are below the National and Hampshire averages for bus/taxi travel (4.5% juniors and 7% infants). In addition, nationally the average length of a primary school trip to school increased from 1.2 to 1.6 miles between 1995/97 to 2014 and from 2.9 – 3.4 miles for secondary school children.

<https://www.gov.uk/government/publications/nts-factsheets>



**Data obtained from the National Travel Survey 2014 (Melbourne. L et al. (2014)) and HCC (2014) Hands-up Census Data.*

As can be seen from the graph, Hampshire has a higher than national average walking to school rate at 52%. Cycling rates also exceed the national average. This is reflected in lower than average bus, taxi and car usage for children up to 16 years old.

Longer term trends: The proportion of trips to school made by walking has fallen over the last 40 years; in 1975/76, an estimated 64% of all trips to school [within Great Britain] were made by walking – 74% for primary age pupils and 53% for those of secondary age. Over

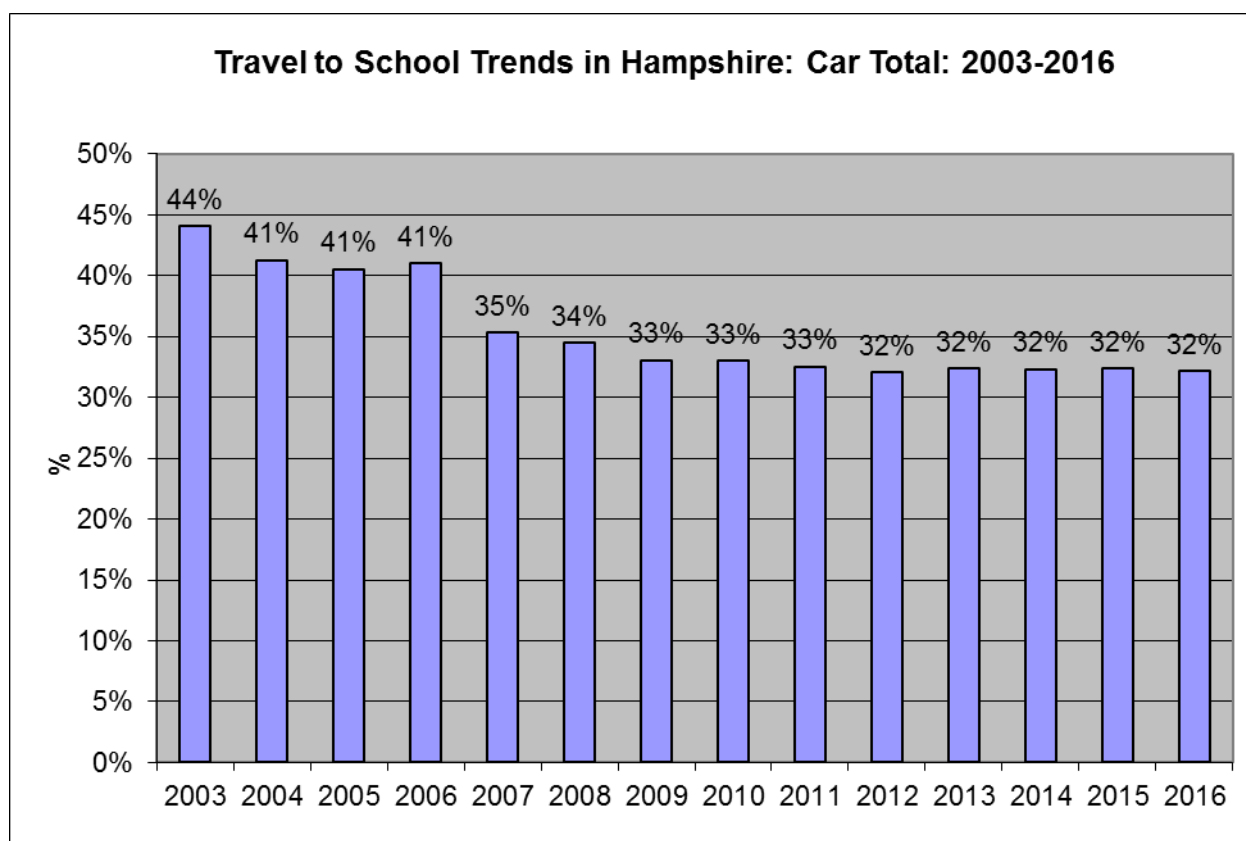
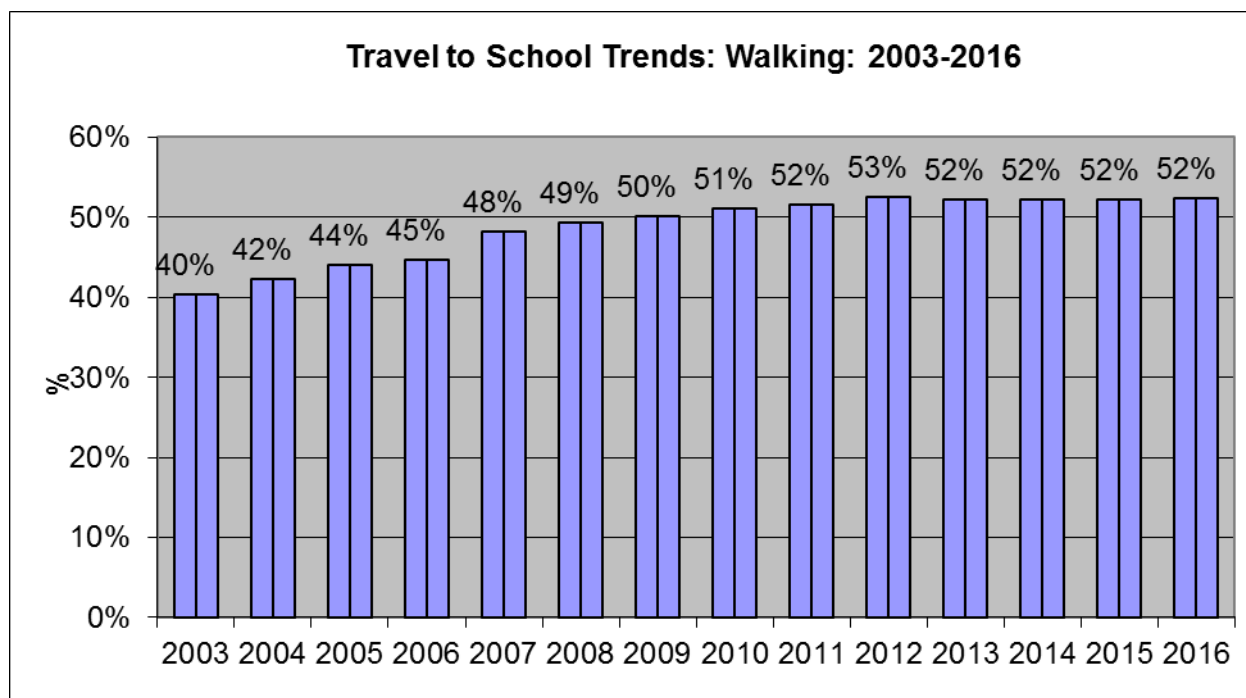
the same period, the proportion of trips by car has increased – in 1975/76, 15% of trips by primary age children and 7% of trips by secondary age children were made by car or van.

The falling trend in walking trips is likely to reflect both increasing household car availability, and increasing length of trips to school. In 1975/76, 67% of trips by primary school age children were less than 1 mile compared to 47% in 2014, with the equivalent figures for secondary school age being 35% in 1975/76 and 23% in 2014.

National Travel Survey – Modes of Travel 1995/97 – 2014, 5 – 16 year olds.

	<i>Percentage</i>														
Main mode	1995/97	1998/00	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Aged 5-16 years:															
Walk²	47	49	43	45	45	47	46	46	44	44	42	43	41	42	42
Bicycle	1	1	2	2	2	2	2	1	2	2	2	2	2	1	2
Car / van	30	29	34	33	33	32	31	31	32	31	33	33	36	34	35
Private bus	4	5	5	5	5	6	4	6	7	5	5	5	4	5	4
Local bus	15	14	14	13	14	12	14	13	14	14	16	14	14	15	13
Surface rail	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Other transport³	2	2	2	2	1	1	1	2	1	1	2	1	2	2	2
All modes	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100

The trends across the county between 2003 and 2016 are summarised below, and positively, walking has been increasing. This mirrors the changes in car use, which is going down and is the opposite of the national trend that has been summarised previously. When comparing this against the census data for Trostnant infant and junior schools, they appear to be going in the opposite direction with walking rates going down for the infant school in more recent years since a peak in 2013 of 76% and 59% for the junior in 2013 (excluding the data from 2009 as this was from a full travel survey year).



2016 Mode of Travel in Hampshire by District, Area and School Type. (totals and % excluding unknowns)

Mode of Travel by District

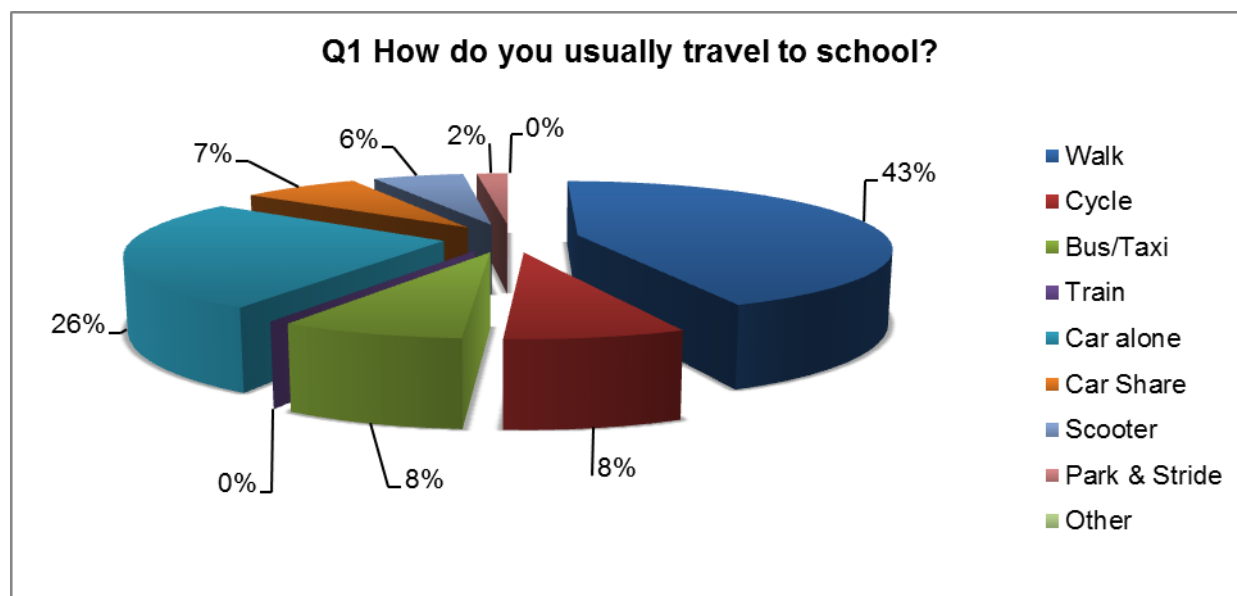
District	Walk %	Walk	Car %	Car	Car Share %	Car Share	Cycle %	Cycle	Taxi %	Taxi
Test Valley	42.52%	6837	30.67%	4931	6.21%	998	2.13%	343	1.52%	244
Rushmoor	64.17%	6897	26.10%	2805	3.28%	352	2.46%	264	0.87%	94
New Forest	47.14%	9698	31.86%	6554	3.48%	715	3.47%	714	1.38%	284
Havant	51.56%	7135	29.81%	4125	4.82%	667	2.70%	374	1.14%	158
Hart	55.30%	7268	28.98%	3809	2.91%	383	1.59%	209	0.64%	84
Gosport	60.97%	6329	18.65%	1936	2.59%	269	14.94%	1551	0.36%	37
Fareham	55.93%	7835	26.95%	3775	2.71%	379	5.77%	809	0.96%	135
Eastleigh	63.34%	11396	23.20%	4174	2.73%	491	4.50%	809	1.12%	201
East Hampshire	42.70%	5457	38.00%	4856	6.03%	770	1.67%	214	0.56%	72
Basingstoke	51.17%	11004	29.46%	6335	3.76%	809	1.48%	318	0.74%	160
Winchester	45.75%	6581	24.29%	3494	3.22%	463	0.60%	87	0.82%	118

When comparing both schools against the district average, the schools are either side of the walking rates and the junior school being significantly over the car use percentage. This is quite surprising considering the numbers coming from within a walking distance of the schools.

Junior parent and pupil survey March 2016, response rate:

102 out of 220 pupils = 47%

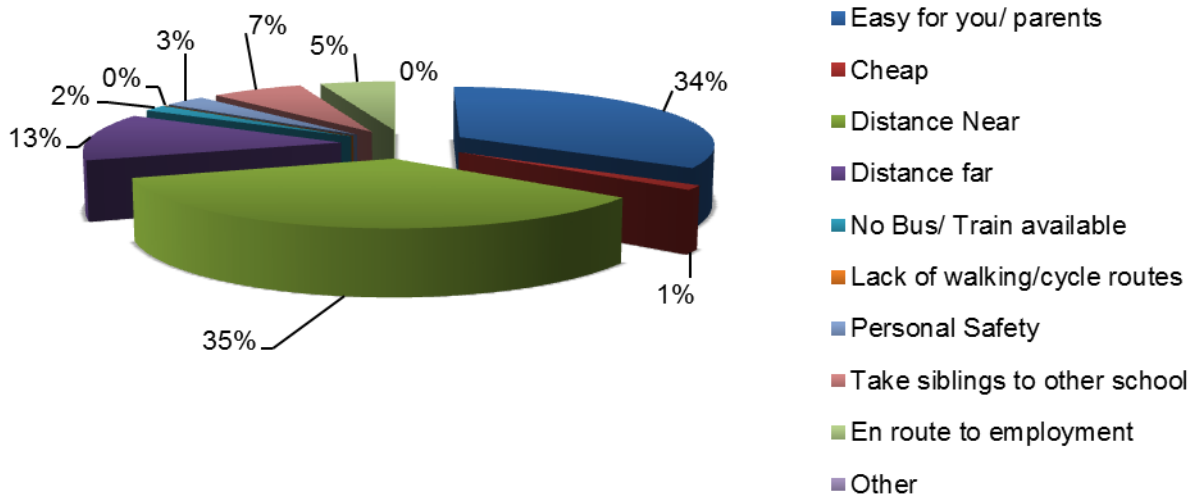
Q1 How do you usually travel to school?								
Walk	Cycle	Bus/Taxi	Train	Car alone	Car Share	Scooter	Park & Stride	Other
44	8	8	0	27	8	6	2	0
43%	8%	8%	0%	26%	7%	6%	2%	0%



Overall there was a 47% response to the travel surveys and from the responses received the main choice of travel mode for the children of Trosnant Junior School is walking with 43% choosing this method. Just over a quarter come by car alone and 14% cycle/scooter. 8% travel to school by bus/taxi and 7% car share. The car alone figures broadly marry up with the census data but the walking rates are under, which is largely due to the split in walking out in to scootering (which isn't included in the census), and as the survey was conducted in slightly warmer months and further into the school year, more are reporting cycling as their main mode of travel.

Q2 Why do you travel to school in this way?									
Easy for you/parents	Cheap	Distance Near	Distance far	No Bus/Train available	Lack of walking/cycle routes	Personal Safety	Take siblings to other school	On route to employment	Other
34	1	36	13	2	0	3	7	6	0
34%	1%	35%	13%	2%	0%	3%	7%	5%	0%

Q2 Why do you travel to school in this way?

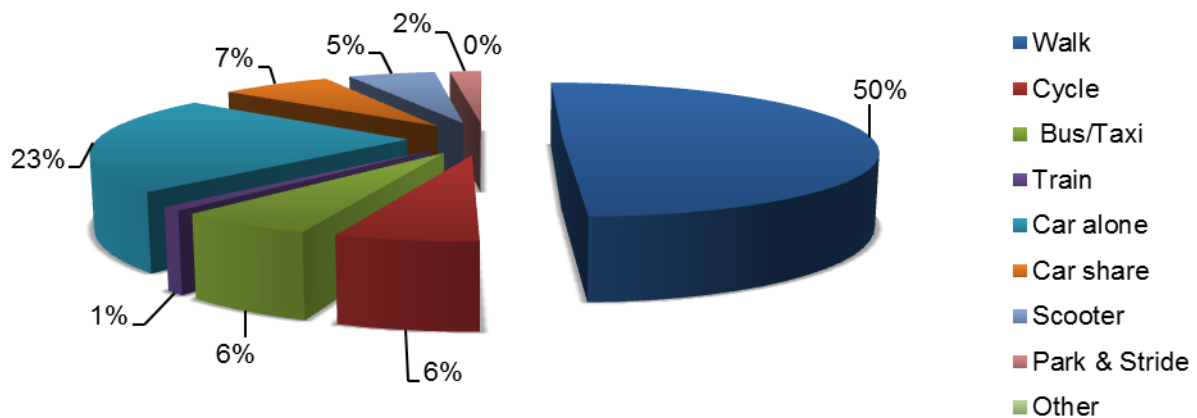


The main reasons for choice of travel mode by respondents were “Distance Near” (35%) and “Easy for you/Parents” (34%). 5% of parents are on their way to work, 13% said they choose their particular method of travel because the “distance was far”. 7% of respondents chose this mode of travel as they were taking siblings to school. 3% of respondents preferred this method due to concerns about personal safety. 2% chose this travel mode due to lack of public transport. This makes for interesting reading that a reasonably small proportion of parents (13%) find that the distance being too long is a factor as to how they travel, compared to those who are using the car (52%)

Q3 How do you usually travel home from school?

Walk	Cycle	Bus/Taxi	Train	Car alone	Car share	Scooter	Park & Stride	Other
51	6	6	1	24	7	6	2	0
50%	6%	6%	1%	23%	7%	5%	2%	0%

Q3 How do you usually travel home from school?

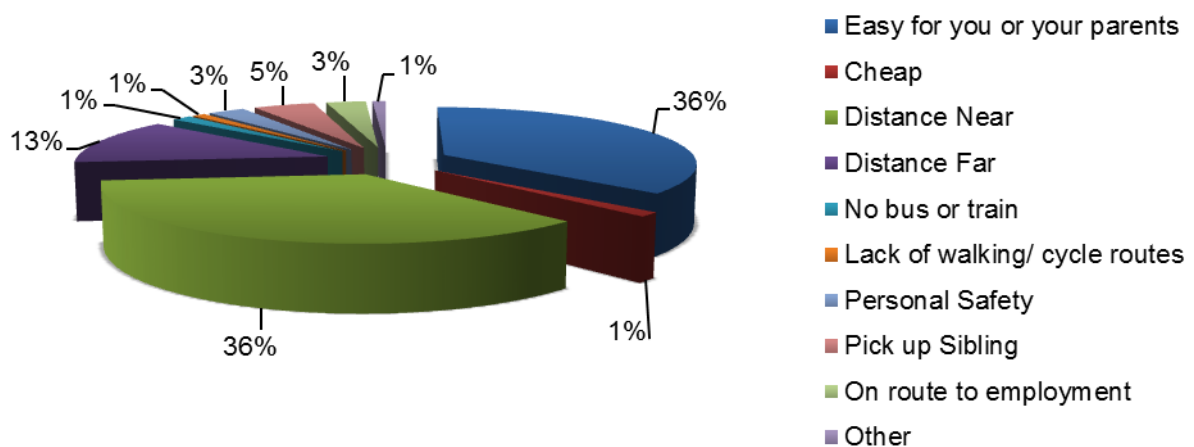


Children from Trosnant Junior school tend to travel home in the same way they come to school – however, 7% more children walk home from school – therefore the walking rate home from school increases to 50%. This maybe due to parents working patterns or if they go back to a friend's or relative's house

Q4 Why do you travel from school in this way?

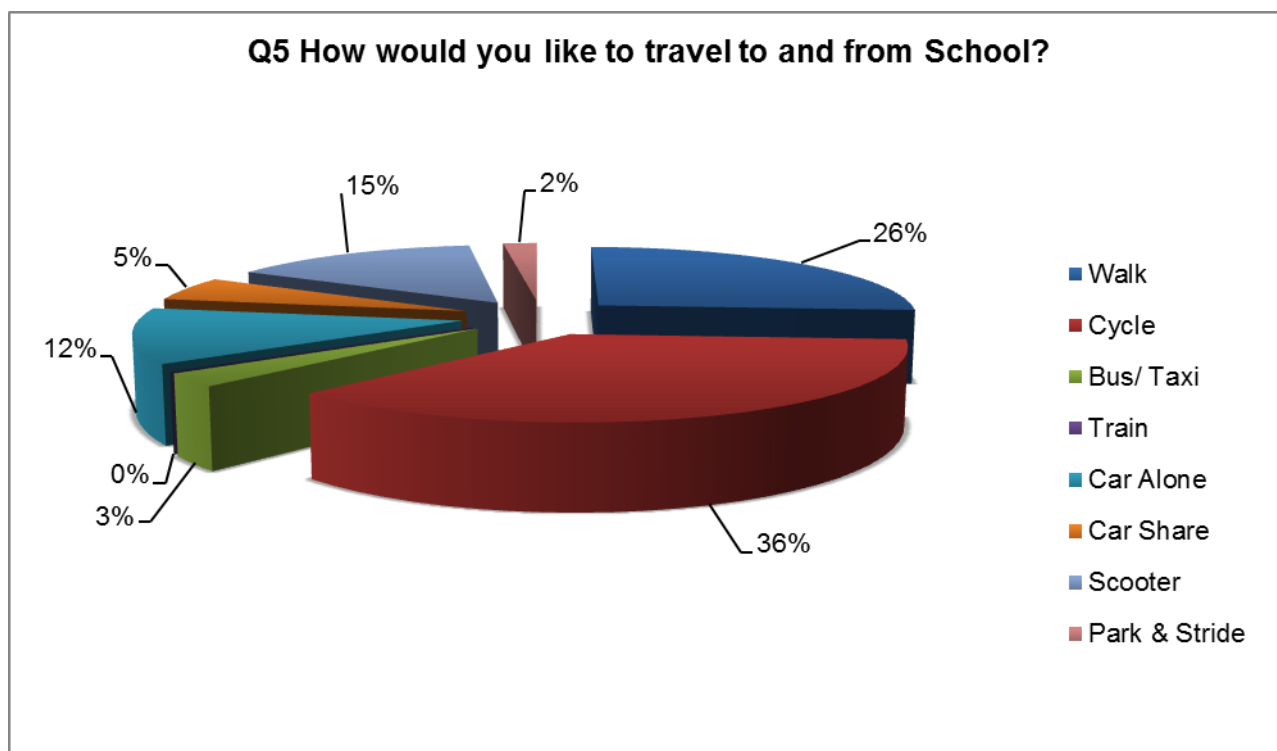
Easy for you or your parents	Cheap	Distance Near	Distance Far	No bus or train	Lack of walking/ cycle routes	Personal Safety	Pick up Sibling	On route to employment	Other
37	1	37	13	2	1	3	5	3	1
36%	1%	36%	13%	1%	1%	3%	5%	3%	1%

Q4 Why do you travel from school in this way?

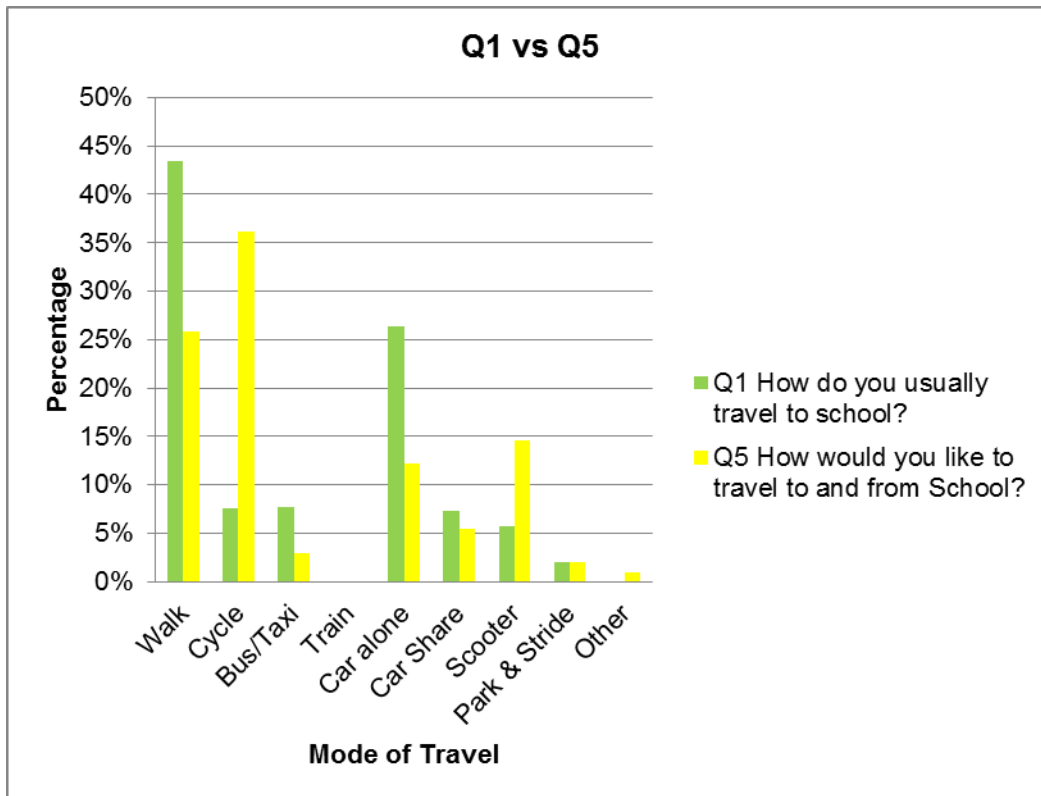


Reasons for travelling home from school are very similar to those in the morning: 36% stated that it was “Easy for me/parents”, 36% because the “Distance – near”, 3% were on their way back from employment (5% in the morning) 5% were picking up siblings and 13% stated that the “Distance was far”.

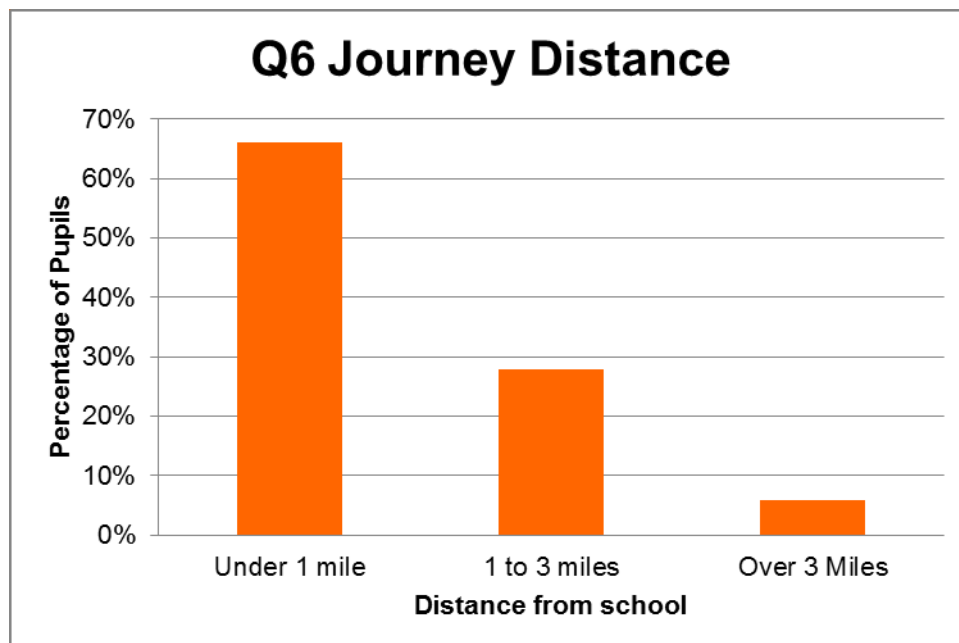
Q5 How would you like to travel to and from School?								
Walk	Cycle	Bus/Taxi	Train	Car alone	Car share	Scooter	Park & Stride	Other
26	37	3	0	13	6	15	2	1
26%	36%	3%	0%	12%	5%	15%	2%	1%



When asked how they would LIKE to come to school, the children of Trosnant Junior School stated that they would like to either walk (26%), cycle (36%), travel by car alone (12%), park and stride, (2%) scoot to school (15%) travel by bus/taxi (3%) or car share (5%). This means that around 77% of children at Trosnant Junior School would like to travel to school in a sustainable way. When comparing their responses with how they are travelling now, 17% fewer would like to walk. There is a significant reduction in those wanting to come to school by car (26% down to 12%) and they would choose more sustainable and healthier methods of transport such as cycling (36% compared with 8% now) and scooting (15% compared with 6% now).



Q6 Journey Distance		
Under 1 mile	1 to 3 miles	Over 3 Miles
66	28	6
66%	28%	6%



Over half of the pupils who answered the survey at Trosnant Junior School live within one mile of the school. However 28% live between 1-3 miles from the school and 6% travel from more than 3 miles from the school. If all of those who lived within a mile of the school walked, cycled or scooted, there would be a reduction in car use from where the school is now. Those that live within 1 to 3 miles

could potentially cycle and scoot to manage the slightly longer distances, given the right infrastructure and education.

Q7: Is there anything that would help make your journey easier or safer?

Topic	Number of similar responses
Crossing points	9
• Lollipop lady just outside of the main school gates. • Traffic lights. • Lollipop person and the crossing off Stockheath Lane. • Better crossing facilities. • Zebra crossing at Holybourne Road. • Traffic lights are needed on the road to make it safer. • Leigh Park - crossing facilities for Blendworth Crescent. • Crossing facilities outside school • Lollipop lady to help us cross the road.	
Footpaths / hedgerows	5
• Footpaths should be improved. • More footpaths. • Make a path for the school field because it gets muddy. • Two paths - one for walkers and the other for cyclists. • Separate paths for bikes/scooters and walkers.	
Driver behaviour / parking	3
• I think where the yellow poles are you should put some red and green men because cars come whizzing round the corner. • Stop cars from entering Chilcombe Close as it is so dangerous. Many a time a child has nearly been hurt. • I walk and I would like less people to park right on the curves, it would make it safer.	
Cycling / scooting	12
• Cycle path and crossing facilities. • More bike lanes. • I would like to scoot to school but I don't like the stones and crossing the road. • To make the bike shelter bigger and have a roof. • Cycling - because your bike could get nicked. • Cycle training. • A cycle lane in Stroud Road. • Cycle path on Highlawn Way. • More cycle lanes near school. • More cycle lanes in Stockheath Lane around school • Cycle and walking paths could be separate so we don't have to worry about colliding. • There are no cycle lanes.	
General comments	17
• The roads are busy and there are not enough lollipop ladies/men. • Direction signs.	

- It would help if it was not so busy.
- Why can't we have dogs in our school. I would like to walk a dog to school.
- Fences near the car park and a couple of entrances to the school so children can't go in the car park and get run over.
- Walking - safer road.
- Crossing the road and not knowing when there is a corner.
- Train gates!
- Cracked road and potholes.
- A better shed and better footpath.
- I would like training.
- Walking by myself doesn't interfere with my mum and dad's schedule (I live near)
- I am worried about the traffic.
- Woodlands Way could be a bit safer with bigger roads.
- Have a secret school route built.
- I think barriers on the side of the road.
- It would be safe if the cars could be parked somewhere else.

There was a wide range of measures offered by parents, and few common solutions in particular locations. There does appear to be a desire for a School Crossing Patrol outside of the schools on Stockheath Lane and cycle lanes. Issues did arise on conditions of footpaths, potholes and cycle storage, but either not in significant numbers or in consistently in locations.

Q8: Is there anything you dislike on your journey to school?

Topic responses

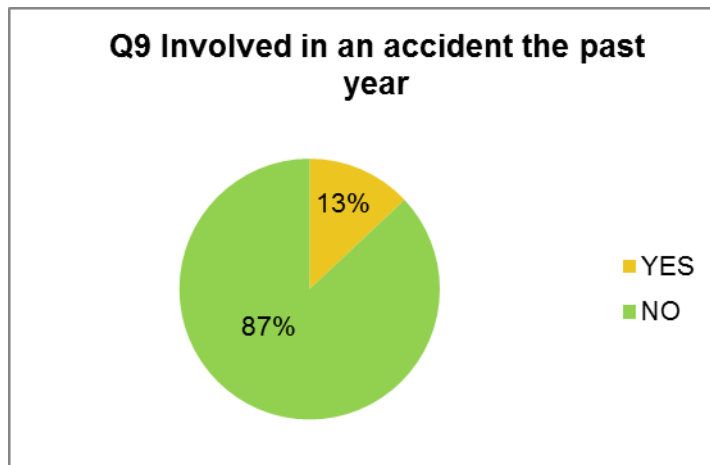
Number of similar

Topic responses	Number of similar
Driver behaviour / parking	3
• Cars don't slow down around the corner. • The road is dangerous. Drivers go too fast and don't let people cross the road. • Cars parked on pavement not on the road in Blendworth Crescent.	
Busy roads	6
• A busy road near a subway. • The road near the church. • I don't like it because there are too many cars. • Going in the car and getting stuck. • So much traffic around and lots of people. • Too many cars.	
Dog fouling / horse droppings	1
• Dogs muck on the pavement.	
Pedestrian crossings	3
• I don't like crossing the dual carriage way on Petersfield Road because it is always busy and dangerous. • Purbrook roundabout. Not having a lollipop person at the bridge by Stockheath Lane - near college end - Barncroft. • Train gates!	

- I would like to walk with my friends to school.
- I don't like falling over when my scooter wheels get stuck.
- It is always busy and I have to go in the car every day.
- Bad lighting in the subway on Blendworth Crescent and Petersfield Road.
- Bigger gates.
- Too many drunk people around shouting when I walk home.
- Stockheath Way near school - adults hanging on to their children.
- I like going in the car to and from school.
- I get tired of walking
- Too many corners.
- Going past a nearby forest.
- The bike shelter does not have a roof so my new bike gets rusty.
- People get in my way! They do not move!
- Add a cycle lane at Park Parade car park.
- I dislike it because it is cold or boiling and it's boring.
- If you say 'excuse me' people don't listen.
- When you come in the juniors with buggies you can get your bike caught.
- People walking out of the gates don't let you go through if you have a bike.

As with the solutions, there is a variety of issues that pupils and parents dislike. There is a general feeling of busy roads and poor parking, but not on the scale that would give an understanding as to why there is a high level of car use. This maybe due to a sense of apathy to provide comments or that people aren't wanting to consider walking.

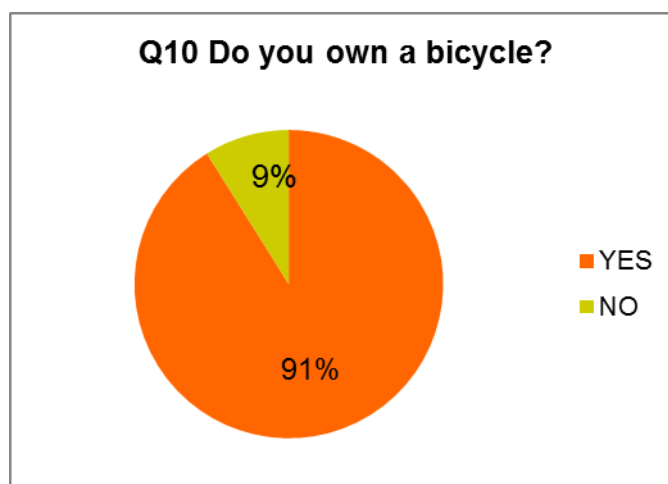
Q9 Involved in an accident the past year	
YES	NO
13	87
13%	87%



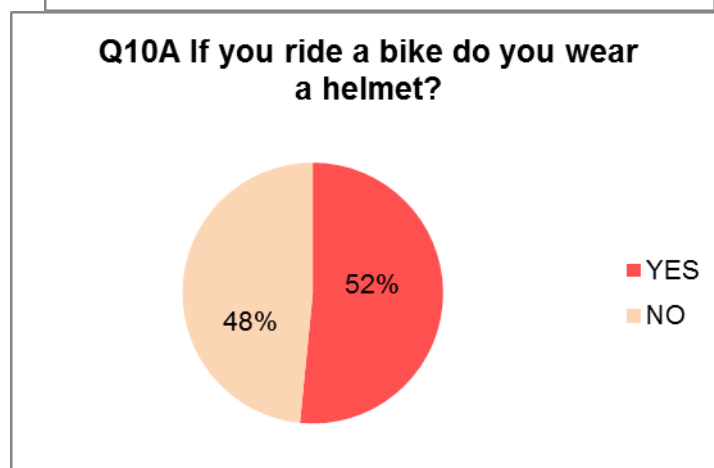
Reasons given for accidents:

When I was riding my scooter I fell off and nearly fell in to the road.
My scooter wheels get caught in something and I fall off.
My wheel hit the pavement and I fell off.
I crashed in to my brother's scooter.
I was in a bus crash but not hurt.
We crashed in to a metal gate on the side of a roundabout.
Too personal to say.
Ice on the road.

Q10 Do you own a bicycle?	
YES	NO
92	9
91%	9%

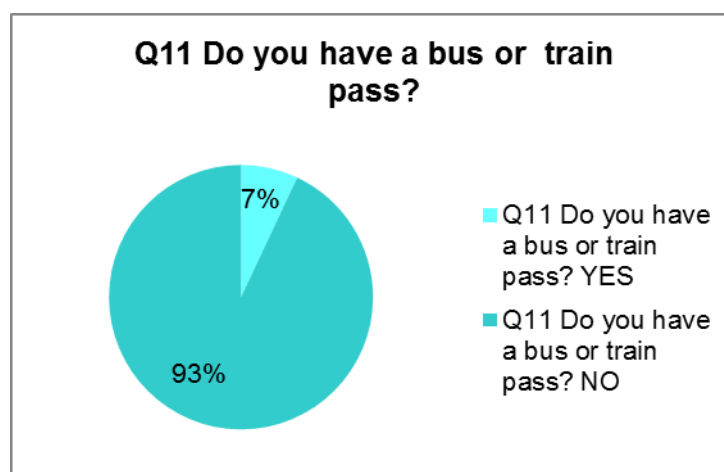


Q10A If you ride a bike do you wear a helmet?	
YES	NO
49	46
52%	48%



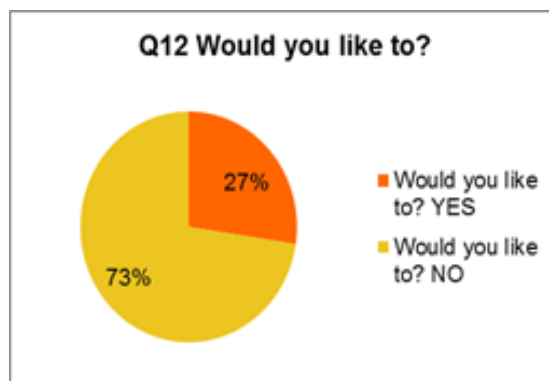
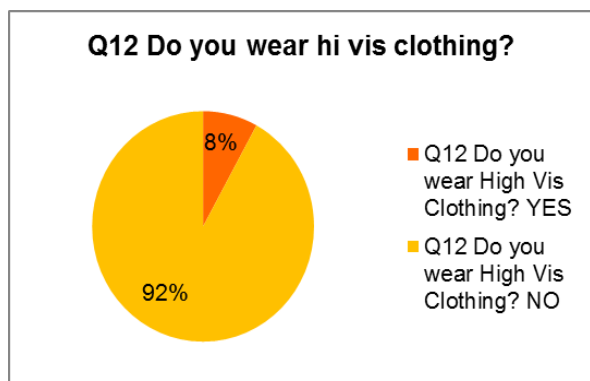
It is encouraging to note that a large number of children who responded to the survey own a bicycle (91%) however, of the children who own a bicycle only just over half (52%) wear a cycle helmet when cycling.

Q11 Do you have a bus or train pass?	
YES	NO
7	93
7%	93%



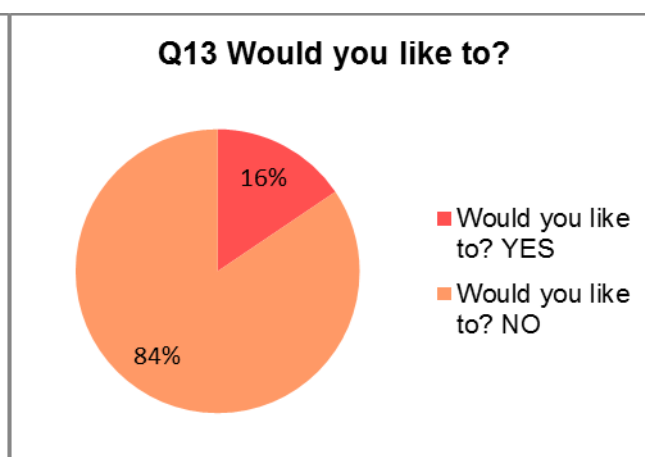
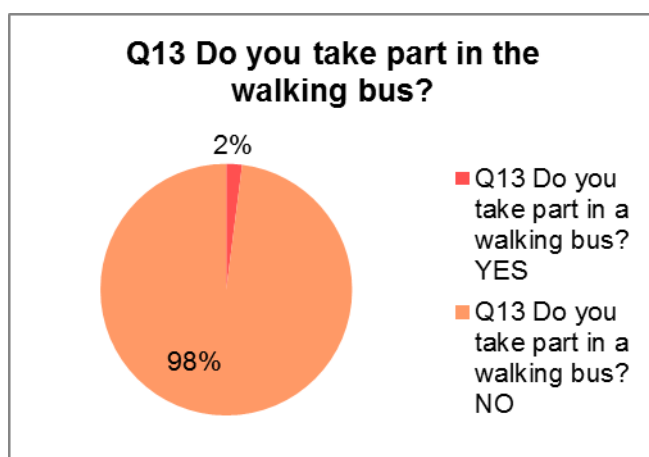
Seven children who responded to the survey claim to have a bus or train pass but it wasn't expected to be of high levels

Q12 Do you wear High Vis Clothing?		Would you like to?	
YES	NO	YES	NO
8	92	26	69
8%	92%	27%	73%



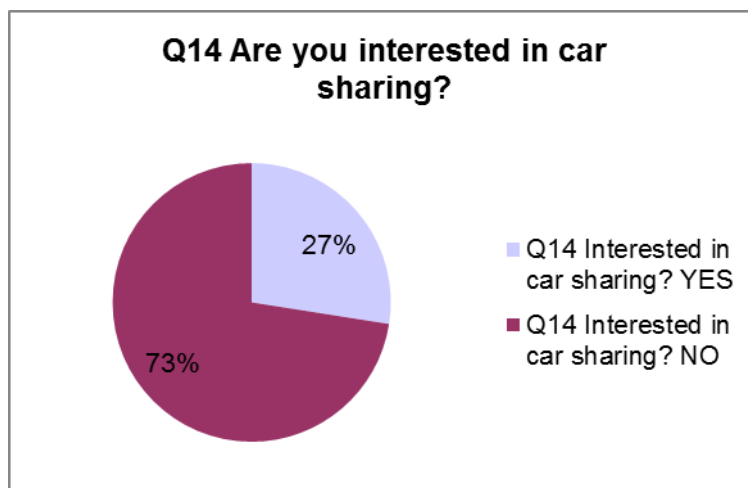
When walking or cycling only 8% of the children at Trosnant Junior school wear fluorescent or reflective clothing and over three quarters would like to do so in the future. The school could therefore offer clothing for sale to satisfy the demand and to raise awareness of “be bright and be seen” on the roads. 73% of children would like to wear high vis clothing.

Q13 Do you take part in a walking bus?		Would you like to?		Interested in Volunteering?
YES	NO	YES	NO	Volunteer yes
2	97	14	76	9
2%	98%	16%	84%	10%



Nearly one fifth of the children at Trosnant Junior School would like to take part in a walking bus though these are notoriously difficult to set up

Q14 Interested in car sharing?	
YES	NO
25	66
27%	73%



Over a quarter of children at Trosnant Junior School would be interested in car sharing. This could hold some potential given the proportion of parents who travel by car but would need to be carefully considered.

Other Comments From Parents
• We have to walk. I can't volunteer because my kids go to different schools unfortunately and I have other commitments.
• Lots of traffic on the main road.
• I car share because mum's friend doesn't have a car.
• I would like to ride with my friends.
• I like to walk with my friends because it is healthy.
• I would like more than one friend on the bus.
• Walk with my friend.
• People keeping a close eye on their children.
• I don't feel comfortable with strangers. I am not interested in the walking bus. I don't travel by bus but sometimes on the train.
• I would like it if Chilcombe had the parking warden there much for often.

Other Comments From Parents
• Would take at least 20 minutes to walk - not always possible in the mornings (rain, run out of time so would be late for school.)
• My son doesn't like walking to school. His brother leaves this year. He finds it hard especially when the weather is bad. We want to move him to Front Lawn but he doesn't want to.
• I think better crossing facilities at the Bedhampton Way roundabout - lights.
• Concerned about the amount of cars going in and out of Chilcombe when we walk in and out of school.
• Parking at Chilcombe Close entrance is unsafe. Parents park on the yellow lines, make their own parking spots, even mount the curb.
• I think there needs to be a lollipop person by the crossing on Petersfield Road as it can be quite dangerous even when crossing on green as cars are in such a rush to get across. There could be an accident soon.
• Cars in Chilcombe Close.
• The bus is always late - making us late.
• We try to walk when possible, we have to pick up from another school which due to finishing times makes it difficult to walk.

• We often drive as I work and drop off/pick up before/after work.
• I have concerns about the speed of cars leaving Holybourne Road onto Blendworth Crescent.
• We choose this way to travel to school as I have to be at work for a certain time. If I didn't have to be at work for 9am and we didn't live far away, I would love for them to ride their bikes.
• We have tried walking but young children are unhappy with this and time consuming....
• We leave for work early in the morning so it is convenient to drop off on the way. Other times we walk.
• A bit too far to walk.
• We walk to school in nicer weather and enjoy doing so.
• The journey is fine - would be nice to have a footpath in field at entrance B.
• Due to a disability I find it difficult to walk to and from school with my children.
• It's quicker to walk as there is little parking - we end up parking half way between school and home.
• We live opposite Petersfield road and use the subway to make our journey safer.
• Mum works at the school. We walk home or Dad picks us up.
• Could do with a lollipop person at entrance A as it is always difficult to cross.
• Could be more cycle paths around the school areas.
• My son has always walked to school - only 8 minutes from home. Over the years it has helped him to read (road signs).
• Would like to see a lollipop person on Stockheath Lane outside school.
• Would be better to have more cycle lanes.
• Monday, Thursday, Fridays we drive to school. Tuesday/Wednesdays we walk!
• We have to drop dog off before school - if not we would travel by bus.
• There's no lollipop person along Stockheath Lanes. Cars speed along there.
• He gets a lift as the weather is unpredictable
• Too far for him to cycle and worried about his road safety awareness. I drive him so that I know he is safe.
• My daughter hardly uses her bike as she is nervous when riding it and we live quite far from school. She prefers to travel in the car with me.

The additional responses given by parents generally reflect the comments given earlier but range from likes and dislikes to reasons as to why they travel to school in the way that they do such as distance or dropping off on the way to work.

Junior Parent/Pupil/Staff Parking Survey

AM			PM		
A	B	C	A	B	C
30	2	22	29	2	23
56%	4%	40%	54%	4%	42%

A – Stockheath Lane
B – Blendworth Crescent
C – Chilcombe Close

1. If you drive, where do usually park in a) the morning,

Responses
We walk mostly of the time.
Car Park Stockheath Lane
Main Car Park
School Car Park
I have a pass
Chilcombe Road
Blendworth Crescent

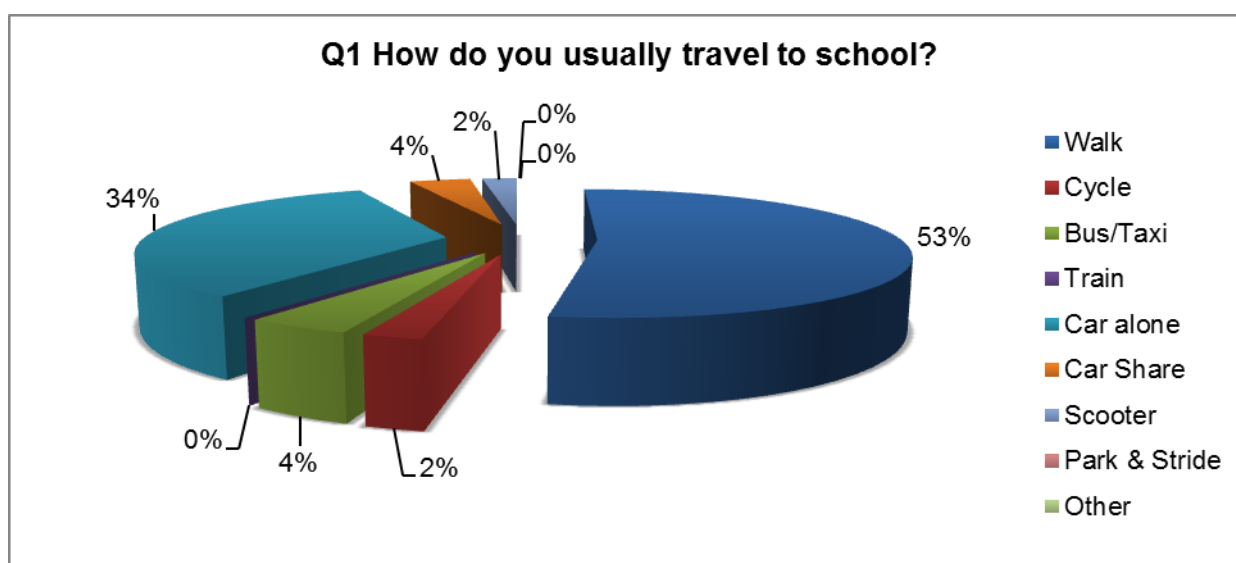
and b) the afternoon?

Responses
We walk most of the time
Car Park Stockheath Lane
Main Car Park
School Car Park
I have a pass.
Chilcombe Road.
Blendworth Crescent

As expected, there is a split fairly equally between the two entrances, both in the afternoon and morning. It also confirms that very few families use the Blendworth Crescent, which should improve with the redevelopment of the field.

Infant parent and pupil survey June 2016, response rate:
87 out of 200 pupils = 44%

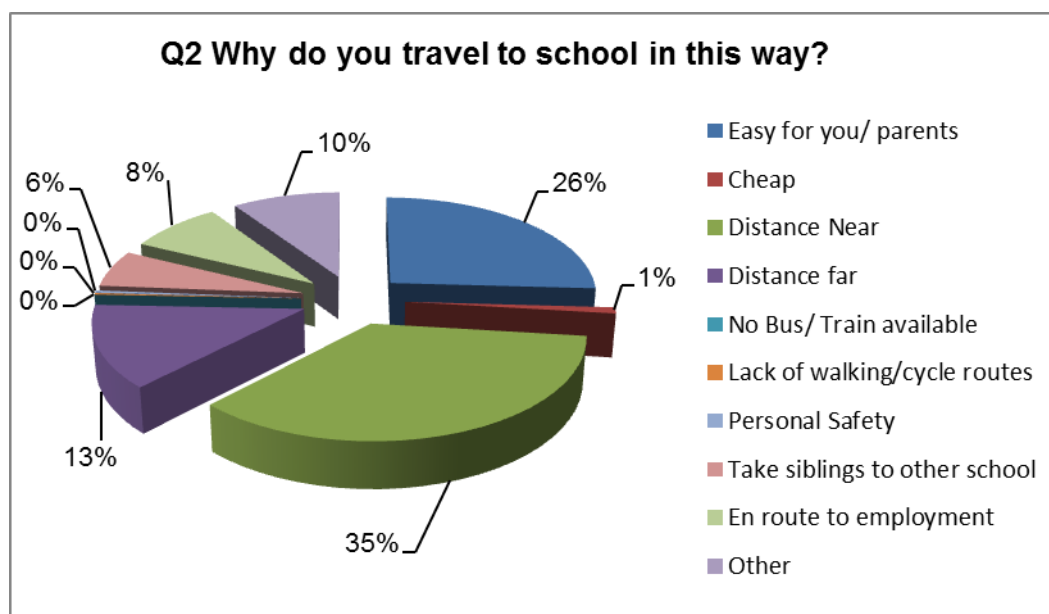
Q1 How do you usually travel to school?								
Walk	Cycle	Bus/Taxi	Train	Car alone	Car Share	Scooter	Park & Stride	Other
46	2	4	0	30	4	2	0	0
53%	2%	4%	0%	34%	4%	2%	0%	0%



Overall there was a 44% response to the travel surveys, and from the responses received the main choice of travel mode for the children of Trosnant Infant School is walking with 53% choosing this method. This 10% more than the junior school and just over a third come by car alone, whereas the junior school has a reported 26% coming by car alone. Other lesser

modes of travel include 4% car share, travel by bus/taxi or 4% cycle/scoot all of which were half of the junior proportions. The park and stride is not used by the infant parents.

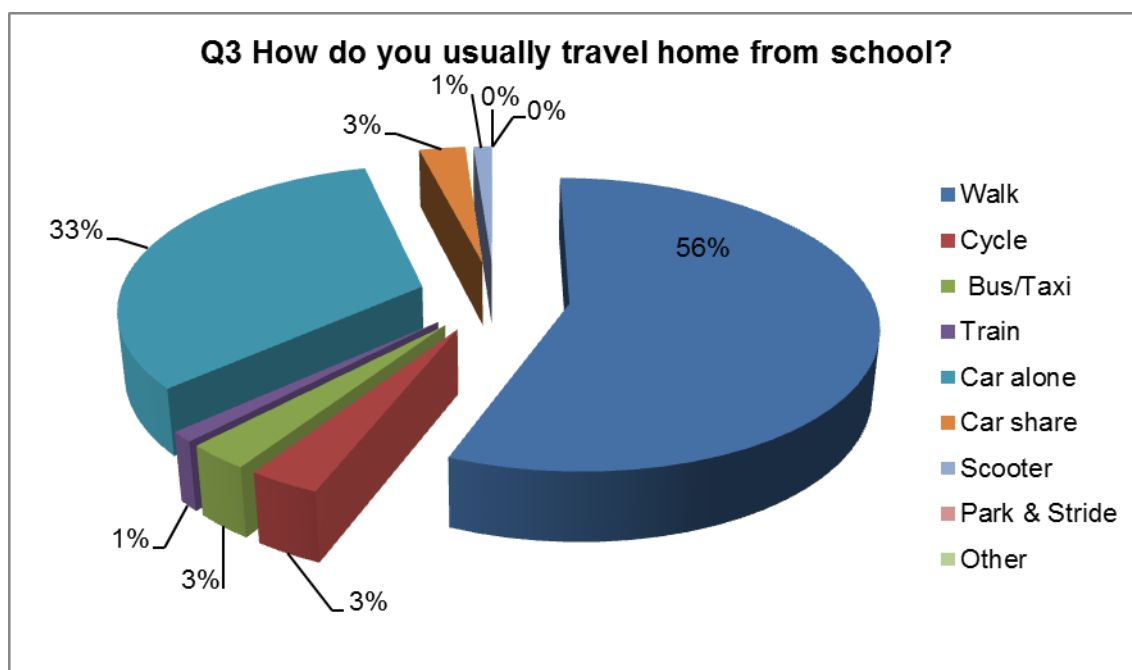
Q2 Why do you travel to school in this way?									
Easy for you/ parents	Cheap	Distance Near	Distance far	No Bus/ Train available	Lack of walking/cycle routes	Personal Safety	Take siblings to other school	En route to employment	Other
23	1	31	12	0	0	0	5	7	8
26%	1%	35%	13%	0%	0%	0%	6%	8%	10%



The main reasons for choice of travel mode by respondents were “Distance Near” (35%) and “Easy for you/Parents” (26%). 8% of parents are on their way to work, 13% said they choose their particular method of travel because the “distance was far” and others because it was cheap (1%), 6% of respondents chose this mode of travel as they were taking siblings to school.

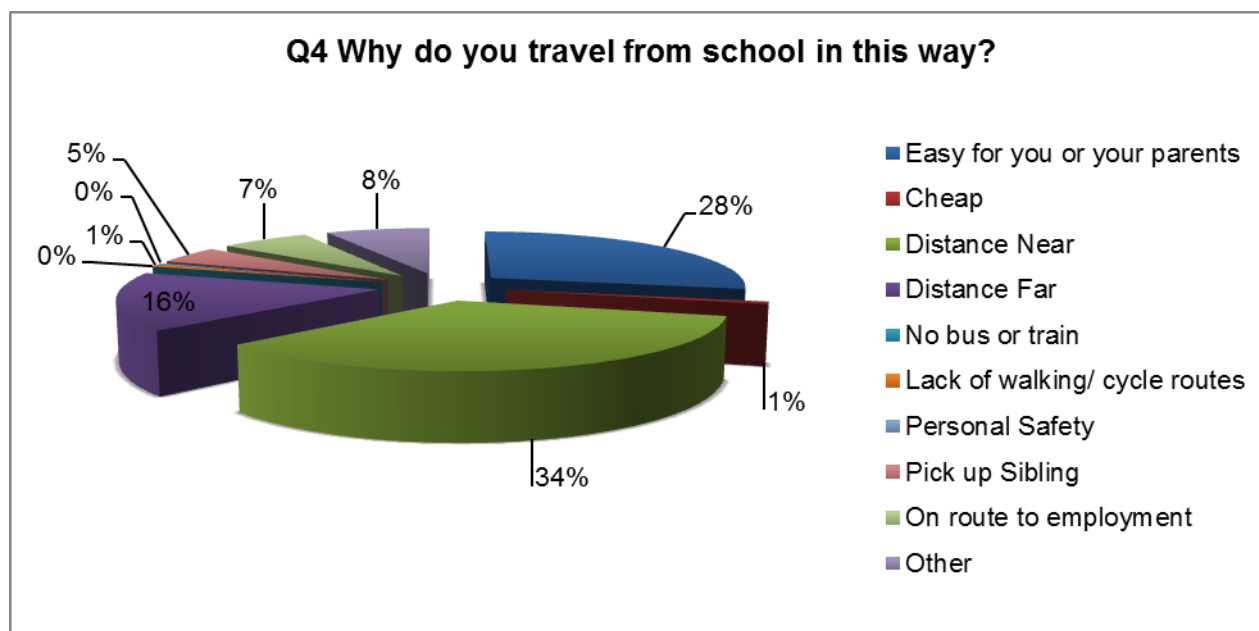
As with the junior school, the journey being too far doesn’t feature highly so doesn’t explain why a high proportion are using the car – it seems to be either due to the distance being close or the ease.

Q3 How do you usually travel home from school?								
Walk	Cycle	Bus/Taxi	Train	Car alone	Car share	Scooter	Park & Stride	Other
4	3	3	1	28	3	1	0	0
56%	3%	3%	1%	33%	3%	1%	0%	0%



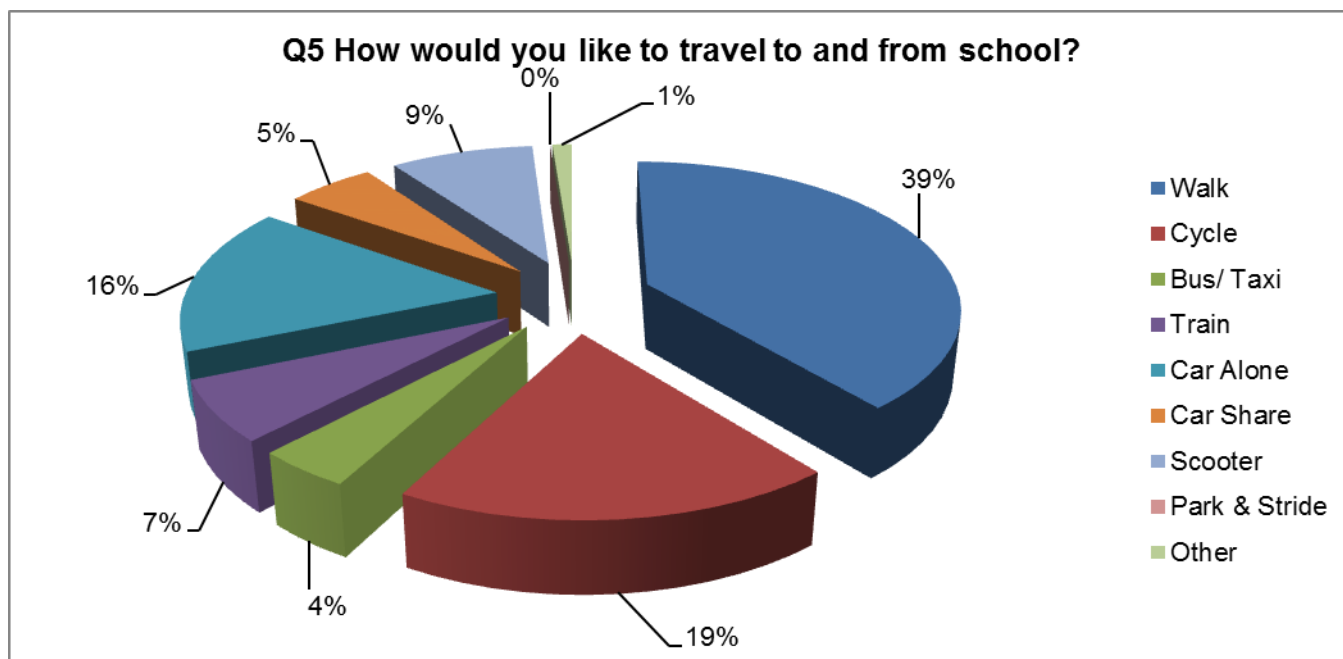
Children from Trosnant Infant school tend to travel home in the same way they come to school – however the walking rate increases by 3% (56%) on the way home and so does the number of children cycling, by 1% (3%).

Q4 Why do you travel from school in this way?									
Easy for you or your parents	Cheap	Distance Near	Distance Far	No bus or train	Lack of walking/ cycle routes	Personal Safety	Pick up Sibling	On route to employment	Other
25	1	30	14	0	1	0	4	6	7
28%	1%	34%	16%	0%	1%	0%	5%	7%	8%

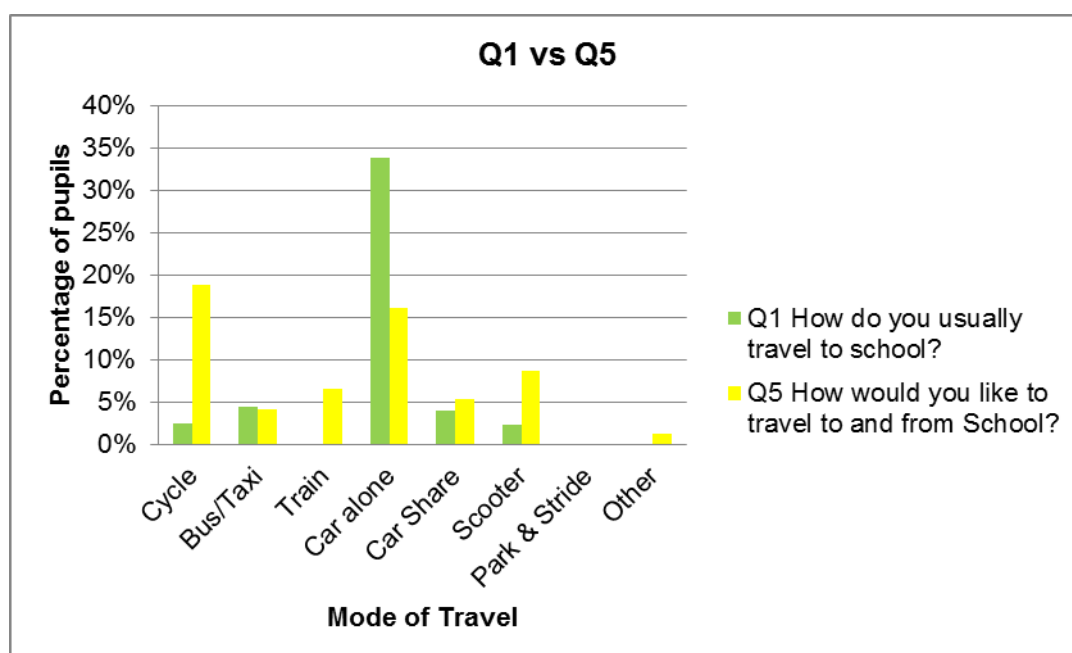


The main reasons for choice of travel mode by respondents were “Distance Near” (34%) and “Easy for you/Parents” (28%). 7% of parents are on their way to work, 16% said they choose their particular method of travel because the “distance was far” and others because it was cheap (1%), 5% of respondents chose this mode of travel as they were taking siblings to school.

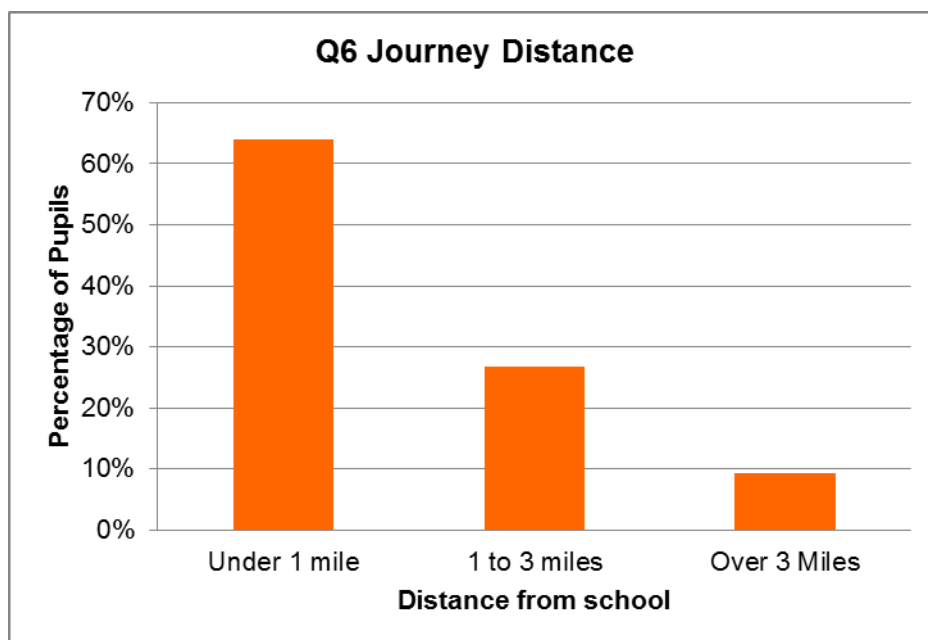
Q5 How would you like to travel to and from School?								
Walk	Cycle	Bus/ Taxi	Train	Car Alone	Car Share	Scooter	Park & Stride	Other
33	16	4	6	13	5	7	0	1
39%	19%	4%	7%	16%	5%	9%	0%	1%



When asked how they would LIKE to come to school, the children of Trosnant Infant school stated that they would like to either walk (39%), cycle (19%), travel by car alone (16%) and bus/taxi (4%), scoot to school (9%) or car share (5%). This means that around 67% of children at Trosnant Infant School would like to travel to school in a sustainable way. When comparing their responses with how they are travelling now, 14% fewer would like to walk, there is a huge reduction in those wanting to come to school by car (34% down to 16%) and they would choose more sustainable and healthier methods of transport such as cycling (19% compared with 2% now) and scooting (9% compared with 2% now). Currently no one travels to school by train, however 7% of respondents stated that they would like to do so in the future.



Q6 Journey Distance		
Under 1 mile	1 to 3 miles	Over 3 Miles
55	23	8
64%	27%	9%



Over 60% of the pupils who answered the survey at Trosnant Infant School live within one mile of the school. However 27% live between 1-3 miles from the school and 9% travel from more than 3 miles from the school. This is similar proportions to the junior school and shows potential for a reduction in car use.

Q7: Is there anything that would help make your journey easier or safer?

Topic	Number of similar responses
Crossing points	6
• Crossing facilities to make it safer. • Better crossing facilities. • I would like a lollipop lady so it's more safer to go across the road. • Lollypop lady outside school. • Lollypop lady at Stockheath Lane. • Traffic lights on Barncroft Way.	
Footpaths / hedgerows	2
• Improved footpath through field. • Cut stinging nettles on the stoney path.	
Driver behaviour / parking	2
• A few parents drive like complete idiots! • Lolly pop lady or crossing on Bedhampton Way, cars drive extremely fast down it.	
Cycling / scooting	7
• Cycle storage and path • A bike because it would be easier • I'd like to cycle to school	

• Cycle training. • Improved cycle paths (Holybourne Rd), Cycle training (safety) (School and around school roads). • Places to put scooters. • Cycle training for infants.	
General comments	2
• Living closer. • It is hard due to parents work.	

The infant school provided far fewer comments though there are some parallels with the junior school around crossings and a handful of comments around better cycling facilities.

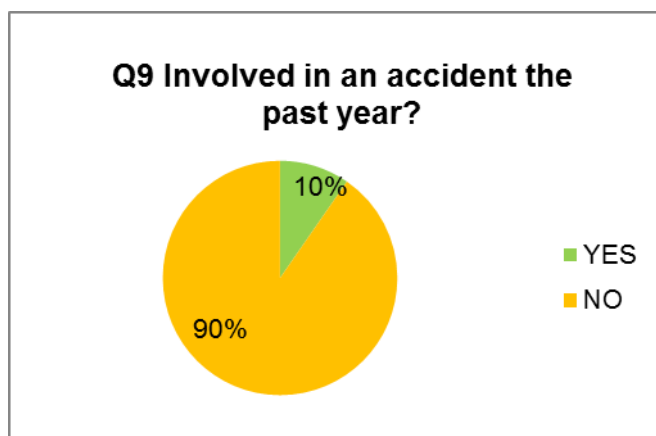
Q8: Is there anything you dislike on your journey to school?

Topic **Number of similar responses**

Driver behaviour / parking	2
• People parking in the road. • Very fast cars.	

Pedestrian crossings	1
• Crossing at front gate of school should be zebra crossing.	
General comments	6
• There's no lollypop lady • Sometimes we get wet if it rains. Mummy is learning to drive. • I don't like it when buses go past. • My legs hurt when I walk to school. • Can be busy outside. • Blendworth Crescent Junction to Bedhampton Way the footpath is very narrow due to huge bushes.	

By comparison to the junior school very few parents made comments, but of those that did, they were similar relating to parking, lack of crossing facilities and how busy the roads are.

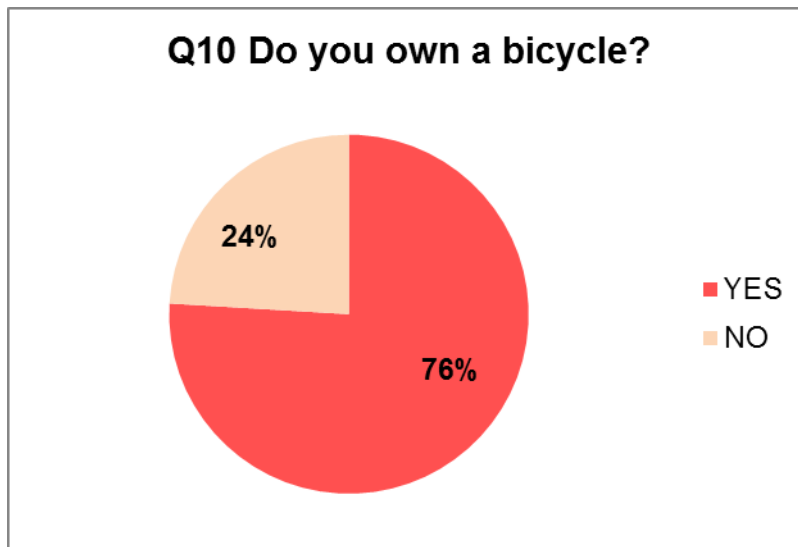


Q9 Involved in an accident the past year	
YES	NO
8	75
10%	90%

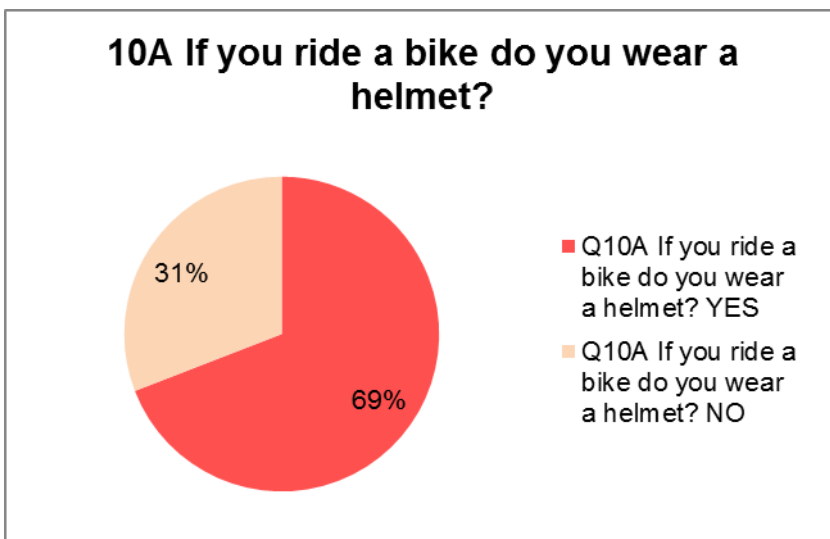
Reasons given for accidents

I tripped over a little stone on the level pavement.
Cycled into a bush.
Because my grandad had a car crash.
Cars bashing into each other.
Car accident in other place in November.
Only nearly when crossing B/H Way and cars appear at speed.
I fell over on the bus.
Car came onto pavement to park outside school and nearly hit my daughter.

Whilst there were many who reported being involved in an accident, there are a few comments that would raise a concern with regards to a car mounting the pavement and cars traveling at speed.



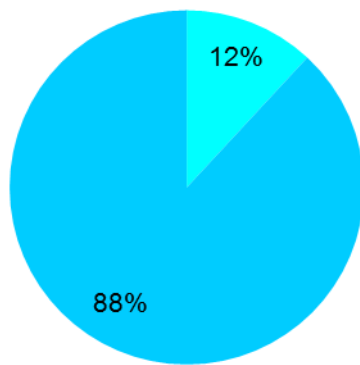
Q10 Do you own a bicycle?	
YES	NO
60	19
76%	24%



Q10A If you ride a bike do you wear a helmet?	
YES	NO
47	21
69%	31%

It is encouraging to note that a large number of children who responded to the survey own a bicycle (76%) and of the children who own a bicycle a large percentage (69%) wear a cycle helmet when cycling. However, there is still a fairly large number of children who do not currently have access to a bike.

Q11 Do you have a bus or train pass?



- Q11 Do you have a bus or train pass? YES
- Q11 Do you have a bus or train pass? NO

Q11 Do you have a bus or train pass?

YES	NO
10	74
12%	88%

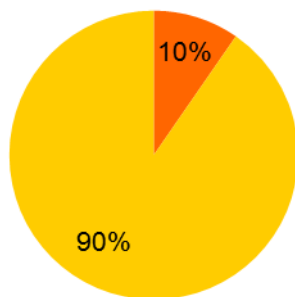
Ten children who responded to the survey claim to have a bus or train pass.

Q12 Do you wear High Vis Clothing?

Would you like to?

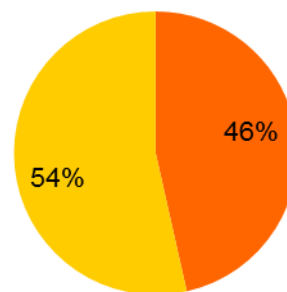
YES	NO	YES	NO
8	75	33	38
10%	90%	46%	54%

Q12 Do you wear high vis clothing?



- Q12 Do you wear High Vis Clothing? YES
- Q12 Do you wear High Vis Clothing? NO

Q12 Would you like to?



- Would you like to? YES
- Would you like to? NO

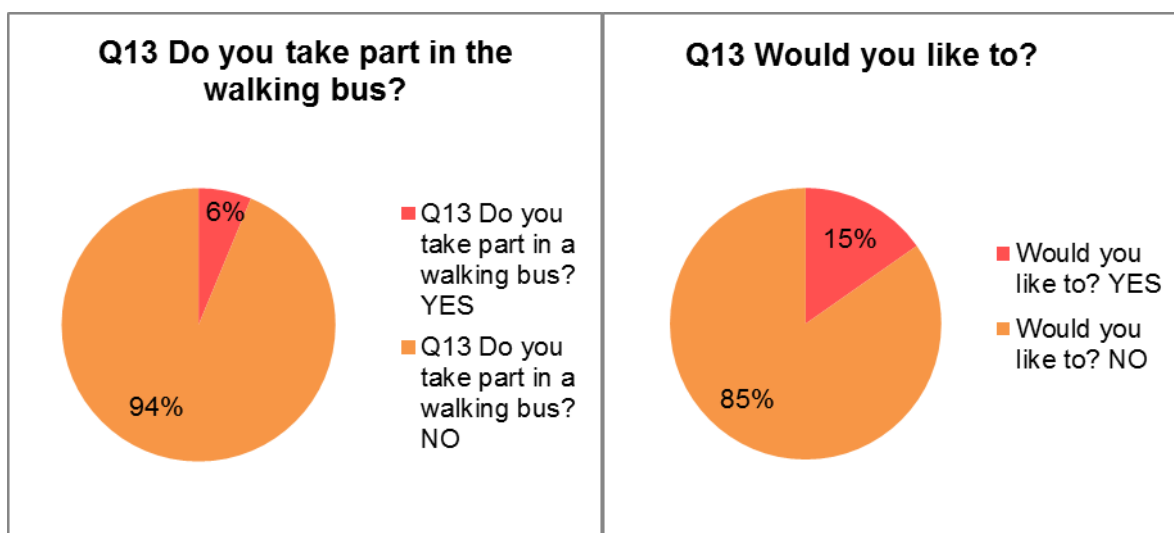
When walking or cycling only 10% of the children at Trosnant Infant school wear fluorescent or reflective clothing and just under half would like to do so in the future. The school could therefore offer clothing for sale to satisfy the demand and to raise awareness of “be bright and be seen” on the roads. 46% of children would like to wear high vis clothing.

Q13 Do you take part in a walking bus?

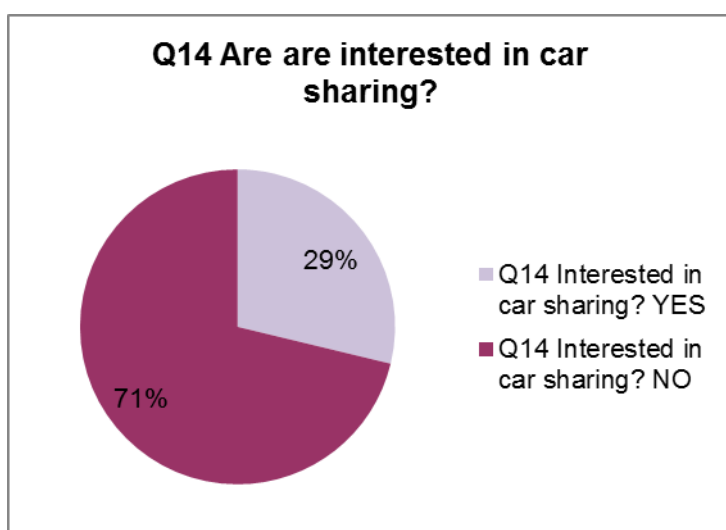
Would you like to?

Interested in Volunteering?

YES	NO	YES	NO	YES
5	75	11	61	2
6%	94%	15%	85%	3%



Just under a fifth of the children at Trosnant Infant School would like to take part in a walking bus. This is much less than the junior school and would indicate that there isn't a great appetite for a walking bus especially as very few would be willing to volunteer.



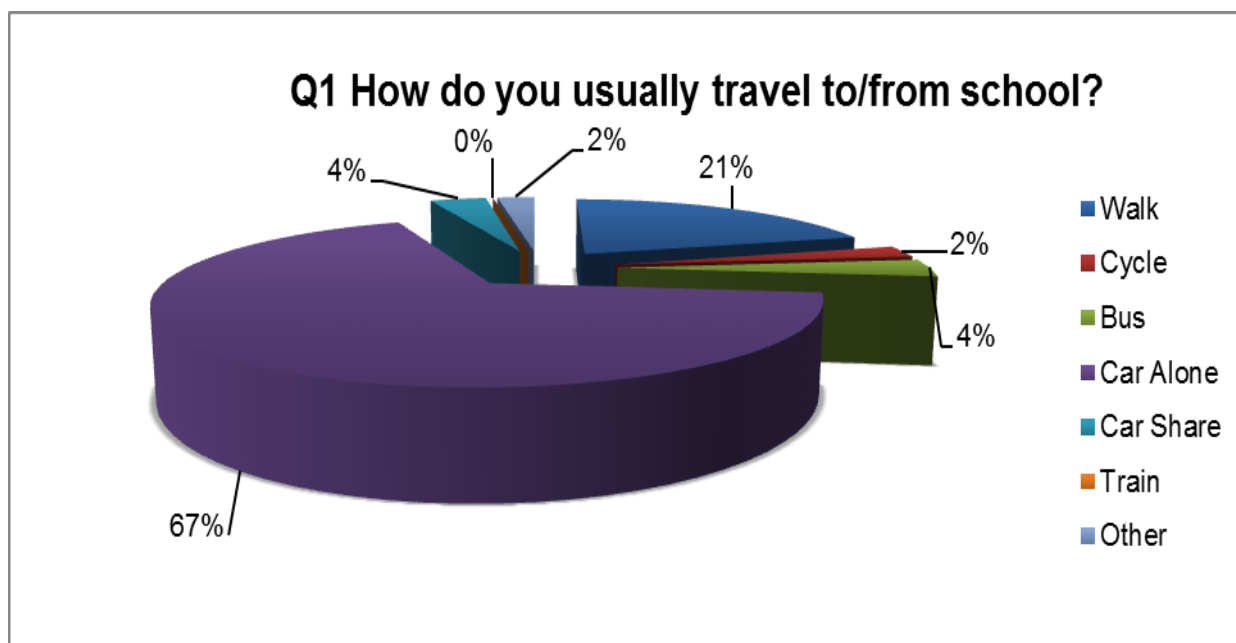
Q14 Interested in car sharing?	
YES	NO
21	52
29%	71%

Just over a quarter of children at Trosnant Infant School would be interested in car sharing.

Other Comments From Parents
We take our daughter's brother to school straight after taking our daughter so we need to drive to get there.
No we live very close to school so it's very safe et
We live 3.5 miles from school with a baby due any day, other forms of transport not an option at this stage.
- Would be hard to bring/ride a bike as paths are too small and busy in morning and afternoon. - Maybe a lollypop person on Stockheath Lane as cars still travel very fast up and down at school time - We live nearby so rarely ever bring the car. - We like 1-3 miles away form the school, our daughter doesn't wear florescent bike wear as she is only just learning to ride but she will as she gets older. - We do walk or our son rides a bike some days weather depending. - We do not take part in an organised walking bus as we live close to the school and in that case we walk and do not drive so do not need to car share. - I have to drive to school due to back condition. - If crossing the roads was safer

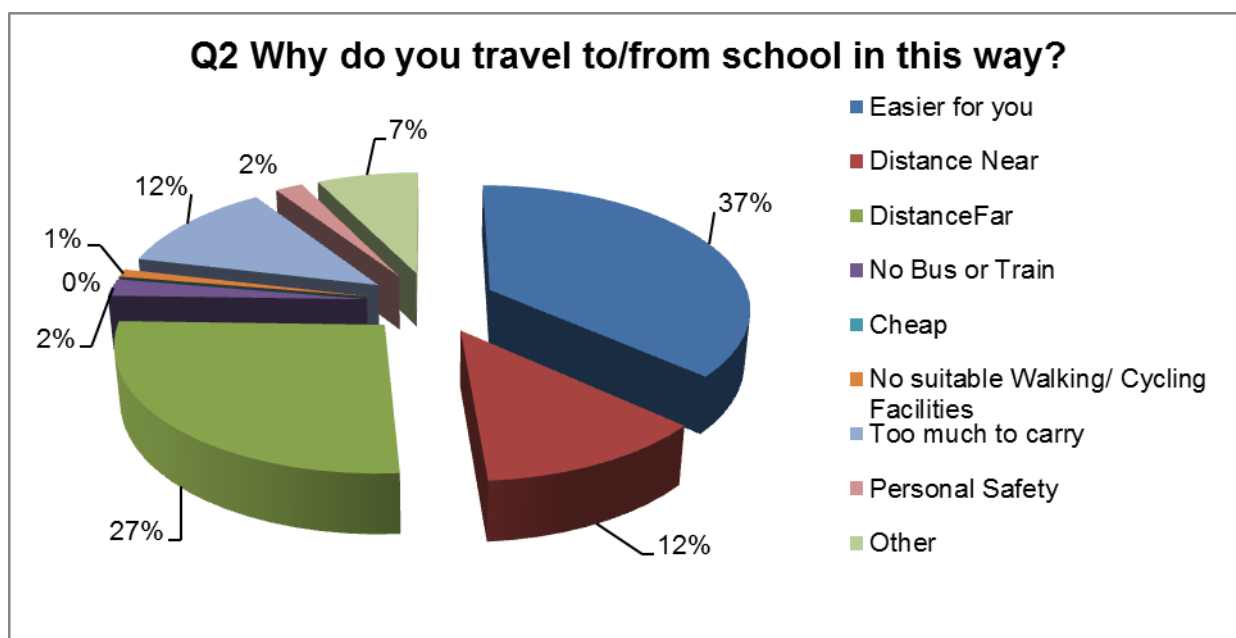
**Junior/Infant Staff Survey response rate:
41 out of 95 staff = 43%**

Q1 How do you usually travel to/from school?						
Walk	Cycle	Bus	Car Alone	Car Share	Train	Other
9	1	2	28	2	0	1
21%	2%	4%	67%	4%	0%	2%



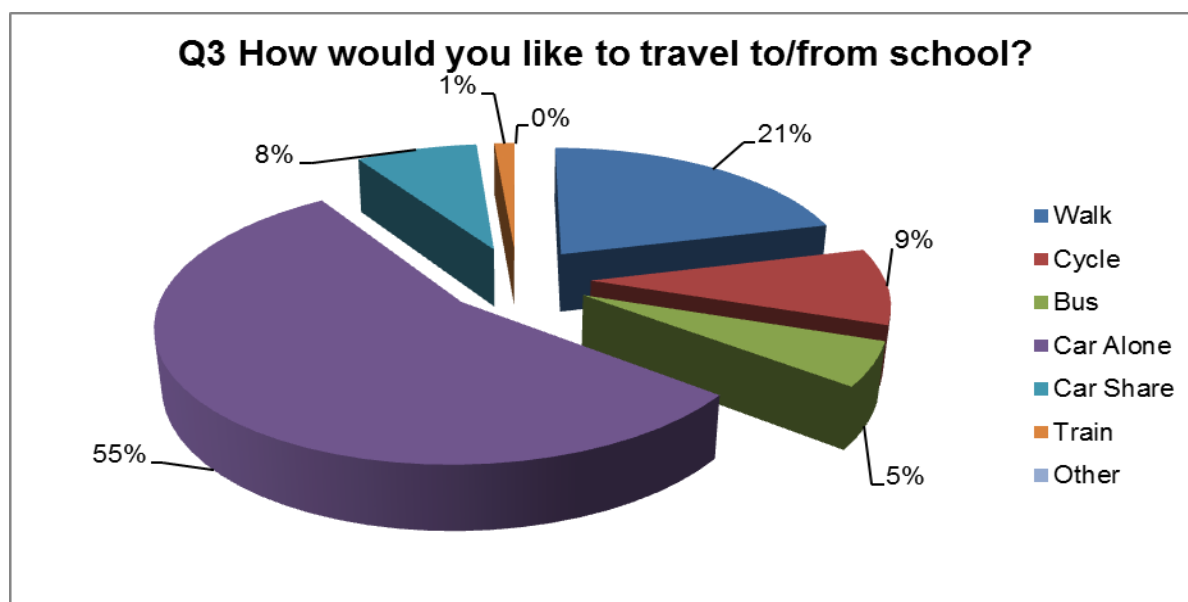
Overall there was a 43% response to the staff travel surveys, and from the responses received the main choice of travel mode for the staff of Trosnant Infant/Junior Schools is car alone with 67% choosing this method. Just over a fifth walk, 4% car share or travel by bus/taxi and 2% cycle.

Q2 Why do you travel in this way?								
Easier for you	Distance Near	Distance Far	No Bus or Train	Cheap	No suitable Walking/ Cycling Facilities	Too much to carry	Personal Safety	Other
15	5	11	1	0	1	5	1	3
37%	12%	27%	2%	0%	1%	12%	2%	7%



The main reasons for choice of travel mode by respondents were “Easy for you” (37%) and “distance was far” (27%). 12% of staff said they had “too much to carry”. Others chose this mode of transport due to their concerns about “personal safety” and “lack of public transport” (2%), the “distance was near” (12%) and there were “no suitable walking/cycling facilities” (1%).

Q3 How would you like to travel to/from school?						
Walk	Cycle	Bus	Car Alone	Car Share	Train	Other
8	4	2	21	3	1	0
21%	9%	5%	55%	8%	1%	0%



When asked how they would LIKE to come to school, the staff of Trosnant Infant/Junior schools stated that they would like to either travel by car alone (55%) walk (21%), cycle (9%), and bus/taxi (5%), travel by train (2%) or car share (8%). This means that around 30% of staff at the school would like to travel to school in a sustainable way. When comparing their responses with how they are travelling now, the same percentage would like to walk, there is a slight reduction in those wanting to come to school by car alone (67% down to 55%) and they would choose more sustainable and healthier methods of transport such as cycling (9% compared with 2% now). Currently no one travels to school by train, however

1% of respondents stated that they would like to do so in the future. 8% would like to car share which is double the current rate.

Q4: If you do already walk or cycle, or wish to start, is there anything that would make your journey easier or safer? For example, cycle storage, improved footpaths, crossing facilities or cycle training.

Topic	Number of similar responses
Crossing points	1
Blendworth crescent needs calming measures on the road, traffic goes too fast down this road as there is a school nearby.	
Footpaths / hedgerows	2
- An easy access footpath that goes to the side of the school would be very popular. - Improved footpath, through from Blendworth Crescent to school entrance - during wet days - like a swamp - so easier and quicker to drive than to walk long way round to either entrance.	
Cycling / scooting	2
- Additional cycle routes. - Safe cycle route all the way.	
General comments	2
- I'm happy walking - Distance too far/too much to carry restricts travel	

Q5: Is there anything about your current journey you dislike? If so, please provide details of what and where:

Topic	Number of similar responses
Busy Roads	6
- Sitting in traffic. 1. Traffic congestion at 5/6pm through Purbrook Way. 2. New roundabout - lanes with too great a camber - difficult to drive on. - Traffic on A3 - Traffic has recently built up around Asda roundabout which slows our journey each day. - The traffic isn't great and takes longer than it should. - Stockheath Lane is extremely busy - I have witnessed four accidents on the way to school in as many years. A lollipop person would be good.	
General comments	3
- The cost! - Sitting in traffic! - Bad weather!	

Q6: Are there any other comments you would like to make about the things that influence the way you travel to school?

Topic

Number of similar responses

Other Comments	9
• I need to drop my dog off before school - if I didn't I would travel by bus. • Amount of parking spaces - need more of them.PO • Drop offs before I come to work. • Don't always like driving as not enough car park spaces! • Possible lack of parking. • I often travel to school from one location and return to a different location after school. As much as I'd like to do my bit, this makes it impractical to lift share or to travel by other means. • Cost of public transport. • Cars parked on pavements • I have to drop my children off before school.	

From the responses to Q4-6, whilst there weren't many, they did correspond with some of the parents' and pupils' comments. There was a dislike for the traffic but there was a greater issue around lack of parking for staff. Some did recognise the need for crossing facilities and improved links from Blendworth Crescent.

Anticipated modal split

The Transport Statement that accompanies the travel plan for the planning application considers the anticipated mode share following the increase in intake, and what the likely impact will be on the local network. Within this document, the predicted mode split is likely to be similar to that of the 2016 mode split. Based on this and other surveys, the trip generation can then be predicted/forecasted, and this is summarised in Chapter 3 of the Transport Statement and is broken down in to trip numbers in the morning and afternoon. Capacity surveys of the local roads have also been undertaken so as to anticipate whether there is sufficient provision in the local area, on the highway network.

Governors

Due to limitations in timing, the quickest and most effective way to engage with the Full Governing Body was to email a summary of the survey results and issues raised to-date, and outline the main measures proposed, along with the overall aims and objectives of the travel plan for both schools.

Three responses were received and were generally supportive and appeared to be aware of some of the initiatives already taking place.

Residents

It is important to engage with the whole school community as the impact of travel to and from school is often felt by residents and businesses.

As part of the Principle of Enlargement and Pre-planning consultation events, letters were sent to residents in the most likely affected roads , inviting them to a consultation events on 10 February 2016 and 26 September 2016 whereby residents could listen to the proposals and share their views and concerns on the building and the wider impacts. Therefore a number of officers were available at the event and survey forms were provided for residents and parents to formalise their thoughts on the impact of the school journey on the local environment.

A summary of those responses is below and an example of the responses can be found in Appendix 13.

Principle of enlargement responses.

Date Received	Address	Format	Nature of Comment
08/02/2016		Email	Parking on site and school traffic
10/02/2016	Stockheath Lane	Email	Short notice regarding drop-in session
10/02/2016	Stockheath Lane	Cons. Form	Speeding and parking in Stockheath Lane
10/02/2016	Stockheath Lane	Cons. Form	Speeding and parking in Stockheath Lane
02/03/2016	Blandworth Cres.	Cons. Form	Parking on site and school traffic
13/03/2016	Stockheath Lane	Email & Cons. Form	Parking in Stockheath Lane

Nature of Response	No. of Responses
Local Traffic	5
Parking	6
Road Safety	2

Pre Planning responses

Date Received	Address	Format	Nature of Comment
26/09/2016	Stockheath Lane	Cons. Form	Parking outside the school
26/09/2016	Second Avenue	Cons. Form	Parking outside the school
27/09/2016		Email	Traffic in Stockheath Lane. Possible pedestrian crossing out school entrance
27/09/2016	Stockheath Lane	Email	Traffic in Stockheath Lane. Road safety risk
30/09/2016	Phone	Cons. Form	Parking outside the school
04/10/2016	Stockheath Lane	Cons. Form	Traffic and parking out the school. Increase in litter around the school

The predominant issue highlighted in most of the responses was around parking and safety concerns. There appears to be a number of existing issues already relating to drivers already using Stockheath Lane as a cut through for some as well as it being a busy area for parents parking, and some doing so in an unsafe and sensible way. Understandably people are concerned that this will be exacerbated by any increases in numbers.

Most residents are concerned for children's safety, and in some cases their own.

On Chilcombe Close residents who attended the second consultation were very concerned by those parking on the zig zag lines and the difficulties of enforcing the lines that are there. However, there was not a strong representation in the response forms.

Other stakeholders

A range of other relevant stakeholders were contacted throughout the travel planning process including Havant Borough Council and the Police. The comments generally supported the issues that had already been raised around parking and congestion on the main roads of Stockheath Lane and Chilcombe Close.

Summary of Consultation

Taking into account the comments from all of those who responded, there were clearly a wide range of issues, but across all stakeholders there were a number of issues that were consistently raised by all;

- **Congestion/parking**

The issue raised by all stakeholders was around the amount of traffic, congestion and the parking issues generated by parents traveling to and from the school. This seemed to occur mainly in Chilcombe Close and Stockheath Lane, which is due to a number of reasons.

A reasonable number of parents are traveling further than a mile and therefore more inclined to travel by car, and more often than not, many parents will park quite close to the school and not seek parking elsewhere. This is possibly encouraged by the provision of parking for parents. Parents who aren't local to the school are potentially unlikely to know of the short cuts through to the school that would enable them to park and stride, e.g Compton Close, or parents may overestimate the times involved in parking further away.

In addition to this, Chilcombe Close is a very closed in road which is already pressurised by residents' parking. From the verbal reports at the consultation events it would appear that enforcement is a challenge if parents remain in their cars when they are parked dangerously or illegally.

Parking attendants do seem to attend, however they are unable to be present every day and quite often people will park elsewhere when they are aware of their presence.

- **Crossing facilities**

A reasonable number of parents identified crossing roads such as Stockheath Lane as an issue..

As a School Crossing Patrol is not currently justified, so this maybe some to revisit as the schools grow in numbers. Postcode plotting needs to be closely monitored as to where pupils are coming from and if a crossing there would meet their needs.

- **Cycle/scooter parking**

Whilst not particularly raised through both the pupil/parent survey, the condition and security of the existing storage may have an impact on the attractiveness of cycling to school. For those wanting to scoot, particularly from the infant school, there is little provision towards the eastern end of the site. Some reports were saying that they were unhappy with the fact that there isn't a roof to the existing storage.

There also does not appear to be anything separate for staff although a number of staff have a desire to cycle. It would therefore be sensible to facilitate this wherever possible with the appropriate facilities.

- **Cycle training**

Highlighted by pupils and parents as an area by some for improvement, cycle training was felt to be needed so as to encourage and enable more cycling. Whilst Bikeability does already take place with the older years, there does appear to be a desire for training for the other year groups. This is something that, subject to funding, could be supported with HCC's School Travel Planning Team.

- Cycle paths

There is a limited amount of routes in the wider area of the school, however it is felt that more cycle routes would encourage families and staff to cycle to school. Not many roads were listed but some of the roads mentioned were Highlawn Way, Stockheath Lane, Stroud Road and Holybourne Rd.

These will be the main issues that will be focused on within the action plan with solutions that will either assist with in their removal or ways of managing the issues better.

Section 5 - Action Plan

Proposed Action Plan

Aim 1: To encourage use of more sustainable modes of travel for journeys to and from school by pupils and parents, maintain low car use and therefore reduce the impact of travel to school on the local community, particularly as the school expands.

Objective 1: To encourage and enable more children and parents to walk to/from school.

SMART Target	Measure / Initiative and Completion Date	Priority of Measure (High, Med or Low)	Task / Action and Completion Date	Responsibility (Specify role)	Review Date Task/Action
To maintain pupils choosing to walk to school Infants: Increase walking levels from 60% to 65% by July 2018 and then 70% by July 2020 Junior: Reduce car alone use from 52% to 45% by July 2018 and then 40% by July 2020 (baseline used – School Census 2016)	Both: Continue to promote initiatives such as Walk to School Week in May 2017 and on an annual basis,	Medium	Make contact with HCC Road Safety Team to make sure the school has been included in the programme if they have not already made contact. April 2017 and annually	School Travel Champion / Business Manager	April 2018
			Promote the initiative to pupils in assemblies with the help of the School Council. April & May 2017 and annually	Headteachers / School Council	April 2018
			Promote the initiative to parents via newsletters. April & May 2017 and annually	Admin Officer/Newsletter editor	April 2018
	Both: For each new intake, ensure that pupils and parents are provided with the necessary information and tools to travel to and from school in a safe and sustainable way. September 2017 and annually	High	Contact HCC’s School Travel Planning Team for a parent pack to be made available to parents at induction events March 2017	School Travel Champion / Business Manager	November 2017
			Review information currently provided on website to inform parents as to how they may travel to school sustainably May 2017	Website editor/ School Travel Champion	November 2017

			Work with School Travel Planning team to produce a suitable walking map for parents April 2017	School Travel Champion/ HCC's STP team	November 2017
			Ensure the annual booklets 'How could you travel to school?' are distributed to YrR and 3 parents as part of induction. July 2017	School Travel Champion/ Admin team	November 2017
	Both: Consider a reward scheme that links with existing systems to encourage reduced car use. July 2017	Medium	Discuss with class teachers and pupils ideas of incorporating a reward scheme for walking etc. January 2017 onwards	Exec Headteacher/ Headteachers / STP Champion /pupil representation	November 2017
			If funding becomes available for Living Streets to continue Walk once a Week (WoW), contact LS for more info. March 2017	STP Champion / Living Streets	November 2018
	Both: Seek out potential car parks for "Park and Stride" and promote to parents September 2017	Medium	Speak to the leisure centre re. option of using car park October 2017	School Travel Planning Team	October 2017
			Promote general capacity in the local roads using maps from the School Travel planning Team. April 2017	School Travel Champion/ HCC's STP team	November 2017
	Both: Where vegetation and bushes are obstructing footpaths or reducing the width, report to the County Council. Include issues with pavements and street lighting too. July 2017 and annually	Medium	Advise parents of website link* on HCC's website to report issues through newsletter July 2017 and termly	School Travel Champion / Admin Officer	September 2017

	Both: As both schools grow, request possible SCP site on Stockheath Lane be assessed annually. July 2019	Medium	Complete form to request survey on potential SCP site March 2019	School Travel Champion	September 2019
	Both: As Blendworth Crescent development progresses, monitor impact and opportunities to encourage more walking and Park and Stride. Date to be confirmed	Medium	Continue dialogue with developer re. build out and monitor the early opportunities to promote alternatives to car alone. TBC	Exec. HT	September 2019
	Both: Consider offering children who walk, hi-viz accessories/clothing – perhaps through a Road Safety shop at the schools. November 2017	Medium	Request samples of items available through HCC's School Travel Planning Team. April 2017	School Travel Champion / HCC's School Travel Planning Team	June 2017
			Show items to pupils e.g. through School Council or JRSOs for feedback on suitability and ideas for providing them to pupils. May 2017	School Travel Champions	June 2017
			Begin to make items available to pupils and parents. September/ October 2017	School Travel Champions	June 2017
	Both: Bid for funding towards improvements on footpath off Holybourne Close/Compton Close. August 2016 – complete and awaiting decision.	Medium	Draw possible scheme to improve accessibility on footpath between residential estates. July 2016 – complete	HBC	March 2017

* Link to the County Council's maintenance web form - <http://www.hants.gov.uk/index/transport/roadproblems.htm>

Objective 2) : Encourage and enable more pupils who have bicycles or scooters to consider cycling/scooter to school and back with parents

SMART Target	Measure / Initiative and Completion Date	Priority of Measure (High, Med or Low)	Task / Action and Completion Date	Responsibility (Specify role)	Review Date Task/Action
Infants: Increase pupils choosing to scoot or /cycle to school on a regular basis from 0% (Jan 2016) to 2% by January 2019 (baseline school census 2016) Junior: Increase pupils choosing to cycle (either accompanied or unaccompanied) to school on a regular basis from 1% (Jan 2016) to 5% by January 2019 (baseline school census 2016)	Both: Provide scooter storage and cycle storage as part of expansion. September 2018	High	Identify the number of scooter/cycle spaces required by revised draft parking standards and provide appropriate storage October 2016	HCC's Property Services	March 2018
			Storage included as part of the building works. Sept 2018	HCC's Property Services	March 2018
	Both: Deliver Sustrans' Bike It programme to increase cycling and scooting. July 2018	Medium	Meet with Sustrans to discuss plans for 2017. Jan 2017	Sustrans Bike It Officer/ Junior Headteacher	March 2017
			Book in events as appropriate Jan 2017 onwards	Sustrans Bike It Officer	March 2017
	Junior: Provide Bikeability training for juniors Level 2, and where appropriate, Level 3, for pupils aged 10 years and up. June 2017 and annually	Medium	When pupils are at junior age, contact HCC's Road Safety Team for information on Bikeability Level 2 and 3 Complete in 2016. Repeat in 2017	Headteachers	November 2017
	Both: Consider providing scooter training for children between YR R to Yr4 while funding is available by HCC March 2017	Medium	Contact HCC's STP team for information, and if appropriate, book training. March 2017	School Travel Champions / Relevant class teachers	November 2017
	Both: Promote use of safety clothing, accessories and cycle helmets June 2018	Medium	Discuss with Bike It Crew ways of encouraging pupils who cycle to wear fluorescent clothing and helmets. March 2017 onwards.	Bike It Crew / Bike It Officer	July 2017

			Contact HCC's STP team re. accessories and helmets available for pupils November 2017	Bike It rep	July 2017
	Both: As part of Bike It, hold a "Cycling or Scooting Day/Event" to promote cycle routes to school and around the neighbourhood - introduce Bike Maintenance and "Cycle Coding" to ensure bike safety July 2017	Medium	Work with Bike It Officer, Bike It Crew and Police to organise a variety of events to promote bike security and maintenance Events to run between March 2017 and November 2017	Bike It Crew / Bike It Officer	July 2017
	Junior: Provide Bikers Breakfast as a reward for those cycling to school on a termly basis, as part of Bike It. July 2018	Low	Discuss idea with Bike It Crew and Bike It school lead Start in November 2017	Sustrans Bike It Officer	July 2017
			If idea is supported, discuss timescales and practicalities of arranging. January 2018	Sustrans Bike It Officer / Bike It Crew	July 2017
	Both: Consider a bike swapping event for parents who have old children's bikes in the garage and no longer have any use for them, to exchange with other parents who need a bike for their child. November 2018	Medium	Discuss with Bike It Officer about idea and potential. Consider additional actions required. September 2017	Sustrans Bike It Officer / Bike It Crew / School Travel Champion	November 2017
	Both: Support the development of cycle paths in the borough, particularly on those roads accessing the school (e.g. Stockheath Lane, High Lawn Way, Stroud Rd) Ongoing	Medium	Liaise with the schools where there are opportunities to include additional cycle paths that will improve access to the school. Ongoing.	HCC/HBC	July 2018

	Both: If still running, take part in HCC's Scooter challenge. July 2017 and annual	Low	If interested, respond to the communications from HCC's STP team on challenge. May 2017	School Travel Champions	November 2017
			Publicise to pupils/parents and consider running scooter training prior to event June 2017	School Travel Champions	November 2017

Objective 3) : Encourage car sharing between parents of the school

SMART Target	Measure / Initiative and Completion Date	Priority of Measure (High, Med or Low)	Task / Action and Completion Date	Responsibility (Specify role)	Review Date Task/Action
Both: Consider making car sharing available to all those who would like to by June/July 2018 annually	Both: Consider a joint coffee morning to provide the relevant information for those wishing to car share June 2018 and annually	Low	Contact the School Travel Planning Team for a postcode location map. May 2018 and annually	School Travel Champion	March 2018
			Survey parents asking if they are interested in car sharing and invite new parents. June 2018		
			Contact the School Travel Planning Team for Corporate guidance on enabling car sharing. May 2017		March 2018

Aim 2: To increase awareness of the importance of safe travel to and from school

Objective 4): To ensure that parents and pupils feel safer walking to school

Objective 5): To ensure that Road Safety education is provided to all to ensure safe journeys to and from school.

SMART Target	Measure / Initiative and Completion Date	Priority of Measure (High, Med or Low)	Task / Action and Completion Date	Responsibility (Specify role)	Review Date Task/Action
Both: Ensure that 100% of pupils are taught Road Safety by July 2018 and each year after. Assist the maintenance of 0 accident record at pick up and drop off times, involving non car passenger pupils, by September 2019 and beyond	Infant: Continue to run Streets Ahead pedestrian training July 2017	Medium	Continue to run programme with HCC's Road Safety Team July 2017 and annually	Streets Ahead lead	November 2018
	Junior: Consider taking part in the Junior Road Safety Officer (JRSO) scheme to promote road safety messages July 2017 and annually	Medium	Contact Road Safety team for info Sept 2017	Junior School Travel Champion	November 2018
			If interested, recruit pupils and attend conference October 2017	Junior School Travel Champion	November 2018
	Both: Distribute Parkwise leaflets to parents and consider if Parking Promise is appropriate October 2017	High	Distribute Park Wise leaflets to all parents along with Parking Promise form. July 2017	Headteachers and Admin	March 2018
	Both: Review curriculum to identify gaps and opportunities to increase road safety education within the curriculum July 2018	Medium	Work with class teachers to look at what coverage there is for road safety education and any gaps that there maybe. March 2018	Headteachers	November 2018
			Where there gaps, contact HCC's Road Safety Team for suggested materials/activities to support curriculum June 2018	Headteachers / Class teachers	November 2018

	Junior: Work with local Police on Police Apprentice initiative to encourage parents to park safely and sensibly. October 2017 and ongoing.	High	Liaise with dedicated Police Officer to run Police Apprentice scheme with YR6 pupils, July 2016 – completed	Headteachers / Chair of Governors	November 2017
			Run workshops and consider winning ideas July 2016 - completed	Headteachers / Police	November 2017
	Both: Reduce the congestion around key roads by distributing parking around the wider area through a number of initiatives. September 2017 and ongoing	High	As already detailed, distribute parking through promoting Park and Stride in the wider area and providing walking maps; November 2017 and ongoing	School Travel Champion / Headteachers/ HCC's School Travel Planning Team	November 2018
	Both: Through links in place with Police, consider options re. enforcement of parking issues in partnership with HBC parking enforcement team. July 2017	High	Through Safer Schools Officer, consider the issues highlighted through consultation, proposals offered through Police Apprentice and how these can be implemented in partnership with agencies for enforcement. Arrange meeting with partners. April 2017	Safer Schools Officer / School Travel Champion / HCC's School Travel Planning Team	November 2017
	Both: Contact Traffic Management Team in HBC re. possibility of improved lining in Stockheath Lane to improve priorities to flows of traffic. December 2017	Medium	Following issues highlighted through consultation, discuss with HBC Traffic Management Team the options for lining that encourages a better flow of traffic and discourages speeding. December 2016	HCC's Engineering Consultancy	March 2017

Aim 3: To raise travel awareness and integrate sustainable school travel within the Curriculum and school ethos.
Objective 6): To raise awareness of the benefits of leaving the car at home, and the alternatives, amongst children and parents
Objective 7): To communicate in a proactive manner with residents

SMART Target	Measure / Initiative and Completion Date	Priority of Measure (High, Med or Low)	Task / Action and Completion Date	Responsibility (Specify role)	Review Date Task/Action
Both: Ensure that 100% of pupils and parents are aware of the School Travel Plan and its objectives and their role in supporting them by November 2018 and onwards to keep all new pupils and parents informed and involved on an annual basis	Both: Work towards achieving Modeshift STARS bronze accreditation using the action plan in the travel plan. Then use accreditation to gain publicity within school community. July 2017	High	Identify a champion from both schools to be trained on Modeshift STARS and contact HCC’s STP team. Jan 2017 onwards	School Travel Champion	Nov 2017
			Work towards accreditation and then contact local press and arrange for local Mayor or Cllr to present at a school assembly. July 2017		
	Both: Consider ways in which to include in the curriculum work on sustainable travel linking in with the Healthy Schools and other related work. January 2018	Medium	Request sustainable travel curriculum overview from HCC’s STP team. January 2017	Executive Headteacher	Nov 2017
			Discuss with teachers the ways in which sustainable travel can be included in the curriculum making use of pupil postcode maps etc. June 2017	Headteachers/ Teaching Staff	Nov 2017
	Both: Include the School Travel Plan into the School Improvement Plan. Sept 2017	High	Discuss the travel plan’s integration within the School Improvement Plan with governing body. By July 2017	Executive Headteacher / Headteachers	March 2018
	Both: Communicate development of school site and travel matters with local community through	Medium	Discuss with contractors the form of communication with community to inform them of building works June 2018	Contractor of building works	March 2019

	newsletter December 2018				
	Both: Contact Tops Nursery to discuss what messages could be shared across schools and nursery to parents to ensure there is consistency from the earliest opportunity. October 2017	Medium	Share travel plan with Nursery Manager and offer invitation to meet and discuss materials shared with parents across all establishments. July 2017	Headteachers / HCC's STP team	Nov 2017

Aim 4: To promote and enable sustainable travel for staff and visitors
Objective 8: To promote and enable alternatives to the car and reduce car use (for staff and visitors)

SMART Target	Measure / Initiative and Completion Date	Priority of Measure (High, Med or Low)	Task / Action and Completion Date	Responsibility (Specify role)	Review Date Task/Action
Both: Reduce staff car alone use from 68% to 60% by September 2019 (Baseline used: Full School Travel Survey, 2016)	Both: Encourage and enable staff to car share September 2019	Low	Provide maps to staff, at staff meetings of approximate staff home locations Sept 2019 onwards	Headteachers/ / HCC's STP team	November 2019
			Consider providing Priority Car Park Bays for staff who car share September 2019	School Travel Champion	December 2019
	Both: Have information available for staff of public transport, walking and cycling routes, as well discounts and interest free loans that are available for staff for cycle equipment etc. Also direct staff to the My Journey website www.myjourneyhampshire.com) by September 2018	Medium	Request maps and timetables from HCC's STP team By Mar 2018	School Travel Champion	November 2019
			Create into a pack and make staff aware of info Jun 2018	School Travel Champion /School Admin Officer	November 2019
	Both: Engage staff in promotion of cycling through Bike It project. December 2017	Medium	As part of Bike It initiative, include staff within some of the activities/events e.g. Bikers Breakfast, to meet some of the numbers of staff who would like to cycle. July 2017	Sustrans Bike It Officer / Bike It school lead	September 2017
	Both: Provide cycle storage for staff bikes September 2018	Medium	As part of expansion, school given funds in install cycle storage for schools September 2018	HCC's Property Services	November 2018

Key

HCC- Hampshire County Council

STP – School Travel Plan

HBC – Havant Borough Council

JRSO – Junior Road Safety Officer

PCSO – Police Community Support
Officer

Section 6 - Evaluation and Monitoring

As our travel plan is a living document, it will need reviewing and updating regularly. We will carry out a full travel survey and a full review of the whole document every two years to find out if anything has changed or requires action. The next full travel survey will be carried out in June 2018 by the School Champions and working group from both schools. The next full review will be carried out in November 2018 by the Headteachers and School Champions with the support of the working groups from both schools.

There will be an interim review of the travel plan in to monitor progress and achievements, and also to take into account any changes in education or transport provision that will alter the travel needs of our staff and pupils. This will be undertaken by the Headteachers and school champion at both schools.

In addition to this, the school will participate in the annual submission of mode of travel data for all pupils as part of the local data collection undertaken by the County Council's Children's Services Data Collection Team. The schools understand that this supports the monitoring of the travel plan, and informing the County Council's policies. The data will be kept and used by the school in subsequent reviews to measure progress against our targets.

Any review undertaken will be submitted to the County Council's Strategic Transport Team to monitor the impact of the development and the effectiveness of the travel plan.

Section 7 Long Term Sustainability

Once the School Travel Plan has been approved, and should the school expansion be approved, the travel plan will be incorporated within the School Development Plan for both schools to ensure that it is implemented and monitored.

Section 8 - Promotion of STP

Further discussion is required as to the most appropriate and effective ways in which to promote and educate the school community of the travel plan objectives, e.g. on website, prospectus, newsletters and so on.

Section 9 - Formal Approval of the Plan



School Travel Plan Approval Form

The principles detailed in the School Travel Plan for the Federation of Trosnant Infant and Junior Schools are endorsed by the headteacher 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 is not obliged or committed to funding all or any of these.

Signed: *Jan Wain*

Date: 15/11/16

Federation Headteacher, Trosnant Schools Federation

13.11.16 15:25:25

Signed: *[Signature]* Date: _____

Q.S / Chair of Governors, Trosnant Schools Federation