



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

Full School Travel Plan Review for

**DfE No: 850/2767
Emsworth Primary School**

Victoria Rd
Emsworth
Hants.
PO10 7LX
01243 375750

October 2016

Main Document

School Travel Planning Team
Economy, Transport & Environment Dept.
Hampshire County Council
Elizabeth II Court West, Second Floor
Winchester
SO23 8UD
www.hants.gov.uk/schooltravelplans/

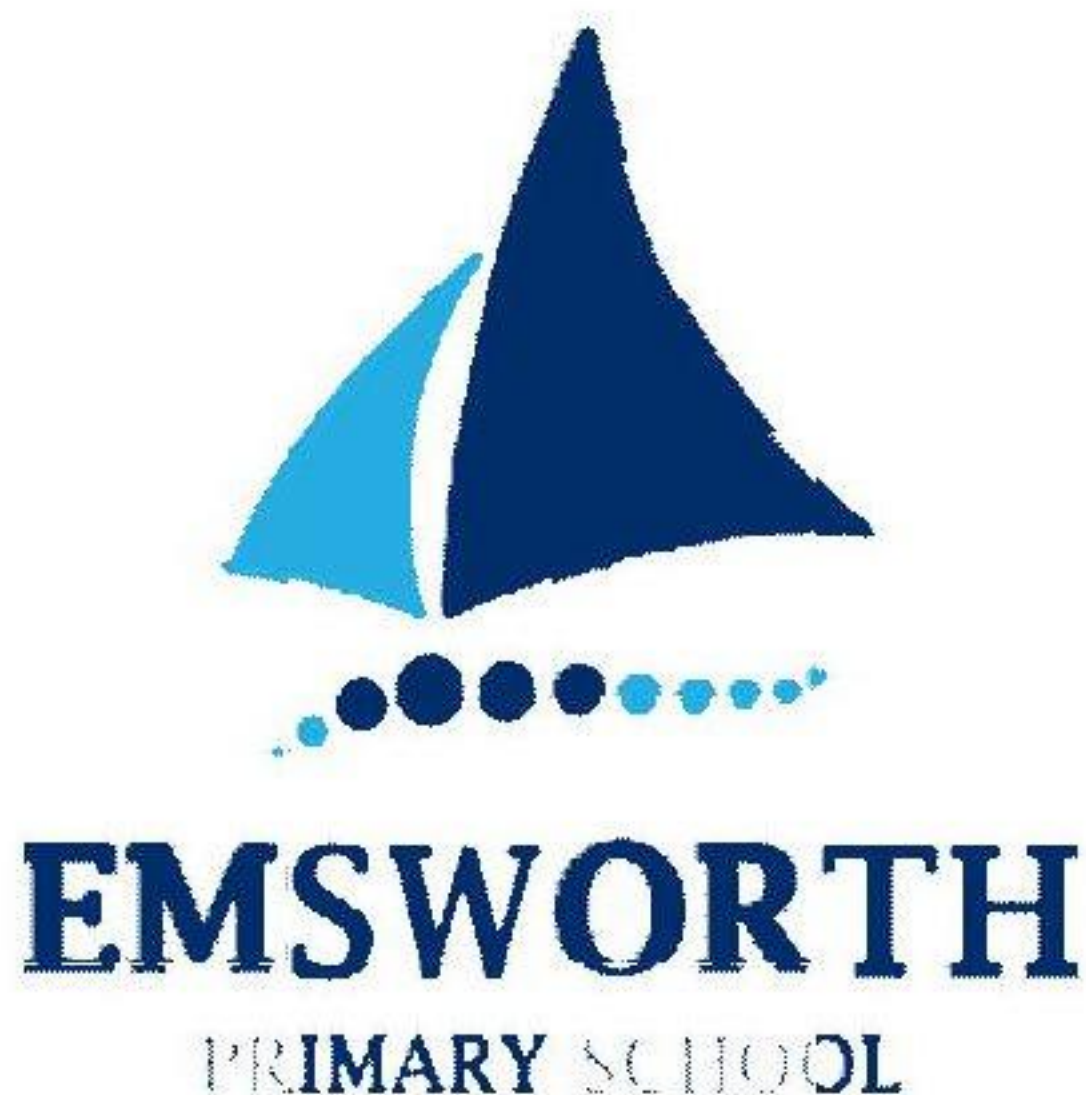


**Emsworth Primary
School**

**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 eight new car parking spaces, one of which will be accessible, totalling 32 spaces plus three disabled spaces. One of which will be for an accessible parking space. This is to enable an increase from a 1.5FE to a 2FE 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.

'Enjoy, Persevere, Succeed'



Head Teacher: Kate Fripp

Author	Version	Issued for Comment Date
Helen Harris	1	11/10/16 to Anthony Hobbs and Kate Fripp

Hantsfile ref no.: 11015047
Prepared by: Helen Harris
Checked by: Sarah Lees

Contents

Section 1 – School's Background	Page No
Background.....	5
Travel Plan aims and Objectives.....	5
School's Vision.....	6
School Travel Plan Coordinator and Working Group.....	6
Current and proposed school facilities.....	7
Pupils and Staff.....	9
School day and extended school activities.....	9
Other initiatives.....	9
Description of the school locality.....	11
School catchment.....	12
Site accessibility and transport links.....	12
Progress on original travel plan.....	14
Why is the new travel plan required.....	17
Section 2 – Policy	
National policy.....	17
Local policy.....	18
Section 3 – Consultation	
Consultation table.....	21
School travel survey.....	22
Key partners.....	22
Sustainable travel embedded in the curriculum.....	23
Section 4 – Survey Information	
Pupil survey historical data.....	24
National and Hampshire data.....	27
Parent/Pupil travel survey.....	30
Staff Travel Survey.....	43
Anticipated modal splits.....	46
Governor's consultation.....	46
External partners.....	47
Summary of consultation.....	48
Section 5 – Action Plan.....	50
Section 6 – Evaluation and Monitoring.....	63
Section 7 – Long Term Sustainability.....	63
Section 8 – Promotion of the School Travel Plan.....	63
Section 9 – Formal Approval.....	64

Appendices

Appendix 1	Existing school plans
Appendix 2	Proposed expansion plans
Appendix 3	Location map
Appendix 4	Pupil Postcode Plots
Appendix 5	School Clubs – Autumn 2016
Appendix 6	Cycle Network
Appendix 7	Bus timetables and route map
Appendix 8	Infrastructure map
Appendix 9	Copy of pupil/parent survey forms
Appendix 10	Copy of School Enlargement Consultation Letters
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
Appendix 18	Letter from the Guinness Partnership to parents

Section 1 - School Background

Emsworth Primary School

Victoria Road,
Emsworth,
Hampshire,
PO10 7LX

Tel: 01243 375750 Fax: 01243 379011

E-mail: admin@emsworth.hants.sch.uk

Emsworth Primary school is located to the west of the town of Emsworth on the edge of a busy residential area in the Borough of Havant. The school site is bound by Victoria Road to the south and west, Glenwood school on Washington Road to the east and the West Coastway train line and A27 to the north. The school is maintained by the Hampshire Education Authority. The main entrance to the school is via Victoria Road, a private access road where parking restrictions are in place prohibiting parking near the school entrance between 08.00 – 09.00 and 15.00-16.00.

The existing school currently operates a 'one-form entry' (1.5FE) and it is proposed that this will increase to 2 FE.

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 environment.

Aims

- To sustain, and where possible, encourage a greater use of more sustainable modes of travel for journeys to and from school, 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 be more proactive with promoting what the school is doing to ensure a greater awareness within the community
- To promote and enable alternatives to the car and reduce car use (for staff and visitors).

School's Vision

EPS = Enjoy, Persevere, Succeed

We are a truly inclusive school community where the needs of all learners are met within a caring and exciting environment.

We aim to;

- Provide a warm, friendly and enjoyable experience
- Provide a stimulating, challenging and ever changing curriculum
- Encourage and support children to make excellent progress
- Develop resilient, confident, lifelong learners

Environment - we will achieve this by;

- Creating a rich environment with high quality resources and experiences
- Having clear and consistently high expectations of behaviour for learning
- Respecting the rights of every member of the school
- Developing strong relationships with families and the wider community
- Using the local environment as a rich and relevant resource

Learning - we will achieve this by;

- Encouraging children to persevere when faced with new and challenging experiences
- Involving families in the education of their children
- Encouraging children to take an active role in the decisions made about their learning

Teaching - we will achieve this by;

- Judging the quality of our teaching by the impact on pupil's learning
- Within a consistent framework for teaching and learning encouraging teachers to be creative and innovative to achieve the best possible outcomes
- Adapting our teaching to meet the needs of each group of learners at Emsworth Primary School.

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: Jean Shaw

Working Group:

Kate Fripp – Headteacher

Helen Harris – School Travel Planning, HCC

Martin Shefferd – Children's Services, HCC

Antony Hobbs – Architect, HCC

Dates and details of working group meetings or actions

Meeting dates: 25 Jan 2016, 8 Sept 2016

Current and Proposed School Facilities

There are currently twelve classrooms, a hall, an ICT suite, a music studio, school kitchen, extended service area, large playground and a school field at the existing school. See Appendix 1 for the existing layout. The proposed expansion has a total of 344m² Gross Floor Area (GFA) of which 160m² is New build footprint and 184m² of Internal refurbishment works. The proposed new build works include:

Two new classrooms

Extended Shared Teaching Space

The proposed internal refurbishment works include:

One new classroom

One relocated staffroom

Three SEN (Special Educational Needs) Group rooms

Two refurbished pupil WC's.

The onsite Children's Centre was confirmed closed by HCC Children Services 01/07/16.

The accommodation will be incorporated into the proposed expansion works as three SEN Group rooms and supporting areas. After School and Breakfast Club will be maintained within the SEN space as existing condition. See Appendix 2 for the proposed expansion layout.

There are currently 27 staff parking spaces in the staff car park, two of which are accessible. In addition, there are 48 cycle spaces in the large storage plus five hoops providing ten spaces in a separate Perspex covered storage area. This totals 58 cycle spaces. Staff and pupils share this and scooters are currently stored within both, but there is no exclusive scooter storage.





Photos of cycle storage on-site

As part of the school expansion, there is a requirement to provide parking for the ten new staff (four teaching and six non-teaching) in line with Hampshire County Council's on-site parking guidelines. Eight new car parking spaces will be provided, one of which will be accessible. 40 scooter spaces and 42 cycle spaces will be provided for pupils, plus five cycle spaces and one powered two wheeler space for staff. The school travel surveys identified a latent demand for sustainable travel at the site, which the high levels of cycle and scooter storage will help to achieve.

Parking Requirements	Number	Total
Calculated additional car parking requirement	8	35
Accessible parking spaces	1 of the above 8	3 (of above 35)
Additional scooter spaces required	11.	40
Additional pupil cycle places required	6	42
Additional staff cycle spaces required	1	5
Additional Powered Two Wheeler spaces required	1	1

However, in light of the accessibility of the site and the improved cycle infrastructure in the area, and to further reduce any further increase in cars, the following will be provided;

- Five staff cycles in lockable timber shed
- 42 pupil cycle storage in open shelters to match existing (Two. 16 store shelter and one. 10 store shelter as existing)
- 40 pupil scooters provision (4 no. racks. 10 per rack)

Pupils and Staff

The current Infant school operates as a one and a half form entry (1.5FE) primary school over seven academic years (years Reception and 1-6). As of September 2016, the existing school has a total of 257 pupils. There are 43 members of staff plus four kitchen staff.

The proposed development will have a total of 420 pupils, a net increase of 105 pupils , or 15 pupils per year group. Appendix 4 (pupil postcode plots) indicates where pupils travel in to school from and it is very apparent that the vast majority are living up to a 25 minute walking distance and there is an equal split between walking and travelling to school by car. The growth of the school is as a result of predominantly the increase in housing from Horndean Rd, which is between a 10-25 minute walk from the school and based on existing trends should result in most pupils walking to school.

School Day and Extended School Activities

The school day begins at 08.45am and finishes at 3.15pm. There is a fee paying Breakfast (7.45 -8.45am) and after school clubs (Growing Places – 3.15 – 6pm) There is also a fee paying music club offering children the opportunity of learning a musical instrument. This is on a Tuesday running from 3:15pm – 4:15pm. Other clubs are all over by 4:30pm. The autumn term timetable can be seen in Appendix 5.

School Visits

The school offers a range of trips to enrich the Curriculum. Recently Year 2 children visited the birthplace of Florence Nightingale whilst Year 4 children visited Winchester to look at Saxon history. Year 6 children travel by train, underground and cable car to visit the British Museum as part of their learning about the Ancient Greeks.

Key Stage 2 pupils are offered a number of enrichment activities. Years 3 and 4 are given the opportunity to take part in a residential stay which has previously been Beaulieu or Minstead in the New Forest. Year 5 take part in a circus skills workshop and in Year 6 pupils have the opportunity to visit Calshot Activities Centre in Southampton.

Other Initiatives

The school currently takes advantage of the cycle training, Bikeability, offered by the County Council for children aged 10 and up.

Location Map (See Appendix 3 for larger version)



Description of School Locality

The school is located in a busy residential area to the west of the town of Emsworth. The catchment area extends throughout the town and the neighbouring villages of Westbourne, Southbourne and Thorney Island.

The school's main entrance from Victoria Road, runs through a busy residential area with parking restrictions near the school at peak drop off and pick up times. The rear entrance is off Washington Road, which is a small dead end residential road off Victoria Road. The council owned shared path runs alongside the allotments and access is through a gate which joins the school footpath, following the length of the school field.



Gate on to shared path from school

This access is used by those coming from north Emsworth. This is a safer route in to the school from Washington Road although the quality of surfacing deteriorates next to Glenwood School as this has been private land.



Start of tarmacked path on to shared route (westbound towards school)



Gated entrance on to school playground

Local developments in the area

In addition to the school expansion, there are a number of improvements that are being implemented from August 2016 onwards, close to the school, that aim to improve cycle links for both the school and community. These include;

- a toucan crossing on Horndean Road, opposite St James' CoE Primary School;
- provision of signed and marked cycle route on Christopher Way;
- upgrade of footways to shared use on Emsworth Recreation Ground East and South;
- upgrade to shared use on New Brighton Road, and
- new link between station subway and Washington Rd.

It is hoped that this will all aid and support the additional housing in the area, primarily generated from Horndean Rd. More details can be found on Hampshire's website;

<http://www3.hants.gov.uk/transport-schemes-index/transport-schemes-havant/emsworth-cycling-and-crossing-improvements.htm>

An additional improvement to the crossing facilities outside of the school on Victoria Road is currently being considered for funding.

School Catchment

The school's catchment area extends to Southleigh Forest (north), Wayfarers Walk (south) River Ems (east) and Denvilles area (west). See Appendix 4 for a map showing the school's catchment area/travel to school modes and walking zones. There are a large number of pupils coming by car from the Leigh Park (north-west of the school) area of Havant which is out of the school's catchment area. More places are being planned for delivery in the Havant area which will hopefully reduce the pressure on the Emsworth places from outside of catchment.

The school's catchment is also shared with St James Primary, Emsworth.

Site Accessibility and Transport Links

There are currently two pedestrian access points to the school, (Victoria road at the front and Washington road to the rear of the school) with one vehicle entrance (Victoria Road) which is shared with the front pedestrian access.

Walking

There are a number of good footways that lead to the school's two access points. To the west/south there are a number of footways that bring you on to Victoria Rd such as Record Rd, Bosmere Gardens and Nore Farm Avenue. There is a narrow cut through from Bosmere Gardens which can enable a shorter distance for those either walking or who wish to park and stride. These lead to the drive up to the school which means the school is set back from the road, and with the disadvantage of being on a bend, means that drivers are less aware of a school being present. This can create some difficulties for parents and children to cross Victoria Rd especially as there are no real crossing facilities. The other way to access the school by foot is to the east via Washington Rd and the series of footpaths across Emsworth Park. This enables those families to the north of the school to access the school through a quicker route rather than via Horndean Rd. This is relatively traffic free and although the start of Washington Rd next to Glenwood, is not well maintained, it does change in to a newly laid tarmac path along the back of housing and allotments. According to the census figures the number of children walking to school had decreased by 35 between 2014 and 2015 but increase by 6% from 2015 (43%) to 2016 (49%). 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, therefore the provision of local places for local children should provide an encouraging indicator of future trends.

Cycling

According to Sustrans, Route 2 is the closest on the National Cycle Network to the school which runs between Emsworth and Christchurch. Sustrans is working with Havant Borough Council to develop more cycle routes in the area particularly routes 2 and 22. There has been a lot of work recently to improve the cycle routes in the Emsworth area, which links in with the shared path that runs along the school boundary, enabling people to take a traffic free route under the railway line and A27, to the north of Emsworth. However, this path is currently closed outside of school hours. Appendix 6 provides details of the cycle routes in the borough

Buses

The nearest bus stop to the school is in Clovelly Road, at least an 8 minute walk from the school – Stagecoach South/700 Coastliner service to Chichester Bus Station. (see Appendix 7 Bus Routes and Timetables and Appendix 8 for the infrastructure map). The bus routes in and around the Emsworth area are:

700 – Bosham – Southbourne – Emsworth- Havant Bus Station

27 – Rowlands Castle – Leigh Park - Havant – Denvilles – Emsworth

28/28A Emsworth Cotton Drive – Spencer Drive – Denvilles – Havant Bus Station

Emsworth Railway station is only an 11 minute walk from the school where there are two bus stops travelling to a number of destinations – including Bedhampton, Chichester, Havant, Selbourne, West Thorney and Westbourne.

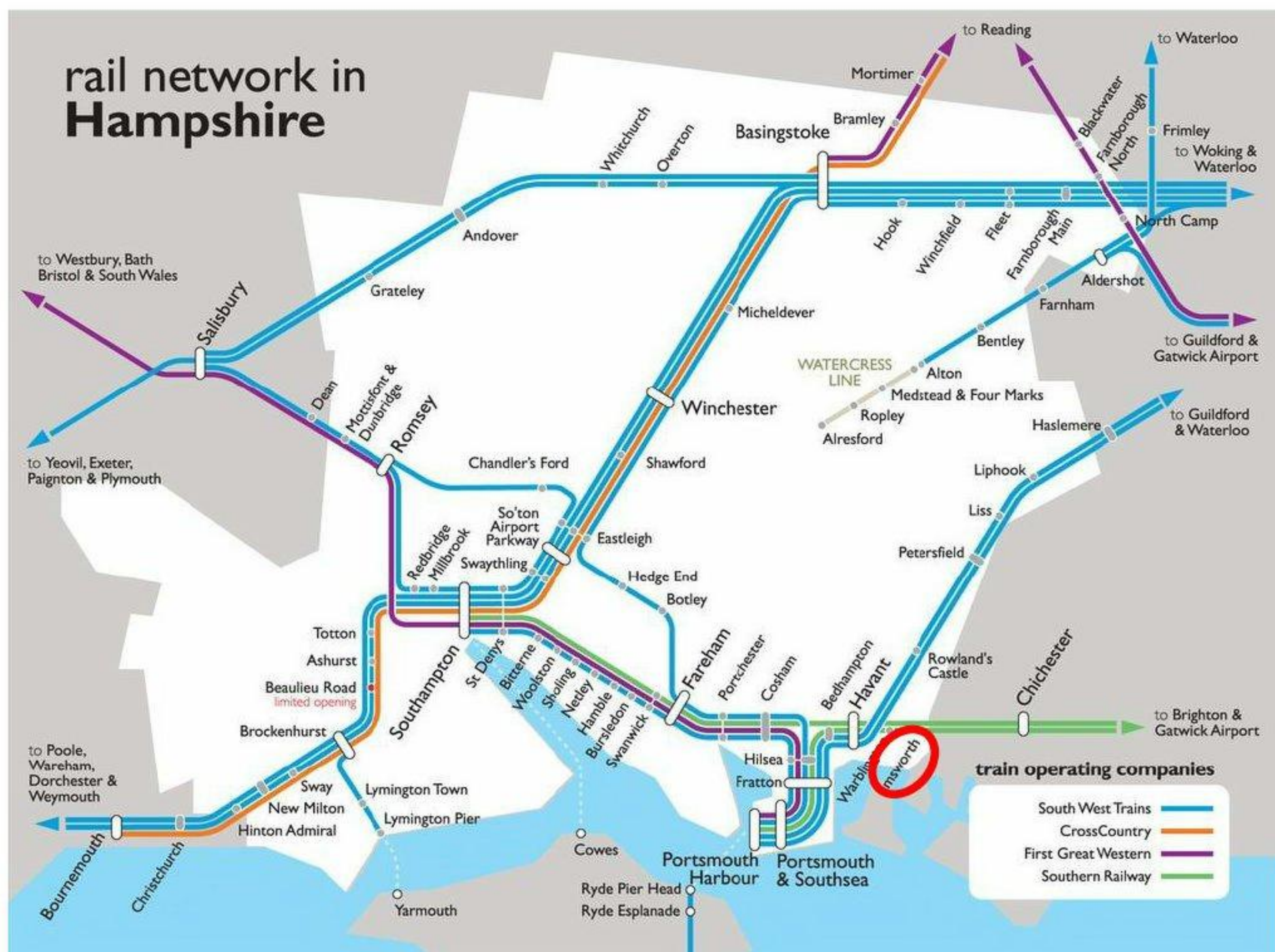
Trains

The nearest railway station is Emsworth. The station is on the following lines:

Brighton – Portsmouth Harbour

Brighton – Southampton

Littlehampton to Portsmouth & Southsea



Progress on Original Travel Plan

The Primary school developed a travel plan in 2009 which was not officially approved though was fairly well developed. However, the school sent out their surveys to every pupil, each member of staff and 100 residents in November 2008. A total of 193 pupil/parent surveys were sent out and 55 were returned – a response rate of 28%.

Comparing the pupil survey results from the 2009 and 2015 school census - at the primary school:

- Walking has decreased from 50.9% (86) to 42.9% (82)
- Cycling has decreased from 2.4% (4) to 1.5% (3)
- Pupils travelling to school by car alone has decreased from 40.8% (69) to 35% (67)
- Car sharing has increased from 0% to 15.1% (29)
- Bus, taxi and train use, has remained fairly static at 5% (10)

Preferred Mode of Travel

Comparing results for the pupils preferred mode of travel in 2009 with the recent travel survey results:

- Children preferring to walk has decreased from 42% (48) to 30% (24)
- Cycling has decreased from 40% (45) to 30% (24)
- Preferring to travel by bus/taxi/train has increased/decreased from 3% (2) to 4% (4)
- Travelling by car alone has increased from 11.5% (13) to 15% (12)

- Preference to car share has marginally decreased from 3.5% (4) to 3 (3%)

New categories have been introduced since 2009;

- Preference for scooting is at 11% (8), and finally
- Park and Stride preference is at 6% (5)

Staff travel

The table below shows the mode of travel for staff at the school in 2009 (only 14 of the 41 questionnaires were completed:

	Walk	Cycle	Bus	Train	Car Alone	Car Share	Other	Total
No:	1	2	0	0	11	2	0	16
Staff %	6.25%	12.5%	0%	0%	68.75%	12.5%	0%	100%

Comparing the recent staff survey results with those from the travel survey undertaken in July 2009.

At the primary school

- Walking has decreased from 6.3% (1) to 7% (2)
- Cycling has decreased from 12.5% (2) to 17% (5)
- Staff travelling to school by car alone has increased from 68.75% (11) to 72.4% (21)
- Car sharing has decreased from 12.5% (2) to 0
- Travelling by bus/train has remained the same 0% (0)
- 'Other' has increase from 0 to 3.5% (1)

Residents Responses

In November 2008, Year 5 children along with their teacher and parents distributed survey questionnaires to 100 local residents. 13 questionnaires were returned. The concerns from the residents were more for the safety of the children and young families in the community who are expected to cross such a dangerous road in to school every day, where there are too many speeding cars and inconsiderate parking by parents.

The aims and objectives set out in the 2009 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.

The 2009 school travel plan was not approved therefore remained in draft format. The draft does not include any agreed targets but the ones included are;

Original Target Set	Met within timescale	Met outside of timescale	Not met – in need of revision
To develop school main entrance to ensure pupils enter the school grounds safely		☒	
To heighten awareness of school location to car drivers on Victoria Rd			☒
To enable families and pupils to cross Victoria Rd safely			☒
To contribute towards HCC target of 50% reduction in number of children killed or seriously injured to the average 1994-1998 rate by 2010	☒		
To improve both access sites so that it is safer to walk into school.		☒	
To increase walking from 45% to 50%			☒
To improve cycle routes into school		☒	
To replace the current bike shelter		☒	
To provide a safe place to store cycle helmets, clothing etc			☒
To increase % of children cycling from 23% to 15%			☒

Measure	Met within Timescale	Met outside of Timescale	Not met	Still required
Separate paths as part of school buildings project by Sept 2009		☒		
Maintain and replace school warning signs on Victoria Rd		☒		
Build two pinch points at both crossing points across Victoria Rd			☒	☒
Include Road Safety in Curriculum	☒			
Create an exclusive pedestrian at the main school entrance across the school field as part of the school grounds project		☒		
Participate in walk to school week	☒			
To create a separate cycle path at the main entrance and alongside the field		☒		
To replace the cycle storage as part of the buildings project		☒		
.Continue with Yr6 cycle proficiency and extend to other years	☒			☒

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 Emsworth Primary School 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.

This school is still being expanded from the previous planning application in 2012/13 and is therefore managing the increases in numbers of pupils attending the school. It is therefore imperative that an additional expansion does not exacerbate any existing travel issues or introduce new ones.

Section 2

National Policy

Planning Policy Guidance Note 13: Transport (PPG13)

The Government's Planning Policy Guidance 13: Transport (PPG13), published in March 2001, includes the Government policy on the role of travel plans in relation to proposed developments. It states that travel plans are required to be submitted alongside planning applications that are likely to have significant transport implications. Their aims include :

- Reducing car usage (especially single occupancy journeys) and increasing the use of public transport, walking and cycling;
- Decreasing traffic speeds, and improving road safety and personal security particularly for pedestrians and cyclists; and
- Incorporating more environmentally friendly delivery and freight movements.

PPG13 also states that:

'New and expanded school facilities should be accompanied by a school travel plan which promotes safe cycle and walking routes, restricts parking and car access at and around schools, and includes on-site changing and cycle storage facilities.'

In addition, PPG13 advises that travel plans should have measurable outputs and should arrange for monitoring the progress of the 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 2012-15

In July 2012, Hampshire County Council and the NHS Primary Care Trust developed its 'Hampshire 'Healthy Weights' Strategy 2012-2015, following on from the previous edition in 2009. The vision is to;

"To increase the number of children and young people in Hampshire with a healthy weight"

This was written in light of the new Government's Public Health White Paper and new 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 1%

of Hampshire children (2010/11) who are underweight and will respond to their needs as appropriate.

Under the 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. Within Hampshire, there appears to be a small positive change within the Reception age category, but a 'variable prevalence in Year 6 and no obvious trend up or down'.

With the national and local policy context taken into consideration, along with the evidence provided to-date, six overarching priorities for 2012-2015 have been agreed to take this forward;

1. Build local intelligence and increase understanding of the issues.
2. Build on the Partnership approach to delivery.
3. Create environments that promote health (emotional health; healthy eating and physical activity).
4. Help families and children make healthier lifestyle choices.
5. Provide effective services for those at risk of unhealthy weights.
6. Implement a workforce development strategy.

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 Once a Week, Bikeability and so on.

In particular, 3.5 of the Healthy Weights Action Plan summarises the contribution that active and sustainable travel makes towards Priority 3.

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, especially when they are linked with new development, 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, staff, governors and local residents have been consulted;

Group consulted	On what?	How?	When?	Evidence included within the travel plan
Parents	• Travel Behaviour • School expansion	• Travel Survey • Consultation events	May 16 March & Sept 16	Copy of questionnaire; (Appendix 9) Copy of letters (Appendix 10)
Pupils	• Travel Behaviour	• Travel Survey	May 16	Copy of questionnaire; (Appendix 9)
Staff	• Travel Behaviour • School expansion	• Questionnaire • Consultation events	Sept 16 March & Sept 16	Copy of questionnaire; (Appendix 11) Copy of letters (Appendix 10)
Governors	• Travel survey results • School expansion	• Governors' mtg • Consultation events	Sept 16 March & Sept 16	Copy of minutes (Appendix 12) Copy of letters (Appendix 10)
Local residents	• School expansion details	• Public events	March & Sept 16	Copy of survey (Appendix 13) Map of consultation coverage (Appendix 14)
Local Councillors	• School expansion details	• Public events	March & Sept 16	
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)
Housing Association	• Parking in the private car park	• Letter sent from HT to Guinness Partnership who in turn sent a letter to parents re. new charging permit system	October 2016	Copy of letter to parents (Appendix 17)

School Travel Survey

Emsworth Primary school 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 May 2016 with a covering letter.

Staff were also provided with a simple survey to complete in September 2016, 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.

The Governing Body of both schools were not consulted on their travel behaviour but were presented with a summary of the pupil/parent survey in a Governors' meeting. They were asked for their views post-meeting and to share anything that was not included.

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, letters were sent to residents inviting them to a consultation event in September 2016 whereby residents could view and listen to the proposals, and share their views and concerns on the building and the wider impacts. 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. Alternatively, they could email the County Council's Strategic Development Officer.

Other stakeholders that would either be impacted by travel to and from the school e.g. Housing Association, or would be able to assist with the solutions to the issues, were also consulted or contacted via email or by phone to identify possibly opportunities to discourage parking surrounding the school and encourage the alternatives. Where this is not possible, contact with the local enforcement agencies has been made to understand what the current levels of enforcement are and if there are any opportunities moving forward.

Sustainable Travel embedded in the Curriculum

To-date there hasn't been a big emphasis on the importance of active and sustainable travel. However there are a few links across a couple of subjects and further possible links will be sought going forward.

Geography;

	Autumn Term	Spring Term	Summer Term
Reception	Understanding the World: People and communities, the World, technology	Understanding the World: People and communities, the World, technology	Understanding the World: People and communities, the World, technology
Year 1	Local study, field work skills.	UK, in relation to where we are.	Hot and cold areas/climates
Year 2	Mapping Skills. Comparison: Our home town/New York	Name and locate: Worlds, continents, oceans	Field work – Plans, aerial photos, maps, symbols. Road safety, local issues.
Year 3		Countries, cities, counties	
Year 4		Place Knowledge. National parks. Topography across the UK	Geographical skills and field work
Year 5		Continents, seas, map work with focus on France	
Year 6		North and South America	

As can be seen from the above table for Geography there are links in Year 2 the local area, map reading skills and road safety. There could be opportunities to expand this to include other elements such as traffic counts, walking zones and much more.

Science

Across our units of work in Science, the school already covers the importance of being healthy and active;

Year 2

Healthy eating and exercise

Finding out about and describe the basic needs of animals, including humans, for survival (water, food and air).

Describing the importance for humans of exercise, eating the right amounts of different types of food, and hygiene.

Year 6

Recognising the impact of diet, exercise, drugs and lifestyle on the way their bodies function.

Again, there could be opportunities to look at the role the journey to school can play to every day exercise and the importance of maintaining this at secondary school.

Section 4 – Survey Information

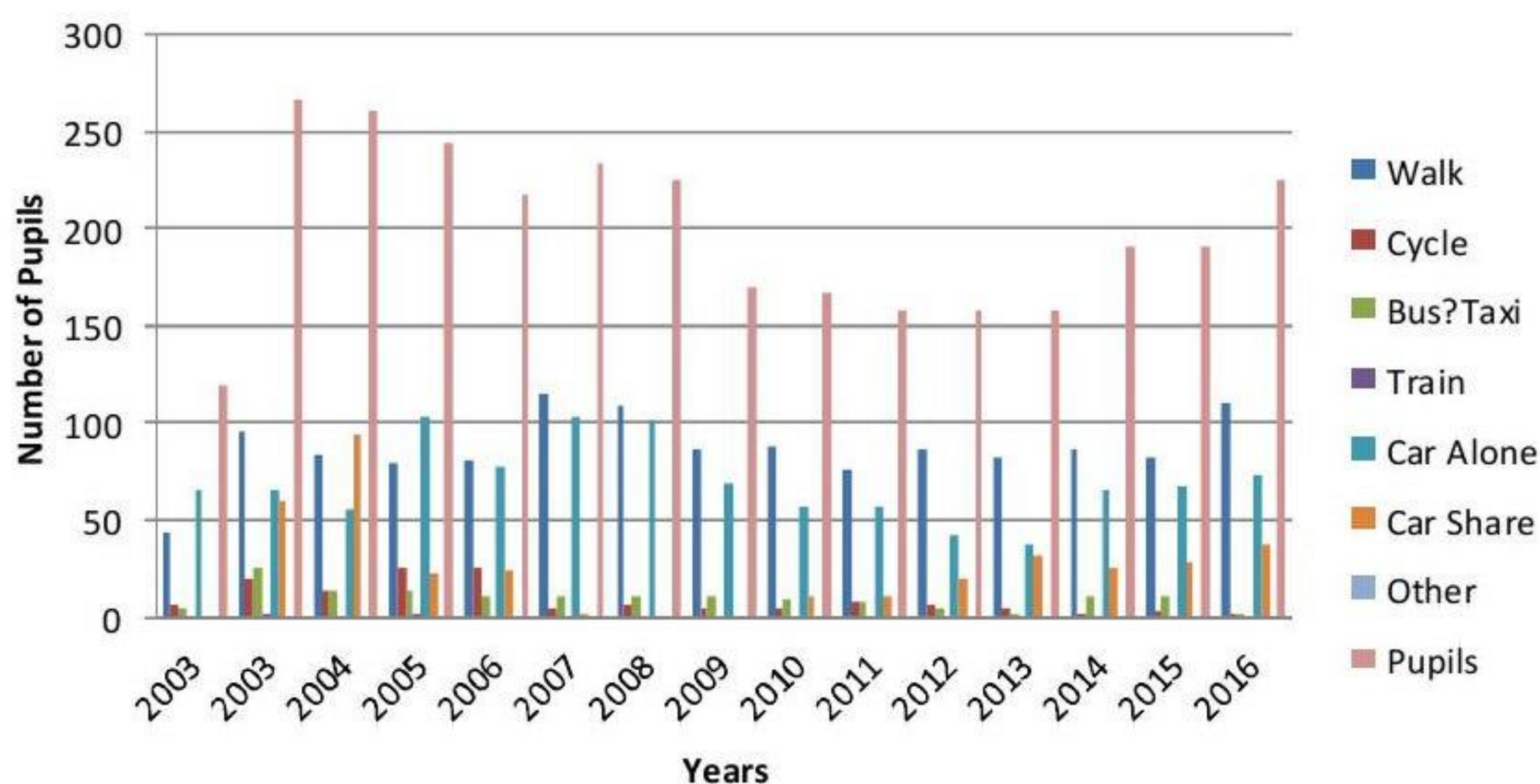
Pupil Survey Historical Data

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 2015;

Primary School Modes of Transport – Numbers

Year	Walk	Cycle	Bus/Taxi	Train	Car Alone	Car Share	Other	Pupils
2003	43	6	5	0	65	0	0	119
2003	96	19	25	1	66	59	0	266
2004	84	14	13	0	55	94	0	260
2005	79	25	14	2	102	22	0	244
2006	81	25	10	0	78	24	0	218
2007	115	5	11	0	102	1	0	234
2008	108	6	10	0	101	0	0	225
2009	86	4	10	0	69	0	0	169
2010	88	4	9	0	56	10	0	167
2011	76	8	7	0	57	10	0	158
2012	86	6	4	0	42	20	0	158
2013	82	5	2	0	37	32	0	158
2014	87	2	10	0	66	25	0	190
2015	82	3	10	0	67	29	0	191
2016	110	2	2	0	73	38	0	225

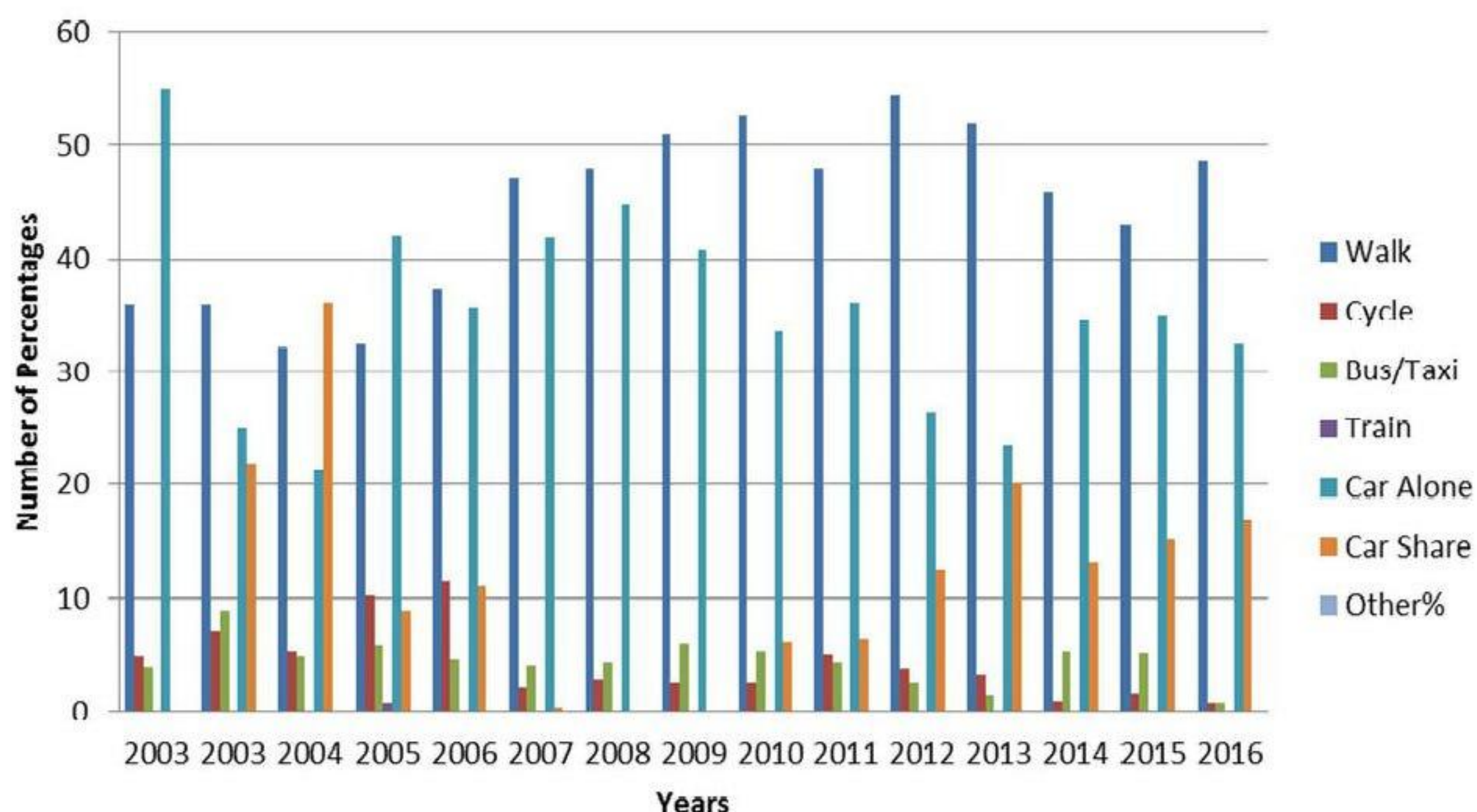
2767 Emsworth Primary School Modes of Travel - Numbers



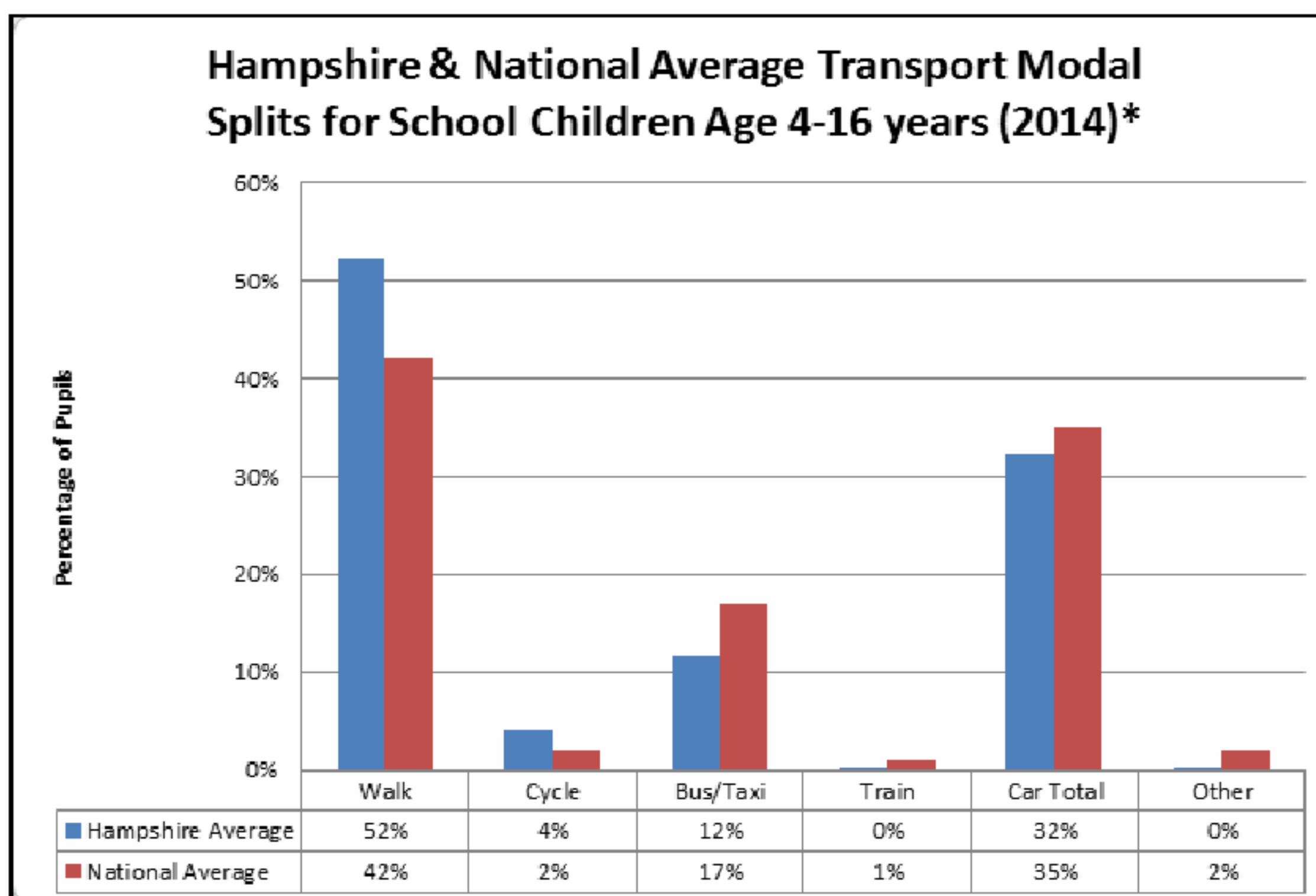
Primary School – Modes of Transport (Percentages)

Year	Walk	Cycle	Bus/Taxi	Train	Car Alone	Car Share	Other
2003	36	5	4	0	55	0	0
2003	36	7	9	0	25	22	0
2004	32.2	5.4	5	0	21.2	36.2	0
2005	32.4	10.2	5.7	0.8	41.9	9	0
2006	37.2	11.5	4.6	0	35.7	11	0
2007	47.1	2	4.1	0	41.8	0.4	0
2008	48	2.7	4.4	0	44.9	0	0
2009	50.9	2.4	5.9	0	40.8	0	0
2010	52.7	2.4	5.4	0	33.5	6	0
2011	48.1	5.1	4.4	0	36.1	6.3	0
2012	54.4	3.8	2.5	0	26.5	12.6	0
2013	51.9	3.2	1.3	0	23.4	20.2	0
2014	45.8	1	5.3	0	34.7	13.2	0
2015	42.9	1.5	5.2	0	35	15.1	0
2016	48.8	0.8	0.8	0	32.4	16.8	0

2767 Emsworth Primary School Modes of Travel - Percentages



The data shows that walking to the school has increased as the dominant form of travel over the past thirteen years, peaking at 54% in 2012. Travelling by car alone is also fairly dominant, peaking at 44.9% (2008). These figures dropped significantly to 26.5% (2012) and 23.4% (2013) which coincided with an increase in the numbers walking to school. Travel to school by car alone has increased again over the past couple of years – 32.4% (2016). The numbers car sharing peaked at 36.5% (2004) and tailed off to 0% (2008/9) and currently stands at 16.8%.



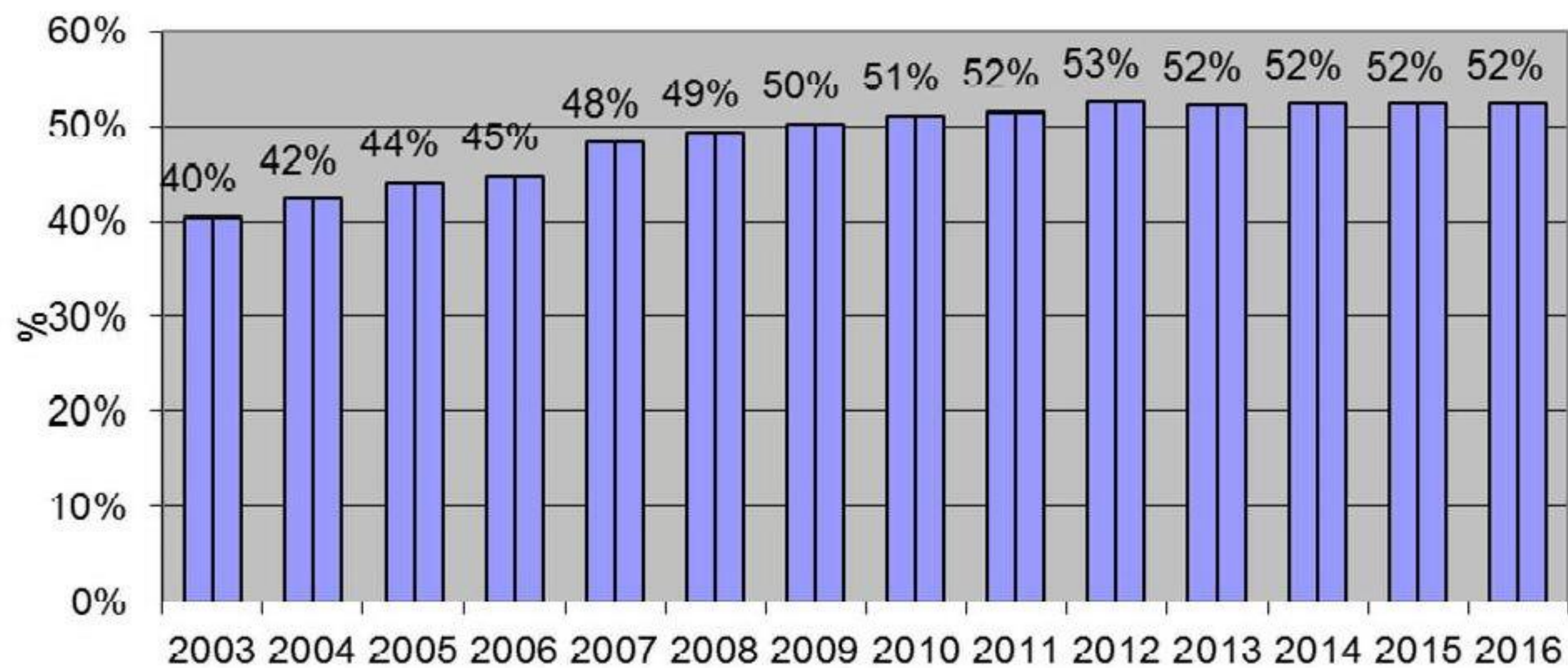
**Data obtained from the National Travel Survey 2014 (Melbourne. L et al. (2013)) and HCC (2014) annual SIMS Census Data.*

Nationally, a National Travel Survey was undertaken in 2014 by the Department for Transport which revealed that 42% of trips to and from school by primary school children (aged 5-10) were made on foot and the proportion of trips by car increased from 35% to 44% since 1997. Below, is the average for 5-16 year olds. Emsworth school is 7% above the National average and 3% below the Hampshire average for walking. It is 14% above the National and 17% above Hampshire averages for total car travel and below for bus travel. Cycling to school is below the National/Hampshire averages.

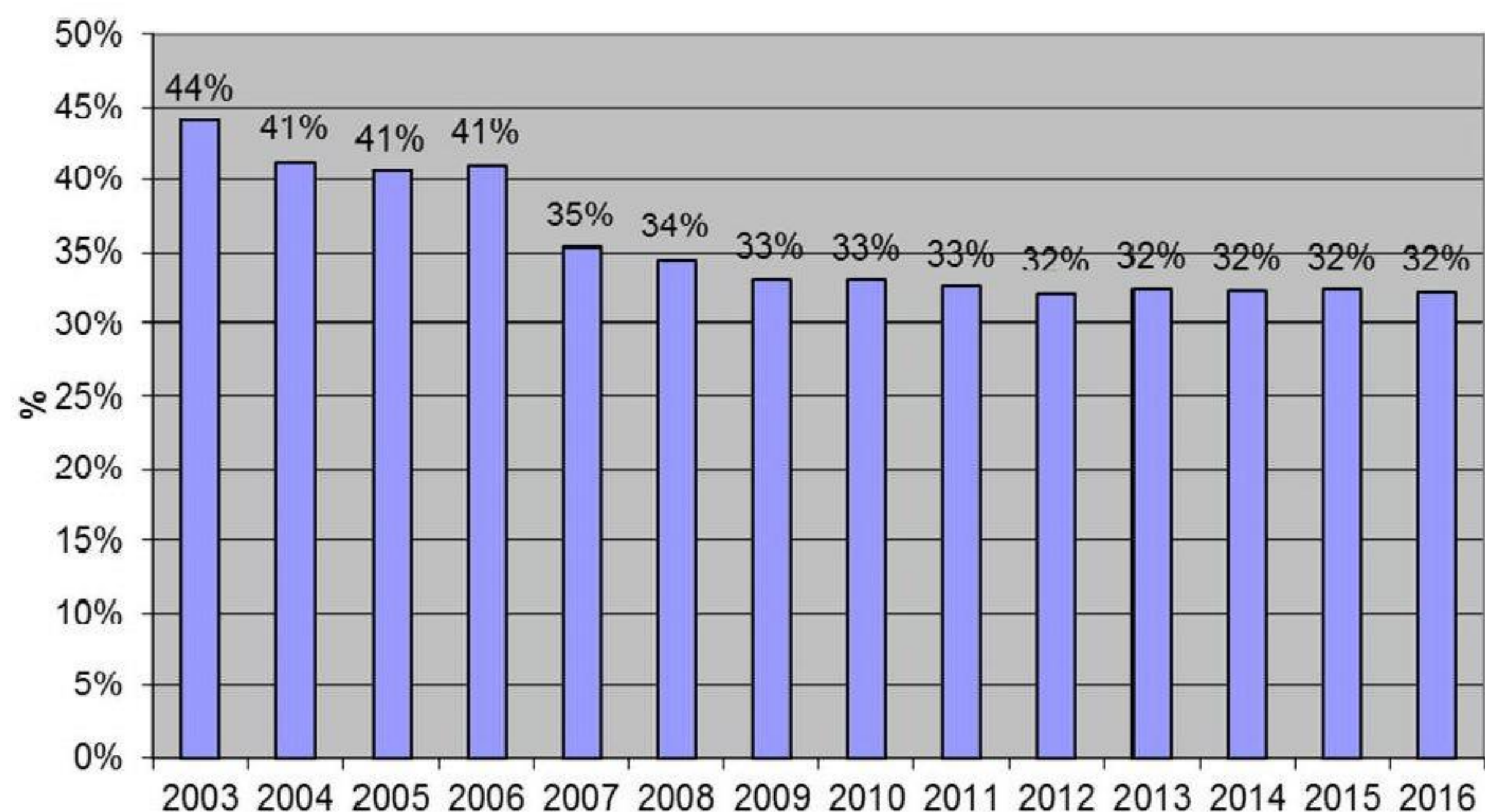
National Travel Survey – Modes of Travel 1995/97 – 2014, 5 – 16 year olds.

	<i>Percentage</i>														
	1995/97	1998/00	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Main mode															
Aged 5-16 years:															
Walk ²	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 transport ³	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

Travel to School Trends: Walking: 2003-2016



Travel to School Trends In Hampshire: Car Total: 2003-2016



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 the recent travel surveys at the primary school, it is just below the Hampshire average at 49% and car use (i.e. total) is significantly more, by 17%. Considering the catchment of the school should be within walking/cycling distance, it should be an aspiration to reduce car use as local school places deliver more for local children, in addition to the heavy levels of investment into infrastructure in the local area.

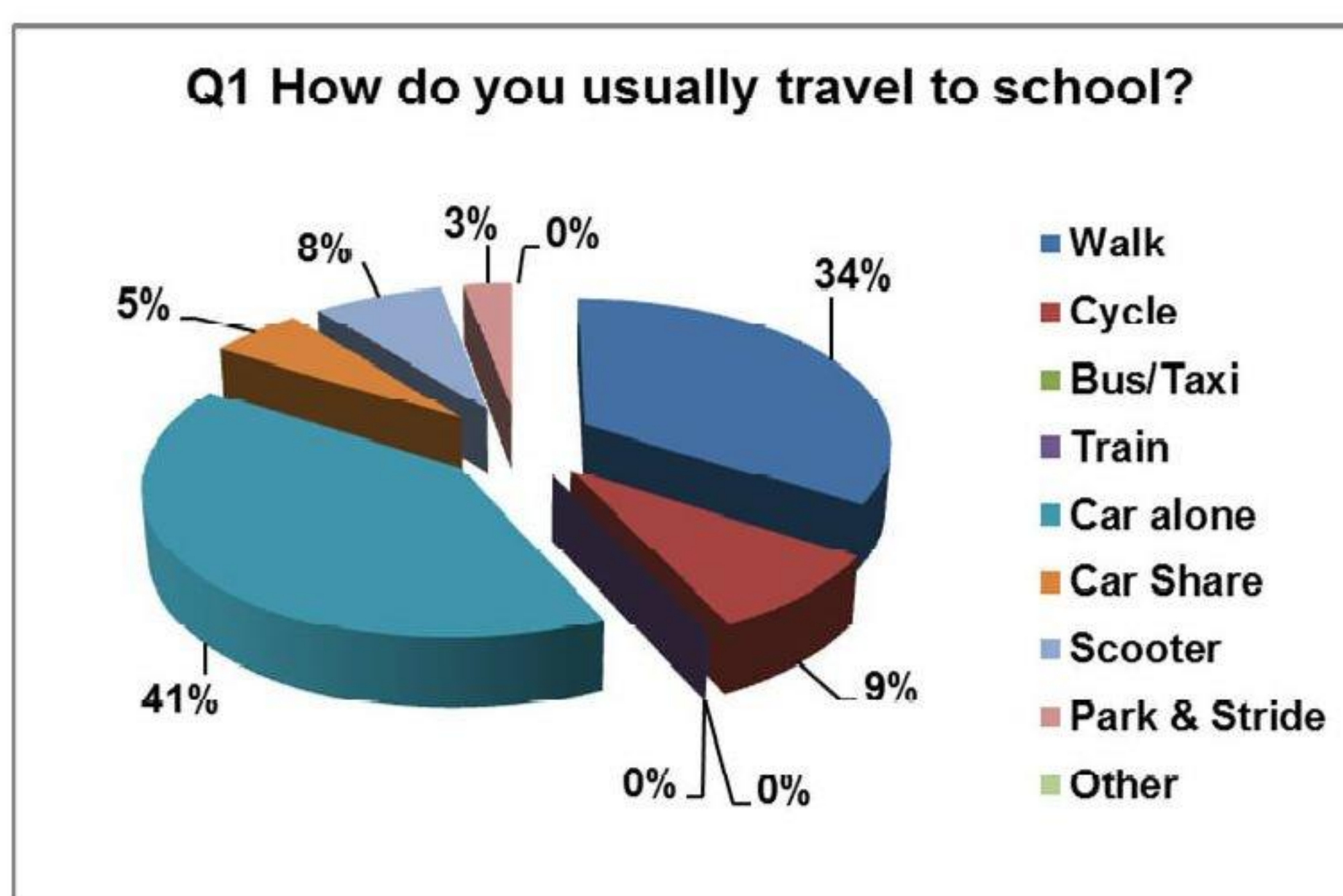
Section 4

Pupil/Parent Survey

In May 2016 parents and pupils of Emsworth Primary School were consulted on their travel behaviour and views through a school travel questionnaire (A full copy of the survey can be found in Appendix 9).

Out of the 227 surveys distributed, 80 responses were received (35.2%).

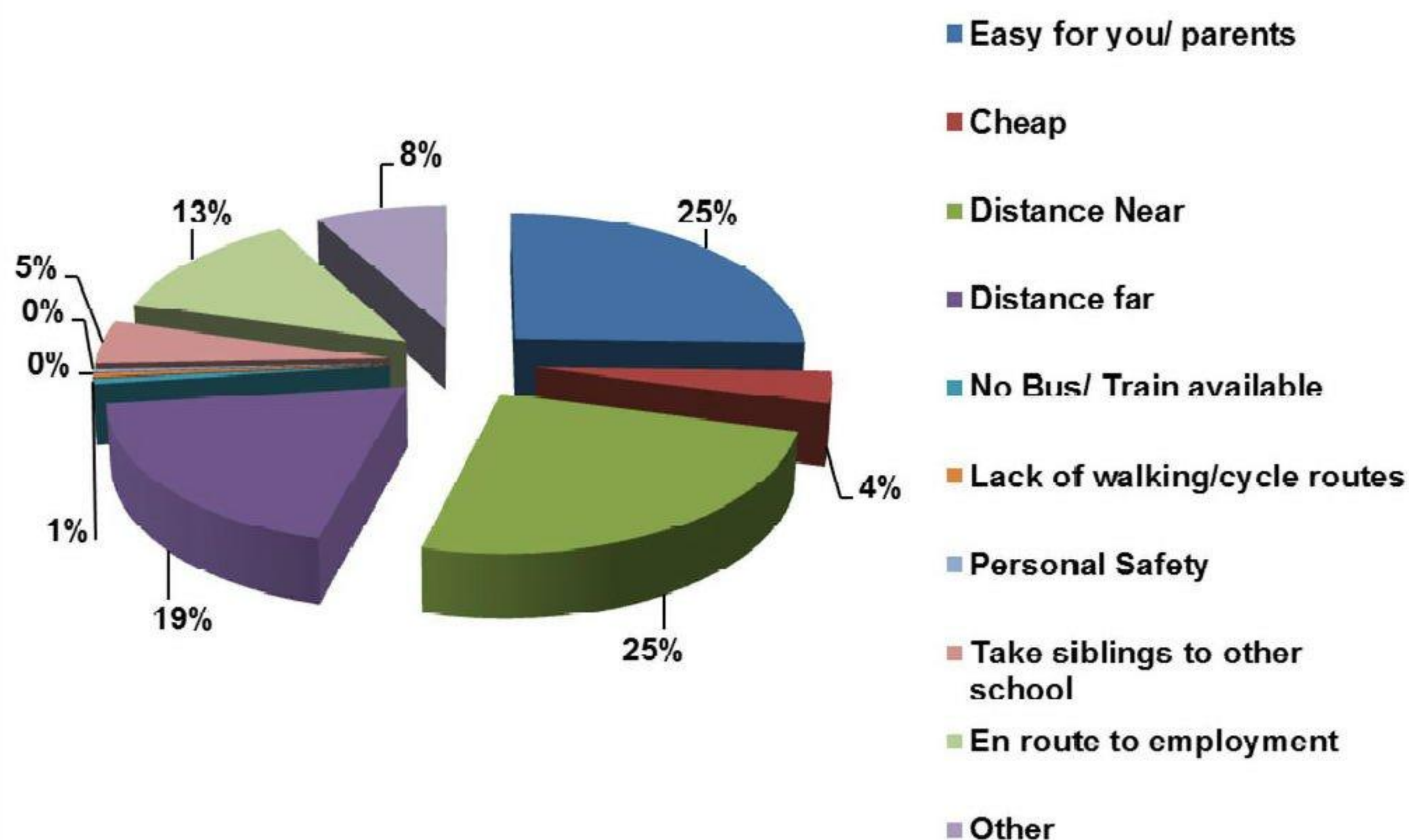
Q1 How do you usually travel to school?								
Walk	Cycle	Bus/Taxi	Train	Car alone	Car Share	Scooter	Park & Stride	Other
27	7	0	0	33	5	6	2	0
34%	9%	0%	0%	41%	6%	8%	3%	0%



Overall there was a 32% response to the travel surveys and from the responses received the main choice of travel mode for the children of Emsworth Primary School is car alone with 41% choosing this method. Just over a third walk and 17% cycle/scooter. 6% car share and 3% park and stride. (If respondents chose several modes of travel these have been calculated as a decimal to add up to the value of '1')

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
20	3	20	15	1	0	0	4	11	6
25%	4%	25%	19%	1%	0%	0%	5%	13%	8%

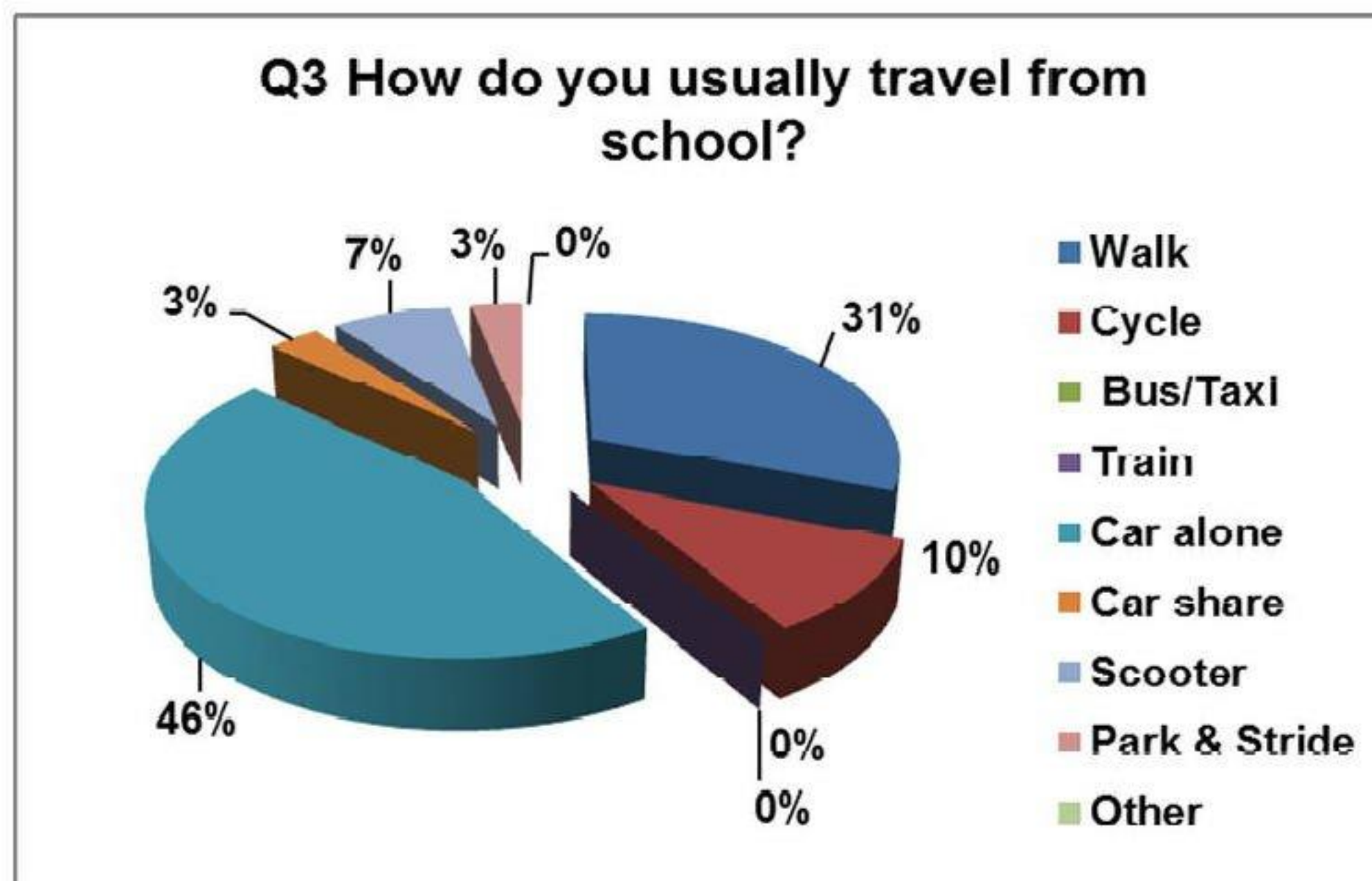
Q2 Why do you travel to school in this way?



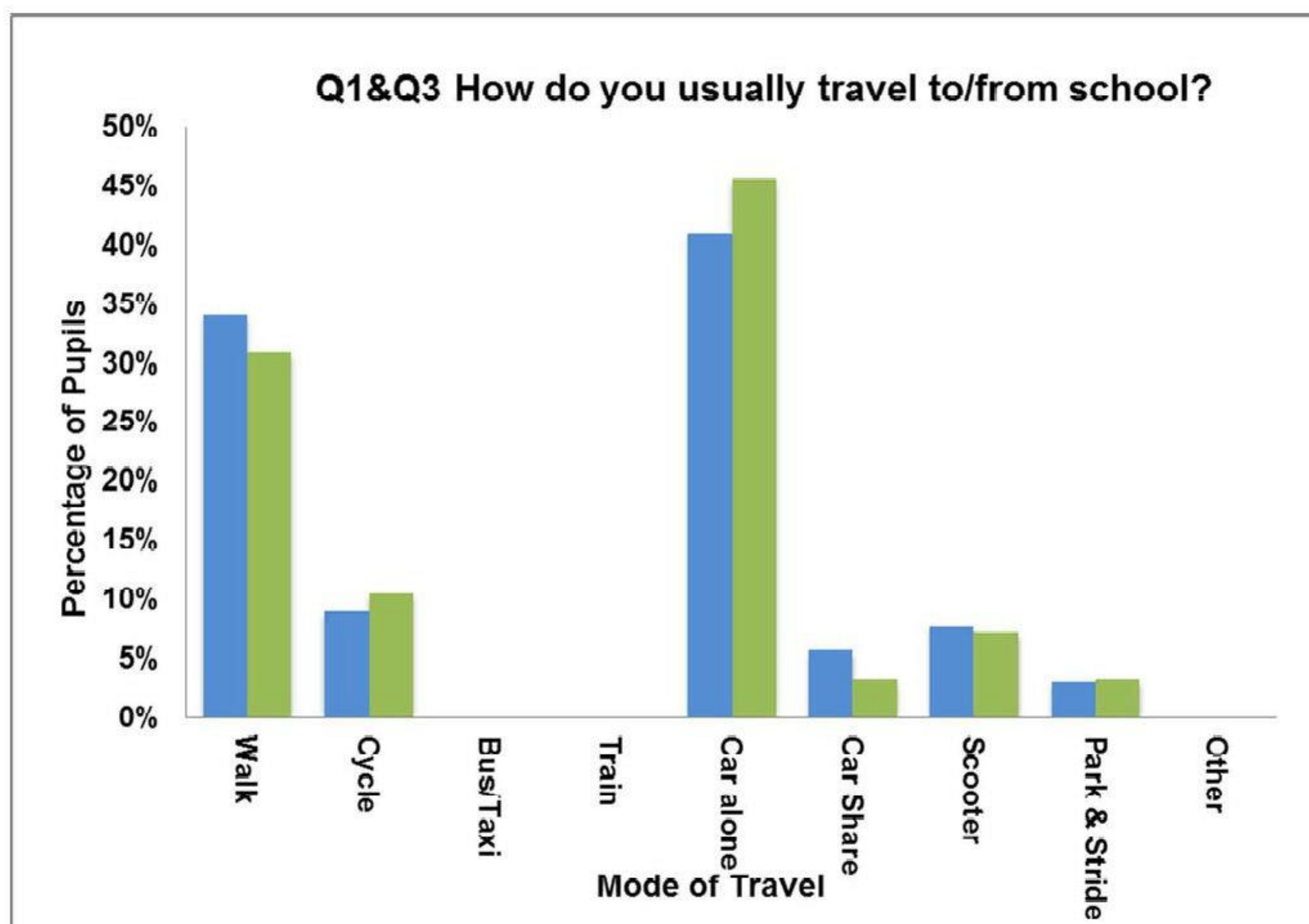
The main reasons for choice of travel mode by respondents were “Distance Near” (25%) and “Easy for you/Parents” (25%). 13% of parents are on their way to work, 19% said they choose their particular method of travel because the “distance was far”. This reflects the rough proportions of how parents and children are traveling, but it’s positive that most families feel that there are adequate walking and cycling routes. (If respondents chose several reasons these have been calculated as a decimal to add up to the value of ‘1’)

Q3 How do you usually travel home from school?

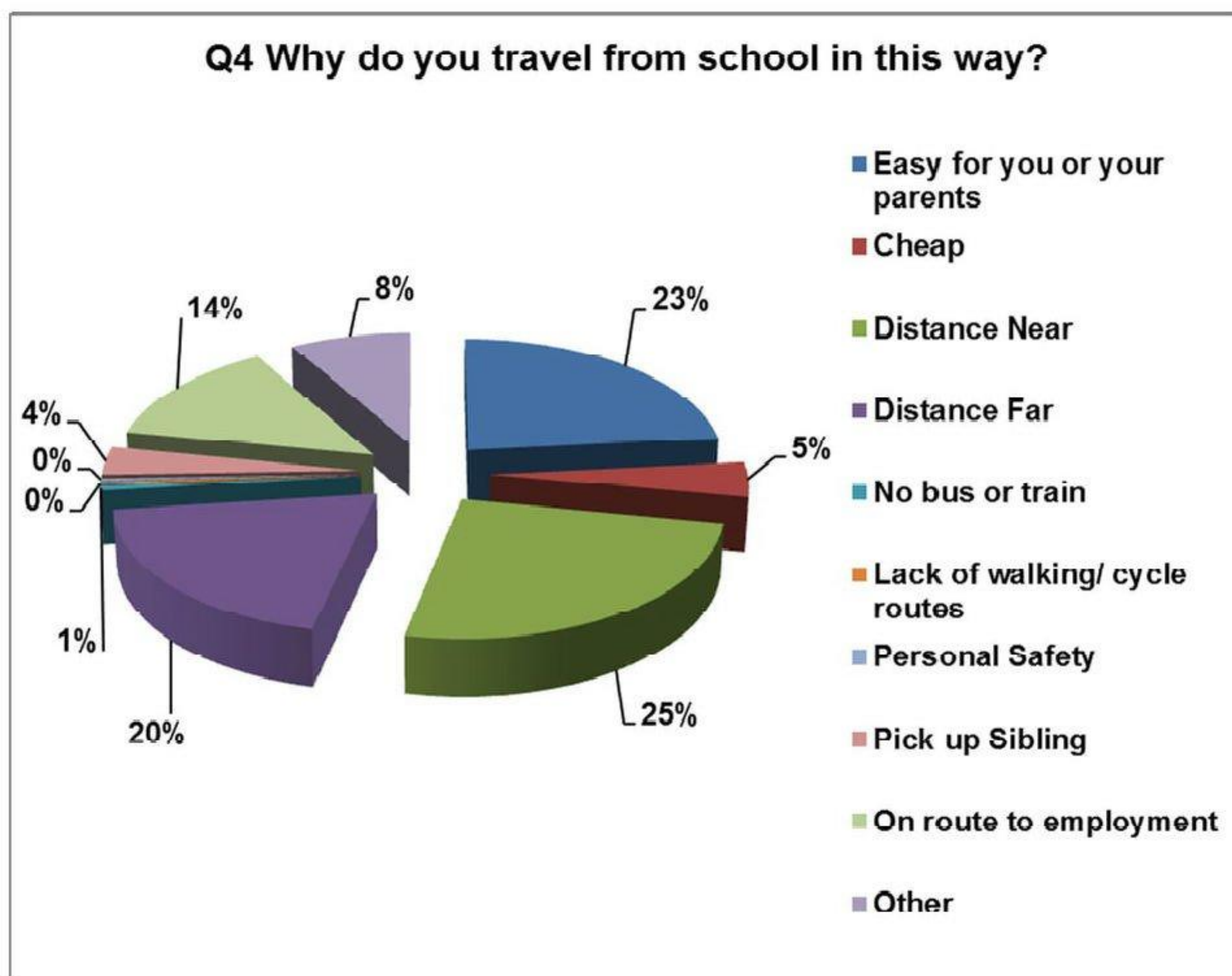
Walk	Cycle	Bus/Taxi	Train	Car alone	Car share	Scooter	Park & Stride	Other
25	8	0	0	36	3	5	3	0
31%	10%	0%	0%	45%	3%	7%	3%	0%



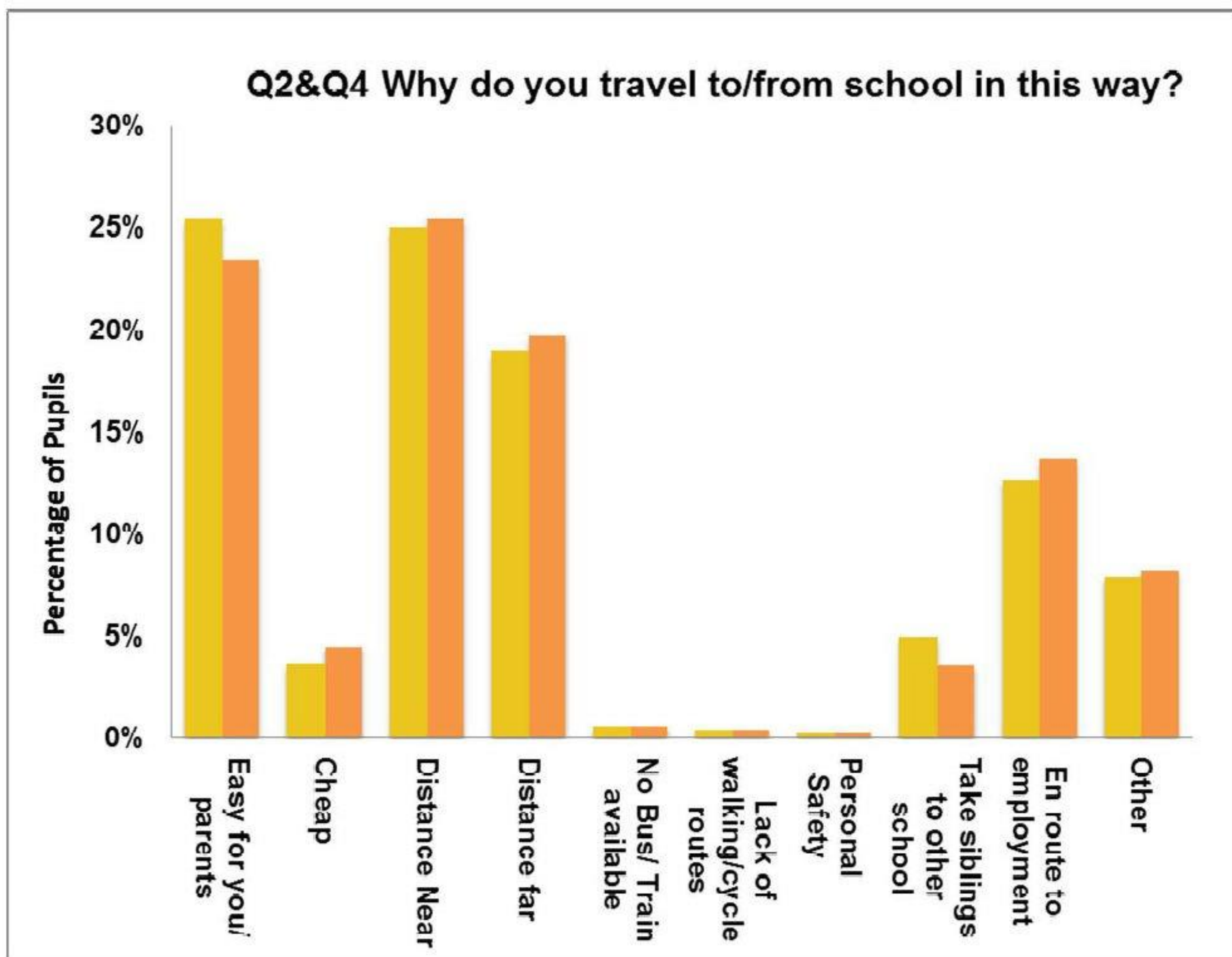
More children from Emsworth Primary school tend to travel home by car alone (45% compared with 33% in the morning) and 3% less children walk home from school – therefore the walking rate home from school decreases to 31%. This maybe due to parents collecting their children from work, or sometimes if their child has attended after school clubs. Similar numbers scoot or park and stride and 3% more children cycle home (10%). (If respondents chose several modes of travel, these have been calculated as a decimal to add up to the value of '1').



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
18	4	20	16	1	0	0	3	11	7
23%	5%	25%	20%	1%	0%	0%	4%	14%	8%

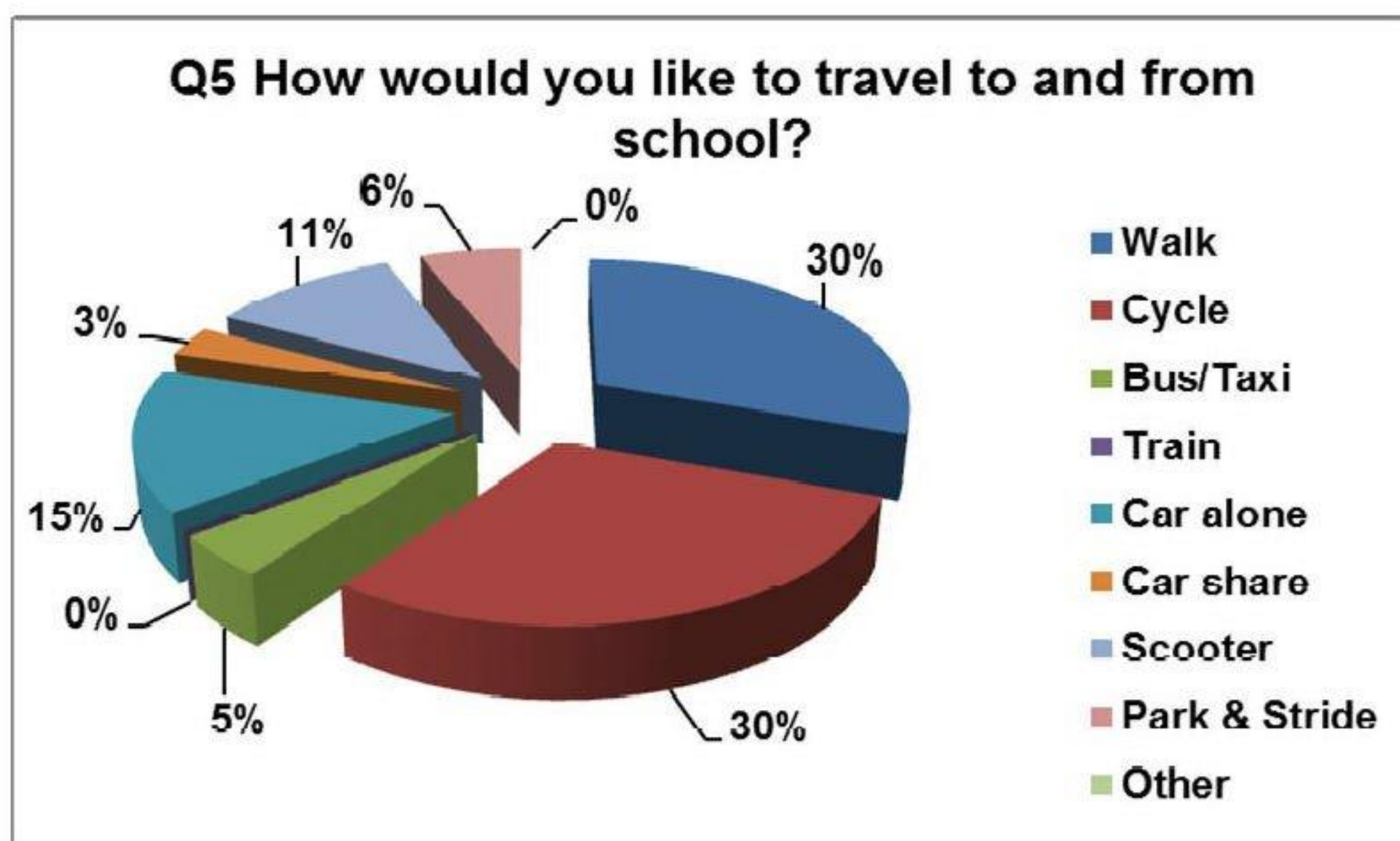


Reasons for travelling home from school are very similar to those in the morning - 23% stated that it was "Easy for me/parents", 25% because the "Distance – near", 14% were on their way back from employment , 4% were picking up siblings, 20% stated that the "Distance was far", 5% because it was "cheap" and 1% chose this method due to lack of public transport. (If respondents chose several reasons for travel, these have been calculated as a decimal to add up to the value of '1').

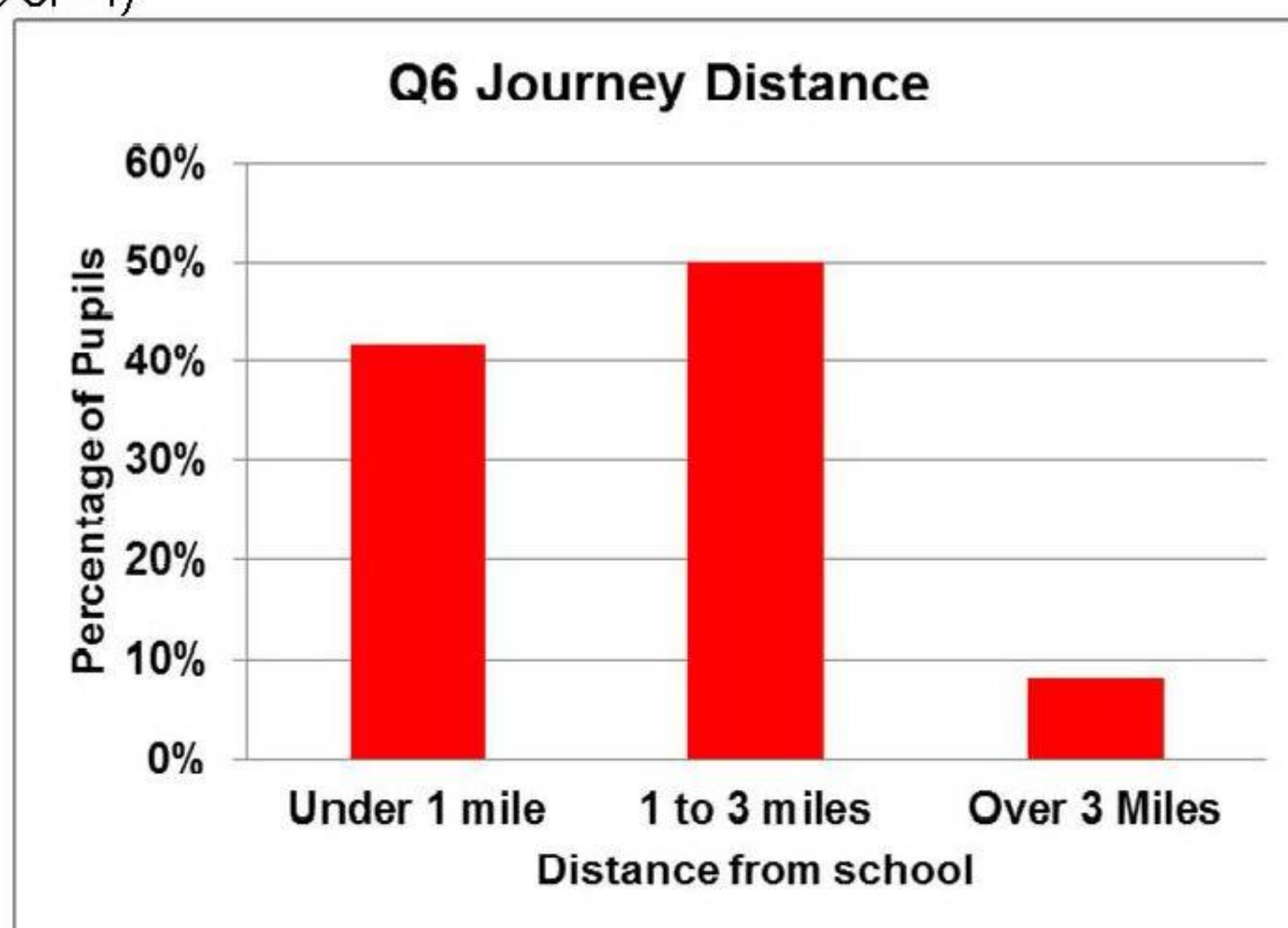


When comparing why the respondents at Emsworth Primary School chose their preferred mode of travel to and from school, the main reasons given were “Easy for you/parents”, “Distance near” and “Distance Far”. Interestingly more parents seem to be siting their journey to work on the home resulting in their choice of travel, and fewer around picking up siblings in the afternoon. It maybe that older children make their own way home.

Q5 How would you like to travel to and from School?								
Walk	Cycle	Bus/Taxi	Train	Car alone	Car share	Scooter	Park & Stride	Other
24	24	4	0	12	3	8	5	0
30%	30%	4%	0%	15%	3%	11%	6%	0%



When asked how they would LIKE to come to school, 71% of children of Emsworth Primary School would like to travel in an active way to school. 30% stated that they would like to walk, 30% would like to cycle and 11% wanted to scoot. This is very positive for working towards a modal shift away from the car. Only 15% want to travel by car alone and 6% would like to park and stride, and 3% car share. (If respondents chose several modes of travel, these have been calculated as a decimal to add up to the value of "1")



Q6 Journey Distance		
Under 1 mile	1 to 3 miles	Over 3 Miles
33	39.5	6.5
42%	50%	8%

42% of the pupils who answered the survey at Emsworth Primary School live within one mile of the school. However, half live between 1-3 miles from the school and 8% travel from more than 3 miles from the school. Should this be accurate then it explains the lack of pupils walking to school but hopefully means that there is potential for greater cycling rates.

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

Topic responses	Number of similar
Crossing points	10
• A lollipop crossing would be the safest for all pupils. • Crossing facilities along Victoria road as trying to cross can be tricky especially with younger siblings as well as myself. • Crossing facilities in Southleigh Road. • Crossing on Victoria Road. Lollipop lady/man. Cycle path along Record road and on to Victoria road should make it much safer for cycling. • It will be good to have a crossing facilities at Horndean/New Brighton road as crossing point at St James School too far away to us. • Lollypop man around school entrance. • Safer crossing across Horndean road for after school clubs • Safer crossing around Glenwood School (Victoria road) • Victoria road; Outside school, School Crossing Patrol Person or Speed restrictions and parking attendant. • Zebra crossing on Horndean Road.	
Footpaths / hedgerows	1
• Improved footpaths.	
Driver behaviour / parking	3
• Crossing the road can be quite difficult with lots of parents looking for parking spaces • Slow the cars down in Selangor avenue. • The crossing and walk via Nore Farm Avenue is very dangerous. Vehicles from the garage park all along the road facing pedestrians in to carriageway.	
Cycling / scooting	5
• Cycle path often overgrown with brambles. When the hedge is cut, the thorns are left all over the cycle path and we had lots of punctures. • Cycle training. • Cycle training - our journey is mostly by main roads and put off cycling by lack of road awareness/confidence. • Too many cars parking on the pavement near school. The cars parked on the pavement. • Would love to cycle on days when not working, but learning to ride a bike in our area is proving an impossible task. We come in a bike trailer but will grow too big for it soon!	
General comments	2
• At Warblington station, in the morning, when the train barrier isn't down it take a long time for me to get across so more crossing facilities would help so I'm not late for school • Breakfast club to start earlier and allow time for mum to ride from work to collect us from school.	

There weren't a large number of measures that were identified from the travel surveys, but the top improvement parents would like to see is improved crossing points. The main locations for these are on Victoria Rd and Horndean Rd.

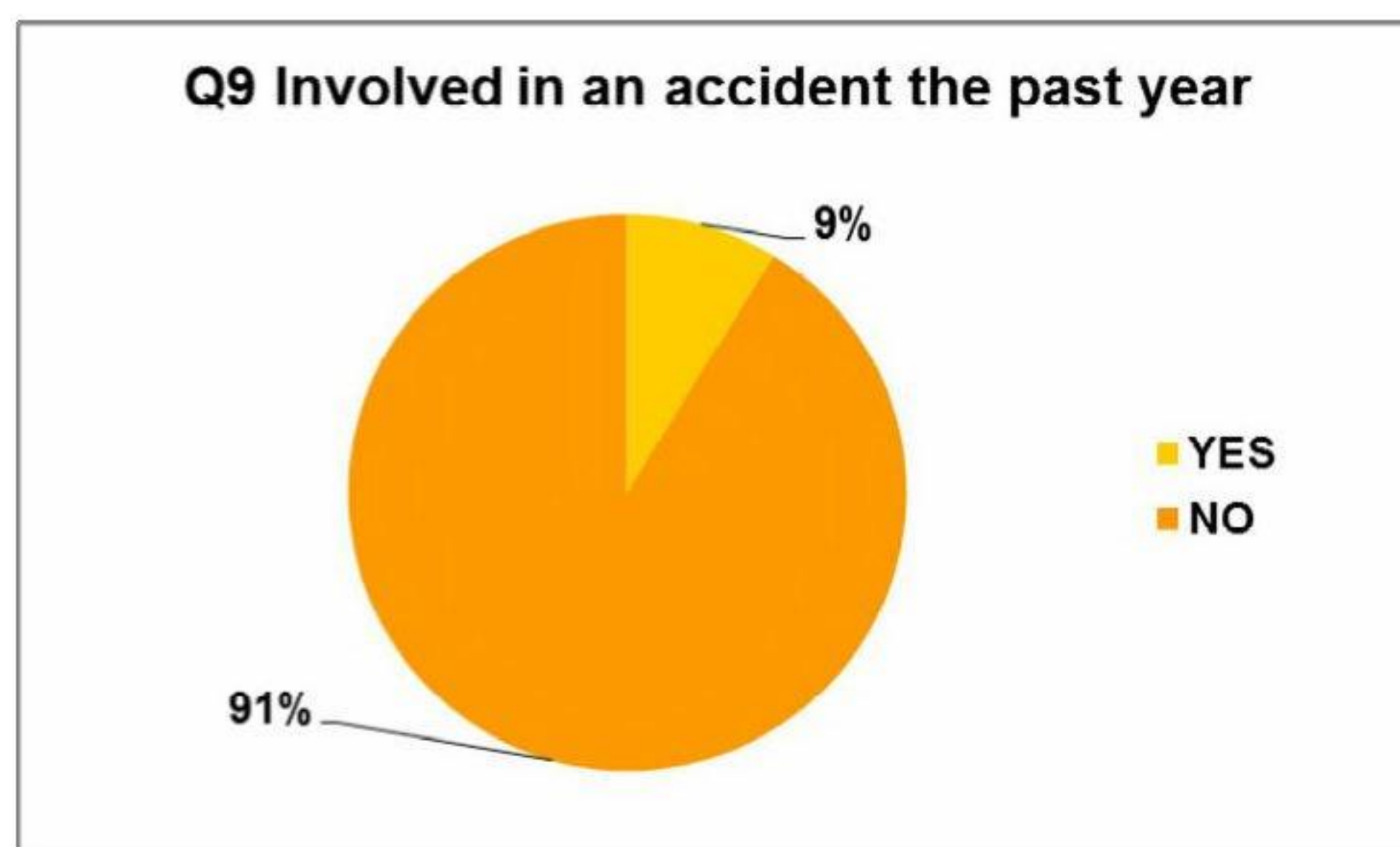
Cycle training has also been raised as a need.

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

Topic responses	Number of similar
Driver behaviour / parking	15
- Cars going too fast and parking a problem as sometimes I try to cross I cannot see as cars park anywhere, where I want to cross. - Cars travel too fast down Selangor/Victoria road. - Fast cars. - It's very difficult to park. We park a long way from the school. - Just outside school entrance there can be poor parking on a road that has a bend. Some cars drive too quickly past - a crossing and/or lower speed limit directly outside would be beneficial. - Parking poor due to location. - Parking, parking, parking!! On days when I cycle, I bring girls in bike trailer and ride in to school playground. It is in desperate need of resurfacing. - Stupid parking along Victoria Rd outside of school. - The cars parked on the pavement. - The cars parking, reversing, manoeuvring make it very unsafe on the pavements and crossing roads near to school and in Record Road. - There is no parking when we take the car and crossing Victoria Rd can be a nightmare because of all the cars especially for the younger siblings who come on the school run. - Too far, not safe. Location of school is not ideal. Local residents and other parents have no consideration for parents picking up children. Should have drop off points and staggered school times (a.m.). - Victoria Road, Emsworth. Parking at the school is limited. Local residents often irritate with lots of cars. - Victoria Road. We have to run across the road. The cars speed around the blind corner of Bosmere Gardens. The amount of cars at the top of Victoria Road causes problems on the paths. - Have had to deal with aggressive behaviour and rude language from drivers.	
Busy roads	3
- Busy narrow roads with lots of parked cars - Busy road. Lollipop lady needed at Victoria Road. - Traffic through Havant or alternatively getting on the motorway at Bedhampton is a nightmare.	
Footpaths / hedgerows	2
- On first avenue and Castle Avenue there are big trees on the pavement and they are a big inconvenience when there is moss and you try to brake but you slide into them. - The underpass between Emsworth Park and Glenwood School	
Cycling / scooting	3
- Cycle lanes and paths poorly marked out between Emsworth and Southbourne along the main road. - Horndean road too dangerous for children to cycle down. Pavements too narrow	

- and crosses several concealed driveways. - The cycle path down past the allotments badly needs lighting - it is dangerous for cycling in winter. It is excellent to have though.	
Dog fouling / horse droppings	1
Hazardous around Glenwood School - taxis dropping off; dog poo on pavement	
Pedestrian crossings	4
- Difficult to cross at rush hour - near Sycamore Cars/BP garage. - Having to cross the road (Selangor Ave). - Junction at Nore Farm Avenue/Havant Road is very dangerous. - Pelican crossing required at the bottom of New Brighton Road to Horndean Road. Very busy road and dangerous to cross with children.	
General comments	3
- I don't like how far I have to walk. When my friends are off school I have to walk alone and it feels really weird walking through alleyways alone. - I don't like it when it rains because I get soaked. - Thursday - dustman delaying us.	

When parents and pupils were asked what they dislike on their journey, unsurprisingly parking and driving behaviour was the issue that was raised most frequently. This is raised in a number of locations including outside of the school, Victoria Rd, Bosmere Gdns and Selangor Ave. This was primarily the key issues although other comments were made about crossing the odd road and cycle lanes, but in no frequent locations.



Q9 Involved in an accident the past year	
YES	NO
7	73
9%	91%

Reasons given for accidents

Dropped bike rushing across the road to miss cars.
Had few near misses with cars speeding.
Hit by a child on a bike going into school.
I have witnessed many near misses when children cross the road around the school entrance.
I fell over in the road trying to cross over to quickly.
Large white school coach was oncoming along narrow school road, which meant my car scraped one of the cars.
My car has been damaged while parked near the school.

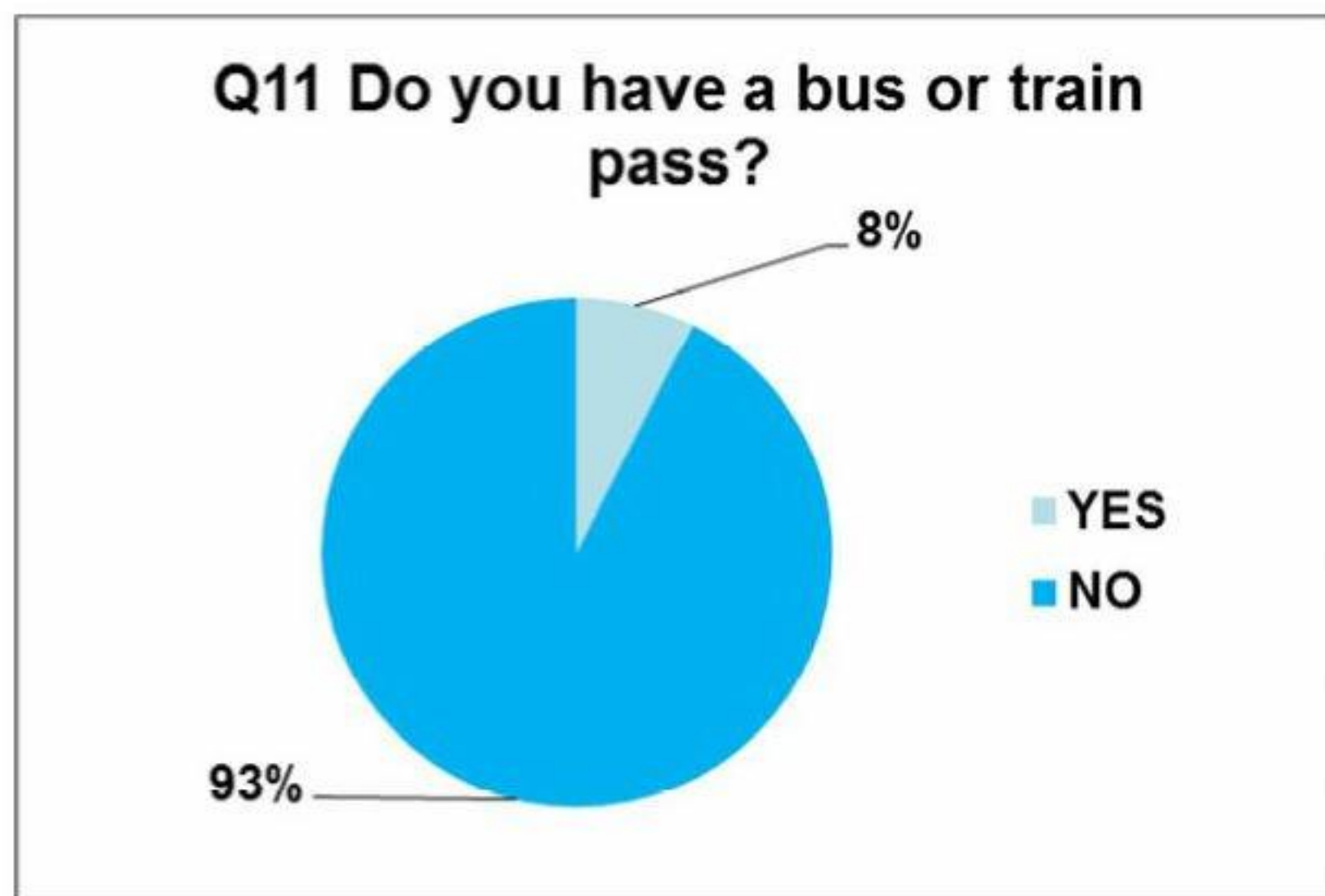
Whilst there weren't many near misses or accidents, the answers and details given indicates a busy area outside of the school with cars, pedestrians and bikes. Therefore it's quite apparent that encouraging parents to park further away and or to 'kiss and drop' for older pupils would help to reduce the number of cars in the direct vicinity of the school and improve the feeling of safety on the journey to school.



Q10 Do you own a bicycle?	
YES	NO
72	8
90%	10%

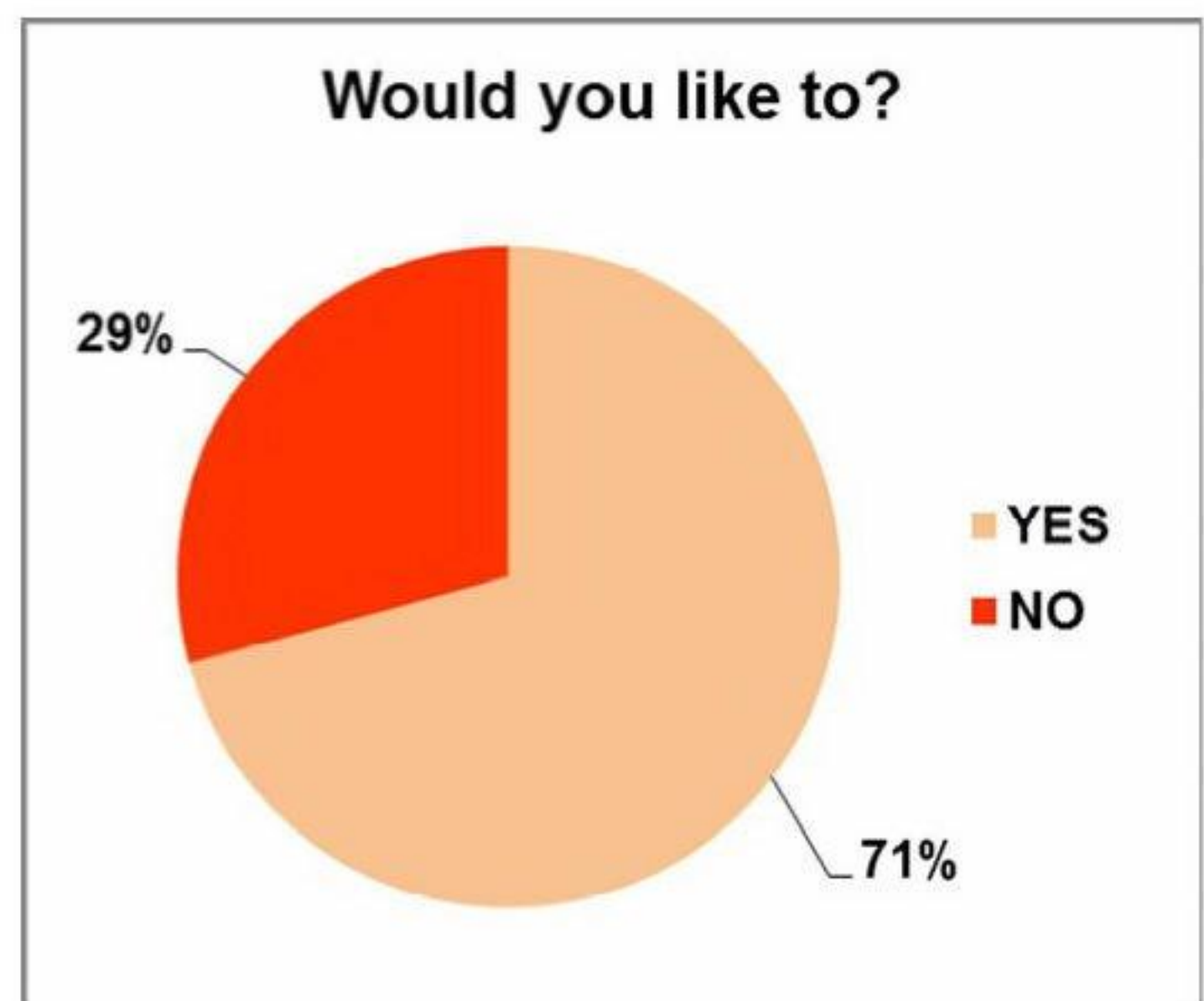
Q10A If you ride a bike do you wear a helmet?	
YES	NO
68	5
93%	7%

It is encouraging to note that a large number of children who responded to the survey own a bicycle (90%) and 93% of the children who own a bicycle wear a cycle helmet when cycling. This indicates that any cycling activities that the school may look to do to promote cycling have the potential to engage with the majority of the school population.



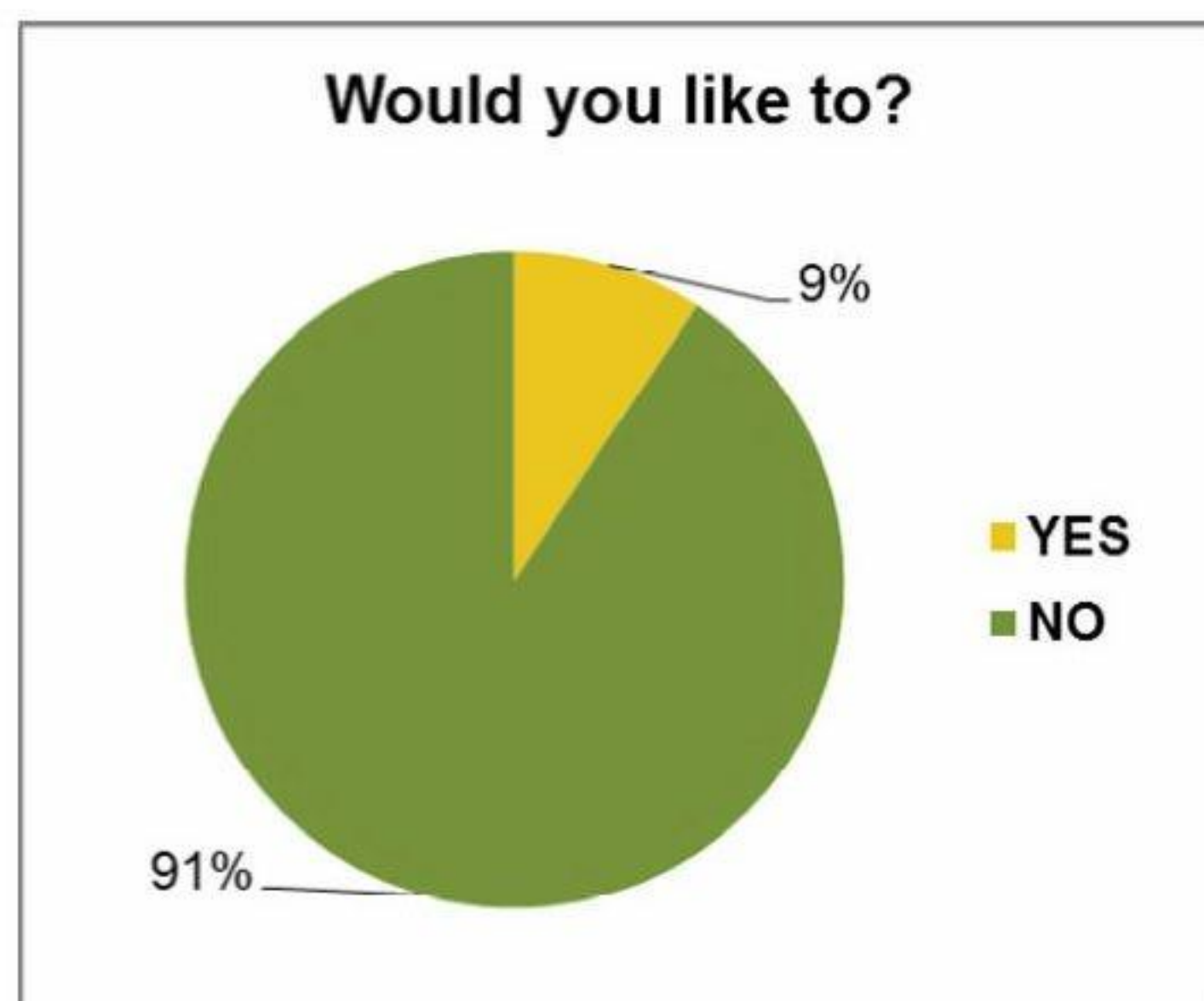
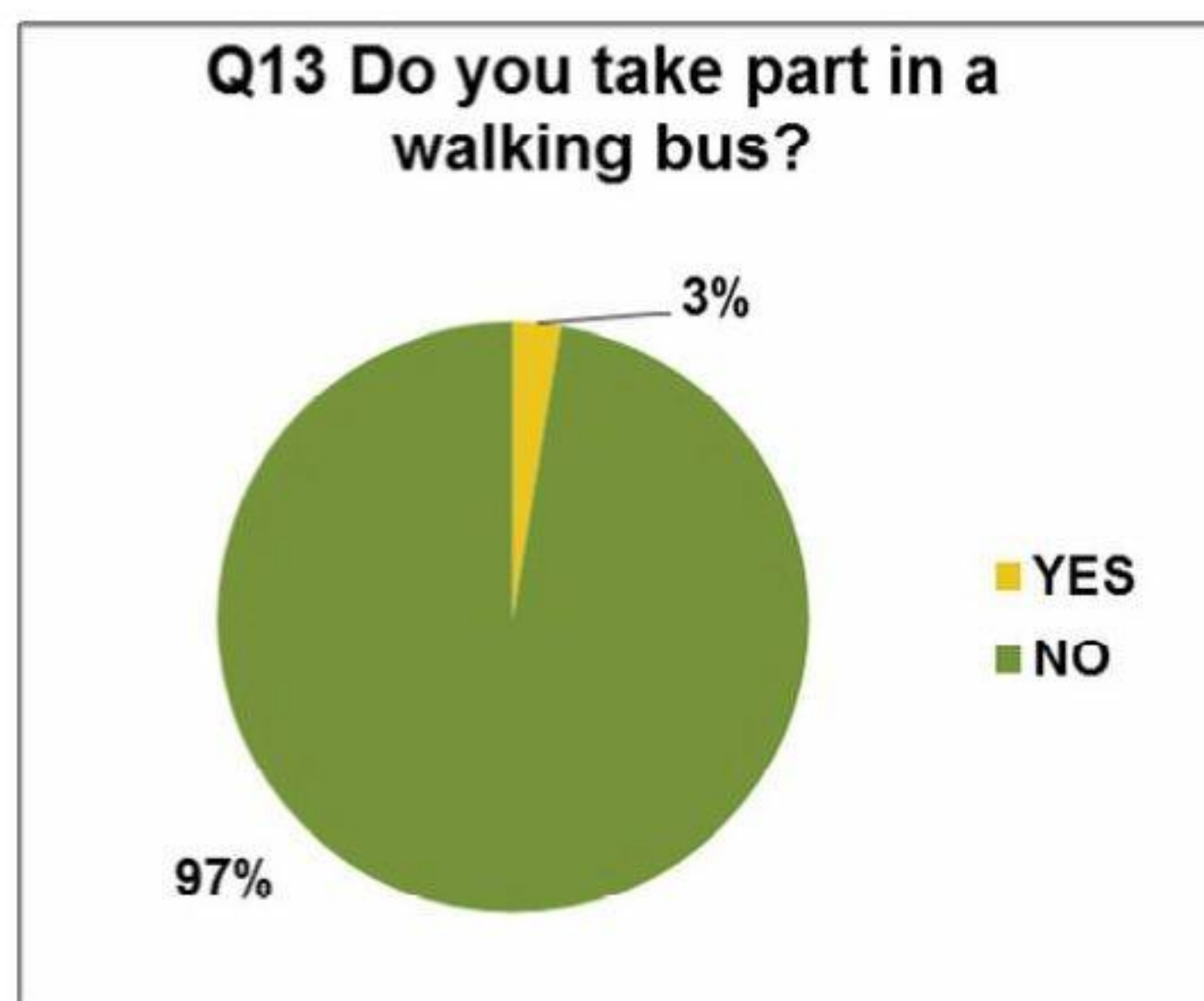
Q11 Do you have a bus or train pass?	
YES	NO
6	74
8%	93%

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



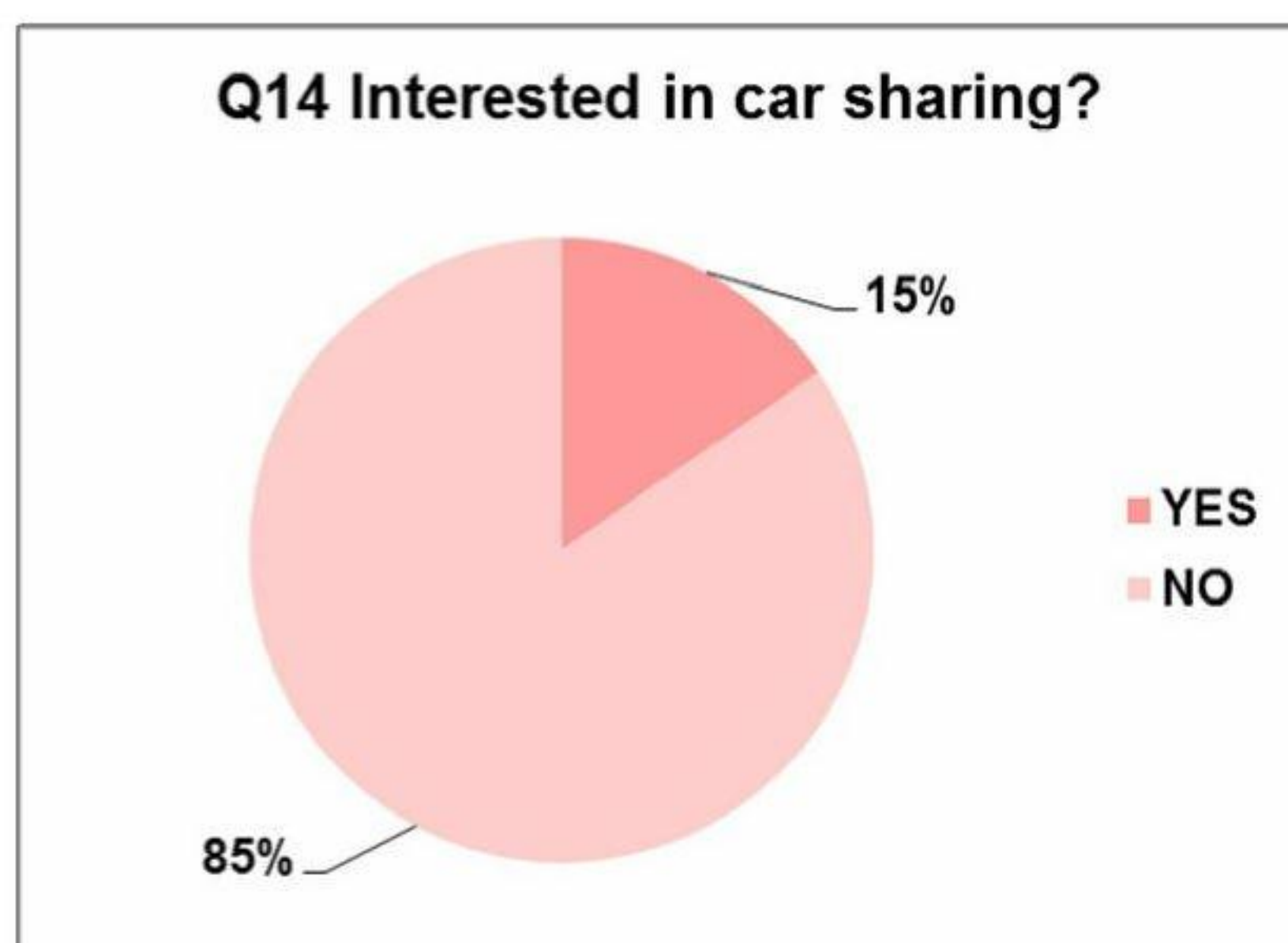
Q12 Do you wear High Vis Clothing?		Would you like to?	
YES	NO	YES	NO
14	64	46	19
18%	82%	71%	29%

When walking or cycling, only 18% of the children at Emsworth Primary school wear fluorescent or reflective clothing and nearly three quarters would like to do so in the future. The school could therefore offer clothing and accessories for sale to satisfy the demand and to raise awareness of “be bright and be seen” on the roads.



Q13 Do you take part in a walking bus?		Would you like to?		Interested in Volunteering?	Interested in Volunteering?
YES	NO	YES	NO	Volunteer yes	Volunteer yes
2	74	7	68	5	3
3%	97%	9%	91%	6%	4%

Only 9% of respondents to the survey would like to take part in a walking bus, which is fairly low. However, as only a third of parents responded, the numbers could be more significant when multiplied up and as the school grows.



Q14 Interested in car sharing?	
YES	NO
12	66
15%	85%

Although only 15% of respondents to the survey would be interested in car sharing, this is a reasonable number of people to potentially match, especially when multiplied up to provide closer to 100% of the school population.

Additional Comments from Parents

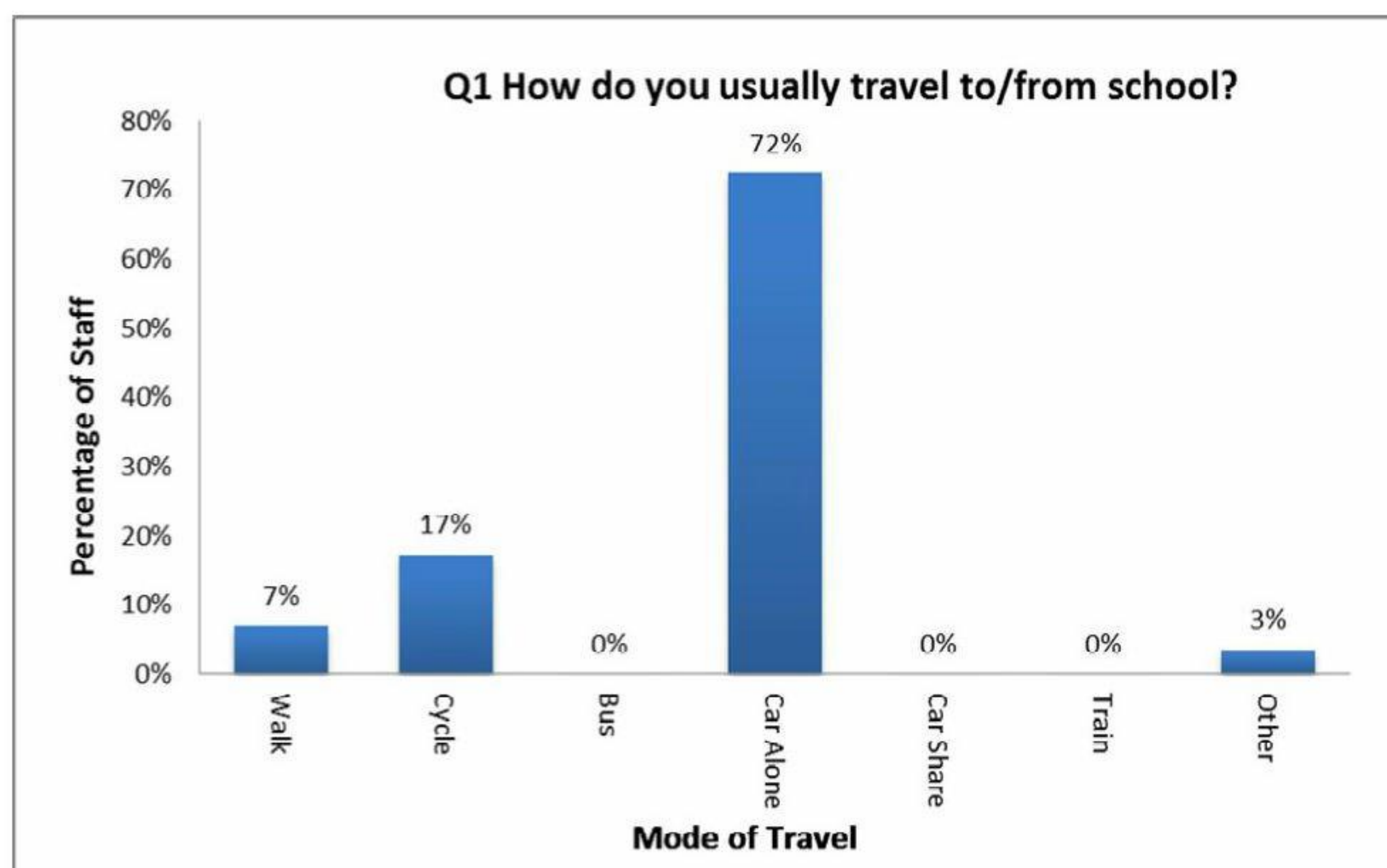
- As previously mentioned barrier in local car park preventing husband parking his van to walk.
- Distance too far.
- I do sometimes (very rarely) car share with one of my friends
- I like to cycle when I can as it takes just as long to find a suitable car parking space.
- Have another younger child aged 2, so walking 30 minutes to school would be a challenge.
- I would like someone to stop the traffic so we can cross the road safely.
- Having a younger son - car seats are not appropriate for car share.
- If breakfast club started earlier we could ride our bikes and mum could ride to work.
- It would be nice if breakfast club started earlier - could ride bikes and mum could ride on to work from there.
- Lollipop man who is outside of St James school is not usually there on my journey to school a St James' school hours are very different to Emsworth Primary - later start and finish. (x2)
- On my way from the underpass going up there is a small ramp that makes it jar and there is still space to brake and let a car go pass even though I haven't had to yet.
- The bus fares are very high.
- The roads around school are so busy making cycling for children difficult.
- The route is not safe enough to cycle with 2 young children. Main roads through Havant are busy, big roundabouts etc.
- Weather dependent if raining take car or I would be very wet by the time I get to school otherwise we walk.
- A lollipop lady/man would be a welcome addition.
- As we became more confident on the bike and stronger we would like to ride but there is a very busy section of road - Horndean Rd that makes me very nervous with the children riding. We end up on the pavements and risk getting in to trouble for this.
- Car parking is major problem, especially picking up son. Cars speeding.
- Help for crossing the road at Warblington road as it is a busy road.
- If breakfast club started 7am/7.15am would give me time to get to work and get ready to start - we could cycle.
- If I didn't have to rush off to work in the mornings we would walk/scoot every day. Starting work at 9am is a rush. I have heard of some schools providing a playground assistant and this would allow time in the morning to walk home and collect car.
- If we have time we walk or cycle to school. Parking is difficult at school. They are thinking of expanding the school - cycling will become dangerous.
- Improved safety of crossing Victoria Road from Bridge Road. Cars parked opposite Bridge Road obstruct view.
- It would be so much nicer to have a lollipop person in Victoria Rd or Selangor Ave so all children can cross the road safely to school. We now cross in Selangor Ave as I felt it was too dangerous to cross by the school. I fear this problem is going to get worse if the school is made larger.
- My daughter meets up with friends on walk to school which is nice.
- Parents lack of consideration when picking up and dropping off. Cars drive too fast near the school and one day there will be a serious accident.
- Parking can be a nightmare around the school entrance and side roads. Many cars park on the pavement making it difficult to push a buggy through.
- Selangor/Victoria Roads very busy and difficult to park.
- Some cars park on corners/pavements - makes it difficult to get through with buggies.
- There is quite a lot of dog mess on Victoria Rd and Bosmere Gardens!

- They have little or no road awareness or concerns for dangers of traffic.
- Walking to school needs to be looked at with school crossing made much safer!
- We vary how we go to school. Sometimes half drive half walk, cycle, walk or drive all the way.

The additional comments made broadly support the other issues raised elsewhere in the survey. Parents have provided their general suggestions on providing a breakfast club earlier and explained their personal circumstances such as dropping off siblings or going on to work.

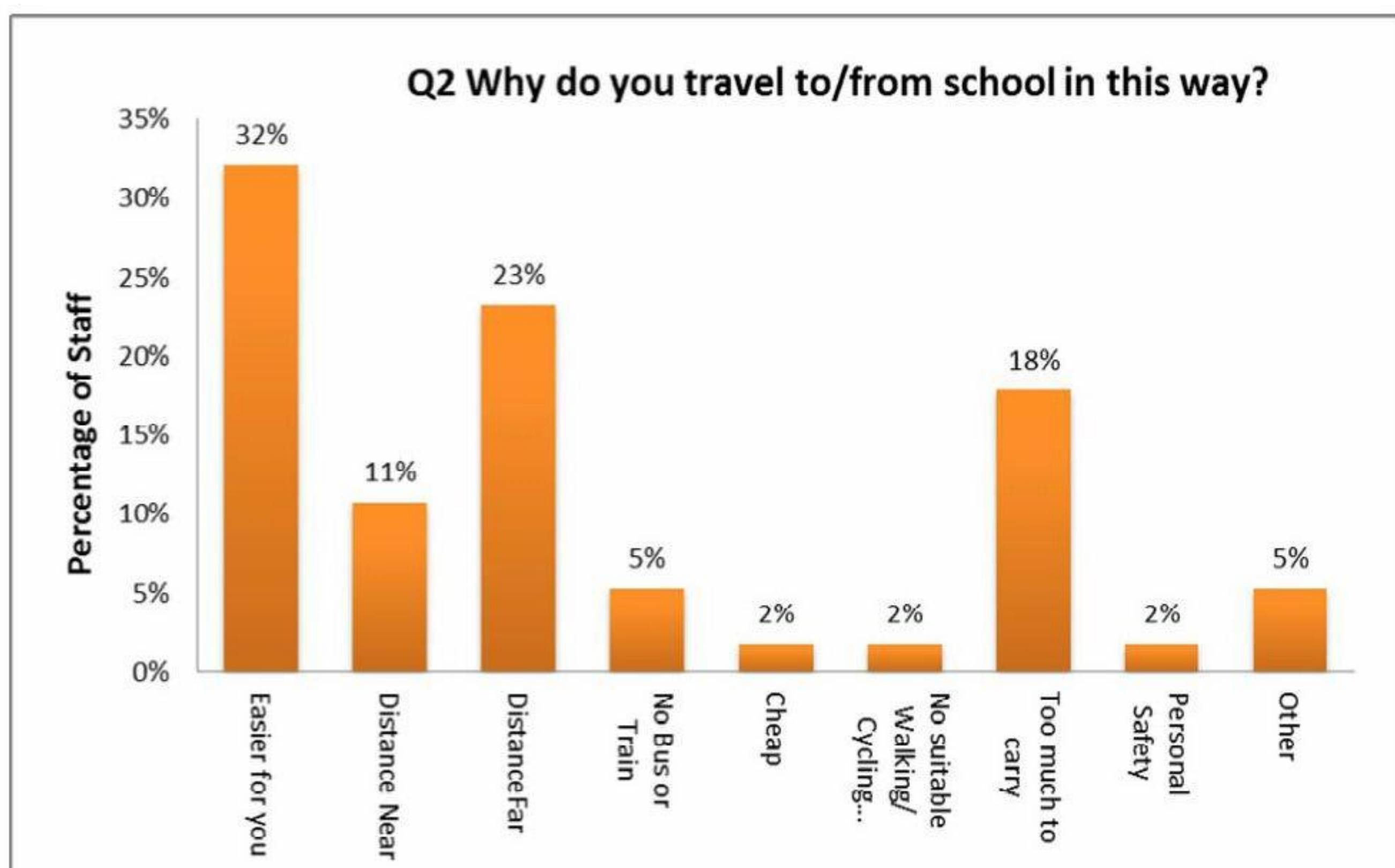
Staff Survey

Surveys were distributed to all staff in September 2016. Out of 47 surveys that were sent out, 29 were received, which was a 62% response rate.



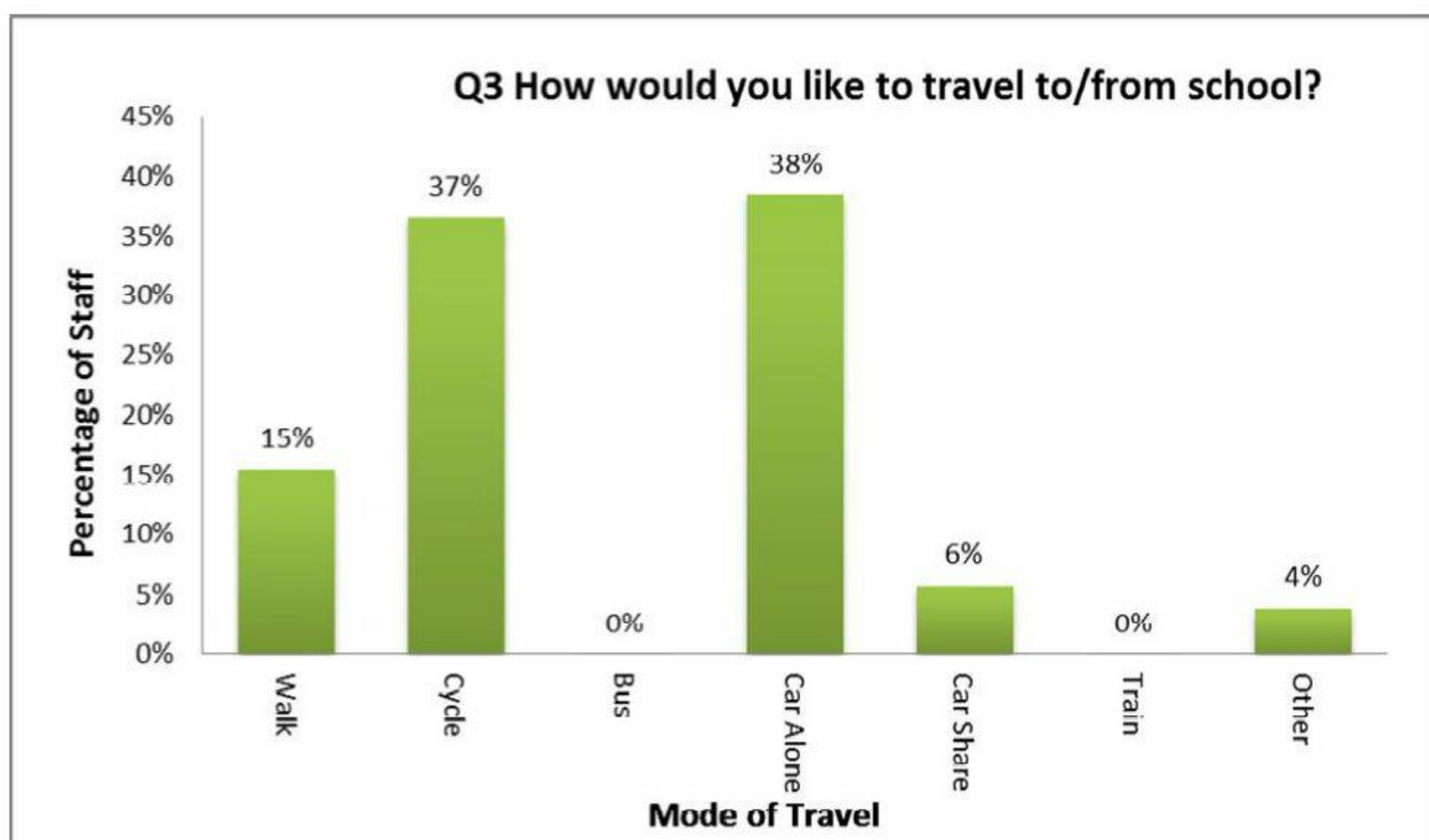
Q1 How do you usually travel to/from school?						
Walk	Cycle	Bus	Car Alone	Car Share	Train	Other
2	5	0	21	0	0	1
7%	17%	0%	72%	0%	0%	3%

Whilst car use is still the dominant mode of travel for staff, almost a quarter travel sustainably with seven members of staff (24%) walking or cycling.



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	
18	6	13	3	1	1	10	1	3	
32%	11%	23%	5%	2%	2%	18%	2%	5%	

There's a fairly wide distribution of reasons as to why travel in the way that they do. Primarily this relates to the ease of the journey, too much to carry and the distance being too far from home. Further information could be gathered with postcode plotting for staff and identifying what the potential is for modal shift.



Q3 How would you like to travel to/from school?						
Walk	Cycle	Bus	Car Alone	Car Share	Train	Other
4	10	0	10	2	0	1
15%	37%	0%	38%	6%	0%	4%

When asked how the staff would like to travel, there is a significant rise in those wanting to walk or cycle (52%) and a couple that would be interested in car sharing. Whilst some of those may not be able to change how they travel due to personal circumstances, there maybe some opportunities to make a difference, even if they can travel differently once a week.

Q4: Is there anything that would help make your journey easier or safer?

- Footpaths could be split into designated cycle/pedestrian areas to ease congestion. Concerns that the improvements to the stony path off Washington Rd won't last. Puddles and potholes are an issue.
- Better road markings for cyclist;
- Cycle training for children to make things safer.
- Cycle path on main road - Hayling
- I try to do a mix of car/walk/cycle
- Too far to walk
- Queue on/off Hayling Island
- n/a (x3)

Q5: Is there anything you dislike on your journey to school?

- Victoria Rd is very narrow and there are cars parked on both sides which makes it tricky to navigate.
- The amount of traffic parking and dropping off in Washington Rd to Glenwood School in the morning can be a bit hazardous. An accident waiting to happen?
- Lack of road markings/Bike lane alone. Main road between roundabout of Southbourne.
- Traffic jams

- Lorries/deliveries between 8/9 stopping on main road restricting flow of already busy traffic
- The cycle lane towards school (besides Glenwood School) is very uneven.
- Careless parking and negligent driving in private lane; pedestrian and cycle path from Washington Rd to allotments leading to Emsworth Primary; Fast driving of teachers into Washington Rd then into Glenwood School.
- Parents parking/reversing near the school, manoeuvring with no concern for cyclists; Parents parking on the corner of road junctions making it difficult for cyclists and other car drivers to pass.
- The traffic on Hayling Island
- Traffic
- n/a (x5)

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

- Length of journey
- I feel I have little option
- The weather!
- Too far to cycle
- No or n/a (x5)

Staff comment too on the issues with traffic and parking on both local roads and those further away. Some comments have been given regarding cycle infrastructure and markings but not always clear where the issues are.

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 provide them a summary of the survey results and issues raised to-date. This was done through a Governing Body meeting on 27th September.

External partners

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 2 March 2016 and 15 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 examples of the responses can be found in Appendix 15.

Principle of enlargement responses

Date Received	Address	Format	Nature of Comment
01/03/2016	The Guinness Partnership Limited	Email	Parent parking / Road safety
03/03/2016	Victoria Road	Letter	Parking / Road safety
03/03/2017	Horndean Road	Cons. Form	Parking / Road safety / Safe Routes
13/03/2018	Selangor Avenue	Email	School Hall / Playground / Parking
15/03/2016	Jubilee House	Letter	Parking / Road safety

Nature of Comment	No. of Comments
Parking	5
Road Safety	4
Loss of playground	1
School Hall Insufficient	1

Pre Planning responses

Date Received	Address	Format	Nature of Comment
06/09/2016	Victoria Road	Email	Traffic and speeding in Victoria Road
08/09/2016	Guinness Partnership Building	Email	Traffic and speeding in Victoria Road

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 Victoria Rd 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. Those that live in the housing opposite the school are also unhappy by those parents who chose to park illegally in their private parking spaces, especially when they are faced by abusive language by some when challenged. The Guinness Partnership has also shared these concerns and has since sent out a letter to parents introducing a permit system for residents, which would result in a fine for anyone parked in the spaces who does not have a permit.

There does appear to be also an issue around people, in some cases children, cycling on the pavement, that is causing some people distress, particularly those adults that would be considered vulnerable.

Other stakeholders

A range of other relevant stakeholders were contacted throughout the travel planning process including Havant Borough Council, the School Crossing Patrol team and the Police. The comments generally supported the issues that had already been raised around parking and congestion on the main roads of Victoria Rd and Record Rd, particularly in the private car parking.

With regards to the history of the School Crossing Patrol, a site on Victoria Rd was assessed for its suitability in 2006 and 2008, but the site did not meet the criteria. However, due to local and political requires, an SCP was recruited in 2009. When the SCP left the site in 2010, the site was decommissioned in July 2011.

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 Victoria Rd/Selangor Avenue and Record Rd, 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. 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, or parents may overestimate the times involved in parking further away.

The situation at the school is exacerbated owing to the school's location being set back from the road, and therefore many drivers may not be aware that there is a school, particularly as it is on a bend.

Added to this, the use of private parking is causing a lot of tension and inconvenience in the community, which will hopefully be resolved with the introduction of a permit system.

Requests have been made to Havant Borough Council for parking restrictions to prevent parking on bends, but this has not been progressed to-date.

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 Victoria Rd and Horndean Rd as an issue. The roads slightly vary in terms of their issues but broadly it is either in relation to parking making it less visible to cross, or the volume of traffic passing through.

As a School Crossing Patrol is not currently justified, a scheme has been developed by Havant Borough Council, which if successful with funding, will highlight the appropriate place to cross for pedestrians, which in turn should make drivers more alert to the fact that pedestrians will be crossing.

Horndean Rod should be addressed through the scheme that is currently being implemented.

- **Condition of paths**

Whilst there weren't many comments about the conditions of footpaths, there were a few issues raised regarding the condition of the path alongside Glenwood Rd/Washington Rd and dogs' mess on Bosmere Gdns. The path is being looked at by Havant Borough Council and the dogs' mess could be an issue to investigate further as to where there are occurrences and how frequently it happens.

- 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, there isn't any bespoke storage which would free up the existing spaces for bikes.

There also does not appear to be anything separate for staff although a number of staff are already reported to be cycling. With an desire from staff to cycle, it would be sensible to facilitate this wherever possible with the appropriate facilities.

In light of the improvements that are being undertaken in the local area, this would appear to be an area to promote and support more intensively amongst families and staff so as to utilise these 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, it is clear that there is 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.

There is also a local cycle group that has been set up in Emsworth by Cycling UK, which could be contacted to look into the opportunities for led rides or other cycle-based events.

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

Aim 1: To sustain, and where possible, 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: To encourage and enable more children and parents to walk to and from school					
SMART Target	Measure / Initiative and Completion Date	Priority of Measure (H/M/L)	Task / Action and Completion Date	Responsibility (Specify role)	Review Date Task/Action
Increase the percentage of pupils walking to school from 49% to 55% by January 2019 (Baseline: School Census, 2016)	Taking part in Walk to school week annually. 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	April 2017
			Promote the initiative to pupils in assemblies with the help of the School Council or JRSOs. April & May 2017 and annually	Headteacher / School Council/JRSOs	April 2017
			Promote the initiative to parents via newsletters. April & May 2017 and annually	Admin Officer/Newsletter editor	April 2017
	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, utilising the 'How could you travel to school?' booklets. March 2017	School Travel Champion	November 2017
			Review information currently provided on website to inform parents as to how they may travel to school sustainably. As HCC's STP team for links to include on webpage. 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
	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	Headteacher/ STP Champion /pupil representation (i.e. JRSO)	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 2017
	Seek out potential car parks and wider capacity on the road network for "Park and Stride" and promote to parents September 2017	High	Work with pupils and HCC's STP team to develop a walking map and observe availability of parking at Emsworth Park July 17	School Travel Planning Team	October 2017
			Promote general capacity in the local roads using walking map from the School Travel planning Team. Sept 2017	School Travel Champion/ HCC's STP team	November 2017
	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	Low	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

	Investigate improvements to school access on Victoria Rd to highlight school to drivers and improve crossing facilities for pedestrians April 2018	High	Design scheme to include school's requests regarding crossing facilities and highlighting school presence. July 2016 - complete	Havant Borough Council	December 2016
			Submit funding bid to HCC September 2016	Havant Borough Council	December 2016
	Provide crossing facilities on Horndean Rd. July 2017	High	Scheme implemented. December 2016	Havant Borough Council/HCC	December 2017
	Upgrade footpath links on Emsworth Park to shared use. July 2017	High	Scheme implemented. December 2016	Havant Borough Council/HCC	December 2017
	North Street scheme to widen and improve the crossing points at the two junctions with Palmers Road. July 2017	Medium	Scheme implemented. January 2017	Havant Borough Council/HCC	December 2017
	Interbridges Link – to connect Washington Road with New Brighton Road for pedestrians and cyclists. On hold in relation to Interbridges West development	Low	Awaiting further guidance re. development	Havant Borough Council	December 2016
	As school increases in numbers, review need for a SCP on Victoria Rd. October 2019	Medium	Contact HCC's SCP team to request survey to see if site is justified. October 2018	Headteacher / School Travel Champion	December 2018
	Request signage from Bosmere Gdns to Victoria Rd. July 2016	Low	Request to HBC provision of signage for cut through from Bosmere Gdns. July 2016 - complete	HCC's STP team	March 2016

Objective: Encourage and enable more pupils who have bicycles or scooters to consider cycling, scootering 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
Increase pupils choosing to cycle to school on a regular basis from 1% (Jan 2016) to 3% by January 2019 (baseline school census 2016) Increase pupils choosing to scoot to school on a regular basis from 8% (May 2016) to 11% by January 2019 (baseline STP survey May 2016)	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 2019
			Install storage as part of school expansion. Sept 2018	HCC's Property Services	March 2019
	Provide Bikeability training for juniors Level 1, 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	Headteacher/ School Travel Champion	November 2017
			For level 1, contact HCC's STP team if funding is available. March 2017	School Travel Champion	November 2017
	Consider providing scooter training for children between YR R to Yr4 while funding is available under Public Health. March 2017	Medium	Contact HCC's STP team for information, and if appropriate, book training. March 2017	School Travel Champion / Relevant class teachers	November 2017
	Improve cycle links to the north of Emsworth including upgrading of paths on Emsworth Park to become shared use. July 2017	Medium	Implement agreed schemes as agreed: - Horndean Road toucan crossing and associated Recreation Ground links; North Street; Emsworth to Rowlands Castle cycle link	HBC/HCC	November 2017

	Consider holding 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 HCC's STP team to organise a variety of events to promote bike security and maintenance July 2017	HCC's STP team / School Champion /Cycle company	July 2017
	Provide Bikers Breakfast as a reward for those cycling to school on a termly basis. July 2018	Low	Discuss idea with JRSOs Start in November 2017	HCC's STP team/School Champion/JRSOs	July 2018
			If idea is supported, discuss timescales and practicalities of arranging. January 2018	Sustrans Bike It Officer / Bike It Crew	July 2018
	Contact Cycling UK Emsworth bike hub re. opportunities to promote and enable cycling to families. July 2017	Low	Contact lead at cycle hub January 2017	HCC's STP team	November 2017
			Liaise with School Travel Champion over possible activities to organise with families March 2017	HCC's STP team / Cycling Uk	November 2017

Objective: Where appropriate, 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
Consider making car sharing available to all those who would like to by June/July 2019 and annually	Consider a 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 2019
			Survey parents asking if they are interested in car sharing and invite new parents. June 2018	School Travel Champion	March 2019
			Contact the School Travel Planning Team for Corporate guidance on enabling car sharing. May 2018	School Travel Champion	March 2019

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

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

Objective: To ensure parents and pupils feel safer walking or cycling to 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
Assist the maintenance of 0 accident record at pick up and drop off times, involving pupils, by September 2020 and beyond	Consider offering children who walk, hi-viz accessories/clothing – perhaps through a Road Safety shop at the schools. November 2018	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 2018	School Travel Champion	June 2017
	Work with local enforcement agencies to ensure parents park safely and sensibly. Consider working in partnership on 'Police Apprentice' initiative. October 2018 and ongoing.	High	Arrange to meet with local PCSO and local PC to discuss approach to parking issues and concerns. March 2017	Headteacher/ School Travel Champion	November 2018
			Implement agreed way forward. October 2018	Headteacher / School Travel Champion/Police	November 2018
	Reduce the congestion around key roads by distributing parking around the wider area through a number of initiatives including Park and Stride map. 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 / Headteacher/ HCC's School Travel Planning Team	November 2018

	Enable parents to drop off earlier (8:30am) to reduce school gate congestion in the morning. October 2016 – complete	Medium	Consult with staff, parents and Governors over the option of enabling parents to drop-off earlier. Complete	Headteacher	July 2017
			Introduce to parents. Complete	Headteacher/ class teachers	July 2017
	Investigate improvements to school access on Victoria Rd to highlight school to drivers and improve crossing facilities for pedestrians April 2018	High	Design scheme to include school's requests regarding crossing facilities and highlighting school presence. July 2016 - complete	Havant Borough Council	December 2016
			Submit funding bid to HCC September 2016	Havant Borough Council	December 2016
	Install controlled barriers in to staff car park to deter parents from attempting to park and reduce the number of moving vehicles September 2018	Medium	As part of the school expansion design, include a controlled barrier to enable the school to manage access to the school car park more safely. September 2018	HCC's Property Services	December 2018
	Introduce dropped kerbs on school site to enable safer crossing points across school car park. September 2018	Low	As part of school expansion design, include dropped kerbs at key crossing points for parents. September 2018	HCC's Property Services	December 2018
	Consider the implementation of double yellow lines on corners on key roads in school vicinity. October 2018	Medium	Send request to HBC's Traffic Management Team for consideration of double yellow lines, October 2016	HCC's Strategic Transport Team	September 2017
			Await decision from HBC. March 2017	HCC's Strategic Transport Team/ HBC	September 2017

Objective To ensure that Road Safety education is provided to all to ensure safer 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
Ensure that 100% of pupils are taught Road Safety by July 2019 and each year after.	Request information on Junior Road Safety Officer (JRSO) scheme to promote road safety messages July 2017	High	Request contact to be made to school Jan 2017	HCC's STP team	November 2017
			If interested, sign up to training workshops and identify school lead April 2017	Headteacher and JRSO Coordinator	November 2017
			Appoint pupils to be JRSOs. September 2017	JRSO Coordinator	November 2017
	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	Headteacher and Admin	March 2018
			Include info on school website. September 2017	School Travel Champion	March 2018
	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	Headteacher	November 2018
			Where there gaps, contact HCC's Road Safety Team for suggested materials/activities to support curriculum June 2018	Headteacher / Class teachers	November 2018

Aim: To raise travel awareness amongst the whole school community and integrate sustainable school travel within the Curriculum and school ethos.

Objective: To raise awareness of the benefits of leaving the car at home, and the alternatives amongst children and parents Objective: To be more proactive with promoting what the school is doing to ensure a greater awareness within the community					
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
Ensure that 100% of pupils and parents are aware of the School Travel Plan/STARS 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 Utilise opportunities to promote schools travel activities within the community by October 2018	Take the travel plan information and use it to achieve Bronze Modeshift STARS accreditation by September 2017 and follow up with promotion through local media. Use as evidence of health and wellbeing of Ofsted inspections	High	Book in training for STARS Jan 2017	School Travel Champion	November 2017
			Once STARS is achieved, include details on the school website and contact local press June 2016	School Travel Champion	November 2017
	Consider ways in which to include in the curriculum work on sustainable travel linking in with the Healthy Schools and other related work. January 2019	Medium	Request sustainable travel curriculum overview from HCC's STP team. January 2018	Headteacher	Nov 2018
			Discuss with teachers the ways in which sustainable travel can be included in the curriculum making use of pupil postcode maps etc. June 2018	Headteacher/ Teaching Staff	Nov 2018
	Include the School Travel Plan objectives into the School Improvement Plan – 'Personal development, behaviour and welfare' September 2018	High	Discuss the travel plan's integration within the School Improvement Plan with governing body. By July 2018	Headteacher	March 2017

	Consider opportunities to communicate with residents e.g. to inform of whole school events that will impact on local parking. September 2018	Medium	Discuss with JRSO/School Council the issues around parking and the impact on the local community. Consider options including e-distribution list to keep residents informed of whole school events. March 2017	School Travel Champion / JRSO Coordinator	November 2017
	Consider ways to deter parking in residents private parking spaces. September 2017	High	Contact Hermitage to request improved signage. September 2016 – complete	Headteacher	March 2017

Aim: To promote and enable sustainable travel for staff and visitors.

Objective: 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
Reduce staff car alone use from 72% to 70% by July 2019	Encourage and enable staff to car share September 2018	Low	Provide maps to staff, at staff meetings of approximate staff home locations Sept 2017 onwards	School Travel Champion / HCC's STP team	November 2018
	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 2018
			Create into a pack and make staff aware of info Jun 2018	School Travel Champion /School Admin Officer	November 2018
	Provide cycle storage for staff bikes September 2018	Medium	As part of expansion, install cycle storage for schools September 2018	HCC's Property Services	November 2018
	Contact Cycling UK Emsworth bike hub re. opportunities to promote and enable cycling for staff. July 2017	Low	Contact lead at cycle hub January 2017	HCC's STP team	November 2017
			Liaise with School Travel Champion over possible activities to organise with staff and families March 2017	HCC's STP team / Cycling Uk	November 2017

KEY

HCC – Hampshire County Council
STP – School Travel Plan
SCP – School Crossing Patrol

JRSO – Junior Road Safety Officer
PCSO – Police Community Support Officer
HBC – Havant Borough Council

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 May 2018 by the School Travel Champion. The next full review will be carried out in October 2018 by School Travel Champion.

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 School Travel Champion. Timescales will require reviewing regularly due to the stages of development and construction.

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 school understands 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

The school will look at how the travel plan and its objectives can be incorporated into the School Improvement Plan. The school will also look at how the curriculum can incorporate some messages and sustainable travel links into existing programme utilising the School Travel Plan

<http://myjourneyhampshire.com/schools/primary-schools-curriculum-materials>

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 Emsworth Primary School 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:  School

Date: 7.10.16

Signed: 
Chair of Governors, Emsworth Primary School

Date: 11/10/16

on behalf of

C. PHIPPARA