



OAKINGTON C of E (VA) PRIMARY SCHOOL

SCHOOL TRAVEL PLAN REVIEW

Have we changed the way we get to school? Last year Oakington drew up its first School Travel Plan, looking at the problems associated with journeys to and from school, and coming up with practical ideas for encouraging more sustainable travel. The result - lots of activity, and an increased awareness of and priority given to travel issues.

Unfortunately the grant money associated with School Travel Plans is no longer available. But the County Council continues to offer support to schools with implementing and reviewing their Travel Plans, and a current School Travel Plan is required before permission for any development to the school is granted - a situation our school will face in the next couple of years.

So this annual review aims to check that the objectives are still worthwhile, see if targets have been met, and plan actions for the next year. (A comprehensive review is not required until 2015 or until planning permission is sought.) We circulated this document among staff, governors and parents, and sought suggestions and comments at an open "School Travel Plan Birthday" meeting. This second version incorporates these ideas and the decisions reached at this meeting.

1. SCHOOL TRAVEL PROBLEMS

Last year, in researching the School Travel Plan, we identified these issues:

- Lots more children driven to school than live outside the catchment area.

- Most KS2 and many KS1 children said they wanted to cycle to school, but almost none actually did.
- Congestion in Water Lane and High Street, mostly caused by parked cars from the school run. Can also create difficulty with coach access to school.
- Parked cars make it more dangerous for cyclists. Narrow pavements and side roads to cross make it hard for children to cycle on pavements. More cycle training requested.
- Concern about busy roads, fast cars and poor footpaths for pedestrians.
- School car park small and dangerous to cross.
- Limited cycle parking.

New issues coming to the fore in 2011 include:

- School will need to grow in size to accommodate future intake: will affect numbers travelling to school and numbers working at the school.
- Parking by parents on faded zigzags outside school.



2. OBJECTIVES

1. Increase healthy and car-free school journeys, especially cycling.
2. Decrease car use (not just for school run but for all users/visitors to school site)
3. Reduce congestion on Water Lane and in High Street

We have looked at improving car park safety (original objective 4) but County experts had no suggestions (more details below), so have removed this objective.

3. TRAVEL DATA

The school has carried out termly surveys of how people get to school - and how they would prefer to. Parent volunteers have surveyed the numbers of parked cars on High Street and Water Lane.

Here is a summary of the findings.

Percentage of children who can ride a bike (Nov 2010):

Class 1	39%
Class 2	85%
Class 3	83%
Class 4	96%



How children usually get to school:

	Walk	Cycle	Scooter	Car share	Car	Park & Stride
Nov 2009	53%	3%	not asked	4%	40%	N/A
April 2010	69%	4%	1%	0%	20%	6%
July 2010	51%	18%	7%	0%	16%	8%
Nov 2010	53%	14%	6%	1%	19%	7%

How children would like to get to school

	Walk	Cycle	Scooter	Car share	Car	Park & Stride
April 2010	47%	31%	1%	0%	15%	6%
July 2010	48%	32%	7%	0%	4%	8%
Nov 2010	27%	56%	7%	0%	8%	1%

	Live in Oakington/Westwick but drive to school	Live outside Oakington/Westwick and Park & Stride
Nov 2009	31%	0%
April 2010	11%	33%
July 2010	14%	57%
Nov 2010	13%	44%

Staff were surveyed in April 2010. 9 out of 11 respondents lived outside Oakington/Westwick; they all came to school by car. The remainder walked.

Average cars parked at either end of school day:

	Water Lane				High Street			
	am	% of Feb 2010	pm	% of Feb 2010	am	% of Feb 2010	pm	% of Feb 2010
Feb 2010	9.6		7.8		12.5		12.3	
May 2010	6.0	63%	5.3	67%	7.5	60%	8.0	65%
Nov 2010	6.3	65%	8.6	110%	11.5	92%	13.0	106%

(NB. Number of observations on which figures calculated varied from 2 to 12.)

Comments on the Data

There was a dramatic drop in the percentage of children taken all the way to school by car from 40% in Nov 2009 to 20% in April 2010. To start with, most of these car journeys were replaced by walking and Park & Stride.

By July, when the weather was good, the Bike It project had been running for several months and the walking/cycling/Park & Stride incentive scheme was in full swing, car journeys had dropped



further to 16% and cycling had increased six-fold to 18%. Scooter journeys were also significant.

Even by November 2010, cycling and scooting remained popular.

The Park & Stride statistics are however suspicious - it's clear from observation that much less than 7% of school families park at the Pavilion. Probably children responding to the survey considered themselves to be Park & Striding even if they parked in High Street. Therefore the percentages for children who live outside Oakington/Westwick

and Park & Stride are probably misleading.

In every survey, more children wanted to cycle than actually did, and by November 2010 over half the pupils considered cycling their ideal mode of transport.

The parked car survey was somewhat rough and ready, because the number of parked cars depends heavily on exactly when the cars were counted (five minutes in the morning can make a big difference) and the weather, and parked cars included those belonging to the lollipop man, residents on High Street, staff and parents for pre-school (mornings), Toddler Group families (afternoons) and even the Over 60s who meet at school once a month. Still the overall picture of a decrease in summer followed by an increase back again in winter is probably fair.



The survey results confirm anecdotal impressions that fewer people are travelling to school by car.

Improvements in Data Collecting

The classroom hands-up survey (Appendix 1; cf. Appendix 3 in the original Travel Plan) has been simplified as it was cumbersome and time-consuming. Respondents were asked how they had reached school on the day of the survey. This tended to reflect the "usually" figures fairly closely, so this question has been dropped. Ideally we would like to ask children where they usually park - to give more accurate Park & Stride results and replace the more heuristic parked car counts. However this was felt to be too complicated. Instead, we will gain better Park & Stride data when getting children to record their Park & Stride journeys on reward cards.



Staff were only surveyed once - their travel habits do not change very much (and are harder to change, being largely determined by where they live.)

A Bike It survey (similar to ours but focussed on cycling, so not sufficient for the School Travel Plan) has also to be carried out for the Bike It project each summer.

4. TARGETS

These are the SMART targets we set ourselves for 2010 to determine whether our objectives are being achieved, and the actual achievements (best, and most recent!) as shown by the survey data above.

Target	2009 Start	2010 Target	2010 Achievement
(a) Increase percentage of pupils cycling to school	0	6%	18% (July) 14% (Nov)
(b) Reduce percentage of pupils who live in the village and drive to school	26%*	20%	11% (Apr)* 13% (Nov)*
(c) Increase percentage of families who live outside the village using "park & stride" rather than driving straight to school the majority of the time	0	25%	57% (Jul) 44% (Nov) according to surveys - probably inaccurate (see above)
(d) Reduce numbers of parked cars in Water Lane and High Street	N/A	reduce by 20%	by 36% (May) by 7% (Nov) but these are inaccurate (see above)
(e) To have considered up to three schemes for improving car park safety, in consultation with experts	-	To have considered up to three schemes	County Council experts could offer no suggested schemes
(f) To have ensured that all who access the school site regularly or occasionally are fully informed about sustainable modes	-	Up-to-date information presented to all who access school	Largely achieved (see below)

* 26% represents driving locals as a proportion of the entire school population; the 2010 figures are (more challengingly) driving locals as a proportion of locals only.

Targets for coming years have been modified - some have been made more challenging following good progress in 2010. We have dropped original target (d) about reducing numbers of parked cars near school, as this is hard to measure accurately, and it is also addressed by increasing Park & Stride (for ex-catchment families) and walking/cycling (for village families.)

Target	2011 Target	2012 Target	2013 Target	2014 Target
(a) Increase percentage of pupils cycling to school	15% (winter) 19% (summer)	16% (winter) 20% (summer)	17% (winter) 21% (summer)	18% (winter) 22% (summer)
(b) Of the pupils who live in the village, reduce percentage who drive to school	11% (average)	10% (average)	9% (average)	8% (average)

(c) Increase percentage of families who live outside the village using "park & stride" rather than driving straight to school the majority of the time	26% (as before)	27% (as before)	28% (as before)	29% (as before)
(d) To have considered up to three schemes for improving car park safety, in consultation with experts	No target	Keep car park safety in mind during probable school expansion		
(e) To have ensured that all who access the school site regularly or occasionally are fully informed about sustainable modes	Ensure up-to-date information is presented to new school and pre-school parents and on the school website.		Up-to-date information presented to all who access school and pre-school	

Caveats on the targets:

- Exact percentage targets in a small school have to be treated with caution. Each percentage point represents one pupil. A small change in the families who attend school can make a big difference to the results.
- Percentage targets for 2011 onwards reflect our desire to continue improving. However planned future increases in school intake are going to significantly affect these targets, which may need review. For example, we expect fewer pupils from outside the village.



5. ACTIONS UNDERTAKEN

A detailed Action Plan was set out in the original School Travel Plan. Most of the actions planned for the first year of the School Travel Plan were implemented, along with a considerable number of those listed as "to be considered in the future"!

Objectives: Increase healthy and car-free school journeys, especially cycling; decrease car use (not just for school run but for all users/visitors to school site)			
Action	Achievement	Impact	Comment
Participate in Bike It scheme:	School gained bronze Bike It mark in Feb 2011	High	
Playground Cycle Training	Held March and May 1010	High	Seemed popular
Participation in Bike It Cambridge conference (Jenny Prince & Mrs Daggianti)	July 2010. Gave presentation on Oakington's use of Bike It in STP	Medium	
Cycle maintenance for adults sessions	Not held - no one came	None!	Parents seem already competent or happy to rely on a competent spouse!
Bike It competitions	Design a bike, design a helmet and Bling Your Bike competitions held	Medium	Reasonably well supported
Puncture repair sessions for children	Held for Bike It crew in May 2010, all class 4 in Nov 2010.	Medium	
Bike It into the curriculum	French lesson about bicycles for class 4	Low	Not much yet
Bike Shed opening ceremony	Unicyclist entertained children, parents invited	Low	No press coverage as hoped for
Class 4 Cycle ride	Held July 2010	Medium	
Bike It stall at school fete	July 2010, with competitions and leaflets to give out	Low	

Build a second bike shed	Provided free by County, summer 2010	Very high	
Improve storage of cycle helmets (probably in bike shed)	Ditto	Medium	
Bikeability level 2 training for all Y5 and Y6 who have not already had Safer Cycling training	Most Y5/6 passed in Jul 2010	High	
Walk/Cycle/Park & Stride record cards	Summer term 2010. Prizes given for every so many journeys.	High at first	Lost impact because went on too long - and constant issuing of prizes was hard work
Walk/Cycle/Park & Stride to School week	Oct 2010. Raffle tickets and prizes given.	High	
Walking and Cycling policy written	Agreed by governors in 2010. Eg. commits school to bikeability training in class 4.	Medium	
In assemblies and PSHE lessons, raise awareness of benefits to health and environment of walking and cycling	Several assemblies, including ones led by Mrs Daggianti, Maya, the Bike It crew, and PCSO	Medium	
Participate in Walk to School week	As part of overall incentive scheme in May 2010. Didn't do counts.	Low	
Walking competitions	I-spy quiz competition run June 2010	Low	not many participants
Identify suitable road safety training materials. Implement road safety training for all year groups. Invite PCSO to talk to pupils about road safety.	PCSO spoke to children in assembly. Road safety session in PSHE	Low	
Produce information on how to get to school sustainably and distribute with hiring agreement, in prospectus, in office, give/e-mail to visitors, on website, on notice board, new parents pack, to pre-school.	Info produced and available in school office but not routinely given to visitors or hirers, nor in prospectus. Is in new parents' pack (?) Not yet given out at pre-school. On school notice board.	Low	

Objective: Reduce congestion on Water Lane and in High Street			
Action	Achievement	Impact	Comment
Count cars parked on Water Lane and in High Street, at either end of school day	Parent volunteers counted cars Feb, May, Nov 2010	Medium	Gave helpful general picture, and raised awareness of issue
Approach all parents who live outside the village and encourage them to Park & Stride from the Pavilion	Letter sent to all families who live outside village in March 2010	Medium at first, then low	Not enough P&S now
Start a Park & Stride club. Award stickers and certificates	Record cards issued as part of summer term incentive scheme in 2010	Medium	Some families became enthusiastic Park & Striders, but never really any sense of a special "club"
Park & Stride tea party after school	Held June 2010 with regular P&S families	Medium	
Discuss reinforcement/extension of zigzags outside school with police	A promise to repaint zigzags when potholes are fixed has not yet been carried out	None	

Objective: Look at improving the safety of the car park			
Action	Achievement	Impact	Comment
Seek advice from CCC experts and others on how to improve the safety of the school car park	CCC personnel felt there was not a lot that could be done, so this has not been taken further.	None	

Objective: Promoting School Travel Plan incentives within the school, village and wider community			
Action	Achievement	Impact	Comment
STP newsletter ("Better By")	Issued termly	Medium	
Articles about STP/Bike It published in local newsletter	At least three articles have been published in the Oakington Community newsletter	Medium	
Article about new bike shed published in Ely church schools bulletin	Appeared Nov 2010	Low	

Discuss school travel issues at School Council	Spring 2010	Low so far	
Discuss school travel issues at parents' forum	Sep 2010	Medium	Helpful suggestions
Updates on STP at governor meetings and seek suggestions/involvement	Presentation given at Full Governors' meeting Jan 2010. A second governor has joined the Steering Group.	Medium	
Publicise STP at Parish Council	Bried report made to Parish Council by governor Anne Christie	Low	
STP Steering Group meetings (Jenny Prince & Mrs Daggianti, lately joined by Ann Webster)	Held every half term	High	

6. FOCUS FOR 2011

- Bike It has been successful in encouraging children to cycle to school, and the activities have been much enjoyed. The future of our Bike It officer is uncertain due to funding cuts, although at the moment it looks as if she will continue in her post in autumn. However, as we progress towards our Silver Bike It mark, the onus is more and more on the school and parent community to sustain the project.
- Incentive schemes do work to encourage families to try other modes for school journeys, and the changes outlast the schemes themselves. So having more "Walk/Cycle/Park & Stride to School Weeks" seems a good idea.
- There is much potential to improve Park & Stride rates, perhaps by promoting it more effectively, and by relaunching the Park & Stride Club. Increasingly, most new children coming to the school live in Oakington/Westwick, so it is a case of persuading people who have parked near the school for years to change their habits.



- Scooting has been neglected by the Travel Plan so far, although it usually counted as cycling as far as incentive prizes were concerned! Other schools (eg in Brighton, where scooter training is provided) have done more to promote scooting. Although we want children to acquire cycling skills which will be useful to them as they grow up, scooting is still a fun and healthy way to get to school without damaging the environment.

- Pre-school has not been included so far, but pupil and staff journeys to pre-school have the same impact as school journeys. Perhaps it is time to open discussion with pre-school to see if they could take more part in some of our established initiatives - eg. Park & Stride, providing travel information to new parents.
- With plans moving forward for extending the school to accommodate a larger intake in future years, school travel and car parking need to be borne in mind.
- School travel issues have been given a higher profile this past year and we should keep this up - how we get to school *does* matter, both for now and for the future of the children and the planet.

It would be ideal if measures outside the school could be out in place to make our children safer while walking or cycling to school - lower speed limits, cycle lanes, wider pavements etc. In the current funding climate pressing for such measures in the short term may prove fruitless - but we should keep them in mind for the future.



Actions for March 2011 - Feb 2012

We should aim for no more than one activity per half term, along with Bike It actions (also at least one per half term) to improve uptake and control workload!

The following were included in the original STP:

- Continue to participate in Bike It project
- Bikeability training for Y5s in summer term
- Continue to raise awareness in assemblies
- Continue to try to disseminate information on how to get to school sustainably
- Talk to Council about improving lighting in footpath opposite school (Planned for autumn 2011)
- Continue to press for reinforcement/extension to zigzags outside school
- Continue to update via "Better By" STP newsletter, community newsletter etc
- Continue to seek involvement via School Council, parents' forum, and governor meetings, when appropriate
- Continue to hold STP steering group meetings
- Repeat pupil surveys once a term (perhaps in second week of term) to maintain a picture of how people travel to school
- Bike shed counts (by Bike It crew, for Bike It)

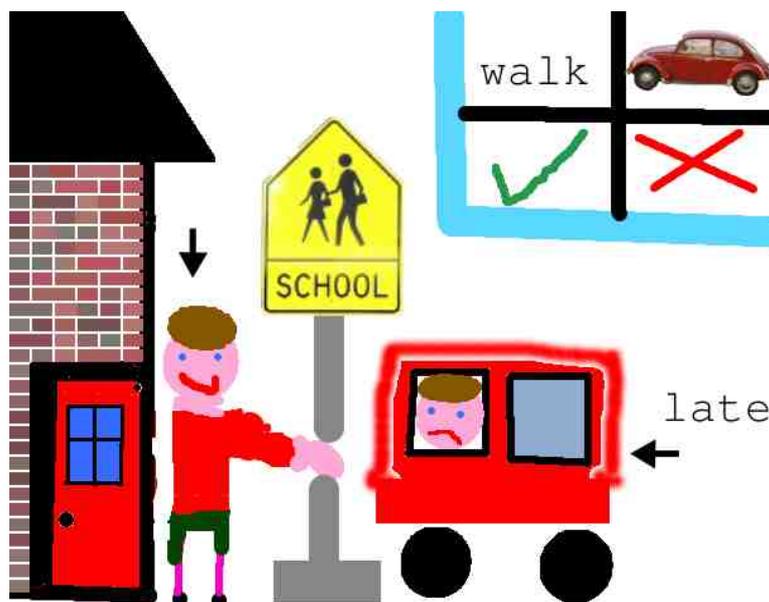
Suggested removals:

- BOW WOW (Bike on Wednesdays Walk on Wednesdays) scheme (planned for spring 2011). The focused week in autumn was more effective, and the Virtual Bike Race (Big Pedal) will be happening later this term.
- Remove parked car counts
- Car park safety schemes (pending school development)
- Staff travel surveys



Additions:

- Have one or two more "Walk/Cycle/Park & Stride to School Weeks" with housepoint incentives
- Reinvigorate Park & Stride club with proper membership cards and incentives - housepoints and prizes
- Promote Park & Stride
- Achieve Silver Bike It mark
- Participate in Virtual Bike Race
- Have a scoot-to-school party or similar in summer to promote and celebrate scooting
- Have a one-off (or once a term) walking bus
- Children make posters (to display outside school) encouraging walking/cycling and park & stride
- School Council have written to parents asking them not to park on the zigzags
- Find out if staff and pre-school staff could park at the Pavilion, and if so, promote as an alternative to crowding the car park or parking on Water Lane
- Perhaps paint a "footprint path" to discourage crossing the car park
- Investigate safer scooter training
- Talk to Pre-school and Toddler Group about which STP initiatives they could share.



APPENDIX 1 - Monitoring & Review

Here for reference is the monitoring plan from the original School Travel Plan, with the termly parked car counts removed. Below that is the survey which is filled in as a "hands-up" survey at least once a term in each classroom, modified from the original following experience and suggestions at the Review meeting.



Action	When	By whom
Hold School Travel Plan Steering Group meetings, to check on progress of actions	Half-termly in 2010, perhaps termly in 2011	School Travel Plan steering group
Repeat "hands-up" survey to see how all children and adults reach school - see Appendix 4	First Wednesday every term (later could ask about yesterday too, to evaluate "Walk/Cycle on Wednesdays")	SD and class teachers
Bike shed counts	Three times per half term	Bike It crew
School Travel Plan review, evaluating and updating objectives, targets and actions, adding latest survey data	Feb 2011 and yearly thereafter	SD & School Travel Plan steering group
Return Annual Progress Report	March yearly from 2011	SD

School Travel Plan Hands-up Survey for Classes - new version

Date:		How many children in class today?	
Class:		How many live in Oakington or Westwick?	
Year groups:		How many can ride a bike?	
Who filled in this survey:		Any other comments:	

Please fill in the number of children who travel by each mode.

	People who live in Westwick or Oakington				People who live elsewhere		
	Walk ¹	Cycle	Scooter	Car	Car	Cycle	Other
How do you usually ² get to school at this time of year?							
How would you like to be able to travel to school?							

1 All the way!

2 Usually = at least three times a week