

Why a Travel Plan?

Encouraging "active travel", especially to school, benefits health and the environment - now and in the future.

OBJECTIVES 2013 onwards

1. Increase healthy and car-free school journeys ("active travel")
2. As a Bike It school, help children and others to cycle, especially on the school journey which gives them good practice
3. Reduce congestion on Water Lane and in High Street
4. Work with community to improve conditions for walking and cycling

TARGETS 2013 onwards	Feb 2013 data
90% of pupils travel to school "actively" (walk,cycle/scoot Park & Stride)	78%
Enable all children to gain Bikeability Level 1 skills during KS2 and Level 2 by the end of Y6	Most children gain Level 2 by end of Y6
35% cycle at least once a week (Gold Bike Mark goal)	19%
Reduce number of school cars parked on Water Lane	No data available
Liaise with Parish Council, Community Plan and County Council about road/pavement/cycling issues	N/A

(Monitor by hands-up pupil survey winter & summer, bike counts, parked car counts, Steering Group meetings.)

SCHOOL TRAVEL CHALLENGES

Problems...

- Local area (roads, pavements, traffic) perceived by many as unsafe for cycling and walking.
- Congestion (and unsafe walking/cycling conditions) caused by cars parked close to school, some even violating the "zigzags."
- Some car journeys to school are avoidable

Opportunities...

- Most children would like to cycle to school.
- Cycling skills acquired at primary school stand children in good stead as they grow up - keeping fit, independence, getting to IVC, healthier adult lifestyles.
- Helps encourage families to travel more actively outside school.
- Lets people see their choices help the environment.
- Instil the "active travel" culture among growing school from the start.

1 REVIEW OF SCHOOL TRAVEL PLAN

- Our first School Travel Plan was drawn up in 2010 and last reviewed two years ago.
- A recent survey showed parents to be supportive of the Plan's objectives and concerned about travel issues.

2 DEVELOPED OBJECTIVES

The objectives used to be:

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

There is strong support among parents for (3) and adding new 4th objective (see above.) (1) and (2) above were reworded to reflect why there is an emphasis on cycling (skills as well as health benefits) and that it is not just for the school journey (but cycling to school is great practice.) We have given up a little on persuading other school visitors out of their cars.

3 TRAVEL DATA

We stopped collecting parked car data as it was a bit hit and miss but it does mean we have only a qualitative handle on this problem at the moment. The "hands-up" survey is gradually being improved (and imposed less frequently). It gives a good general idea but in a small school, percentages are much influenced by small changes in families' travel. See also parents' survey of October 2012.

4 OLD TARGETS

Target	2012 Target	2012 Results
Increase percentage of pupils cycling to school	16% (winter) 20% (summer)	22% (Jan) 15% (May) ?!?
Of the pupils who live in the village, reduce percentage who drive to school	10% (average)	10% - 18%
Increase percentage of families who live outside the village using "park & stride" rather than driving straight to school the majority of the time	27%	7% - 33%
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.	In new parents pack, not prospectus, is on website

The targets were changed to reflect improved objectives; also because "park & stride" figures are very variable due to the tiny dataset.