

School Travel Plan

For

Jennett's Park CE Primary School

DfES Unique School Reference Number
8672000

1.About our school

Jennett's Park CE Primary School Aided School
3, Tawny Owl Square
Jennett's Park
Bracknell
RG12 8 EB

01344 301269

Current Learner Characteristics by Year Group Feb 2022									
	Total	Boys	Girls	FSM (ever 6)	FSM	CLA	SEND (EHCP)	SEND Other	EAL
Nursery	44	20	24					2	4
Year R	40	21	19	9	9			2	3
Year 1	46	25	21	2	2		2	6	7
Year 2	60	25	35	10	10		3	9	8
Year 3	57	29	28	3	3			10	10
Year 4	60	31	29	8	8		3	14	10
Year 5	57	29	28	6	5		2	9	8
Year 6	60	28	32	6	6	1	2	10	4
TOTAL	424	208	216	44	43	1	12	62	54

424 children on roll. 2 classes per year group from aged 3- 11. We have 20% of registered SEND children and a total of 12.7% of EAL.

The school is situated within a relatively new development and the school was built 2011. Outside the main entrance into the school, the vehicle carriageway is sufficiently wide enough to enable vehicles to stop whilst also allowing other vehicles to pass. This is not intended to be a formal designated drop-off area, although could be used by parents dropping off or collecting pupils at the school. The school provides for 44 standard car parking spaces, plus 3 disabled spaces, for school staff and visitors. Conveniently located pedestrian entry points from the neighbourhood square and from residential areas to the north of the school.

Cyclists share the proposed access points into the site with pedestrians. Pathways have been designed with suitable width to allow sufficient space for both pedestrians and cyclists. Pedestrian entry points for the school are from the neighbourhood square and along the northern and western boundaries of the school site.

A total of 42 covered spaces has been provided within the school site for cycle and scooter parking. Each cycle parking area will be located conveniently to entry points into the school and comprise the provision of stands, with shelters. There are in addition 3 new scooter pods for children to park scooters within the school grounds.

Staff cycle parking (8 spaces) is within pupil cycle parking, and staff cycle parking spaces is available nearest the school entrance, adjacent to two proposed disabled parking bays. The cycle parking areas is located in well-lit areas of the site, within close proximity to the school building so as to gain adequate luminance from lighting installed to the building's exterior.

Two motorcycle parking bays have been provided adjacent to the car parking area within the school. This comprises an additional area of hardstanding near to the vehicular entrance gate. Locking provision is provided by way of ground anchor points or horizontal bars.

The school provide staff shower facilities which further encourage travelling to the site by bicycle. One unisex shower is available for school staff to use on a day-to-day basis.

There is a lightweight canopy from the adjacent neighbourhood square to the main school entrance, which is intended to be used as a covered waiting area for parents when collecting pupils on foot.

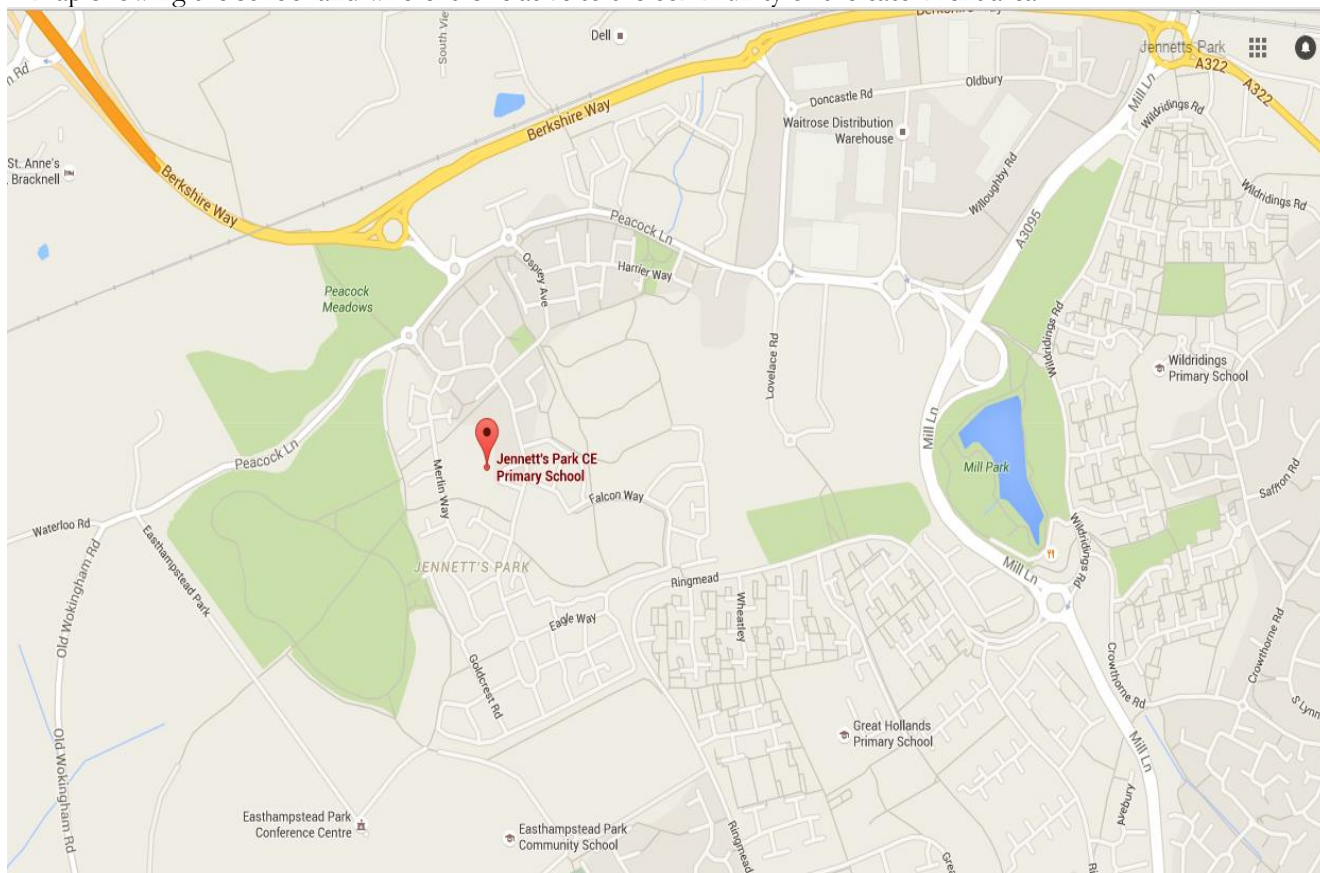
Opening times – include details of pre-and after-school clubs and activities

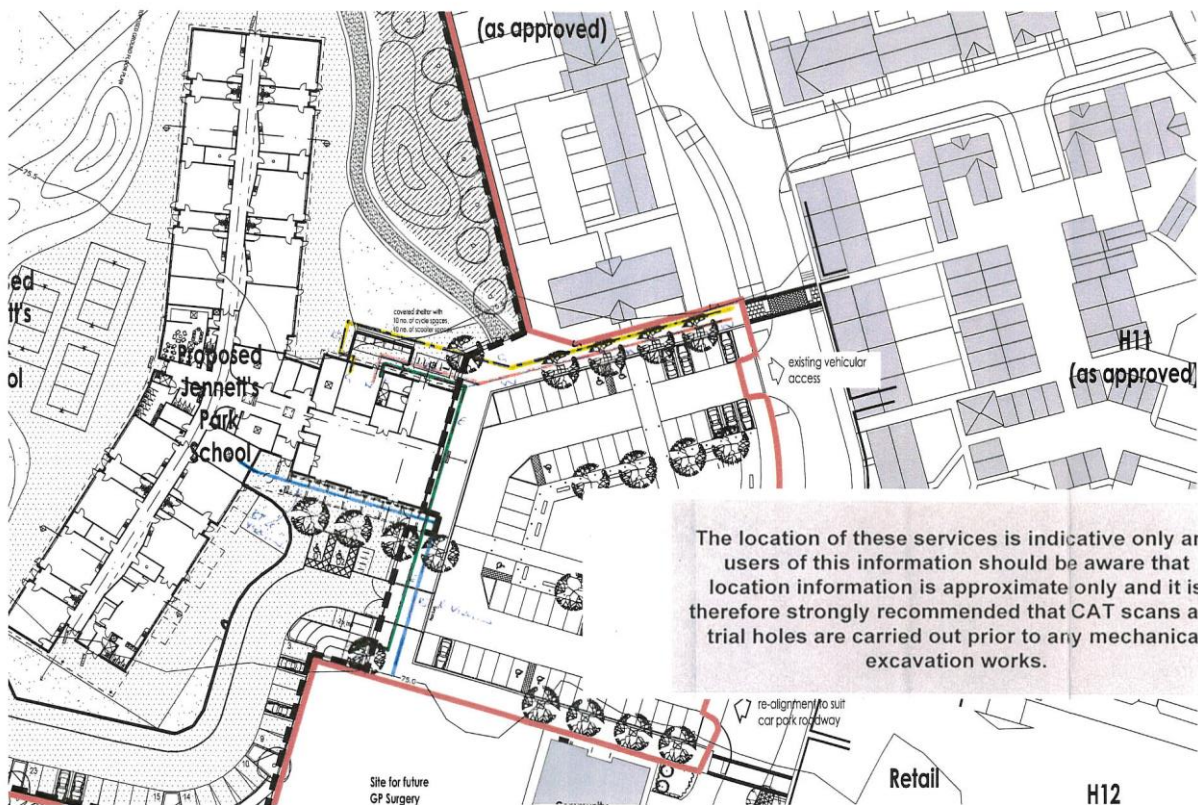
School opens 7am for staff. 8:40 – 3:15 for children. Breakfast club runs 7.15-8:45. After school club runs 3:15- 5:55. Three external clubs extends opening hours to 9:00 . There is a Saturday letting for football and Sunday church

Transport links –

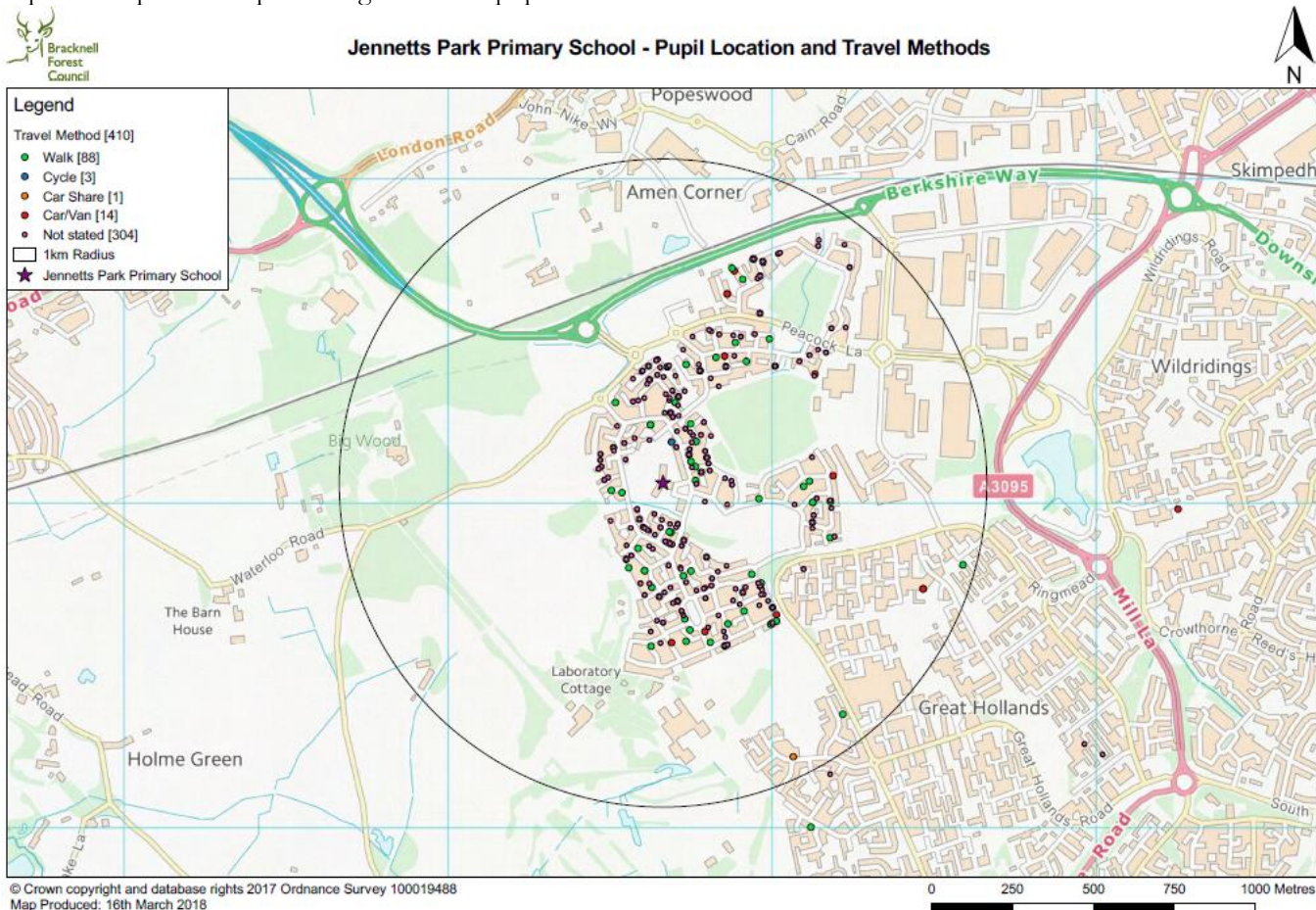
As listed above there are very good transport links by foot, car and bike. There is a bus services that runs ½ hourly services (pre-COVID-19)

A map showing the school and where it is relative to the community or the catchment area





A postcode plotted map showing where the pupils live



Number of on-site parking spaces for staff and visitors 42 + 4 more in Central Square.

Current involvement of school in travel activities

- We participate in Walk to School weeks
- We visit to local site of Easthampstead Park and church by foot.
- We have sporting arrangements which involve travel by car share, travel by bus or walk.

2. Why we are updating our School Travel Plan

Introduction

We actively encourage our pupils and staff to walk, scoot or cycle to school as they:

- keep us fit and healthy
- help our pupils develop road safety skills which will keep them safe as they travel further afield and more independently
- help keep our local air clean, and our streets free from congestion
- The life skills that everyone should be able to benefit from

We encourage all members of our school community to walk, ride or scoot to school wherever possible. We are committed to improving our children's understanding of the importance of safe travel to school.

The closure of the gate was first granted in 2019 by the council on a temporary basis. This was extended for a further two years.

Traffic issues surrounding our school are as follows:

There are 4 entrances to school costing 1140 school hours for SLT / LSA's to cover / man / present at gates costing if all were open £20000 in total per year.

Congestion in car park in morning peak (not afternoon)

Need to reintroduce greener awareness post pandemic when so many pressures on time are creating conflict

Context of pandemic

From March 2020 to present the changed world in which we now operate cannot be underestimated. There was huge implication on greener travel. Carshares stopped. Only key workers travelled at some points. Spacing and anxiety over gates usage were supported by laws and risk assessment processes to reduce the spread of the virus. There was a need to reintroduce further one-way restrictions reduced ability to walk to school. Staffing pressures made lost time sent to open gates even more difficult to justify.

Currently we open one gate in the morning and two at tend of the day- *see below for parent voice*. This current model is cheaper in time and cost for staffing . Current staffing lowers this to £3700 per gate and 570 staffed hours.

We have a speedy drop-off approach that funnels children into school. We have noticed a considerable improvement to incidents of unrest, better support to children who are 'wobbly' and a faster start to routines in the morning by having our single welcoming gates approach.

We open gates midday for Nursery.

Transport future needs:

School is at 95% full capacity so cannot envisage huge variations on this position.

3. Survey Results

Pupil Travel Survey

A 'hands-up' travel survey has been taken and has been repeated at regular intervals thereafter. The survey determines: how they travel to school and how they'd like to travel. These are the latest scores

- How pupils currently travel to school;

How did you travel to school today?	Date															
	03.02.22															
Class	Year Group	Number of children	By foot	By car	By bike	By scooter	Other (please name)	By foot %	By car %	By bike%	By scooter %	Other %	Green Score:			
Whole School		376	172	147	20	35	0	43%	35%	5%	9%	0%	57%	Whole School		

- How pupils would like to travel to school;

How did you want to travel to school today?	Date														
	03.02.22														
Class	Year Group	Number of children	By foot	By car	By bike	By scooter	Other (please name)	By foot %	By car %	By bike%	By scooter %	Other %	Green Score:		
Whole School		376	87	63	132	67	8	25%	17%	35%	18%	3%	80%		

Note that pre-pandemic the scores were closer to 65% greener scores on how did they and 72% how would they. This implied more children now WANT to come in greener ways but *fewer* are able. This was a snapshot in February but is relatively typical of pattern since September.


Parent Questionnaire



Since gate closure we regularly ask which gates which people would like to use. We have had NO raising of concerns NOR complaints. The most communication post pandemic was to review if MUGA gate was to be open (3 verbal questions to HT / Staff September 2021- January 2022).

We asked this February 4 questions to parents past name and year group. 229 people responded out of 424 on roll. (54%)

3. Which gate do you primarily use to exit the building?

[More Details](#)





 Insights

 Front/ Carpark	110
 Side double gates	118



4. Which gate would you prefer to use to exit the building?

[More Details](#)

 Front/ Carpark	85
 Side double gates	93
 MUGA gates (next to black ca...	38
 Pond Gate (on back of school...	12





Of the 12 families currently wishing to use the Pond gate – this represented 15 children. If we scale this to whole school that could represent 30 children. Whilst it is something we would like to consider we cannot justify £3700 of public funds per year to this.

As you can see there are 38 who would use side gate – again scale this and we have 76 children

5. Do you require a second opening at the back of school to drop off the children in morning?

This would be via rainbow entrance and opening either MUGA gate or POND gate.

[More Details](#)

 Yes	34
 No	168
 Sometimes	26



This shows around 120 children (once scaling to represent whole school) might use or occasionally use a morning drop off. We have reintroduced this.

The last section was around comments to be made-

Of the 50 comments made the majority preferred the single drop off approach (35/50 commented positively)

Some typical comments included:

I much prefer the current two gate system that is in place at the moment, however understand possibly having the MUGA gate available for parents the other side of school at pick up

I really like school drop off in the morning thank you. I like that the children are greeted when they go into school. With the old drop off I noticed teachers weren't able to greet children going in as there was quite often a parent talking to them.

I think the process in place you have now is perfect and doesn't need any changes.

I think the quick drop off seems to work really well in the morning. For afternoon collection the MUGA gate can be helpful as an alternative away from the main car park which can get very busy.

I like the way it is I think it better for my child in morning to go through reception Area I can drop and go no fuss and when there staff are on hand.

Keep doing what you're doing - the school has acted and run in a brilliant way thus far.

The current system works well, opening at 08:40 rather than 8:45 helps the flow of traffic in the morning. I would rather keep as is and the funding spent within the School rather than to man an extra gate.

3. School Travel Plan Objectives

Aims and objectives

By the end of this cycle , our aims are to provide:

- = Scooter training
- = Pedestrian training
- =Increase the number of children walking, scooting and riding to school back to prepandemic levels
- =Increase children road safety awareness

Local school trips are made on foot if the destination is close by.

We let all new pupils and their parents/carers know that we promote healthy and sustainable travel to school before the child starts at our school

Parents Role

We encourage parents to support the school and their children by encouraging their child(ren) to walk, scoot or cycle to school whenever possible. We ask parents to:

- Ensure child(ren) walk or ride sensibly and safely on the way to and from school, and to push bikes and scooters on school grounds
- Ensure that bicycles and scooters are roadworthy and properly maintained. If in doubt consult a qualified mechanic.
- Ensure child(ren) are provided with a cycle helmet.
- Ensure child(ren) can be seen by fitting lights to their bike by supplying them with high-visibility clothing.
- Ensure child(ren) have a lock for their bike or scooter and that they know how to use it.

- Consider appropriate insurance cover for their child(ren)'s bicycle or scooter, the school is not liable for any loss or damage to cycles or scooters on the premises or being used on the way to or from school.
- Complete Gate usage survey (SqUID twice yearly entry)
- Complete travel to school preferred and actual usage survey (Squid twice yearly entry)

Pupils Role

We ask our pupils to:

- Ask their parents if they can walk, scoot or cycle to school.
- Behave in a way that shows that both they and the school are presented in the best light whether walking, scooting, cycling or using public transport.
- Ride or walk courteously, sensibly and safely on the way to and from school.
- Push bikes and scooters on school grounds.
- Check that their bike or scooter is roadworthy and properly maintained
- Ensure they are wearing a cycle helmet
- Make sure they can be seen by using lights in the dark or bad weather and by wearing high-visibility clothing.
- Consider having a lock for your bike or scooter and that you use it.

Driving to School

We understand that sometimes there is no alternative to driving to school.

- Parents must ensure children travel safely in their car adhering to car seat laws and requirements and wearing a seatbelt at all times.
- Where a car must be used we ask parents to drive only part of the way, and drop their child(ren) off away from the school so that some of the journey can be walked or scooted.
- Parents must ensure they park their car in a designated parking bay or space.
- Parents must ensure they do not drop children off directly on the main road, they must park and escort children to the school gate.
- Parents must ensure they park legally, safely and with respect for our neighbours and local residents. It is not acceptable to park or wait on double yellow lines, on the school zigzags or across residential driveways for any period of time.

4. School Travel Plan Targets

- how many currently cycle/ scooter to school 15% (from the survey)
- how many would like to cycle/ scooter to school 59% (survey)
- how many live within cycle/ scooter distance 310 (from the Council post code plotted map)
- what prevents children from cycle/ scooter and how easy are these obstacles to overcome
- what is the local provision for cycle/ scooter like? Excellent within Jennett's Park but even more pods could be bought as always full.

5. The Action Plan

This section sets out what the school proposes to do during the next year and beyond to ensure the targets and objectives are met.

Review of plans February 2019 – Feb 2022

Target	Measure	Timeframe	Owner responsible	Monitoring	Review
To increase the number of children cycling to school by 10% over the next 3 years from 15% in 2018 to 25% in 2021	To provide additional covered cycle / scooter parking facilities	By end of Summer Term 2021	J Morgan	Termly hands up surveys on mode of travel to school Increase in scooter pods	Success in proportion now walking at 45%. This is due to drop in other green scores post pandemic NOT decrease in car use.
To reduce the number of single occupancy drivers arriving at the Site.	To increase the number of car sharers	By end of Summer Term 2021	E Savage	Staff review of travel to site. Motivational incentive introduced to staff	Low impact. This was not due to school efforts. Pandemic prohibited this for a large proportion
Introduce walk to work/ school week to promote healthy choices. Trial walking bus as operated by Whitegrove.	Increase number of children wanting to walk to school from 33% to closer to actual figure 51%.	By end of Summer Term 2021	Neil Symons Chan	Termly hands up surveys on mode of travel to school	Run 2 years pre COVID. Will reintroduce
Increase signage as to promoting green methods cycling, scooting and Walking	Increase green score	By end of Summer Term 2021	E Savage	Signs visible and designed in competition	Not done
Need for brighter lighting around site	Fitted	By end of Summer Term 2021	E Savage		Completed
Review of school uniform to allow brighter clothing to be worn.	Policy written	By end of Summer Term 2021	Governors		Not adopted in latest uniform review
More scooter pods needed (3 purchased are constantly full)	Purchased	End of summer 2021	E Savage		Completed – waiting to be fitted
Purchase of daily mile markings	Purchased and fitted	End of Summer 2020	E Savage		Fitted and used twice a week by children

New targets February 2022 – Feb 2025

Target	Measure	Timeframe	Owner responsible	Monitoring	Review
To increase the number of children cycling to school by 10% over the next 3 years from 15% in 2018 to 25% in 2021	To provide additional covered cycle / scooter parking facilities	By end of Summer Term 2025	PE lead	Termly hands up surveys on mode of travel to school Increase in scooter pods	
Introduce walk to work/ school week to promote healthy choices.	Increase number of children wanting to walk to school from 33% to closer to actual figure 51%.	By end of Summer Term 2025	PE lead	Termly hands up surveys on mode of travel to school	
Increase signage as to promoting green methods cycling, scooting and Walking	Increase green score	By end of Summer Term 2025	Headteacher	Signs visible and designed in competition	
Review of school uniform to allow brighter clothing to be worn.	Policy written	By end of Summer Term 2025	Governors	Policy adopted	
PTA event for 'glow ride' cycling and scooting to promote healthy travel	Attendance at event	Yearly in Autumn	PTA	Attendance and promotion	

6. Consultation

Consultation to staff:

Via wellbeing group as to what incentives could offer
Staff meeting discussion on walk to work week
In sharing of Risk assessment

Consultation to pupils:

School Council involvement in planning walk to work week
Designing posters
Hands up survey of how pupils usually travel and would prefer to travel
Assembly updates Autumn 1 x 3 then half termly throughout year.
In sharing of Risk assessment

Consultation to parents:

In summer 2018 prior to closing of gate

7. Monitoring and Review

In newsletter x 3 start of Autumn and at Spring term

Face to face at gates

Survey as to preferred gates to use within Autumn and Spring census

Survey as to preferred method to travel vs actual in Spring Census

PTA discussion for daily mile markings and scooter pod purchase

In sharing of Risk assessment

Consultation to Governors

In spring / summer 2018 prior to closing of gate

Shared to head / Chair meetings in Autumn 2018/Spring 2022

To Schools and Community Local governors in Spring 2019/ 2022

In sharing of Risk assessment

In this next section you need to give a commitment that the STP will be reviewed and monitored on a regular, at least annual, basis.

This section **MUST** include;

- A date and month of when the next survey will be conducted- July 2022
- A date and month of when the STP will be reviewed Fen 2023
- The person or role who is responsible for ensuring the above takes place Headteacher and PE Lead

You must also include in this section a commitment that any review will consider pupil travel needs arising from new developments in education and transport provision and that the STP will be revised as necessary to take account of these.

8. Sign Off

The Travel Plan must be signed by the Head Teacher and the Chair of Governors.

E Savage
Headteacher

C Tootill
Chair of Governors

Brought to Committee 22.2.22