



**Hampshire County Council
School Travel Planning Team**

School Travel Plan Full Review for

Oakridge Schools Federation

**Oakridge Infant School
850/2012**

**Oakridge Junior School
850/2227**

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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 granting of planning for an expansion to the existing school buildings with the provision of 19 new staff parking spaces, including one accessible space and three managed spaces, plus a motorcycle bay. This is to enable an increase from a two Form Entry (FE) with a Published Admission Number (PAN) of 60 to a 3FE (PAN of 90) expansion at the school (equivalent to an additional 210 places). Support has been provided by the school in its preparation. This travel plan should be read in conjunction with the HCC Transport Assessment.

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Contents

List of Appendices	4
Section 1 – Schools’ Background	5
Travel Plan Aims & Objectives.....	5
Schools’ vision.....	6
Current and proposed school facilities.....	6
Pupils and staff.....	7
The School Day.....	8
The Extended School Day	8
School Location.....	9
Catchment Area	10
Site Accessibility and Transport Links	12
Walking.....	13
Cycling, Cycle & Scooter storage.....	15
Buses	16
Trains	18
Existing Transport Problems.....	18
Why is a new Travel Plan required?	19
Working Group and School Travel Plan Coordinator.....	19
Section 2 – Policy	20
National Policy.....	20
Local Policy	21
Hampshire Parking and Cycle Storage Standards	22
Hampshire Healthy Weights Strategy 2015 - 19.....	22
Hampshire Walking Strategy 2016.....	23
Hampshire Cycling Strategy 2015 – 2025	25
Basingstoke Town Access Plan November 2011	26
Basingstoke & Dean Borough Transport Statement 2012 – BDBC (2013)	28
Basingstoke & Deane Borough Cycling Strategy.....	28
Section 3 - Consultation	31
School Travel Plan Consultation	31
School Travel Survey	32
Sustainable Travel Embedded in the Curriculum...32./.././../HantsFile_Checkout_xtpetkgr/2012 2227	
Oakridge Schools Federation Full STP July 2016_(HF000012083215).doc - _Toc456624209	
Section 4 - Survey Information	33
Pupil survey historical data	33
National and Hampshire Travel Data.....	35
Pupil and parent travel survey.....	38
Oakridge Schools Federation – Staff Survey.....	51
Governors’ consultation	54
External partners.....	55
Local Residents: Principal of Enlargement and Pre-Planning Consultations	55
Other stakeholders.....	57
Anticipated modal split	58
Summary of Consultation.....	60
Section 5 - Action Plan	62
Progress on Original Travel Plan	62
Action Plan	64
Section 6 - Evaluation and Monitoring	76
Section 7 - Long Term Sustainability	76
Section 8 - Promotion of STP	76
Section 9 - Formal Approval of the Plan	77

List of Appendices

The following appendices provide supporting evidence of the travel plan documentation. Due to the size of these documents collectively, these are available on request to:

schooltravelplans@hants.gov.uk

Appendix 1	Oakridge Schools Federation existing site plan
Appendix 2	Oakridge Schools Federation proposed expansion plans
Appendix 3	Pupil & Staff Postcode Plots
Appendix 4	Breakfast, Lunchtime and After School Clubs
Appendix 5	Walking zones map
Appendix 6	Walking routes to school
Appendix 7	Cycle network
Appendix 8	Basingstoke bus route map, network & timetables
Appendix 9	Infrastructure map
Appendix 10	Pupil and parent survey
Appendix 11	School Enlargement Consultations: Principal of Enlargement; Pre-Planning
Appendix 12	Staff survey
Appendix 13	Oakridge Schools Federation Governors consultation
Appendix 14	Extract from Oakridge Schools Federation Governing Body Minutes
Appendix 15	Extract from HCC School Expansion Workshops
Appendix 16	School Crossing Patrol Audit on Oakridge Road
Appendix 17	Staff postcode maps
Appendix 18	Park & Stride map
Appendix 19	Accident statistics
Appendix 20	Recent engineering works in the locality of the schools

Section 1 – Schools' Background

Travel Plan Aims & Objectives

The aim of this school travel plan is to review and build on the School Travel Plan (STP) written and approved in 2010. To do this, the report will put in place the tools that are necessary to enable the staff of the school, along with the parents and children, to make informed decisions about their travel to and from school. It is also intended that by putting these tools in place it will minimise any adverse impact on the environment that the school run may cause.

The aims and objectives of the plan are therefore:

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

- To encourage and enable more children and parents to walk to/from school
- Encourage and enable more pupils who have bicycles or scooters to consider cycling/scooting to school and back home with parents
- Encourage car sharing between parents of the schools

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

- To ensure that parents and pupils feel safer walking to school
- To ensure that Road Safety education is provided to all to ensure safe journeys to and from school

3) To raise travel awareness and integrate sustainable school travel within the curriculum and school ethos

- To raise awareness of the benefits of leaving the car at home, and the alternatives, amongst children and parents
- To update the community on the progress of the travel plan and expansion plans on a regular basis

4) To promote and enable sustainable travel for staff and visitors

- To promote and enable alternatives to the car and reduce car use (for staff and visitors)

Schools' vision

Oakridge Schools Federation - Vision and Values Statement

It is our aim that children are encouraged and challenged to develop their true potential in a stimulating, nurturing and hard working environment. Our vision is to encourage the children to be enthusiastic about their learning, have ambition to succeed and to develop into life-long learners. This vision is underpinned by our values which are:

- Independence
- Challenge
- Respect
- Perseverance
- Resilience
- Creativity

These values are shared and modelled by the staff, governors and children and affect all that we do and how we do it. Children are taught the skills associated with these values (social, moral, spiritual, and cultural) through our creative curriculum, Health and Well-being curriculum and assemblies.

Source: <https://primarysite-prod-sorted.s3.amazonaws.com/oakridgeinfantschool/UploadedDocument/88e2d625982d48e89126a7d93ddc2cc8/vision-and-values-statement.pdf>

By reviewing the school travel plan, the school aims to encourage more children and parents to walk, scoot or cycle to school rather than use cars. This will support the healthy school ethos and reduce congestion around the school.

Current and proposed school facilities

Taking into account the Oakridge Schools Federation site as a whole, which can be viewed in Appendix 1, the facilities can be listed as follows (as at September 2015):

Infant School

- Six classrooms
- One main hall
- One learning resource / library
- Two small group/SEN rooms
- One kitchen servery

Junior School

- Eight classrooms
- One main hall
- One learning resource / library
- One ICT suite
- Two small group/SEN rooms
- One kitchen and kitchen servery

There is also a modular classroom on site at present for the additional 30 children currently in YR the additional 30 starting in YR in September 2016. An additional modular classroom will be added, subject to planning, in time for the additional 30 Year R September 2017 intake.

Proposed facilities

A plan of the proposed expansion of the schools can be seen in Appendix 2, but the main changes are as follows:

Infant School

- Three classrooms
- Newly located staff room
- Two small group/SEN rooms
- Kitchen

Junior School

- Four classrooms
- Two small group/SEN rooms

Pupils and staff

The Oakridge Infant and Junior Schools opened in the 1960s as a one form entry (FE) PAN 30 with a maximum capacity of 210 children between them. As of September 2015, the pupil numbers at Oakridge were as follows:

School Name	Age of Pupils	No. of Pupils	Capacity
Oakridge Schools Federation, of which:	4-11 Years	430*	450*
Oakridge Infant School	4-7 Years	210*	210*
Oakridge Junior School	7-11 Years	220	240
<i>Proposed Oakridge Infant School (from September 2018)</i>	<i>4-7 Years</i>		<i>270</i>
<i>Proposed Oakridge Junior School (from September 2018)</i>	<i>7-11 Years</i>		<i>360</i>
<i>Proposed Oakridge Schools Federation (from September 2018)</i>	<i>4-11 Years</i>		<i>630</i>

* Includes temporary classroom provision to allow for 30 additional children in the current YR which will be extended to accommodate an additional 30 children in September 2016 and 2017.

The expansion will increase the school to a fully 3FE school to keep up with demand for places in the local area. By September 2018, when the expansion is due for completion, the school will therefore have capacity for 630 pupils.

The current approximate home locations of the pupils can be seen in Appendix 3 and with only a good percent of children living within up to a 15 minute walking distance of the school and the majority of the rest within a 15-25 minute walk. It can be seen that there are a few families living well outside the 25 minute walking zone and, currently, 67% of the Infants and 63% of the Juniors come to school from out of the schools' catchment boundary, though many of these come from a walkable distance.

Children with SEND (Special Educational Needs and Disability) and EHCP (Education Health & Care Plan)

23 children at Oakridge Infants and 17 at Oakridge Juniors are SEND registered, including one at the juniors with a physical disability. Circumstances mean that they are all able to walk to school with no specialist home to school transport required.

The school has three classrooms on a second storey which would need to be taken into account should a child with physical needs start school there in the future.

A copy of the Federation's SEND policy can be found online at:

<https://primarysite-prod-sorted.s3.amazonaws.com/oakridge-junior-school/UploadedDocument/f9bf17070fb140638dd28a12b09f3ca0/Inclusion.pdf>

Oakridge Schools Federation Staff

To accommodate for the existing pupil population at the schools, the staff numbers can be found in the table below including an indication of staffing numbers following the school becoming full to capacity:

School Name	No. Staff	Teaching	Non teaching
Oakridge Infant School Staff (including YR 3FE)	19	10	9
Oakridge Junior School Staff	22	10	12
Staff working across the Federation	4	2	2
Total staff in the Federation	45	22	23
<i>Predicted Oakridge Infant School Staff from September 2018)</i>	23	12	11
<i>Predicted Oakridge Junior School Staff from September 2018)</i>	30	14	16
<i>Predicted Oakridge Schools Federation Staff from September 2018)</i>	57	28	29

Source: K Killick, Federation Business Manager (10/6/16)

There are currently 45 members of staff in the Federation (22 teachers and 23 support staff). This is predicted to rise to 57, to include six additional teaching staff and six non teaching staff (LSAs), once the school is fully expanded – one additional teacher and one LSA have already been recruited to cover the additional YR class who started in September 2015.

The School Day

The school day is slightly staggered with the Juniors starting 8:40am and the Infants at 8:45am. The Infants then finish at 3:15pm and the Juniors at 3:20pm.

School Name	Children allowed on site	Classrooms open	End of school day
Oakridge Infant School	08:40am	08:45am	3:15pm
Oakridge Junior School	08:40am	08:40am	3:20pm

The Extended School Day

The school runs a wide selection of lunchtime and after-school clubs. After school clubs run every day until 16:15pm. There is no breakfast club at the school at present though an Active Start Club is commencing in September 2016 which will run from 7:45 - 8:45am but will not provide breakfast. See Appendix 4 for a full list of clubs available each term, or visit the following links:

<http://www.oakridgeinfantschool.com/after-school-clubs-1/>
<http://www.oakridgejuniorschool.co.uk/clubs/>

In addition to these activities, the school undertakes a number of trips off-site, walking where possible and by coach if not. These trips vary year to year but include:

- YR Blue Reef Aquarium in Southsea (coach)
- Y1 Lee on Solent (coach)
- Y3 Local road safety walk (walk)
- Y3 Butser Farm (coach)
- Y6 Old Basing House (coach)
- Y6 Think Safe in Bramley (coach)
- Y6 residential trip to Condover Hall, Shropshire (coach)

The school site is open daily from 7:00am - 7:00pm.

Whole School Activities

At the Oakridge schools there are several occasions such as parent's evenings, the Christmas Fair, school discos and the induction meeting for new parents during which an unusually high level of traffic/congestion may affect the school site. On these occasions there are no particular arrangements made for parking by parents as it is so limited on site.

On-Site Nursery

Tiny Oaks is a privately-run nursery within the school grounds. They have places for 40 children in sessions from 9:00am – 3:00pm. They also run a breakfast club for 32 children from 7:45am-8:45am and an after school club for 24 children from 3:15pm-6:00pm. Children from the Oakridge Schools Federation are able to attend the breakfast and after school clubs. See Appendix 4.

School Travel Policies

There is no specific policy regarding travel to and from school or on school trips listed on the school websites.

School Location

The Oakridge Schools Federation is located in the town and borough of Basingstoke and is maintained by the Hampshire Education Authority. The schools are in Oakridge, an urban area of mixed housing less than a mile north of the town centre of Basingstoke, a fast expanding over-spill town for London. The area is well served by public transport, as well as being within close proximity to the A339 and M3.

The schools' main vehicle and pedestrian entrances are off Oakridge Road which is an increasingly busy bus route with a few parking bays but no on-road parking. To the east is Sherborne Road which is a quieter cycle route though busy at school times. The school site is surrounded by residential housing with an area to the east of privately-owned land in front of a Community Centre and, to the south of the site, the Whiteditch playing fields. To the north west is a further playing field on Sherborne Road and there is an industrial park, Houndmills, further to the west beyond some residential housing.

There has been a lot of development in the Basingstoke area in recent years and there are several other infant and junior schools within walking distance: South View Infant & Junior Schools, Merton Infant & Junior Schools, St Bede Catholic Primary School, Marnel Community Infant & Junior Schools, Castle Hill Primary School, Castle Hill Infant School, King's Furlong Infant & Junior Schools and The Winklebury Federation.

Catchment Area

The small school catchment area encompasses the surrounding residential area of Oakridge. A map of the catchment area is shown below in Figure 1 and the location of the school is shown in Figure 2 overleaf.

There are currently plans for a new residential development on the south eastern corner of the Houndmills estate off Kingsclere Road. Discussions have begun to decide whether it would be appropriate to increase the Oakridge catchment area to include these houses rather than leaving them in the Winklebury catchment area, as they are at present, in order to enable those families to walk to school. It is half a mile to Oakridge along residential roads and over a mile to Winklebury through the Houndmills industrial estate.

Please refer to Appendix 3 to see the mode of travel that children use to get to school and the walking zones can be found in Appendix 5.

Figure 1: Oakridge Schools Federation Catchment Map

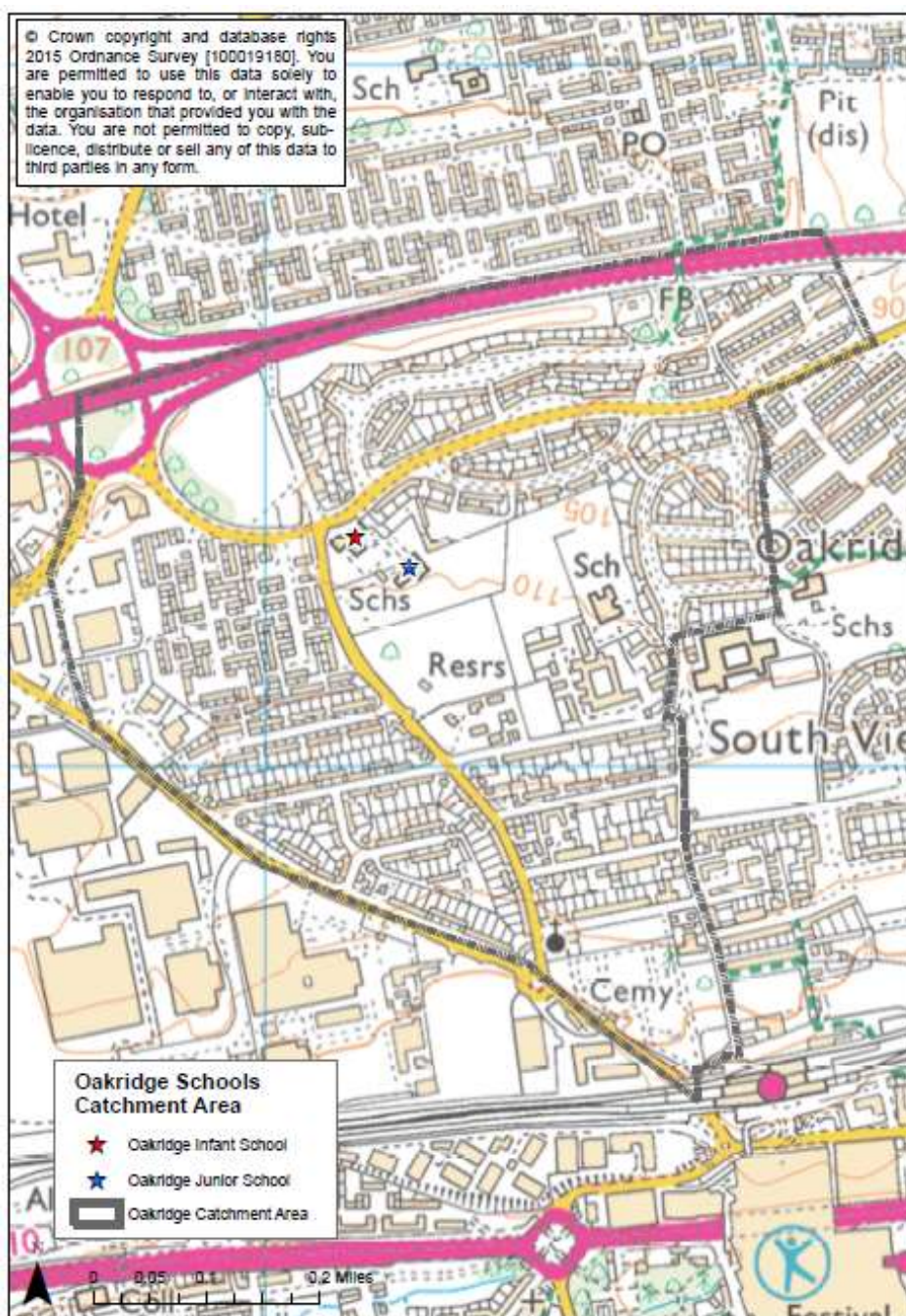
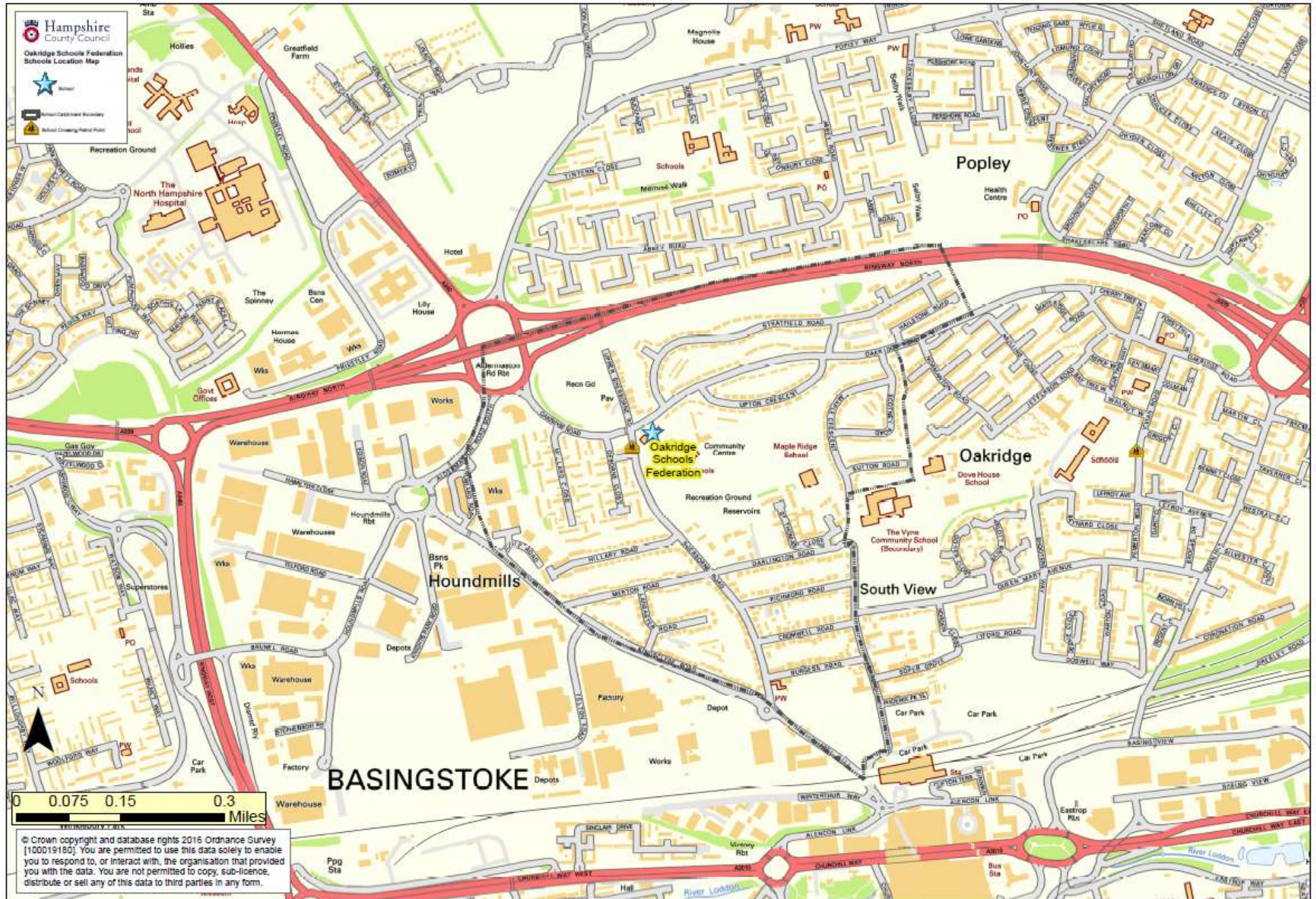


Figure 2: Oakridge Schools Federation Location Map



Site Accessibility and Transport Links

Vehicular Travel and Access

There is only one vehicle entrance to the staff car park which is down the school access road. The school currently has a staff car park with ten spaces (seven marked bays and a marked zone which has provision for three additional vehicles) for the Junior school and there are three spaces for the Infant school near to their pedestrian entrance which totals 16 spaces in all. There are currently no accessible or visitor spaces. Staff cars take up all available spaces and any overflow staff parking is usually in the car park next to the school leased by BDBC for use by the Community Centre. No parents or visitors are allowed in to the school car park without prior permission. Current site access points are shown in Figure 3 below.

Figure 3: Current site access points



The expansion proposals include the addition of 19 new staff parking spaces, including one accessible space and three managed spaces, plus a motorcycle bay equating to a total of 32 car parking spaces plus a motorcycle bay on site. This is in excess of the seven spaces required for teaching staff and five for non-teaching staff required by the current Hampshire Parking Standards, *On-Site School Parking Guidelines, 2013*. The reason for this is that it is considered that this level of parking provision would be inadequate given that there is a shortage at present. The parking will all be accessed through the current Junior school car park and the three current Infant school spaces will be relocated to the new car park as this area will form a turning head for delivery vehicles to that school. All Federation staff will therefore be able to park in the extended car park area within the Junior school gates.

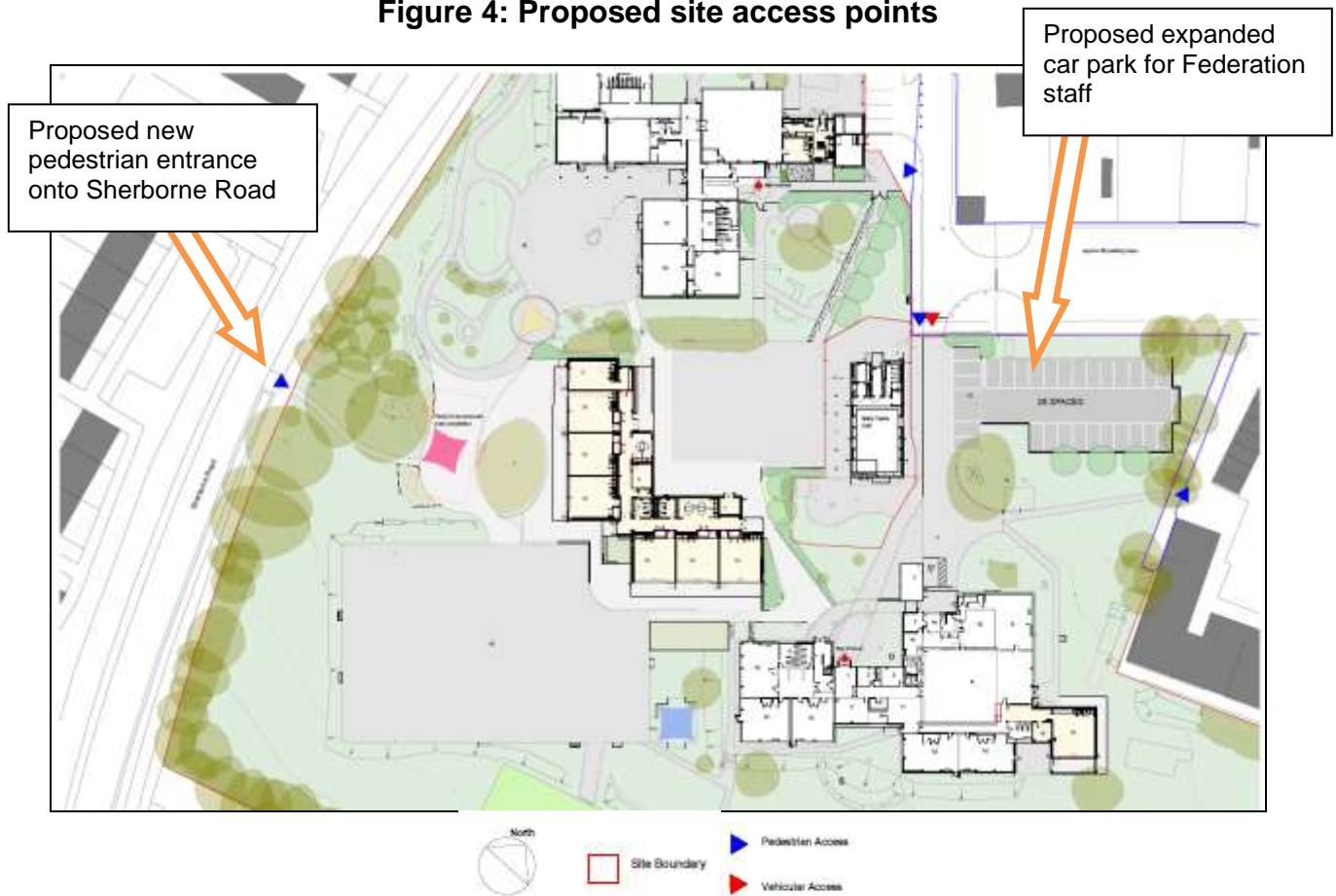


Walking

The school is currently accessed through four pedestrian entrances around the site, as can be seen in figure 3 above. There is no access for pedestrians from the footpath running along the western site boundary at present, forcing families to walk around the front of the site and use the main entrances near the very congested Community Centre car park. The southern entrance is also a problem for pedestrians at present as there is no footpath leading to it across the grass playing fields.

As part of the expansion, a new gate is proposed to be added to the west of the site which will serve to increase permeation, as shown in Figure 4 below.

Figure 4: Proposed site access points



<p>Main pedestrian entrance to Infant school off school service road</p>	<p>Pedestrian gate from private land next to the Community Centre off Upton Crescent</p>	<p>Pedestrian entrance gate to Whiteditch Playing fields (no paved path) to the south of the school site</p>

Two pedestrian gates to the east and south of the site are locked during the day with only the main gates being left open for visitors. It is proposed to change the arrangement of fencing and gates at the Infant school as part of the expansion to enable the area of play space at the front of the school to be used and access to visitors still to be enabled. Currently this area of playground is underused by the school for fears of the pedestrian gate being left open by visitors.

There are footpaths around the western and northern boundaries of the school with playing fields to the south and an area of private land and the Community Centre to the east. This can be demonstrated by the number of children walking - the 2016 census data indicates that 65.1% of Infant children and 78.2% of Junior children are walking, cycling or scooting to school though the pupil/parent surveys indicated a considerably lower rate of 51% for the Infants and 57% for the Juniors. Additionally, the walking zones indicate that approximately 90% of the catchment area is within a 10 minute walk (see Appendix 5 for walking zone map and Appendix 6 for a map of walking routes to school). Whilst there are a number of excellent footpaths in the area, there are also a number of busy roads, including the A339, some of which lack safe crossing places such as Oakridge Road. The pupil/parent surveys also indicate that footpaths are narrow in places and can become encroached upon by overgrown vegetation.



One of several unmanned crossing points on the busy Oakridge Road which are difficult to negotiate for pedestrians



Narrow footpath on Sherborne Road encroached upon by overgrown shrubs



Cars conflicting with pedestrians on the school access road before school introduced cones to prevent this situation

Of the children attending both schools, currently 55% live in within the catchment area. It should be noted however that the vast majority of families living outside catchment still live within walking distance of the schools. There are plenty of footpaths leading to the school and Oakridge Road, Stratfield Road, Upton Crescent and Sherborne Road are heavily used.

For those coming from the south, families are likely to need to cross Sherborne Road which has a School Crossing Patrol (SCP) Officer near the junction with Oakridge Road. For those families coming from the north, or parking and walking on Upper Sherborne Road or Stratfield Road, they have to cross Oakridge Road which currently has an underpass but no SCP and is a very busy bus route. However, following a recent SCP audit, an SCP is being recruited for this site which will assist pedestrians and increase safety in this area.

Most of the roads surrounding the Oakridge schools are reasonably quiet apart from at school drop off and pick up times when they become busy with parents dropping off. However, Oakridge Road is used by vehicles accessing the nearby Houndmills Trading Estate and A339 making it a popular cut through route. The school access road is privately owned by HCC and staff and parents are not supposed to park there or in the Community Centre car park. Until the school recently introduced a policy of coning off the school access road once the car park filled up, there were often cars backing up in this area causing many vehicles to have to reverse to get out and increasing the risk to pedestrians who use this area as their main access point to both schools.

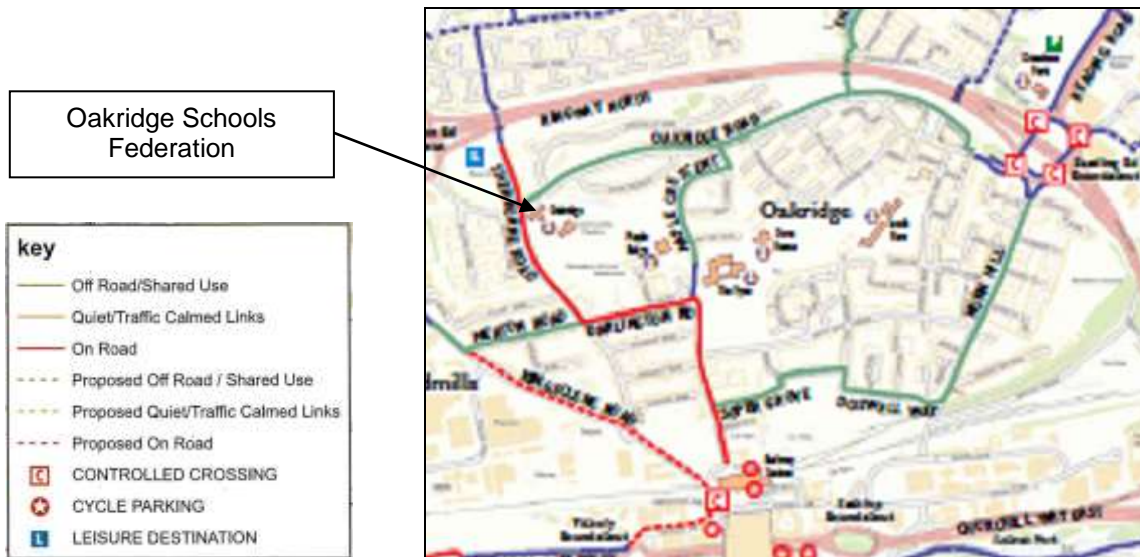
As part of the travel plan process, a map has been produced to indicate the local areas within a maximum of a 25 minute walk of the schools, which can be found in Appendix 5.

Cycling, Cycle & Scooter storage

Basingstoke has an established cycle route network with links close to the Oakridge schools. As well as an on road path to the west and south of the school which leads directly to Basingstoke town centre, there is an off-road/shared use route along Oakridge Road and Maple Crescent.

A map showing the cycle network across Basingstoke is in Appendix 7 or online at <https://www.basingstoke.gov.uk/content/page/32630/Cycle%20Routes.pdf>. An extract of this map highlighting the area around the school site is shown in Figure 5 below.

Figure 5: Basingstoke cycle network around the Oakridge Schools Federation site



There are currently five uncovered cycle hoops near to the rear, southern entrance to the site in the Junior playground. This is the only formal storage for bikes or scooters on site, though the children are allowed to store their scooters by hooking them through the fencing around the Junior Astroturf and by the Infant entrance. The hoops are currently without a cover and on grass, located next to a pedestrian gate which has no paved footpath leading to it and is out of site of the school office. We suggest that this area is therefore unsuitable for secure bike storage or for use during wet weather and we would recommend the hoops being relocated further into the school site, be covered and on a hard standing.



Cycle hoops at the Junior School	Southern entrance gate – unpaved and muddy in wet weather	Scooters stored on the Infant School fence
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Currently the Year 5 children have Bikeability training annually and this year, for the first time, the Year 2 children received scooter training. We would recommend that the school continue with Bikeability and book scooter training bi-annually to cover the Year 1 and 2 children, subject to funding.

The March 2016 census data indicates that no children cycle to either school and the pupil/parent travel surveys indicate that 10% of the infants (27 children after expansion) and 13% of the juniors (47 children after expansion) would like to cycle to school. For scooting, the pupil/parent surveys indicated that 0% children scoot to school. However we have observed a number of scooters stored at school on recent visits and, in June 2016, the Infant school were overall county winners in the HCC Annual Scooter Challenge with each child averaging over 3 journeys to school by scooter that week. The pupil/parent surveys indicated that 7% (19 children after expansion) of Infant children and 4% (14 children after expansion) of Junior children expressed a wish to scoot to school.

Below is data provided in the parent/pupils surveys (see Section 5 for full details) as well as the provision for additional cycle and scooter storage as per the Hampshire guidelines:

	PUPILS	Current provision	HCC additional provision requirement	Percentage currently cycling/ scooting*	Percentage wishing to cycle/scoot**	Numbers wishing to cycle/scoot (based on pupil numbers post expansion)**	STP recommended additional storage	Total storage (based on HCC provision requirement)	Total storage (based on STP recommend.)
Cycles	Infants	0	5	0%	10%	27	10	5	10
	Juniors	10	6	0%	13%	47	10	16	20
Scooters	Infants	0	9	0%	7%	19	22	9	22
	Juniors	0	12	0%	4%	14	22	12	22

* Current cycling data from census, March 2016. Scooting data from parent/pupil surveys June & Sept 2015

** "Would like to" cycling/scooting data from parent/pupil surveys June & Sept 2015

Based on this information, we would recommend that excess additional storage is provided as part of the expansion program to include 5 additional covered hoops for each school (giving space for 10 additional bikes) and a 22-scooter rack for each school providing covered storage for 44 scooters. This will provide enough scooter storage for all those wishing to scoot to school to do so. It will provide enough storage for a good proportion of those wishing to cycle to school though it is unlikely that all of the children requesting to cycle to school will in actuality be able to do so.

According to the staff postcode plot in Appendix 3(g & h), which uses data submitted by the school in May 2016, there are eight members of staff currently living within a 25 minute walk of the Oakridge Schools site who drive to school. Three people cited a reason for this was the fact that there is currently no covered staff cycle storage at school. HCC parking guidelines indicate that one staff cycle space should be provided per school. However, with 6% of staff saying they would like to cycle to school, we recommend that eight covered spaces (four for each school) are provided in a safe place for staff which would allow for 17% of staff to cycle each day i.e. all of those currently living within a 25 minute walk. This is summarised in the table below:

	STAFF	Current provision	HCC additional provision requirement	Percentage wishing to cycle**	Numbers wishing to cycle (based on nos. after expansion: 47)**	STP recommended additional storage	Total storage (based on HCC provision requirement)	Total storage (based on STP recommend.)
Cycles	Infants	0	1	5%	1	4	1	4
	Juniors	0	1	9%	2	4	2	4
	Total/Average		2	6%	3	8	3	8

** data from staff surveys June 2015

Buses

The nearest bus stop to the schools is on Oakridge Road, well within walking distance, and is served by Stagecoach bus service 5 which runs every 12 minutes during the day and hourly in the evenings.

Figure 6: Oakridge Extract from Basingstoke Network Map

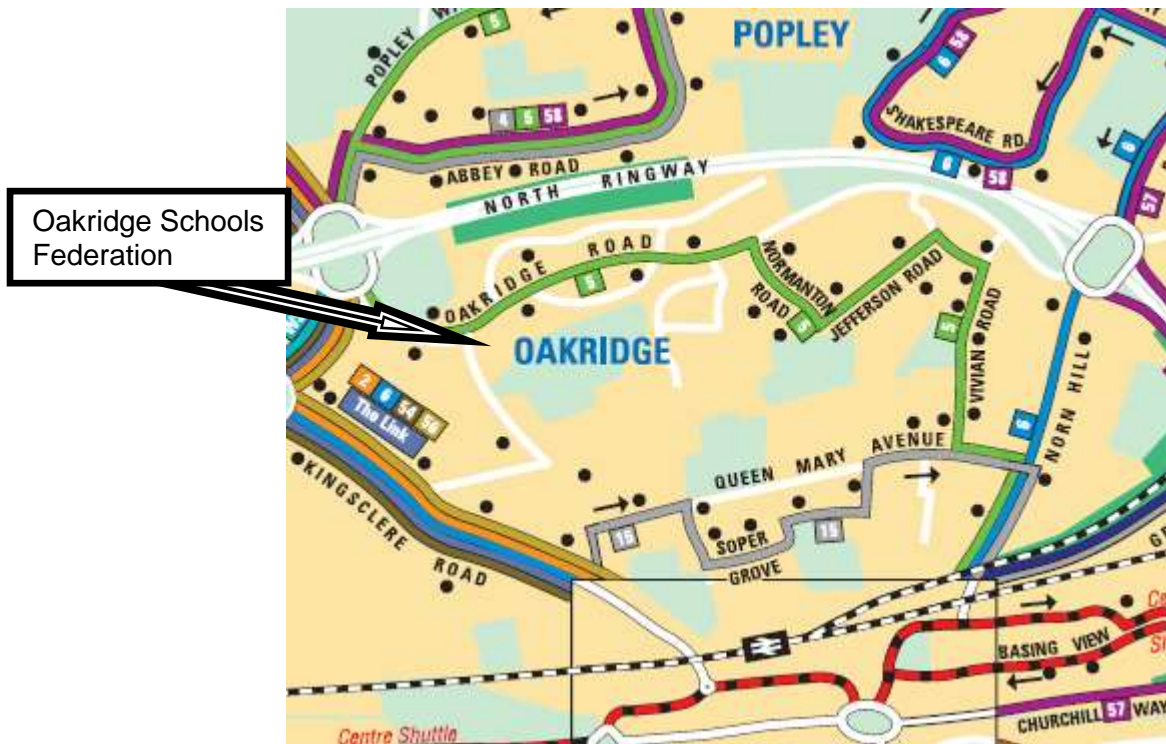


Figure 7: Stagecoach 5 service: West Popley – Oakridge - Basingstoke

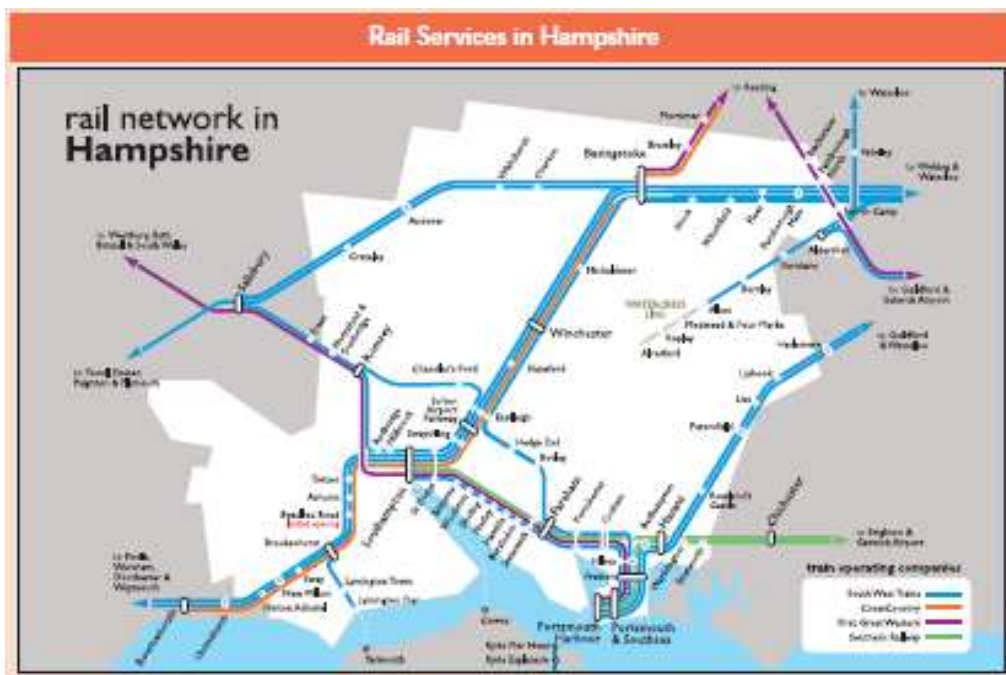
5 West Popley - Oakridge - Basingstoke				
This service is financially supported by Basingstoke & Deane Borough Council				Stagecoach
MONDAY-FRIDAY	First Bus to Town	Daytime Frequency	Evening Frequency	Last Bus from Town
West Popley	0558	every 12 mins	hourly	2200
Oakridge	0607	every 12 mins	hourly	2200
SATURDAY	First Bus to Town	Daytime Frequency	Evening Frequency	Last Bus from Town
West Popley	0726	every 12 mins	hourly	2200
Oakridge	0734	every 12 mins	hourly	2200
SUNDAY	First Bus to Town	Daytime Frequency	Evening Frequency	Last Bus from Town
West Popley	0853	hourly	—	1850
Oakridge	0902	hourly	—	1850

Bus timetables and a route map for Basingstoke can be seen in Appendix 8 or online at http://www3.hants.gov.uk/basingstoke_map_jan_15_v3.pdf.

Trains

Basingstoke Rail Station is the closest train station and is 0.8 miles from the school. The Stagecoach No. 5 bus which serves the schools also stops at the train station. The train station is served by several rail service providers. South West Trains link Basingstoke with Whitechurch, London and the South Coast. First Great Western has routes to the West Country and, more locally, to Bramley and Reading. Cross Country has national services to Birmingham, Manchester and Glasgow. This means that staff could use train as a viable method of travel to school.

Figure 8: Rail Services in Hampshire



Appendix 9 shows an overview of the transport infrastructure in the locality of the schools.

Existing Transport Problems

Oakridge Schools Federation last produced a travel plan in 2010 and a number of issues were raised. A summary of the progress made is covered in section 5.

In 2010, the following problems had been present according to pupils and parents:

- Parking issues near the school due to the high levels of pupils travelling to school by car
- Complaints from parents about the dangers caused by cars driving in and out of the school grounds at the start and end of the school day

Reasons for these issues:

- Limited number of spaces in the adjacent car park
- 30% of children on roll live over a mile from school (catchment numbers not recorded)
- Inadequate local parking
- Lack of frequency of the No.5 bus, particularly before and after school
- Oakridge Road is dangerous for children to cross
- A lack of bike or scooter storage at both schools
- Bike racks placed in an inappropriate position in the school grounds to ensure security
- Footpath across field – muddy
- Overgrown hedgerows making pavements narrow

Most of these issues still remain and, whilst the parent/pupil surveys indicate that 35% of pupils travel more than a mile to school, there are currently 55% of pupils living within the small, walkable catchment area but, according to the 2016 census data, there are still 32.5% of Infant children and 19.5% of Junior children regularly driving to school.

Observations as well as regular resident complaints to the schools indicate that parking and dropping off outside the school, with people queuing for the Community Centre car park on site and parking inconsiderately on the nearby streets, continues to be a problem at the start and end of the school day despite plentiful legal on-street parking within a 5-10 minute walk of the school.

Why is a new Travel Plan required?

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

For the Oakridge Schools Federation, in addition to addressing the issues highlighted in the 'Existing Transport Problems' section above, a travel plan is required to be submitted for planning permission as the school is being recommended for expansion to 3FE, due for completion in September 2018. This document will therefore outline a long term travel plan to assist with mitigating against the impact of the expansion on local traffic.

Working Group and School Travel Plan Coordinator

The following people have been involved in various discussions regarding the wider school expansion and school travel, and are key internal partners for the future and work jointly in the wider community.

HCC

HCC School Travel Planner
HCC Strategic Development Officer

Kirstie Green
Glenn Parkinson

School

Executive Headteacher
Federation Business Manager
Admin Officer, Oakridge Junior School
Admin Officer, Oakridge Infant School

Diane Charman
Kerry Killick*
Steph Cameron
Gill Helbert

*STP Coordinator who will play an important roll with the implementation of the travel plan and action plan.

Meetings have taken place with the above on the following dates:

- 17 December 2014 –Travel Plan (initial briefing – KG, HH, SL, DC, KK)
- 8 December 2015 – Travel Plan (secondary briefing – KG, DC, KK)
- 11 January 2016 – STARS Training Session (KG, SL, KK, SC, GH)
- 8 February 2016 – Principal of Enlargement drop in event (KG, HH, HCC project team)
- 13 June 2016 – Pre-Planning drop in event (KG, HH, HCC project team)

Section 2 – Policy

National Policy

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

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

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

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

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

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

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

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

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

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

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

- '*Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities.*

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

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

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

Local Policy

Hampshire County Council Local Transport Plan 2011 to 2031 – HCC (2013)

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 Parking and Cycle Storage Standards

The following formula should be applied to the projected number of staff and pupils at the school.

Type	Recommended parking standard
Cars	1 space per teaching member of staff plus 2 spaces per 3 non-teaching staff. Disabled parking should be counted as 5% of the above allocation or a minimum of 1 space.
Cycles	Primary schools – 1 scooter space per 10 pupils plus 1 cycle space per 20 pupils. Secondary schools – 1 cycle space per 10 pupils In addition (for all schools) – 1 cycle space per 20 staff in a non-pupil area
Powered two-wheelers (PTW)	Minimum of 1 space or 1 space per 25 car spaces.

Hampshire Healthy Weights Strategy 2015 - 19

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

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

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

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

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

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

1. Create and support environments that promote health (emotional health; healthy eating and physical activity).

2. Help families and children make healthier lifestyle choices to improve health and have a healthy weight.
3. Provide effective services for those at risk of unhealthy weights.
4. Reduce inequalities in health by focussing on those people most at risk.

Within the remit of the travel plan, the obvious priorities are around creating environments to promote health and assisting with making healthy lifestyle choices. Through the travel plan, the appropriate physical infrastructure can be identified and bids can be placed, and working in partnership with schools and other key stakeholders, the appropriate messages and education can be delivered through initiatives such as Walk to School Week, Bikeability, Scooter Challenge, Modeshift Stars and so on.

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

- Objective 1 – Priority Action 6
Develop and improve existing routes for walking and cycling, focussing on areas in greatest need where resources are available.
- Objective 2 – Priority Action 7
Provide public health rationale for investment opportunities in sustainable transport initiatives.

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

Hampshire Walking Strategy 2016

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

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

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

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

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

The Challenges

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

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

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

Strategy Themes

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

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

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

Government Draft Walking and Cycling Investment Strategy:

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

Hampshire Cycling Strategy 2015 – 2025

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

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

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

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

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

The Challenges

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

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

Strategy Themes

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

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

- **Sports cycling and events** – including cycle sport facilities/management and promotion to children across Hampshire of cycle events.

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

Government Draft Walking and Cycling Investment Strategy:

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

Basingstoke Town Access Plan November 2011

The Basingstoke Town Access Plan was developed by Hampshire County Council and Basingstoke and Deane Borough Council. The Plan is intended to improve access to facilities and services within the town by guiding transport development over the next 20 years. It was formally adopted by the County Council in January 2012.

The Plan puts forward a set of proposals and schemes which aim to:

- Improve accessibility throughout Basingstoke by all sustainable modes of transport, notably walking, cycles and public transport;
- Enhance Basingstoke as an important centre to live, work and visit;
- Support the local economy by providing improved transport infrastructure;
- Promote social inclusion and access for all; and
- Integrate transport proposals with land use development.

Following the consultation process an action plan was developed which sets out the key issues identified and potential options which could address these issues. The development and implementation of this joint school travel plan will support and also benefit from the following potential measures within the action plan.

Location	Issue/Objective	Potential Options
Walking & Cycling		
A339/ A340/ A30 Ringway North	Quality of pedestrian infrastructure access including Hospital footpath, Priestley Road subway, Abbey Road subway, Abbey Road/Popley footpath, Kingsclere Road subway	Consider options for improving pedestrian infrastructure. Environmental enhancements
Chapel Hill	Unattractive pedestrian access/infrastructure	Consider options to improve pedestrian infrastructure provision. Environmental enhancements
Victory Roundabout to Chapel Hill	Cycle infrastructure provision	Consider the potential to improve cycling infrastructure
Area Wide	Missing cycle links. Gaps and severance in the existing cycle network for example north/south and east/west movements across town centre	Consider options for providing additional and improved cycle infrastructure in accordance with the Basingstoke Missing Cycle Links review Link: CW12, CW13
	Pedestrian and cycle way finding/ legibility	Undertake a review of pedestrian signing to develop a legibility/signage strategy to improve pedestrian and cycle route signage
	Lighting of pedestrian and cycle routes	Consider options for additional street lighting of pedestrian and cycle paths in accordance with the street lighting PFI, e.g. Glebe Gardens

	Ensure that new developments are connected to other facilities by sustainable modes of transport	Through the planning process ensure that new developments incorporate direct walking and cycling links to key facilities/services in their design
Area Wide including A30, A33, A340, A339	Road network in Basingstoke should safely provide for cyclists	Consider, where appropriate, potential to improve cycle provision. Continue to consider cycle safety. Investigate providing cycle facilities at junctions as part of junction reviews
Town Centre	Quality of pedestrian infrastructure access including Chesterfield Road subway, New Road/Hackwood Road junction, Church Street footbridge, missing footway Alencon Link (north), Chapel Hill footpath, Alencon Link footway, Bunnian Place subway, Vyne Road rail tunnel	Consider options to improve pedestrian infrastructure provision. Environmental enhancements
Public Transport		
Town Centre	Delay and journey time reliability for bus services	Investigate the potential for bus improvements on key access routes into the town centre including Chapel Hill, Winchester Road and Sarum Hill.
Roads and Traffic		
Area wide	High rate of car use and car dependency, especially for the journey to work, resulting in congestion and delay, particularly at peak times	Encourage existing large employers (e.g. hospital)/business areas in the town to produce and implement workplace travel plans
	Reassess road space allocation to provide urban realm improvements and improve access by sustainable means of transport	Investigate the potential for measures to improve bus, cycle, pedestrian, and vehicle access to support regeneration in the town centre
	No park and ride opportunities on approach to Basingstoke	Investigate small park and ride sites adjacent to main bus corridors. Investigate the feasibility of park and ride sites (especially related to commuter demand) at A33 Reading Road, A340 Aldermaston Road, and A30 Winchester

Basingstoke & Dean Borough Transport Statement 2012 – BDBC (2013)

Produced by Basingstoke & Dan Borough Council in 2012 (Amended in Dec 2013) this statement adds the context and specific requirements of Basingstoke to the NPPF and local HCC transport strategy. Excerpt relevant to the school journey and sustainable travel have been summarised in the following paragraphs.

Section 3.1: The town of Basingstoke, with 101,000 inhabitants, makes up 61% of the Borough. Having seen rapid expansion since the 1970's the town is now a very good strategic road and rail link to London, Reading and South Hampshire. As a result of this, there is significant highway congestion on routes such as the A33, A30, A340 and M3 Junction 6 during peak times.

As the railway is heavily used there are some overcrowding problems for the busier commuter lines. **Section 3.3** of the statement indicates some potential improvements to the rail network to address this issue including a new station at Chineham as well as '*improved car and cycle parking provision at most of the borough's stations*'.

Where walking and cycling is concerned the statement identifies that there are several key missing links in the footway network of Basingstoke. In **Section 3.5** the statement aims to improve accessibility for these modes of travel and subsequently reduce congestion and promote a lower-carbon transport choice. This is backed up by **Section 4.3 Objective 2b and 2h:** '**Objective 2h:** *Improve and deliver the cycle and pedestrian network across the borough, including better links to business locations, town centres, schools and rail stations*'.

Although not necessarily affecting the school journey directly **Objective 1** which aims to reduce congestion and maintain the road networks of Basingstoke may benefit the school. In particular, the introduction of park & ride sites (**Objective 1e**) may reduce traffic on the A33 corridor a congestion hotspot in the centre of Basingstoke.

Basingstoke & Dean Borough Council (2013). *Basingstoke & Dean Borough Transport Statement with Dec 2013 Addendum*. Available online at: <http://documents.hants.gov.uk/transport-statements/basingstoke/BDBCTransportStatementDecember2013.pdf>. Last accessed 17.04.15.

Basingstoke & Deane Borough Cycling Strategy

Basingstoke and Deane Borough Council adopted a Cycling Strategy in March 2016, which is intended to:

- Ensure that cycling is fully taken into account in future planning proposals;
- Encourage participation and involvement in cycling; and
- Support other activities to promote and encourage the uptake of cycling, such as training, safety, promotion and raising of awareness.

The Strategy was prepared following public consultation during 2015, including seeking views on issues with existing facilities and provision in the summer, and more recently on a draft strategy in Autumn 2015.

Recognising the significant benefits that cycling provide, including improvements in health and wellbeing, helping to reduce the number of people driving cars for their journeys, and economic, the overall vision of the Strategy is to:

'Create an environment that is a safe, attractive and practical choice for cyclists in the borough so that more people are enabled to cycle safely in the area and to encourage a shift towards more sustainable transport choices and healthy lifestyles.'

To achieve this, the following objectives have been established, which are supported by a series of specific themes:

- To encourage more people who live and work in the borough to walk and cycle for local everyday journeys;
- To promote cycling for the health and wellbeing benefits that can result;
- To encourage visitors to the borough to travel more sustainably;
- To link smarter choices delivery with planned infrastructure developments; and
- To ensure effective stakeholder and community engagement in the actions contained in this strategy.

The identified objectives will be achieved through a series of actions, which have been grouped into a number of themes as set out below:

- Connectivity and Permeability
- Improvements in Other Facilities
- Safer Cycling
- Cycle Parking
- Promotion and Encouragement
- Maintenance and Signage

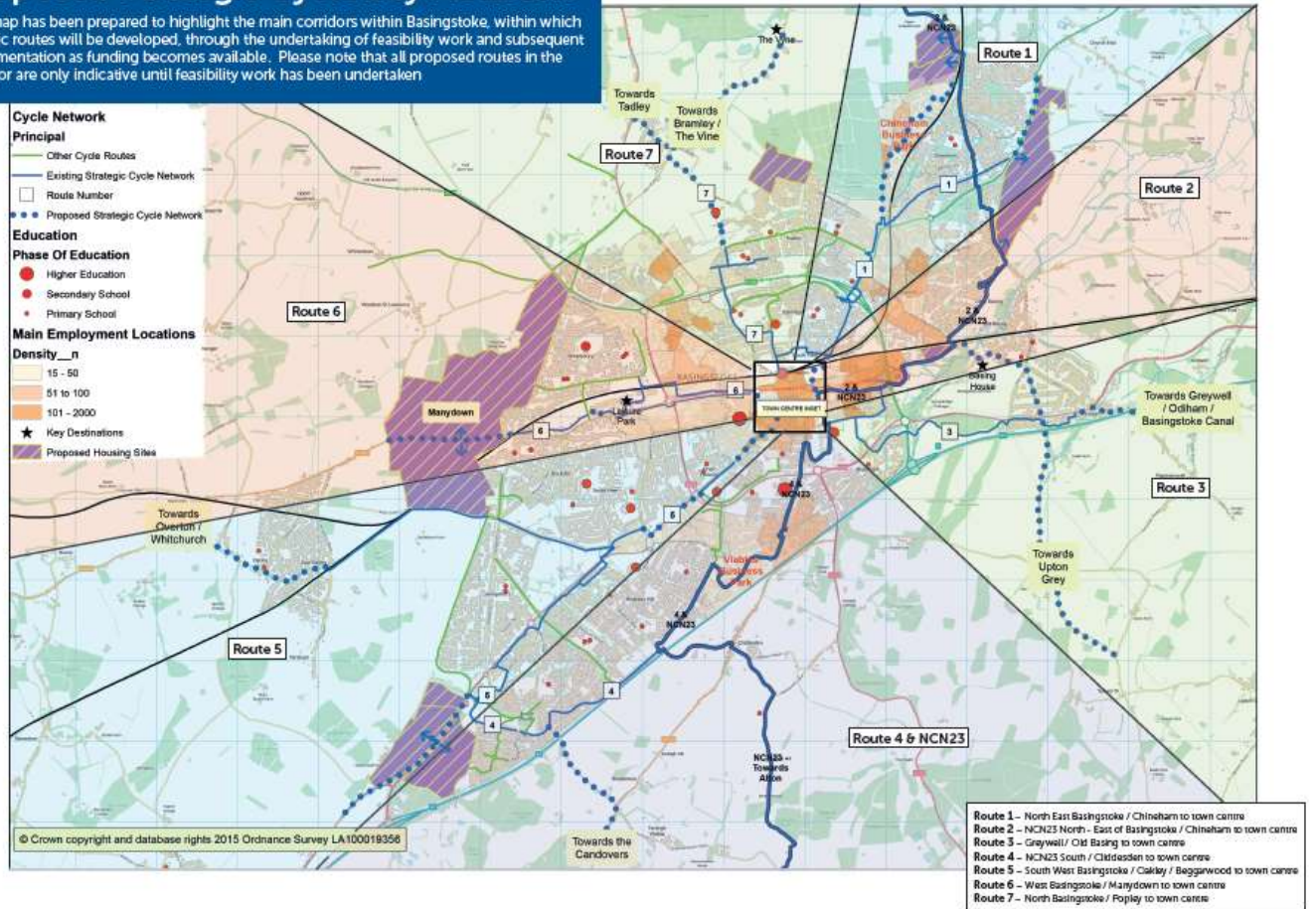
Through the implementation of associated actions, the targets of this Cycling Strategy are to:

- Double the number of trips to work made by bicycle by 2021 from a baseline of 1,930 in 2011; and
- Double the number of bikes travelling over the identified cycle counters in Basingstoke by 2021 from a baseline of 1,007 in 2011.

The Cycle Strategy includes within it a series of actions in an Action Plan, and also a proposed Strategic Cycling Network across the town. This identifies a series of routes radiating from the town centre and linking to key destinations and the each corridor within the town, including the main development sites in the Local Plan. It also highlights the need to do further work to address accessibility issues linked to the town centre, which has been identified as a major issue by cyclists in the borough (shown as a town centre inset on the Strategic Network Map).

Proposed Strategic Cycleway Network

This map has been prepared to highlight the main corridors within Basingstoke, within which specific routes will be developed, through the undertaking of feasibility work and subsequent implementation as funding becomes available. Please note that all proposed routes in the corridor are only indicative until feasibility work has been undertaken



Source: <https://www.basingstoke.gov.uk/cyclestrategy>

Summary

This travel plan has thus been prepared in line with national and local policy in that it aims to reduce reliance on the private car and it encourages the use of sustainable travel choices. In addition, it supports local policies by seeking to enable safe and sustainable journeys to and from school.

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:

School Travel Plan Consultation

Group consulted	On what?	How?	When?	Evidence included within the travel plan
Parents	<ul style="list-style-type: none"> Their journey to and from school 	<ul style="list-style-type: none"> Travel survey Expansion consultations Expansion Workshops 	<ul style="list-style-type: none"> July 15 / Sept 15 Feb 16/ June 16 April 16 	<ul style="list-style-type: none"> See appendices
Pupils	<ul style="list-style-type: none"> Their journey to and from school 	<ul style="list-style-type: none"> Travel survey Expansion Workshops 	<ul style="list-style-type: none"> July 15 / Sept 15 April 16 	<ul style="list-style-type: none"> See appendices
Staff	<ul style="list-style-type: none"> Their journey to and from school 	<ul style="list-style-type: none"> Questionnaire Expansion consultations Expansion Workshops 	<ul style="list-style-type: none"> July 15 Feb 16/ June 16 April 16 	<ul style="list-style-type: none"> See appendices
Governors	<ul style="list-style-type: none"> The impact of the school run on the local community 	<ul style="list-style-type: none"> Governing body meeting discussions Expansion consultations Email to governors Expansion Workshops 	<ul style="list-style-type: none"> Mar 16 Feb 16/ June 16 June 16 April 16 	<ul style="list-style-type: none"> See appendices
Local Residents	<ul style="list-style-type: none"> The impact of the school run on the local community 	<ul style="list-style-type: none"> Expansion consultations 	<ul style="list-style-type: none"> Feb 16/ June 16 	<ul style="list-style-type: none"> See appendices
Local Councillors	<ul style="list-style-type: none"> Known local development Known local travel issues 	<ul style="list-style-type: none"> Email & meeting Expansion consultations 	<ul style="list-style-type: none"> Feb - June 16 Feb 16/ June 16 	<ul style="list-style-type: none"> See appendices

Identification of key external 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 February and June 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 events and survey forms were provided for residents and parents to formalise their thoughts on the impact of the expansion on the school journey and 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 or would be able to assist with the solutions to the issues, such as local councillors and BDBC Officers, were also consulted or contacted via email or phone to identify possible opportunities to discourage parking surrounding the schools and to encourage alternatives.

Pupils, staff, parents and Governors were also involved in two School Expansion Workshops held during April 2016 where they were able to think about the spaces at school, how they are used at present, what works well and what could be improved. An extract from the initial report is included in Appendix 15 though the final report was not available in time to be included. The outcomes of

this report will be fed to the architects, also present at the workshops, for consideration in their final designs.

School Travel Survey

Both schools conducted a full school survey which involved surveying parents, pupils and staff as to how they travel to and from school. The schools sent out Pupil /Parent surveys in hard copy format in July 2015 (and September 2015 to cover the new YR intake) with a covering letter asking some personalised questions in relation to which access children and parents use and where parents park. Staff were also provided with a simple survey to complete in July 2015, 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 the wider consultation that all have been engaged with on the expansion plans for the schools. The School Governing Body was emailed the parent/pupil survey results and a summary of planned actions for comment in June 2016. The governors were then asked for their views and to share anything that they would like to see included. Their comments are detailed in Appendix 13 as well as an extract from Governing Body Minutes in Appendix 14.

Sustainable Travel Embedded in the Curriculum

Both schools are aware that there have been a number of complaints from local residents about the inconsiderate nature of parents who park locally in order to drop off and pick up their children, blocking driveways and driving without due care and attention.

As a result, the school have been engaging with the HCC School Travel Plan Team and are actively involved in a number of initiatives related to healthy living and sustainable travel such as walking trips to the swimming pool and annual Bikeability training for the Year 5 children.



Road Safety banner on Junior car park gates and posters on the approach road asking parents to park elsewhere

The current Year 2 children recently received scooter training to teach them how to scoot safely to school and the Infant school was the county-wide winner of the HCC Scooter Challenge in June 2016. The Junior school have Junior Road Safety Officers in Years 5 and 6 who have a noticeboard to promote road safety information and events such as a Road Safety Banner Competition and a Be Bright Be Seen day. There is also a webpage on both school websites which offers guidance on how to travel to school and where to park if you need to travel by car.



Junior website
Travel to School page

Following two recent accidents involving children at the school, all children have received refresher road safety training session and the Infant school are currently trialling a Walk Once A Week scheme which is due to be rolled out to all children in September 2016 subject to agreement from the Executive Headteacher. The school also issued the HCC booklet, "How could you travel to school?" to all new YR and Y3 joiners in July 2015 and will continue to do so annually thereafter.

Three members of staff are trained up on how to run the Modeshift STARS sustainable travel accreditation programme for schools and, in June, the Federation was awarded it's Bronze level award due to be presented in October 2016.

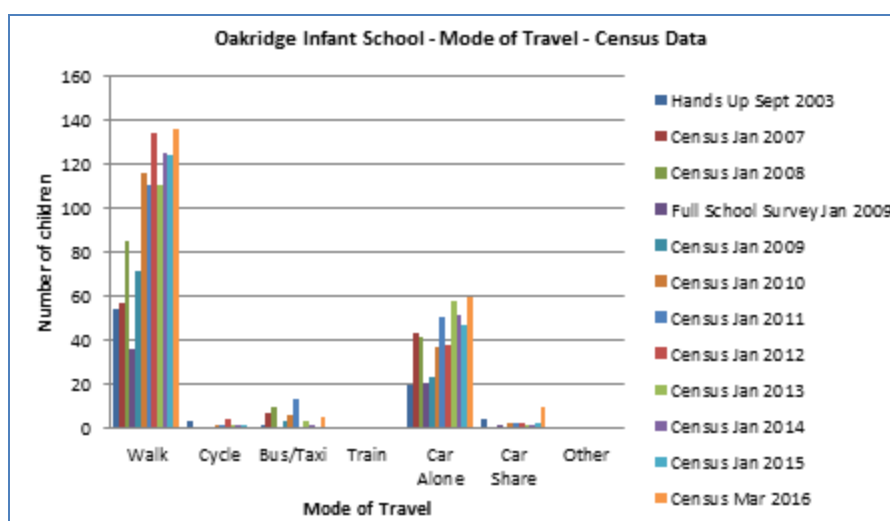
Section 4 - Survey Information

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 Oakridge Infant and Junior Schools up to 2016:

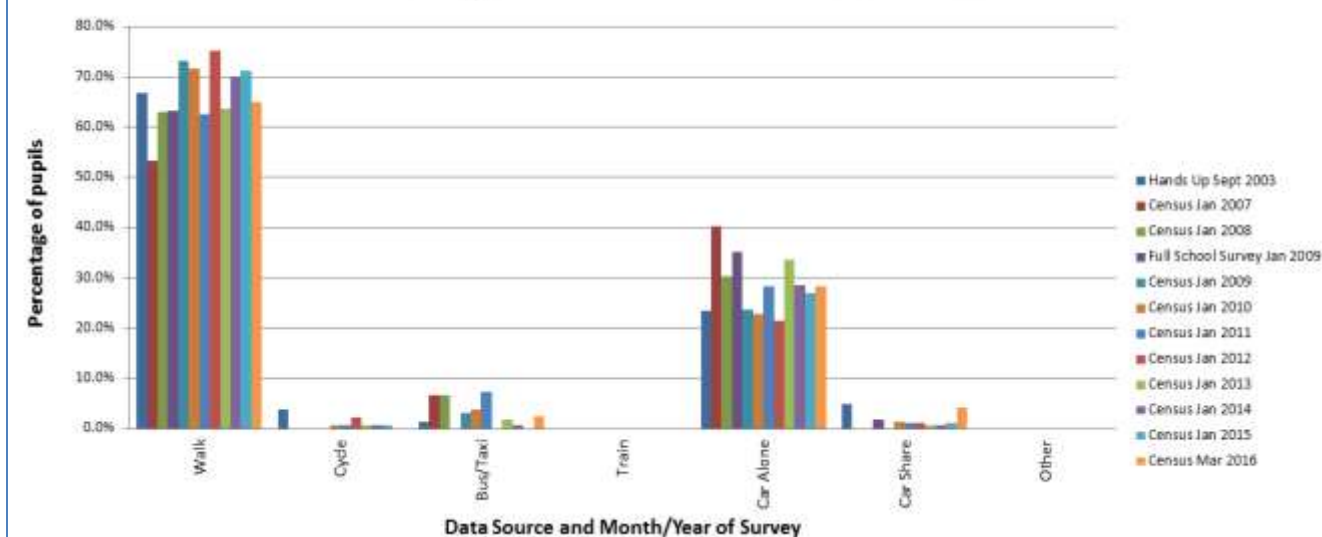
Figure 9(a): Oakridge Infant School – Mode of Travel – Census Data 2003 – 2016

Mode of Travel	Hands Up Sept 2003	Census Jan 2007	Census Jan 2008	Full School Survey Jan 2009	Census Jan 2009	Census Jan 2010	Census Jan 2011	Census Jan 2012	Census Jan 2013	Census Jan 2014	Census Jan 2015	Census Mar 2016
Walk	54	57	85	36	71	116	110	134	110	125	124	136
Cycle	3	0	0	0	0	1	1	4	1	1	1	0
Bus/Taxi	1	7	9	0	3	6	13	0	3	1	0	5
Train	0	0	0	0	0	0	0	0	0	0	0	0
Car Alone	19	43	41	20	23	37	50	38	58	51	47	59
Car Share	4	0	0	1	0	2	2	2	1	1	2	9
Other	0	0	0	0	0	0	0	0	0	0	0	0
Total	81	107	135	57	97	162	176	178	173	179	174	209



Mode of Travel	Hands Up Sept 2003	Census Jan 2007	Census Jan 2008	Full School Survey Jan 2009	Census Jan 2009	Census Jan 2010	Census Jan 2011	Census Jan 2012	Census Jan 2013	Census Jan 2014	Census Jan 2015	Census Mar 2016
Walk	66.7%	53.3%	63.0%	63.2%	73.2%	71.6%	62.5%	75.3%	63.6%	69.8%	71.3%	65.1%
Cycle	3.7%	0.0%	0.0%	0.0%	0.0%	0.6%	0.6%	2.2%	0.6%	0.6%	0.6%	0.0%
Bus/Taxi	1.2%	6.5%	6.7%	0.0%	3.1%	3.7%	7.4%	0.0%	1.7%	0.6%	0.0%	2.4%
Train	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Car Alone	23.5%	40.2%	30.4%	35.1%	23.7%	22.8%	28.4%	21.3%	33.5%	28.5%	27.0%	28.2%
Car Share	4.9%	0.0%	0.0%	1.8%	0.0%	1.2%	1.1%	1.1%	0.6%	0.6%	1.1%	4.3%
Other	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

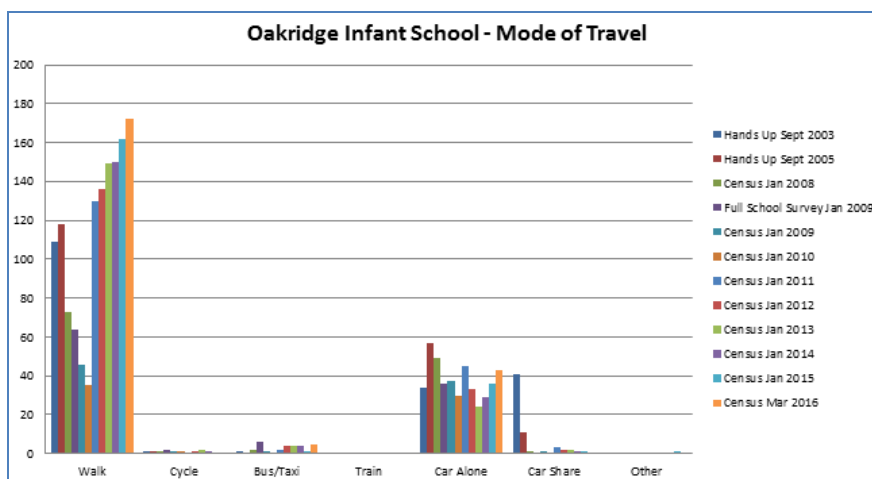
Oakridge Infant School - Mode of Travel - Census Data



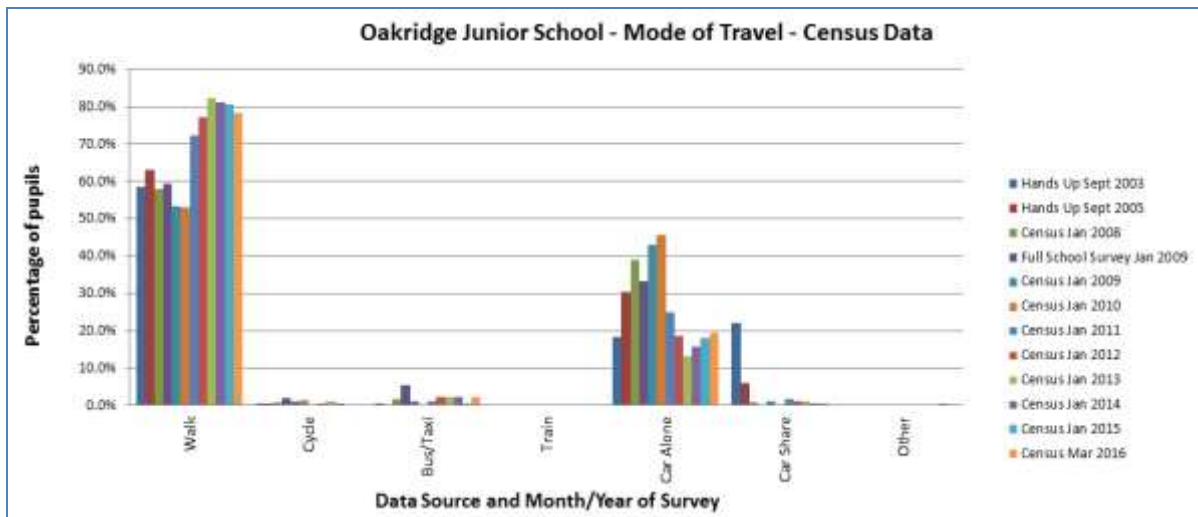
Oakridge Junior School – Mode of Travel – Census Data 2003 – 2016

Mode of Travel	Hands Up Sept 2003	Hands Up Sept 2005	Census Jan 2008	Full School Survey Jan 2009	Census Jan 2009	Census Jan 2010	Census Jan 2011	Census Jan 2012	Census Jan 2013	Census Jan 2014	Census Jan 2015	Census Mar 2016
Walk	109	118	73	64	46	35	130	136	149	150	162	172
Cycle	1	1	1	2	1	1	0	1	2	1	0	0
Bus/Taxi	1	0	2	6	1	0	2	4	4	4	1	5
Train	0	0	0	0	0	0	0	0	0	0	0	0
Car Alone	34	57	49	36	37	30	45	33	24	29	36	43
Car Share	41	11	1	0	1	0	3	2	2	1	1	0
Other	0	0	0	0	0	0	0	0	0	0	1	0
Total	186	187	126	108	86	66	180	176	181	185	201	220

Oakridge Infant School - Mode of Travel



Mode of Travel	Hands Up Sept 2003	Hands Up Sept 2005	Census Jan 2008	Full School Survey Jan 2009	Census Jan 2009	Census Jan 2010	Census Jan 2011	Census Jan 2012	Census Jan 2013	Census Jan 2014	Census Jan 2015	Census Mar 2016
Walk	58.6%	63.1%	57.9%	59.3%	53.5%	53.0%	72.2%	77.3%	82.3%	81.1%	80.6%	78.2%
Cycle	0.5%	0.5%	0.8%	1.9%	1.2%	1.5%	0.0%	0.6%	1.1%	0.5%	0.0%	0.0%
Bus/Taxi	0.5%	0.0%	1.6%	5.6%	1.2%	0.0%	1.1%	2.3%	2.2%	2.2%	0.5%	2.3%
Train	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Car Alone	18.3%	30.5%	38.9%	33.3%	43.0%	45.5%	25.0%	18.8%	13.3%	15.7%	17.9%	19.5%
Car Share	22.0%	5.9%	0.8%	0.0%	1.2%	0.0%	1.7%	1.1%	1.1%	0.5%	0.5%	0.0%
Other	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%



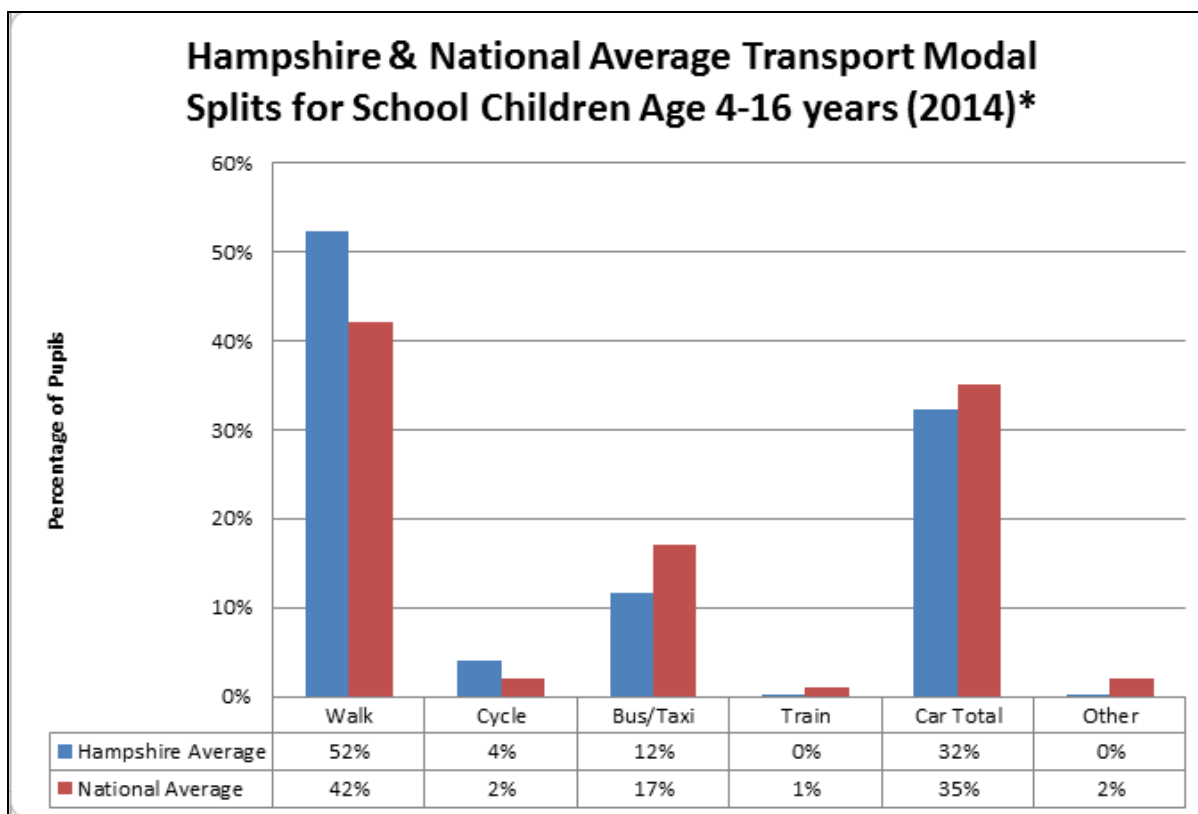
At the Infant school, the data shows that the most dominant form of travel is on foot with 65.1% using this form of travel regularly and only 32.5% driving. At the Juniors, the situation is the same but with 78.2% walking and only 19.5% driving. The Infant proportions have hardly fluctuated with a reduction in walking of 1.6% and an additional 4.1% driving (alone and shared). At the Juniors, proportions have fluctuated more with walking increasing by 19.6% and driving (alone and shared) decreasing by 20.8%.

The figures show that cycling has been low or non-existent for the majority of the last 13 years and, apart from during the Scooter Challenge this June, only a few children have been observed cycling and scooting to school each day, perhaps because of the poor location of the cycle storage at present and the fact that it is uncovered and on grass. It is recommended that this situation is addressed as part of the expansion plans and that additional, covered storage is installed.

National and Hampshire Travel Data

Nationally, a National Travel Survey was undertaken in 2014 by the Department for Transport which revealed that the mode share of travel to school has seen little variation since 2003. The most notable change is that for primary school children, the share of car has slightly increased (from 43% of all trips to 46%) at the expense of walking (which fell from 49% to 46%). Below is the average for 4-16 year olds.

Comparing with the 2016 census data, Oakridge Infants are above the national and Hampshire averages for walking at 65.1%, below the national average for car travel at 32.5% but in line for car travel in Hampshire. The Juniors are above the national and Hampshire averages for walking at 78.2% and below the national and Hampshire averages for car travel at 19.5%. Both schools are below average with cycle travel at 0% and also below for bus travel at 2.4% and 2.3% respectively. In addition, nationally, the average length of a primary school trip to school increased from 1.2 to 1.6 miles between 1995/97 and 2014.



*Data obtained from the National Travel Survey 2013 (Melbourne, L et al. (2013)) and HCC (2013) Hands-up Census Data.

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

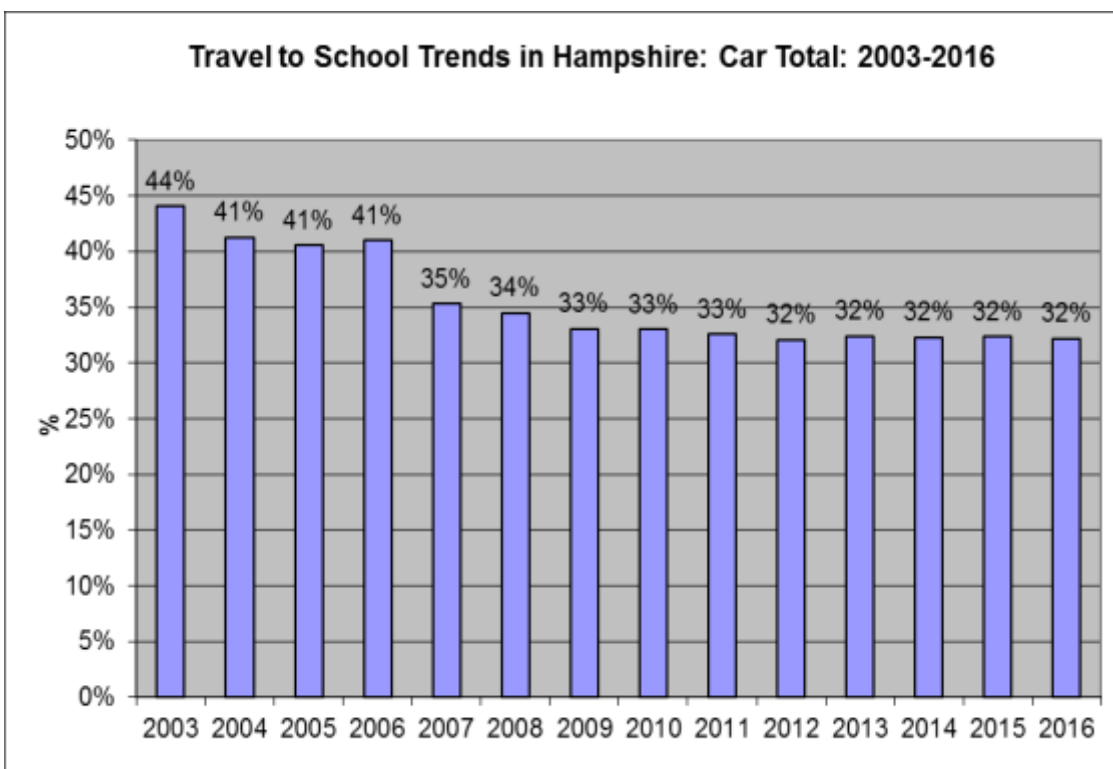
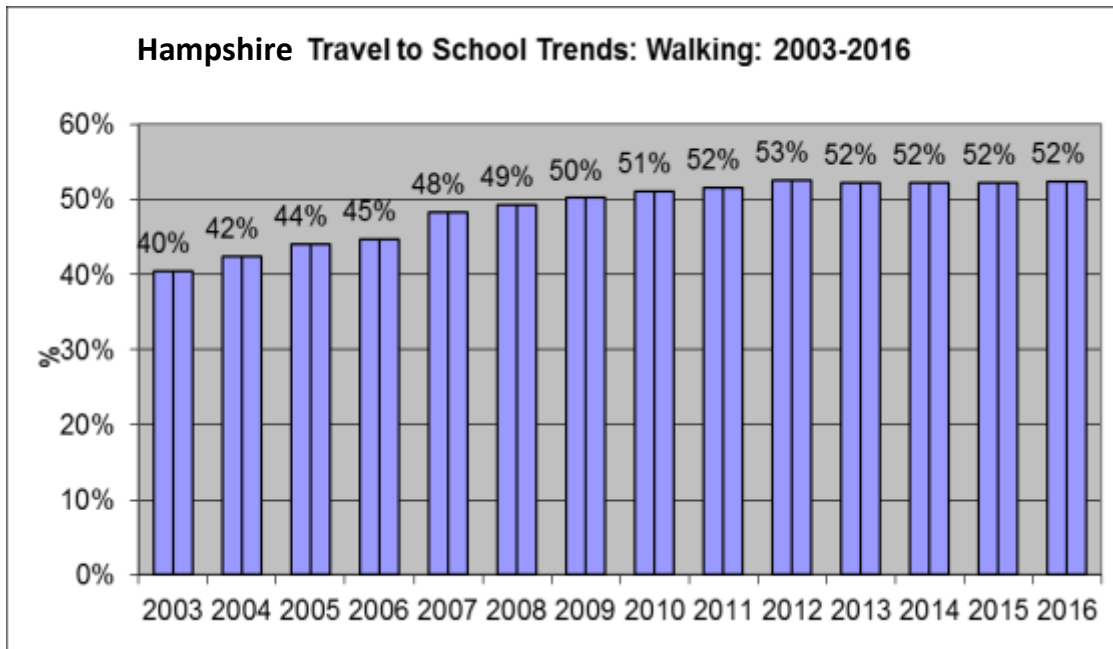
Longer term trends: The proportion of trips to school made by walking has fallen over the last 40 years; in 1975/76, an estimated 64% of all trips to school [within Great Britain] were made by walking – 74% for primary age pupils and 53% for those of secondary age. Over the same period, the proportion of trips by car has increased – in 1975/76, 15% of trips by primary age children and 7% of trips by secondary age children were made by car or van.

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

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

Main mode	Percentage														
	1995 /97	1998 /00	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
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

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 survey at Oakridge Schools Federation earlier this year, when the parents/pupils were asked how they travel to school, the average walking rate (including scooting) amounted to 52%, the same as the Hampshire average but 10% higher than the national average. Car travel (car alone, car share and Park & Stride) was 42%, 10% above the Hampshire average and 7% above the national average.)

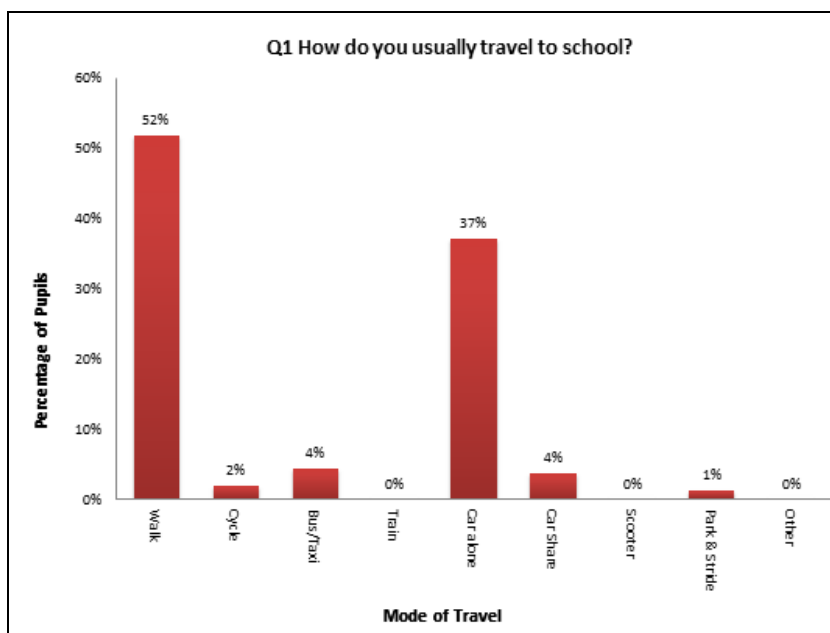


Source: <https://www.gov.uk/government/publications/nts-factsheets>

Pupil and parent travel survey

All of the main travel surveys were undertaken in July and September 2015. Out of the 180 surveys that were sent to all Infant school pupils and parents, 89 responded, which represents a 49% response rate. 5 of the 40 copies sent to the on-site pre-school were also returned, a 12.5% return rate. From the Junior school pupils and parents, 68 of the 240 surveys were returned giving a 28% response rate. A copy of the survey questions, including the site specific ones, can be found in Appendix 10.

Q1) How do you usually travel to school?

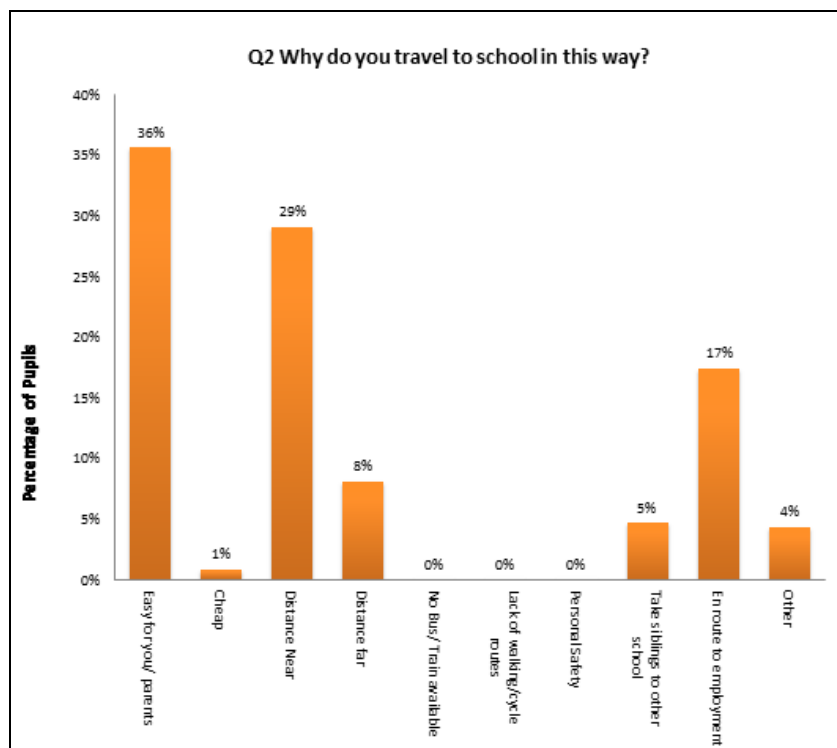


	Q1 How do you usually travel to school?								
	Walk	Cycle	Bus/Taxi	Train	Car alone	Car Share	Scooter	Park & Stride	Other
Infant Numbers	46	2	4	0	37	4	0	1	0
Infant Percentage	49%	2%	4%	0%	39%	4%	0%	1%	0%
Junior Numbers	38	1	3	0	23	2	0	1	0
Junior Percentage	56%	1%	4%	0%	34%	3%	0%	1%	0%
Total Numbers	84	3	7	0	60	6	0	2	0
Total Percentage	52%	2%	4%	0%	37%	4%	0%	1%	0%

Looking at the usual mode of travel, at the Infant school walking is the main mode of travel with 49% travelling to school this way with car use, including car alone, car share and park & stride, at 44%. The school census figure indicates that walking is higher at 65% and car use lower at 32.5%. At the Juniors the responses are similar with 56% walking and 38% driving. Again, the school census figure indicates that walking is higher at 78% and driving is lower at 19.5%. The 49% Infants and 28% Juniors survey response rates were average and low so it's difficult to know how representative the responses are of the whole school. Also, the census doesn't provide a category for park and stride or scooter, so the walking figure is likely to include scooting. In March 2016, there were no private taxis bringing children to school though there is one minibus at the end of the day for an externally run after school club.

Cycling also tends to increase from this type of survey, either due to the time of year, or because the frequency in which children travel by this way changes, though the usage of the cycle storage by cycles and scooters indicates that this figure may be more realistic than the census. There maybe some variations in the interpretations of the definitions e.g. for 'car sharing' parents or children may define this as sharing with a sibling, when it should be a child from another household. Therefore it is prudent, that when looking at car use, the figures should be looked at in total.

Q2) Why do you travel to school that way?



	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
Infant Numbers	38	0	19	8	0	0	0	6	18	5
Infant Percentage	40%	0%	20%	9%	0%	0%	0%	6%	19%	5%
Junior Numbers	19	1	28	5	0	0	0	2	10	2
Junior Percentage	29%	2%	42%	7%	0%	0%	0%	2%	15%	3%
Total Numbers	57	1	47	13	0	0	0	8	28	7
Total Percentage	36%	1%	29%	8%	0%	0%	0%	5%	17%	4%

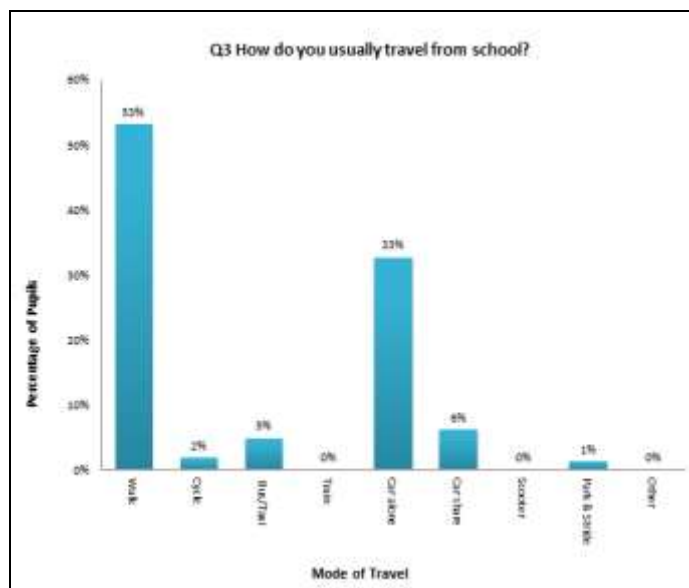
Note: Where pupils specified more than one reason, each given reason received equal weighting out of a possible score of 1.

When asked why pupils and parents travelled in the way that they do, the responses clearly support the travel trends as those that are near are choosing to walk because of the distance, but also because of the ease.

There are still a reasonable number of parents and pupils who are affected by the distance being too far (8% average), which is likely to be the main reason for those using the car. This could be an issue with the number of children travelling to the school from out of catchment, 67% of the Infants and 63% of the Juniors as of September 2015, though the vast majority live within a 20 minute walk of the school.

Clearly, for many parents, the added complications of going on to work and dropping siblings off at other schools can make a difference in how parents choose to travel, as this accounts for an average of 22% of the given reasons for travel across both schools.

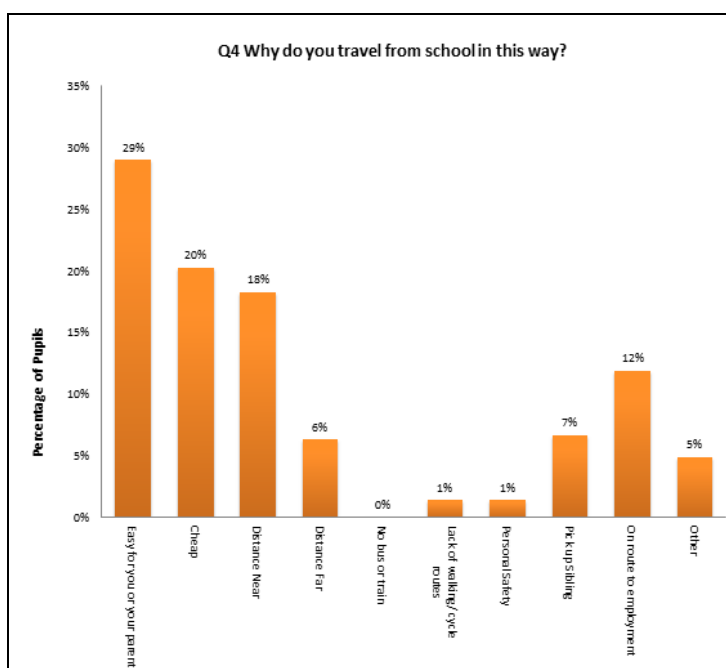
Q3. How do you usually travel home from school?



Q3 How do you usually travel home from school?											
	Walk	Cycle	Bus/Taxi	Train	Car alone	Car share	Scooter	Park & Stride	Other		
Infant Numbers	48	2	5	0	33	5	0	1	0		
Infant Percentage	51%	2%	5%	0%	35%	5%	0%	1%	0%		
Junior Numbers	38	1	3	0	20	5	0	1	0		
Junior Percentage	56%	1%	4%	0%	29%	7%	0%	1%	0%		
Total Numbers	86	3	8	0	53	10	0	2	0		
Total Percentage	53%	2%	5%	0%	33%	6%	0%	1%	0%		

Overall, on the journey home, the trends remain the same as the journey to school, which is predominantly on foot. There is very little fluctuation in numbers but any change maybe attributable to children attending after school clubs, or parents who are picking up on the way back from work.

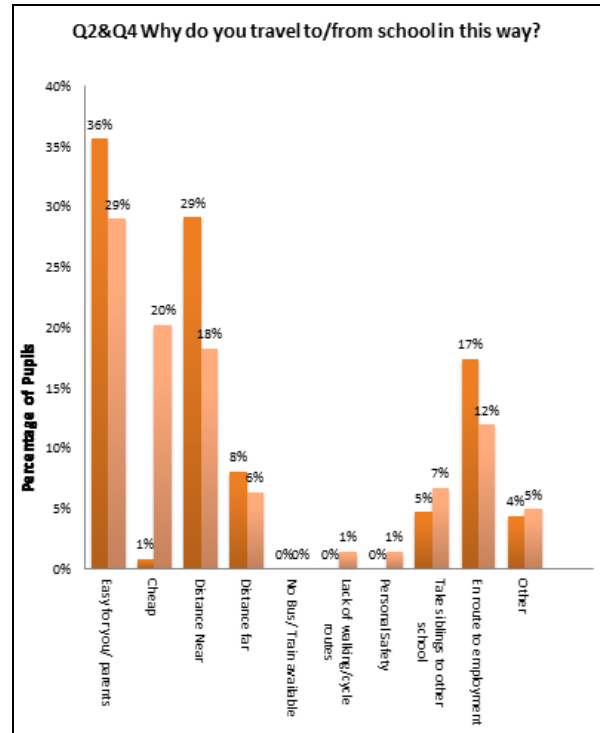
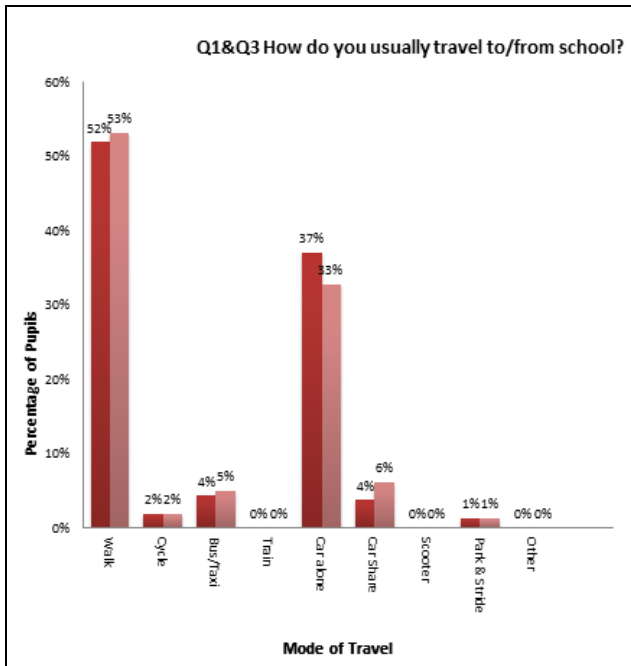
Q4. Why do you travel from school in this way?



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
Infant Numbers	40	1	20	9	0	0	0	5	13	5
Infant Percentage	43%	1%	22%	10%	0%	0%	0%	5%	14%	5%
Junior Numbers	1.33	27.83	6	0	0	2	2	4.5	4	2
Junior Percentage	2%	42%	9%	0%	0%	3%	3%	7%	6%	3%
Total Numbers	41	29	26	9	0	2	2	10	17	7
Total Percentage	29%	20%	18%	6%	0%	1%	1%	7%	12%	5%

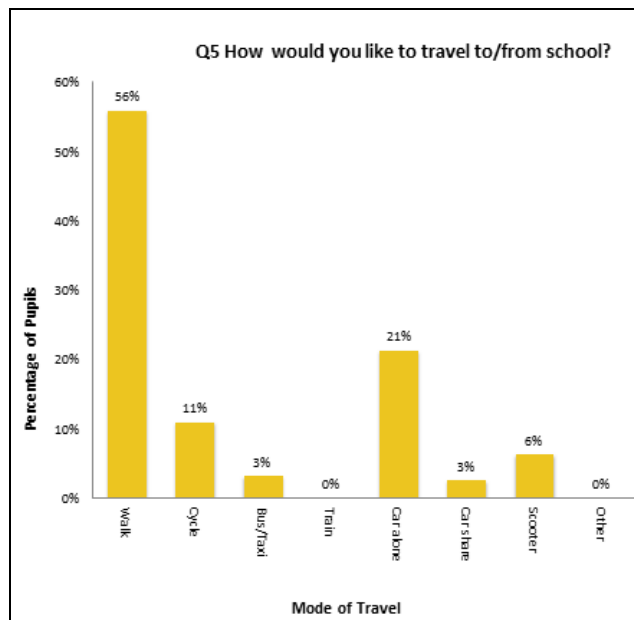
Note: Where pupils specified more than one reason, each given reason received equal weighting out of a possible score of 1.

The reasons given for the choice of mode going home are similar to the reasons going to school though a short distance seems less of an issue with low cost travel being of greater importance.



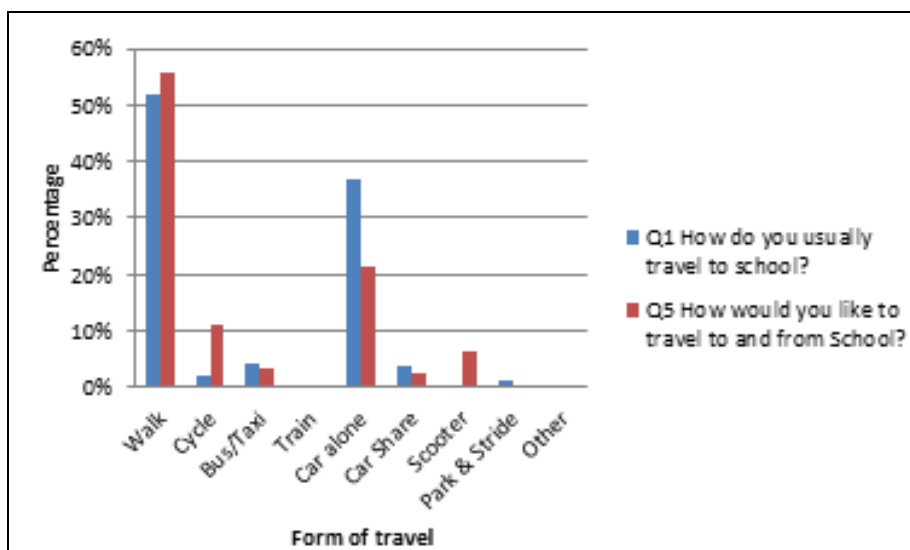
The above graphs illustrate how similar the modes of travel are to and from school yet highlights how the reasons for travel to and from school vary to a greater extent.

Q5. How would you like to travel to and from school?



	Q5 How would you like to travel to and from School?								
	Walk	Cycle	Bus/Taxi	Train	Car alone	Car share	Scooter	Other	
Infant Numbers	50	9	2	0	23	2	7	0	
Infant Percentage	54%	10%	2%	0%	25%	2%	8%	0%	
Junior Numbers	40	9	3	0	11	2	3	0	
Junior Percentage	59%	13%	4%	0%	16%	3%	4%	0%	
Total Numbers	90	18	5	0	34	4	10	0	
Total Percentage	56%	11%	3%	0%	21%	3%	6%	0%	

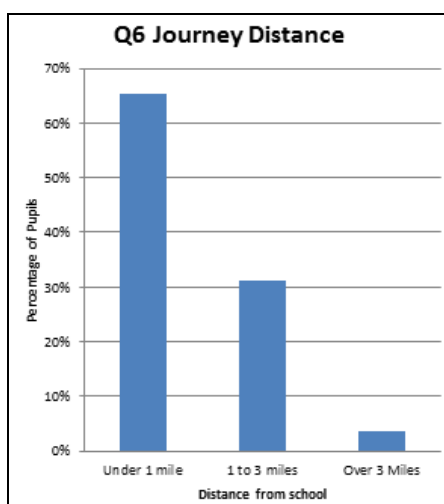
Comparison of answers to Q1: How do you travel to school and Q5: How would you like to travel to school?



Overall, whilst walking remains the dominant preference as a mode of travel to school, there is a large increase for cycling and a lesser increase in walking and scooting. There are encouraging reductions in popularity for car alone and car sharing as well as bus/taxi.

This is very positive evidence that providing additional and improved scooter and cycle storage on site will encourage some to replace their car journeys through active modes of travel. Scooting is a particularly good mode of travel for infant-aged children as they are then able to travel longer distances and, if they have older siblings, they will be able to keep up with the pace. Obviously it is important to ensure that scooting is undertaken in a safe and sensible way, which is why scooter training has also been offered.

Q6. How long is your journey to school?



	Q6 Journey Distance		
	Under 1 mile	1 to 3 miles	Over 3 Miles
Infant Numbers	59	32	2
Infant Percentage	63%	34%	2%
Junior Numbers	46	18	4
Junior Percentage	68%	26%	6%
Total Numbers	105	50	6
Total Percentage	65%	31%	4%

The responses to this question maybe difficult for some, particularly where children maybe responding to the question. However, as expected based on the walking rates, 65% live under a mile, and only 4% live over 3 miles. These percentages will need to be monitored should development increase in the area.

Q7 If you do already walk or cycle, or wish to start, is there anything that would make your journey easier or safer? For example, cycle storage, improved footpaths, crossing facilities or cycle training.

	Number of comments
Crossing facilities / School Crossing Patrol / Speed restriction	20
Better cycle/scooter storage/cycle paths	18
Improved footpaths	10
Dangers at the entrance to school	9

Infant school responses	No. of similar responses	Junior school responses	No. of similar responses
Crossing facilities / School Crossing Patrol / Speed restriction - in front of school - Some form of crossing near the Soldier's Return Pub as crossing can take a while for parents going into park - With the recent incident with the lollypop man in Sherborne Road, I think traffic lights are a must for the safety of pedestrians - Would be good to have a zebra crossing on Oakridge Road - Speed humps on Oakridge Rd	15 of which 7 3 1 3 1	Crossing facilities / School Crossing Patrol / Speed restriction - A lollypop man on the crossing on Oakridge Road or Traffic Lights - A Zebra crossing on Oakridge Road by entrance to school - Better crossing facilities on Sherborne Road. Only one patrol officer - no other crossing points	5 of which 3 1 1
Better cycle/scooter storage - for security - covered	8 of which 2 3	Better cycle/scooter storage/cycle paths - Better cycle storage - A bike shed to keep bikes safe and dry - Cycle racks nearer to the office so they can be seen - Better cycle storage would encourage cycling - She would like to ride her bike to school but there's no undercover storage to keep her bike - More cycle paths	10 of which 4 1 1 1 1 2
Improved footpaths - Upper Sherborne Road - Sherborne Road - narrow - Sherborne Road between Darlington Rd and Whiteditch playing fields has been encroaching vegetation makes it difficult for pedestrians	5 of which 1 2 2	Improved footpaths - Improved footpaths along Darlington Road & Sherborne Road, Hedges & trees have grown over paved area - now very narrow some children walk in the road due to this - from Gregory Close to Tesco (after Tesco it is a safe walk) - Sherborne Road next to park, Queen Mary Avenue alongside Uyne School path could be wider, path across Whiteditch playing fields could be wider - The pavement on East side of Sherborne Road north of Darlington Road is extremely narrow (opposite 'Blonde Barber' shop)	5 of which 1 1 1 1

Infant school responses	No. of similar responses	Junior school responses	No. of similar responses
Entrance to school - I feel it is dangerous when so many cars are pulling into the road at the car park when there are not enough spaces and do not take into account children crossing the road - No parking lines on the roadway into your infants and juniors as its dangerous - School gate should be wider - The area around the school gates is especially dangerous. I think making that a staff or disabled parking area would be the best option	4 of which 1 1 1 1	Entrance to school - Drivers being aware of their surroundings and pedestrians especially Upton Crescent Community Carpark area - Improved access to school as both car parks you walk through are unsafe - Safer school car park - Parking spaces by school entrance - Shelter for when I arrive at school	5 of which 1 1 1 1
Other comments:		Other comments:	
- Proper signalling on the roundabout near church, Sherborne Road			
- We like having such a brilliant lollypop man			
- We would love to walk more often but I really enjoy my sleep and don't wake up in time for walking with mummy. It takes 30 mins.			

The responses from parents and pupils included a large number of comments about the lack of safe crossing places on, in particular, Oakridge Road. A School Crossing Patrol audit has recently been carried out on this site and was found to be justified. Signage is currently being installed and an SCP officer will be recruited to start as soon as possible from September 2016.

Additionally there is a strong demand for covered scooter and cycle storage, which will be installed as part of the expansion, as well as cycle paths in the local area. Subject to funding, there may be some local support for services such as scooter training (which the year 2 children received for the first time this year) or Balanceability, which may help meeting the needs of the younger children. The older children will be encouraged to sign up to Bikeability every year as is the case at present.

There is an area of Sherborne Road where the hedgerows are encroaching on the footpath making it narrow for pedestrians to walk on the footpaths during busy periods. This has been followed up with HCC Engineers who are looking into resolving the issue with the landowner. The action plan will also recommend that the link from which parents can report specific issues observed locally regarding footpaths, hedgerows etc. to Hampshire County Council so that the relevant teams can be directed to investigate is given out in newsletters on a regular basis.

The quantity of comments about poor parent driving and parking behaviours near the entrance to the school, whilst very concerning, relies on parents to take responsibility for their actions. However, the introduction and recent publicity of a Park and Stride map indicating areas of legal on-street parking within a 5-10 minute walk of the school is hoped to improve the situation considerably on going. The school are also running a Living Streets Walk Once a Week trial at present at the Infant school and we have secured funding to roll this out fully through both schools in September 2016. The WOW scheme has shown a national increase in walking rates at schools of 23% sustained after the schools have been using the scheme for a year, with 30% fewer cars.

Q8 Is there anything you dislike about your journey to and from school?

	Number of comments
Driver behaviour	37 of which
- School site	13
- Local vicinity	15
- Car parks	9
Footpaths	11
Bus issues	3

Infant school responses	Junior school responses
<p>Driver behaviour</p> <p>School site</p> <ul style="list-style-type: none"> - As you come out of the gate heading towards Oakridge Road, there should be a barrier for the kids as some cars can easily miss these kids. Pathway should be improved for kids safety - Parents parking near junction and blocking crossing. - Crossing the road outside school due to cars blocking view - Other parents who drive turning into school with high speed and parking in dangerous places i.e in front of crossing point - Parents could be more respectful regarding the safety of other parents and children - parking in front of the school entrance and blocking it - People driving dangerously and inconsiderably next to the school gates - People parking in school in non parking spaces - blocks the road and is dangerous - Walking across the road bit to get into school. Dangerous parking <p>Local vicinity</p> <ul style="list-style-type: none"> - Busy crossroads - Sherborne Road, Merton Rd, Darlington Rd - Cars travel too fast on Oakridge Road - Cars drive too fast along Sherborne Road - People drive fast - cameras and speed bumps should be put in place - Roads surrounding the school - parents park silly blocking visibility - Sherborne, Merton, Darlington Road Junction is dangerous to cross - Too many cars parked on the road and driving too fast - not very safe for children walking as cars rarely stop at zebra crossing - Lots of traffic due to road works <p>Car parks</p> <ul style="list-style-type: none"> - People who park in community centre drive very dangerously - Fast driving at community car park - Car park in front of school is unsafe. - Drop off/pick up times can be dangerous around school gate area. Cars parking in very unsafe areas. Have seen a couple of car bumps (concerned for my/other children) - Unsafe parking and driving in community car park at the school - Very busy car park - The school carpark can be over crowded near gate at times. Was better when they had support outside but understand this cannot be in place all the time 	<p>Driver behaviour</p> <p>School site</p> <ul style="list-style-type: none"> - Cars blocking the road from the teachers spaces - School Parking - The crossing over Oakridge Road and the entrances to the school are unsafe - The speed at which cars travel along Oakridge Road, past the school - By the school car park/entrance is very dangerous to cross as most of the parents coming to this school, parking and blocking the entrance where sometimes we nearly get run over <p>Local vicinity</p> <ul style="list-style-type: none"> - All the traffic to and from school. Parking is dreadful on the school entrance - I park in local roads (away from junctions) because Oakridge west community car park is pot holed, congested and not marked out. - Crossing the road - cars go fast - I don't like Oakridge Road because its too busy, too many cars - Parking on Upton Crescent - Potholes - Speed of vehicles alongside Queen Mary Avenue and state of footpath - The big busy Oakridge Road with lots of cars <p>Car parks</p> <ul style="list-style-type: none"> - Too many people want to use the Car Park within school grounds and block surrounding roads eg Stratfield Road - Speeding - Upton Crescent Community Car park

<p style="text-align: center;">Footpaths</p> <ul style="list-style-type: none"> - Abbey Rd to Oakridge Rd. Lots of broken glass and is dangerous - Upper Sherborne Rd and cars drive fast and park anywhere - Footpaths too narrow so people have step into the road to pass - Kids on scooters parking near school gate - Having to walk round the school to get to the gates - Underpass adds time to journey - Very narrow footpath at Sherborne Road 	<p style="text-align: center;">Footpaths</p> <ul style="list-style-type: none"> - Crossing Oakridge Road as takes longer to use the underpass - I need to walk around the school to get to the gate - Sherborne Road, Darlington Road and Sherton Road crossroads - The pathways are narrow- The walk from my home up to Tesco's is between flats upstairs no footpath she has to walk her bike until we arrive to Tesco then she can ride
<p style="text-align: center;">Bus issues</p> <ul style="list-style-type: none"> - Buses not on time - The bus is always full and I can't fold the buggy up so we have to wait for the next bus - No roof on the bus stop in front of Oakridge 	<p style="text-align: center;">Bus issues</p>

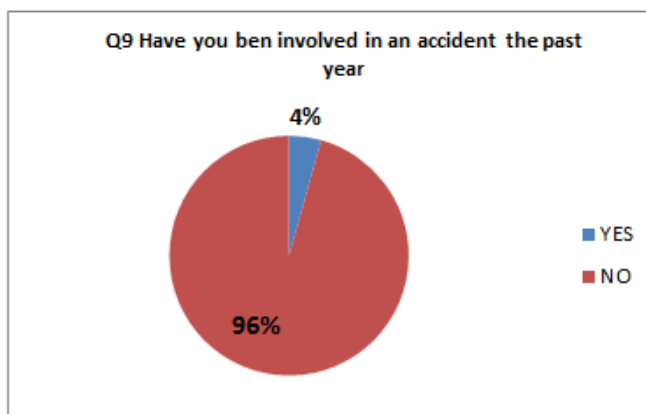
Due to the different routes that parents and children take, there are a variety of issues that are of concern to people or make a journey unpleasant, but are not necessarily noted in significant numbers. Some of these could be addressed on an individual basis by providing parents with the contact details to report the incidents e.g. of overgrown hedgerows and dog fouling and this will be dealt with in the action plan.

The majority of comments about poor driver behaviour and lack of parking near the school. There were a good number of comments about the difficulty in walking to school as a pedestrian too as the pupils and parents report issues with crossing the roads in the vicinity of the school as there are few formal or manned crossing points.

With the expansion, there will be less reason for cars to come to the front of the school as a barrier is planned to be installed on the school approach road to prevent parents dropping off in the Community car park. There is additional parking being installed in site for staff and an additional pedestrian entrance on Sherborne Road to encourage pedestrians to approach from the south and west of the site.

Q9. Have you been involved in an accident in the past year?

	Q9 Involved in an accident the past year	
	YES	NO
Infant Numbers	4	90
Infant Percentage	4%	96%
Junior Numbers	3	65
Junior Percentage	4%	96%
Total Numbers	7	155
Total Percentage	4%	96%



Reasons given for accidents:

Infants	Juniors
Near miss as car drove straight past the lollypop man as he was walking out with children	Car park on West side of Sherborne Rd making it difficult to pass other cars coming in opposite direction
Near miss on zebra crossing outside school	Near miss with speeding vehicle in Upton car park
Lots of near misses	The lolly pop man on the road and the car wouldn't stop
A car turned right at a no right turn as we crossed and nearly hit us	
I knocked a child with my car - they didn't have a parent with them and ran out into the side of my car. Luckily I was going slowly	
Near miss with car as view blocked by parked car at school entrance	

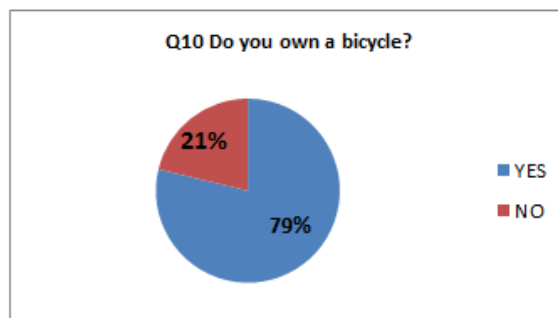
It's positive to see that the majority of children have not been involved in an accident, and that those who say they have, or have witnessed one, were relatively minor. However, there are a few near misses noted which do give cause for concern.

Looking at the accident statistics for the area 500m radius around the school site, there have been no serious accidents in the past three years (since March 2013) involving a primary school aged child. The report on these accidents is in Appendix 19. However, we are aware of a serious accident involving a child from the school on Sherborne Road which happened in June 2016 but which is not yet on the accident statistics report. The school have already taken action to give road safety training to all children in the school following this incident.

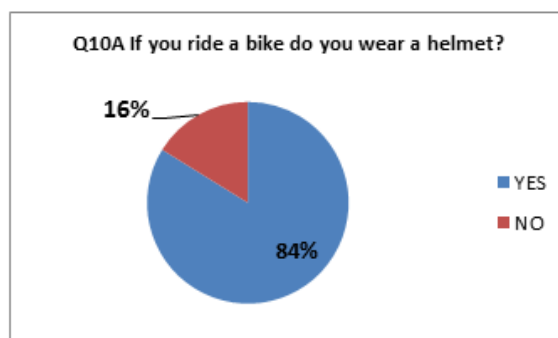
Q10 Do you own a bicycle?

Q10A Do you wear a cycle helmet?

	Q10 Do you own a bicycle?	
	YES	NO
Infant Numbers	75	18
Infant Percentage	80.65%	19.35%
Junior Numbers	51	16
Junior Percentage	76%	24%
Total Numbers	126	34
Total Percentage	78.75%	21.25%



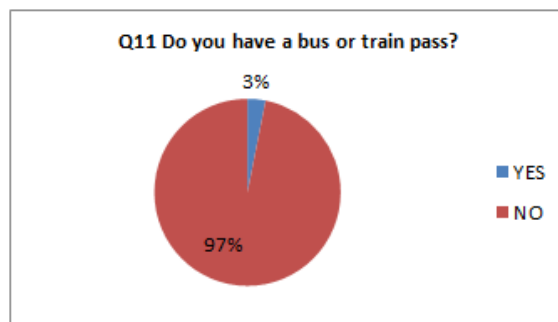
	Q10A If you ride a bike do you wear a helmet?	
	YES	NO
Infant Numbers	70	22
Infant Percentage	76.09%	23.91%
Junior Numbers	49	1
Junior Percentage	98%	2%
Total Numbers	119	23
Total Percentage	83.80%	16.20%



Positively, there is very high cycle and helmet ownership at both schools, so therefore any cycle training such as Bikeability and promotion may have the potential to increase cycling levels. There may however be some issues around the condition of the bikes and if the pupils actually regularly wear their helmets. This could be looked at further through Dr Bike sessions.

Q11 “Do you have a bus or train pass?”

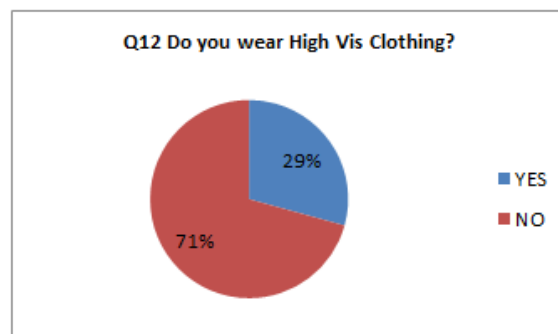
	Q11 Do you have a bus or train pass?	
	YES	NO
Infant Numbers	4	90
Infant Percentage	4%	96%
Junior Numbers	1	65
Junior Percentage	2%	98%
Total Numbers	5	155
Total Percentage	3%	97%



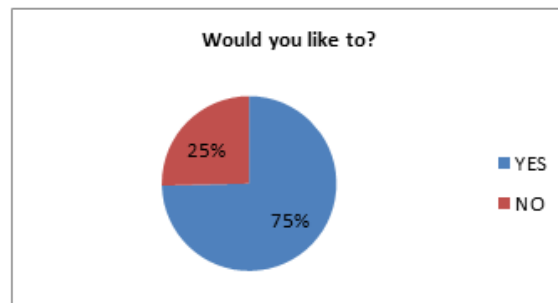
When asked in Q11, “Do you have a bus or train pass?”, only 3% of pupils said that they do which indicates very low regular use of public transport.

Q12 Do you wear any reflective or fluorescent clothes when you walk or cycle? Would you like to?

	Q12 Do you wear High Vis Clothing?	
	YES	NO
Infant Numbers	26	65
Infant Percentage	29%	71%
Junior Numbers	20	46
Junior Percentage	30%	70%
Total Numbers	46	111
Total Percentage	29%	71%



	Would you like to?	
	YES	NO
Infant Numbers	52	18
Infant Percentage	74%	26%
Junior Numbers	42	14
Junior Percentage	75%	25%
Total Numbers	94	32
Total Percentage	75%	25%

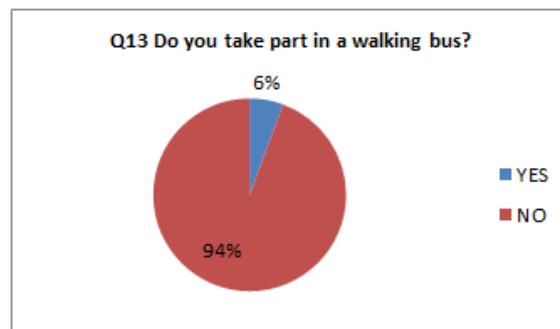


When asked about the use of reflective and fluorescent clothing, there appears to be a reasonably low uptake to-date across both schools. However there is a lot of potential to increase this, with options of fluorescent clothing and accessories such as LED key rings / armbands. This could highlight an area for pupils to look into, and find out what items are most popular and effective, depending on how you travel to school. Subject to funding, the School Travel Plan team may be able to help the school set up a fund raising shop for these products.

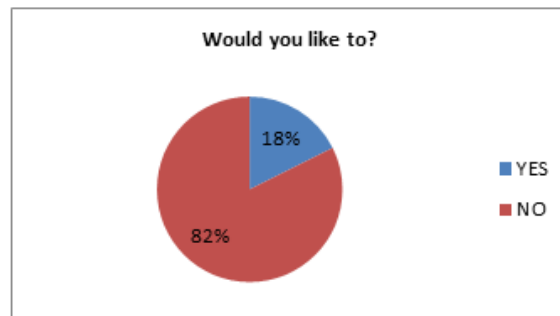
Q13a Do you take part in a walking bus?

Q13b Would you like to take part in a walking bus?

	Q13 Do you take part in a walking bus?	
	YES	NO
Infant Numbers	4	89
Infant Percentage	4%	96%
Junior Numbers	5	62
Junior Percentage	7%	93%
Total Numbers	9	151
Total Percentage	6%	94%



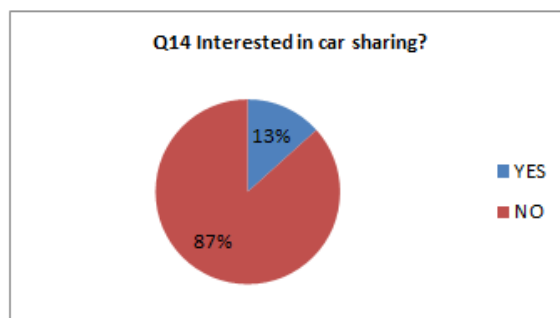
	Would you like to?	
	YES	NO
Infant Numbers	17	68
Infant Percentage	20%	80%
Junior Numbers	8	49
Junior Percentage	14%	86%
Total Numbers	25	117
Total Percentage	18%	82%



There is currently no Walking Bus at the school though those indicating that they do participate in one may have a private arrangement between families. When asked if they would be interested in one being set up, however, there does appear to be a good level of interest at both schools which could provide a base to begin investigations. Further work would be needed to be undertaken to look at possible routes if enough volunteers could be signed up and trained.

Q14 Would you be interested in car sharing?

	Q14 Interested in car sharing?	
	YES	NO
Infant Numbers	8	82
Infant Percentage	9%	91%
Junior Numbers	12	48
Junior Percentage	20.00%	80.00%
Total Numbers	20	130
Total Percentage	13.33%	86.67%



There are 20 pupils/parents (13% of those who returned a survey) interested in car sharing. There could be many reasons why they would be interested in car sharing e.g. if they use the car once or twice a week it would be helpful to share the journey, or they maybe returning to work and they will no longer be able to walk, or it could be to help with children getting to after to school activities and so on.

It would be beneficial for the schools to send out a newsletter with a response form to parents or to hold a coffee morning for all those parents that are interested in car sharing to see if any suitable matches could be made to reduce the number of cars coming to the schools on a given day.

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

Additional comments from pupils:

Infants	Juniors
Biggest constraint for not walking is the need to pick up other siblings and not enough time for walking	Better scooter and bike storage. More secure gate on field to housing estate e.g. padlock
Safer crossings on the main road with lollypop man	Fresh air exercise
Distance from school and employment requirements	My grandparents live 100yrds from school
I have four children two I different schools so need to use the car really	Travel by car is main option because of my working hours
I think the school car park should be gated off for staff only	
I would prefer my home to be near school to make the walk short and easier	
Car park seems mad idea - it can be dangerous with cars everywhere	
Stop parents/carers etc. parking in school car park and use the car park behind the school	
There are many students live near the town centre and the school should consider putting a mini bus on to collect these children	
We do use car on some occasions i.e. extreme weather	
We would walk in summer when the weather is good	
Would like not to have to carry a bag and have a rucksack instead	

Additional comments from parents:

Infants	Juniors
Better crossing facilities on Sherborne Road	As longer as there is a lollypop man we are happy
Crossing school gate is difficult with traffic	Care and maintenance of footpaths across Oakridge is shocking
Please stop all parking in road opposite school building	Daughter gets harassed by school classmates on the way home from school
Parking has always been an issue at Oakridge parents that do not park in allocated bays are a hazard to children	I think till now everything is going well. We only face issues in winter and for that we are using taxi for winter season
Erratic Parking	More care needed by drivers driving through the garage area
Police control school entrance	More driver care needed
Something needs to be done about crossing Oakridge Road	Move from school area and hoping to return as distance is a huge problem
We would love to walk but her brother is in a different school	Need a lollypop man on Oakridge Road because its too dangerous
The entrance to school is unsafe with people parking on the path and along the road by the gate	Yes, parents been more respectful regarding the parking on the way of the school car park please re enforce safety with police thanks
School bus would be great	Pretty safe
	The entrance to the school could be made safe as there is people parking on the path and road by gate
	Only problems are in winter when the weather is bad - we would like to car share then

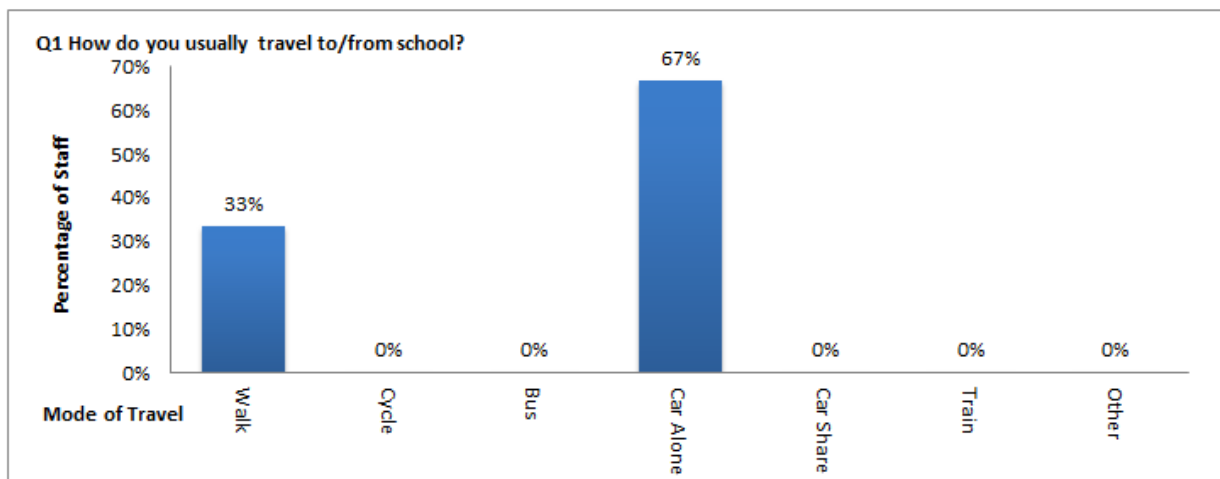
The issues highlighted in this final question were covered in other sections, though they added some useful detail about their particular situations. Many of these comments are insightful and indicate the whole breadth of issues that the schools face in trying to reduce car use and increase the pleasure and safety of walking to school. Some of these issues can and will be resolved e.g. through reminding parents about alternative parking areas away from the school gate and continuing to publicise the link for parents to report issues with hedgerows, dog fouling and footpaths.

Oakridge Schools Federation – Staff Survey

The school undertook this survey in July 2015. Out of the 26 members of staff at the Infants that were asked, there were 21 responses which represent an 82% response rate. At the Juniors, 12 out of 23 staff responded which represents a 52% response rate. See Appendix 12 for a copy of the survey.

Q1 How do you usually travel to/from school?

	Q1 How do you usually travel to/from school?						
	Walk	Cycle	Bus	Car Alone	Car Share	Train	Other
Infant Numbers	9	0	0	12	0	0	0
Infant Percentage	43%	0%	0%	57%	0%	0%	0%
Junior Numbers	2	0	0	10	0	0	0
Junior Percentage	17%	0%	0%	83%	0%	0%	0%
Total Numbers	11	0	0	22	0	0	0
Total Percentage	33%	0%	0%	67%	0%	0%	0%



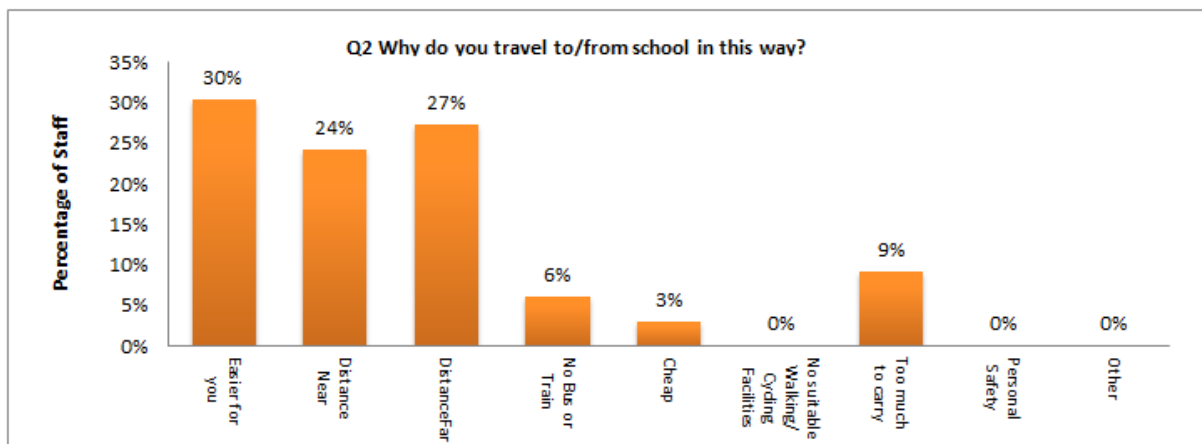
As with most schools, car use is the dominant mode of travel, particularly with teaching staff, with 67% of staff coming by car. This may be higher than the actual percentage of staff travelling by car if it was primarily teaching staff that responded as non-teaching staff are more likely to live locally and therefore to walk to school.

As can be seen with the staff postcodes (Appendix 3), a good number are coming from the greater Basingstoke area such as Old Basing and Hatch Warren with more coming from outlying areas such as Andover, Farnborough and Hedge End. It is disappointing to see that there aren't any staff who cycle or lift share to school. Barriers such as a lack of secure cycle storage maybe contributing to this trend. The distance that many staff have to travel and the fact that their locations are so spread out could also be a significant factor.

Q2 Why do you travel to/from school this way?

Note: Where staff specified more than one reason, each given reason received equal weighting out of a possible score of 1.

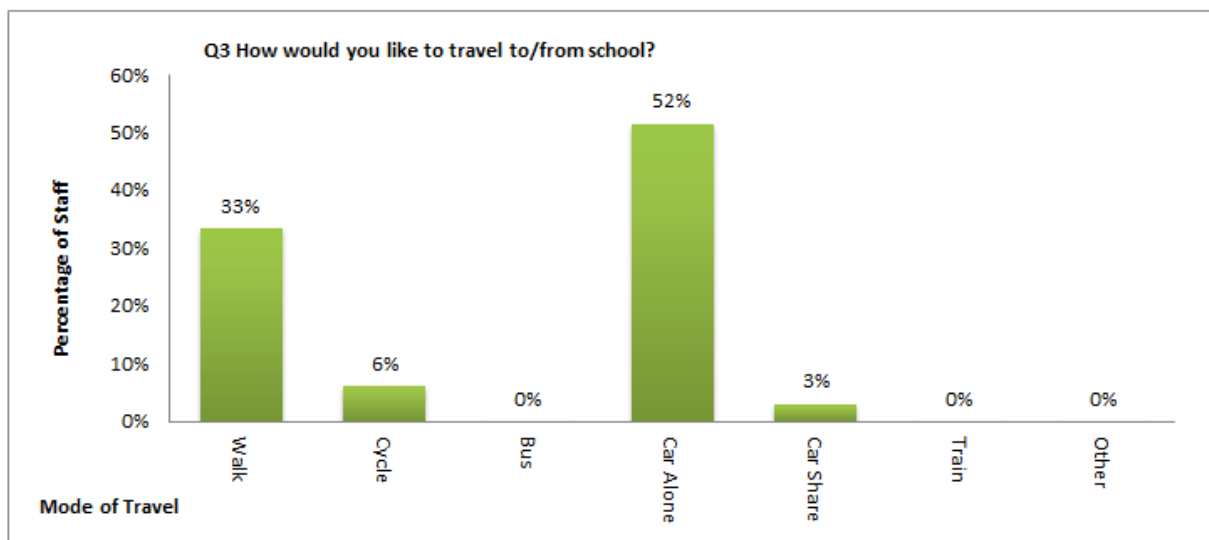
	Q2 Why do you travel in this way?								
	Easier for you	Distance Near	Distance Far	No Bus or Train	Cheap	No suitable Walking/ Cycling Facilities	Too much to carry	Personal Safety	Other
Infant Numbers	5	7	6	1	1	0	1	0	0
Infant Percentage	24%	33%	29%	5%	5%	0%	5%	0%	0%
Junior Numbers	5	1	3	1	0	0	2	0	0
Junior Percentage	42%	8%	25%	8%	0%	0%	17%	0%	0%
Total Numbers	10	8	9	2	1	0	3	0	0
Total Percentage	30%	24%	27%	6%	3%	0%	9%	0%	0%



The reason(s) as to why staff travel in the way that they do are mostly due to the distance they live from school (near and far) and then for convenience as they have too much to carry. Staff have various roles which will draw people from a range of areas and distances.

Q3 How would you like to travel to/from school?

	Q3 How would you like to travel to/from school?						
	Walk	Cycle	Bus	Car Alone	Car Share	Train	Other
Infant Numbers	9	1	0	9	1	0	0
Infant Percentage	45%	5%	0%	45%	5%	0%	0%
Junior Numbers	2	1	0	8	0	0	0
Junior Percentage	18.18%	9.09%	0.00%	72.73%	0.00%	0.00%	0.00%
Total Numbers	11	2	0	17	1	0	0
Total Percentage	33%	6%	0%	52%	3%	0%	0%



When staff were asked how they would like to travel to school, the results were very similar though 6% wishing to cycle and 3% wishing to car share resulted in 15% less wishing to drive. This indicates that there is potential for change which will help with mitigating against the impacts of the expansion.

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

Infant Staff	Junior Staff
Better lighting as part of my journey is through a lonely park/playing fields and in the winter its dark when I leave for work/home	Traffic that goes up Maple Crescent is too fast
Covered cycle shed (3)	
Crossing facilities over Oakridge Rd	
Crossing facilities over Oakridge Rd would make it safer for children crossing	
Parents not parking in front of the gates/on kerbs would make leaving the school easier (2)	
Lollypop man on Oakridge Rd/Traffic lights	
More traffic lights	
Wider footpaths from the one stop shop to the school. No room to pass people with buggies without having to go onto the road/grass	

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

Infant Staff	Junior Staff
Bus late or not at all	Traffic
Crossing the road by the school as lots of parents park along the incoming road causing difficulties for the rest of the traffic.	Blackdown Roundabout road works – traffic lights are inconsistent
Other parents driving and parking dangerously on Stratfield Rd, Oakridge Rd & School entrance	Major road works on Black Dam Roundabout and town centre
some busy roads	
Sometimes there is a wait for parking	
Staff parking instead of community parking	
Traffic causes chaos	
With heavy rainfall, parts of the path on the journey flood. I either get wet or have to take a longer route.	

Q6 Other comments

Infant Staff	Junior Staff
I use my car purely to meet the requirements of my role	
The weather	
Would not like to drive as parking is awful and other drivers have no respect	
Would take me at least an hour to walk from home. Several times a week I collect my children from school	

From the responses received, it was generally the lack of staff parking and poor crossing facilities in the locality that made the journey unpleasant or unsafe.

To encourage staff car sharing opportunities, the school are encouraged to share the staff mapping in Appendix 17 to see if staff could possibly share across both schools even a few times a week in order to reduce the overall number of journeys to school.

Governors' consultation

Governors were engaged throughout the expansion plans via the architect, Ciaran Sidwell, and representatives from Children's Services, including Glenn Parkinson. More recently, the Governors have been updated on the travel plan, which included a summary of the travel survey results and the proposed initiatives for the action plan.

Two responses were received from the school which are summarised below and can be read in full in Appendix 13:

1. A crossing on Oakridge Road is required – fast traffic speed
2. The pavements around the school need to be looked at – narrow when overgrown
3. Car parking in the community carpark and garage area car park
4. Covered bicycle parking

The comments received support what many of the parents have highlighted in their survey responses in terms of parental parking and lack of crossing facilities near to the school and provides reassurance that the benefits of working with the parents and children on travel to school initiatives such as Park and Stride will be felt by the whole community.

External partners

Local Residents: Principal of Enlargement and Pre-Planning Consultations

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.

In preparation for the Principal of Enlargement and Pre-Application Consultation, letters were sent to residents in the most likely affected roads within the statutory 50m radius of the school, inviting them to consultation events in February 2016 and June 2016. They were also made aware of the consultation periods and able to give their comments about the school expansion in writing or on-line. The responses received are listed in Appendix 11 and summarised below:

Oakridge Infant and Junior School Expansion						
Principle of Enlargemnt Comments Log						
Date Received		Format	Nature of Comment	Response Date	Response Author	Format
31/01/2016	Resident - Upton Crescent	Email	Parking	11/02/2016	NF	Email
02/02/2016		Email	Parking	11/02/2016	NF	Email
03/02/2016	Resident - Stratfield Road	Email	Parking	11/02/2016	NF	Email
08/02/2016	Resident - Silverster Close	Form	Parking and footpath at rear of school	08/02/2016	All	Talk at drop in
12/02/2016		Email	Parking and Traffic	16/02/2016	NF	Email
15/02/2016		Email	Parking and Traffic	17/02/2016	NF	Email
08/02/2016	Resident - Upton Crescent	Form	Parking and Traffic	08/02/2016	All	Talk at drop in and later email reply
22/02/2016	Resident - Stratfield Road	Form	Parking and Traffic and rear entrance	22/02/2016	NF	Email
22/02/2016	Resident - Upton Crescent	Form	Parking and Traffic	None (no email)	NF	None (no email)
22/02/2016	Resident - Upton Crescent	Form	Parking and Traffic in community centre	22/02/2016	NF	Email
15/02/2016	Resident - Upton Crescent	Email	Parking and Traffic	24/02/2016	GP	Email
25/02/2016	Local Councillor	Email	Parking and Traffic	25/02/2016	GP	Email
29/02/2016	Resident - Upton Crescent	Email	Parking and Traffic	07/03/2016	NF	Email

Oakridge Infant and Junior School Expansion			
Pre-Planning Comments Log			
Date Received	Comment Author	Format	Nature of Comment
08/06/2016	Mrs Maria Miller MP	Letter	Early Years Places
21/06/2016	Resdient, Upton Crescent	Email	Access and parkent parking
22/06/2016	Resdient, Upton Crescent	Email	Access and parkent parking
22/06/2016	Resident, Stratfield Road	Letter	Parking on Stratfield Road
29/06/2016	Resdient, Upton Crescent	Drop-In Form	Upton Crescent traffic. Drop kerb.
29/06/2016	Resdient, Upton Crescent	Drop-In Form	Upton Crescent traffic. LQ land. Drop kerb.
29/06/2016	Resdient, Upton Crescent	Drop-In Form	Upton Crescent traffic. Alternative car park.
30/06/2016	Resdient, Upton Crescent	Drop-In Form	Upton Crescent traffic. LQ land. Alternative car park.
30/06/2016	Resdient, Upton Crescent	Email	Upton Crescent traffic.
01/07/2016	Resdient, Upton Crescent	Drop-In Form	Upton Crescent traffic. Verbal abuse. Alternative car park.
01/07/2016	Resdient, Upton Crescent	Drop-In Form	Upton Crescent traffic. Danger to children.
01/07/2016	Resident, Osborne Close	Email	Osborne Close traffic and parking

A response was also received on 01/07/2016 from Basingstoke & Deane Borough Council Infrastructure Planning Department as well as on 02/07/2016 from local councillors which are included in Appendix 11.

The responses received from the consultation events can be summarised as follows:

Stakeholder	No. of responses
Parent/Guardian	0
Pupil	0
Resident	20
Resident & Parent	0
School Governor	0
Staff	0
Other	5

Home location	No.
Upton Crescent	15
Stratfield Road	3
Silvester Close	1
Osborne Close	1
Unknown	5

Issue	No. of responses
Parking	20
Increase in local traffic	17
Private land used for parking	3
Footpath to rear pedestrian entrance	2
Dropped kerbs to prevent parking	2
Early Years places	1
Other	1

Suggestion	No.
Proper school car park with safe access for children	3
Use car park at Upper Sherborne Road but issue parent permits or something similar	3
New school entrance on Sherborne Road or onto the Whiteditch Playing Fields	2
Identify drop off areas for Park and Stride	1
Paint yellow lines on Stratfield Road	1
A parking area at car park for Upper Sherborne Road field could be used for schools	1
HCC traffic department could find a way of preventing lorries using Upton Crescent as a turning point	1
Measures involving walking and scooting welcome to reduce our carbon footprint	1
Policing of yellow lines around the junction of Oakridge Road and Stratfield Road	1

As was expected, the issues were mainly regarding existing drop off, parking and traffic issues and the implications of any additional cars coming to the school.

The key problem appears to be that out of the parents that drive, most are attempting to drop off or pick up as close as possible to the school entrance on Oakridge Road, Upton Crescent, Stratfield Road and private land next to the Community Centre off Upton Crescent and this is causing safety concerns for those who choose to walk, scoot or cycle to school as well as inconvenience to local residents.

The school are working on a number of initiatives to encourage parents to choose a more sustainable journey or, if they have to drive, to park further away than the roads named above and walk the last 5-10 minutes. Their Park and Stride map, along with other information about safe driving and parking, can be found on the school websites at <http://www.oakridgeinfantschool.com/travel-to-school/> and <http://www.oakridgejuniorschool.co.uk/travel-to-school/>.

The Junior School also have trained Junior Road Safety Officers and a new School Crossing Patrol Officer is due to be recruited to start in September 2016 to assist families with crossing Oakridge Road.



Infant School children during their Scooter Training. Source: Oakridge Infant School website

Other stakeholders

A range of other stakeholders were contacted throughout the travel planning process including local councillors, Hampshire Highways, Basingstoke and Deane Borough Council and the School Crossing Patrol Team. The comments generally supported the issues that had already been raised around parking and congestion in the vicinity of the school.

Additionally, concerns were raised by local councillors about changes in the school catchment area to accommodate children moving into the new developments at Kingsclere. Full email responses can be found in Appendix 11 and the School Crossing Patrol justification is outlined in Appendix 16.

Additionally, there have been a Prohibition of Waiting Order introduced in June 2016 on the junctions of Stratfield Road, Oakridge Road and the school approach road. Additionally, there have been signage improvements on the Sherborne Road / Oakridge Road junction including a change in priorities and upgrade in signage and lines. This was completed in January 2016. Both these works are detailed in Appendix 20.

BDBC's Barry Ford, Community Design & Regeneration Principal Engineer, and, following Barry's retirement in May 2016, Adrian Morgan, Property Services Asset Manager, have been consulted about local car parks, private land use and the possible installation of additional footpaths across Whiteditch Playing Fields (as illustrated below). They, in turn, have consulted as appropriate with colleagues within the Council.

Upper Sherborne Road Car Park: The car park on Upper Sherborne Road is owned by the council and was originally constructed for uses associated with the playing fields. Parking restrictions could only be introduced with the car park being resurfaced and individual parking bays being marked out which is not planned for at the present time and the car park is currently free to be used by parents should space be available. Additionally, it should be noted that those cars parking in the car park all day at present would be displaced onto the highway should time restrictions be introduced which would cause inconvenience all day for local residents rather than just at school drop off and pick up times.

Land by Community Centre: The land is not owned by the council and therefore BDBC have no influence over the land or its use.

Car Park opposite Infant School: The council lease the car park from HCC and its use is essential for the Oakridge West Community Centre. Discussions would need to take place regarding the installation of a barrier to prevent parent drop-off and increase pedestrian safety to avoid limited access to the Community Centre and monopolisation of its use for staff parking. This is not something that would be acceptable to our Community team.



Footpaths across Whiteditch Playing Fields to rear school gate: We would need the council's Operations team agreement and confirmation on future repairing responsibility. Note that BDBC would not wish to be burdened with future maintenance costs. The land is open space and as such is unlikely to be considered for any potential development in the foreseeable future. The footpaths may encourage parking in the residential areas around the school which may or may not cause future problems.

Keith Thompson from HCC was also consulted about issues with a narrowing in the footpath on Sherborne Road due to overgrown bushes from a private development. This was followed up in June 2016 by HCC who are getting the necessary notice sent to the land owner.

Anticipated modal split

The Transport Assessment that accompanies this 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. This analysis was based upon a 65% walking rate and 28% car alone rate using the 2016 census data with additional data on scooting and Park and Stride from the 2015 parent/pupil surveys.

Based on this data, the trip generation can then be predicted / forecasted as summarised below and detailed in full in Section 8 of the Transport Assessment:

		AM	PM
Existing trips by car (for 2FE school – 209 Infant pupils, 220 Junior pupils, 45 staff)	Infant pupils	57	57
	Junior pupils	47	47
	Infant staff	14	14
	Junior staff	17	17
Proposed trips by car (for 3FE school – 630 pupils across both schools, 57 staff)	Infant pupils	86	86
	Junior pupils	70	70
	Infant staff	17	17
	Junior staff	24	24
Net change	Infant pupils	29	29
	Junior pupils	23	23
	Infant staff	3	3
	Junior staff	7	7

*Pupil data based on March 2016 census: 32.5% Infants and 19.5% Juniors car use (car alone and car share – includes Park & Stride)
Staff data from HCC staff surveys, July 2015: 57% Infants and 83% Juniors car use (car alone and car share)*

Capacity surveys of the local roads have also been undertaken so as to anticipate whether there is sufficient provision in the local area. The outcome of these surveys, done in April 2016, was that there was sufficient parking availability on the streets in the vicinity of the school for 482 more cars, plenty more than the anticipated increase in demand.

Parking Beat Survey Summary

		AM			PM		
		08:00	08:30	09:00	14:30	15:00	15:30
Road Name	Estimated Number of Legal Parking Spaces	Number of legally parked vehicles			Number of legally parked vehicles		
Upper Sherborne Rd	20	2	2	2	1	3	4
Upper Sherborne Rd Car Park	50	36	44	47	48	48	48
Millard Close	30	6	6	3	0	1	4
Osborne Close	25	9	9	10	8	9	8
Sherborne Rd A	40	36	0	0	0	0	0
Hillary Rd	22	6	5	7	8	9	7
St Thomas' Close	12	4	1	3	5	5	5
Richmond Rd	34	17	9	9	19	15	14
Sherborne Rd B	12	11	6	5	4	3	5
Merton Rd ⁱ	30	16	13	12	15	12	13
Lancaster Rd	3	0	0	0	0	0	0
Darlington Rd	26	8	8	6	7	9	8
Stratfield Rd	85	30	28	29	27	31	35
Upton Crescent	48	14	17	11	14	15	14
Maple Crescent	35	10	13	10	10	6	8
Total	472	205	161	154	166	166	173

Source: Parking Beat Survey, April 2016, HCC Transport Statement

This, in addition to the additional parking spaces being provided on site for staff, allow for plenty of local provision for the additional cars.

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:

1. The speed of traffic and lack of safe crossing places on Oakridge Road
2. Lack of covered cycle/scooter storage at school or cycle paths in the vicinity
3. Narrow footpaths, mainly due to the encroachment of hedgerows, in particular on Sherborne Road
4. Dangerous driving behaviour and parking, particularly on the school entrance road
5. A lack of proper car parking bays near school and drivers parking and blocking or parking opposite resident driveways

1. The speed of traffic and lack of safe crossing places on Oakridge Road

One of the main issues, raised by parents and pupils in particular, was the lack of available parking near the school which caused residents to complain about the lack of consideration shown by parents parking in close proximity to the school blocking driveways and reducing visibility at pedestrian crossing points.

This situation is aimed to improve with the introduction of a Park and Stride scheme and the rolling out of the Living Streets WOW scheme to the whole school in September 2016. School staff also regularly patrol the front of school to speak to parents parked on the school approach road and encouraging them to park elsewhere. There is also a new SCP in place and, subject to recruitment of an officer, this is due to commence in September 2016.

2. Lack of covered cycle/scooter storage at school or cycle paths in the vicinity

Currently there is no scooter parking at school though the children are allowed to hand their scooters off the netting around the Junior astro and by the Infant School entrance. There are five cycle hoops near the under-used rear gate. However, new scooter and cycle storage is due to be installed as part of the expansion which will be better located and covered. Additionally, the Infant School won the HCC Annual Scooter Challenge in 2016 and will be receiving a 12-scooter Scooterpod as their prize.

3. Narrow footpaths, mainly due to the encroachment of hedgerows, in particular on Sherborne Road

Pupils and parents noted that overgrown hedgerows and narrow footpaths are an issue for pedestrians locally. The action plan recommends that the school publicise a link to the HCC website to promote to families in order for them to notify HCC of any particular issues they observe, giving the particular location and photographic evidence, so that the relevant team can be sent to deal with the issue. Additionally the STP Team have raised the specific issue on Sherborne Road with Highways colleagues who are serving notice on this with the landowner.

4. Dangerous driving behaviour and parking, particularly on the school entrance road

The school are already taking action to address this situation by putting out and manning bollards once the car park is full so that cars don't queue on the school approach road. As part of the expansion it is planned to introduce a barrier at the entrance to the school to allow for continued Community Centre use but to prevent use by parents. Parents will need to be made aware of the new arrangements and directed to the Park and Stride map to ensure they are aware of where the available on-street parking is located. Additionally, a new gate onto Sherborne Road and the request for surfaced footpaths to be installed across Whiteditch playing fields leading to the rear gate will encourage more people to walk, cycle and scoot to school. These measures, overall, are aimed at decreasing the reliance and pressure that exists currently on the front entrance.

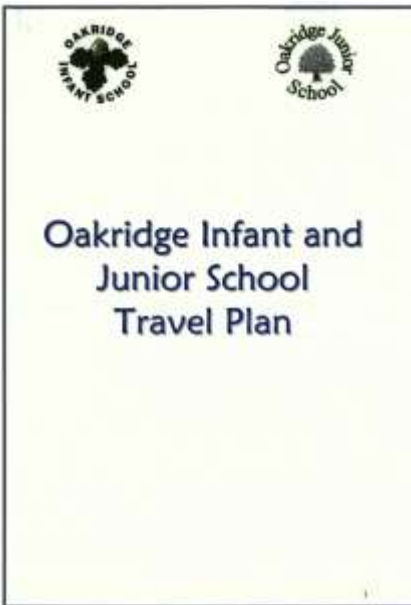
5. A lack of proper car parking bays near school and drivers parking and blocking or parking opposite resident driveways

This was raised by a number of residents locally but the data in the HCC Parking Beat Surveys indicates that there is plenty of legal on-street parking available near school. However, parents are cramming their cars into a small area as close to the school as they can.

Drivers are to be discouraged from driving or, if they have to, from coming too near to school. They will be encouraged to walk the last 5-10 minutes of their journey, assisted by the new School Crossing Patrol on Oakridge Road and by the information contained in the Park and Stride map.

These will be the main issues that will be focused on within the action plan with solutions, some of which are mentioned above, that will either assist with improving the current situation or suggest ways of managing the issues better.

Section 5 - Action Plan



Progress on Original Travel Plan

Before being federated, Oakridge Infant and Junior School developed their original travel plan in 2009, which was approved in January 2010. This was originally written at the request of the governors to address the following issues:

- Parking problems in the vicinity of the school due to a large number of parents driving to the site
- Complaints from residents about the dangers caused by parents accessing the school by car at the start and end of the school day
- A lack of bike and scooter storage
- In line with the schools' involvement in the sustainable schools initiative, a desire to increase the number of pupils walking to school, using public transport and car sharing

Pupil Travel

At the time of the 2010 travel plan there were 165 pupils on role at the Infant school and 200 at the Juniors. There are currently 210 and 220 respectively.

Comparing the June/September 2015 pupil survey results across both schools to the same survey in January 2009:

- walking (including scooting) has increased slightly from 60% [100] to 52% [84] of which 0% is scooting though a number of scooters have been observed on site at school on a regular basis
- cycling has increased from 1%[2] to 2%[3]
- pupils travelling to school by car (combined) has decreased from 34%[56] to 42% [68] including car alone, car share and Park and Stride
- there has been an increase in bus/taxi use which was at 4% [6] and is now at 4%[7] and no change of train use, which is none
- Results based on 165 responses (45%) in 2009 travel survey and 157 responses (37%) in 2015 travel survey. The March 2016 census figures are more favourable with higher walking rates and lower car use rates but have a considerably higher response rate at 100%

Staff Travel

In the 2009 staff travel survey, at the Infants four members of staff walked to work and 15 drove. At the Juniors, two members of staff walked (or cycled) and 17 drove. In the 2015 staff travel survey, at the Infants nine members of staff walked to work and 12 drove. At the Juniors, two members of staff walked and 10 drove. This is a slight decrease in walking and increase in driving at the Infants and, at the Juniors, the same number are walking and there is a decrease in driving. Unfortunately the response rate for the 2009 survey was not recorded. However, 81% of Infant school staff and 52% of Junior school staff responded in 2015.

Travel Plan Aims and Objectives

The aims and objectives set out in the 2010 travel plan are listed below.

Aims:

- Reduce car use and encourage green alternatives
- Improve road safety for pupils' journeys to and from school

Objectives:

- To increase the number of children walking to and from school
- To increase the number of children cycling to and from school
- To increase the number of children scooting to and from school
- To increase the number of children using shared transport
- To improve the safety of the route to and from school
- To improve safety around the school entrance
- Improve children's understanding of road safety issues

Original 2001 Target Set	Met within timescale	Met outside timescale	Not met – in need of revision	Unknown
OIS: Increase the number of pupils walking from 63% to 70% by January 2012		<input checked="" type="checkbox"/>		
OJS: Increase the number of pupils walking from 59% to 65% by January 2012		<input checked="" type="checkbox"/>		
OJS: Increase the number of pupils cycling from 0% to 10% by September 2011			<input checked="" type="checkbox"/>	
OIS & OJS: Have 5% of pupils scooting to school by September 2011			<input checked="" type="checkbox"/>	
OIS & OJS: Increase the number of pupils travelling by shared transport (car sharing or public transport) by 5% by January 2012		<input checked="" type="checkbox"/>		
Maintain a zero accident record for children on their journey to and from school by January 2012			<input checked="" type="checkbox"/>	
Maintain a zero accident record for children as they enter and exit the school grounds by January 2012				<input checked="" type="checkbox"/>
Ensure that all pupils receive road safety education by July 2011	<input checked="" type="checkbox"/>			

Achievements/Success Stories:

- Additional cycle and scooter storage to be installed as part of the school expansion
- Signed up to and been trained in Modeshift STARS, the sustainable travel recognition programme for schools. School had achieved Bronze STARS award by June 2016
- Annual participation in Walk to School Week each May
- Park and Stride initiative in place with mapping to indicate streets where there is parking availability away from the school gates, Parkwise and Zig Zag initiative leaflets on Travel to School page on school websites
- Annual Bikeability cycle training (Year 5)
- Scooter training (Year 2 in 2016) and county winners of the HCC Scooter Challenge 2016
- Junior Road Safety Officers, whole school Be Bright, Be Seen road safety day, JRSO noticeboard, JRSO road safety assembly, school railing banner
- Living Streets Walk Once a Week (WOW) trial run May to July 2016 and funding secured to roll out initiative to both schools in September 2016
- School Crossing Patrol audit justified – awaiting the recruitment of a new SCP on Oakridge Road
- Children encouraged to walk on school trips where possible e.g. swimming, church visits

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

SMART Target	Measure / Initiative and Completion Date	Priority of Measure (High/Medium/Low)	Task / Action and Completion Date	Responsibility (Specify role)	Review Date Task/ Action
<p>Walking Infants: Maintain walking to school at 65% Juniors: Maintain walking to school at 78% (Baseline: Census, 03/16)</p> <p>Car Alone Infants: Decrease car alone to school from 28.2% to 18% by Sept 2019, to 16% by Sept 2021 Juniors: Decrease car alone to school from 19.5% to 16% by Sept 2019, to 13% by Sept 2021 (Baseline: Census, 03/16)</p>	Continue to promote initiatives such as Walk to School Week (annually in May) and International Walking Month (annually in Oct) 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 thereafter	School Travel Champion	April 2018
			Promote the initiative to pupils in assemblies with the help of the School Council. April/May 2017 and annually thereafter	Headteacher / School Council / JRSOs	April 2018
			Promote the initiative to parents via newsletters. April/May 2017 and annually thereafter	Admin Officer/ Newsletter editor	April 2018
	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 2016 and annually	High	Contact HCC's School Travel Planning Team for a parent leaflet (How could you Travel to School?) to be made available to parents at induction events and the online link to be publicised: http://myjourneyhampshire.com/primary-schools July 2016	Headteacher	October 2017
			Review information currently provided on website to inform parents as to how they may travel to school sustainably and set up a "Travel to School" webpage on both school websites Complete June 2017 and ongoing updates	Website editor/ School Travel Champion	October 2017

<p>Park & Stride Both: Increase Park & Stride to school from 1% to 6% by Sept 2019, to 10% by Sept 2021</p> <p>(Baseline: STP surveys, 6/16 & 9/16)</p>	<p>Consider setting up a Walking Bus* from a suitable location, depending on future numbers of pupils to make it viable and number of volunteers available. Sept 2019. Review on an annual basis in line with new intake.</p>	<p>Medium</p>	<p>View data for new intake with HCC's STP Team to ascertain how many pupils live beyond a mile walking distance of the school June 2018</p>	<p>School Champion</p>	<p>Travel</p>	<p>March 2020</p>		
			<p>Send out a request for expression of interest to parents through school newsletters to investigate interest in a walking bus and potential volunteers Oct 2018</p>	<p>School Champion</p>	<p>Travel</p>	<p>March 2020</p>		
			<p>If significant numbers, identify options for a walking bus route (from Darlington Road across the Whiteditch Playing Fields or the top of Upper Sherborne Road along footpath?) to enable parents to drop off away from the school. Nov 2018</p>	<p>School Champion</p>	<p>Travel</p>	<p>March 2020</p>		
			<p>If applicable, request advice from HCC on setting up a walking bus*. Feb 2019</p>	<p>School Champion</p>	<p>Travel</p>	<p>March 2020</p>		
			<p>Recruit and train volunteers to help run the Walking Bus. April 2019</p>	<p>HCC's STP team</p>		<p>March 2020</p>		
			<p>Publicise via newsletter the first route due to operate, reminding parents & pupils about procedures. May 2019</p>	<p>School Champion / Walking Bus Coordinator</p>	<p>Travel</p>	<p>March 2020</p>		
			<p>Organise launch date of walking bus either on first day or after trialling the initiative for a week May 2019</p>	<p>Walking bus Co-ordinator & Head teacher</p>		<p>March 2020</p>		
			<p>Publicise the initiative to parents and pupils via newsletters and assemblies. Sept 2019</p>	<p>Headteacher/ Admin Officer</p>		<p>March 2020</p>		
			<p>Seek out potential sites for "Park and Stride" and promote to parents Complete: June 2016</p>	<p>High</p>	<p>Areas with parking availability identified through HCC parking beat surveys. Ensure parents are aware Feb 2017 (see Appendix 18)</p>	<p>School Champion / school councillors / JRSOs (junior)</p>	<p>Travel</p>	<p>November 2017</p>
					<p>Produce materials to advertise sites and where appropriate, check it by car park owner. Complete: June 2016</p>	<p>School Champion / School Travel Planning Team</p>	<p>Travel</p>	<p>November 2017</p>

			Publicise the initiative to parents and pupils via newsletters and assemblies. Sept 2016 and termly thereafter	School Champion / Travel	November 2017
Where vegetation and bushes are obstructing footpaths or reducing the width, paving slabs are uneven or there is evidence of dog fouling, report to the County Council** September 2016 and termly	Medium		Undertake audit of local roads and check of any maintenance issues – consider working with School Council or linking to the curriculum. May 2017	School Champion / STP Team/ School Council lead	November 2017
			Advise parents of website link** on HCC's website to report issues through newsletter Sept 2016 and termly	School Champion / Admin Officer	November 2017
			Inform parents of Keep Britain Tidy app*** to report various issues on local routes Sept 2017 and annually	School Champion / Travel	November 2017
Consider offering children who walk, but have busy roads to cross, hi-viz accessories/clothing. Nov 2017	Medium		Perhaps through a Road Safety shop at the school, request items from HCC and begin to make items available to pupils and parents. Sept / Oct 2017	School Champion / JRSOs / School Travel Plan team	March 2018
Apply for a school crossing patrol audit on Oakridge Road to see if an SCP officer is justified. Complete: April 2016	High		HCC Road Safety Team audited the site which was justified. The site reached the top of the wait list in April 2016 and signage and warning lights will be installed by mid July 2016 at which point an officer will be recruited. This is all subject to continued funding for SCPs by HCC. Dec 2016	Headteacher / School Champion / Travel	Dec 2018
Sign up to Living Streets WoW (Walk once a Week) initiative. Sept 2016	High		Following a WoW trial in KS1 (May-July 2016), request that Living Streets sign the schools up to WoW from September 2016 across the whole school including linking SIMS to the LS Travel Tracker software and holding a launch assembly for the school. Teachers to log daily pupil travel to school. Updates to be discussed to see improvements in walking rates. Agreed with Living Streets July 2016, schools to finalise September 2016	School Champion / Living Streets Officer	September 2017

<p>Improve safety around the school access road and increase the number of pedestrian access points to the schools' site so as to reduce congestion near the school access road to the north and to improve safety and increase site accessibility for pedestrians. March 2018</p>	<p>High</p>	<p>As part of the school expansion plans, request installation of a new pedestrian gate on the west of the school site from Sherborne Road to improve permeability of the site for pedestrians.</p>	<p>School Planning HCC Services</p> <p>Travel Team, Property</p>	<p>June 2018</p>
		<p>As part of the school expansion plans, request installation of an automated barrier to prevent parents accessing the Community Centre car park adjacent to the school for drop off and pick up</p>	<p>School Planning HCC Services</p> <p>Travel Team, Property</p>	<p>June 2018</p>
		<p>Investigate funding opportunities for and seek permission to install footpaths across the Whiteditch Playing Fields to the south of the school site in order to increase all weather access to the southern pedestrian gate from Sherborn Road and Darlington Road</p>	<p>School Planning BDBC Spaces HCC's Services</p> <p>Travel Team, Open Officer, Property</p>	<p>June 2018</p>

* Link to the County Council's Walking Bus information – <http://www.hants.gov.uk/schooltravelplans/wbindex.html>

** Link to HCC's maintenance web form - <http://www3.hants.gov.uk/roads/roadproblems.htm>

*** Link to Keep Britain Tidy's smartphone app - <http://www.keepbritaintidy.org/install-our-smartphone-app/2366/2/1/999/3>

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

SMART Target	Measure / Initiative and Completion Date	Priority of Measure (High/Medium/Low)	Task / Action and Completion Date	Responsibility (Specify role)	Review Date Task/Action
<p>Increase pupils choosing to scoot or cycle to school on a regular basis:</p> <p><u>Scooting</u> Infants: Increase from 0% to 4% by Sept 2019 and to 6% in 5 years. Juniors: Increase from 0% to 3% by Sept 2019 and to 5% in 5 years. Baseline: STP surveys, 6/16-9/16)</p> <p><u>Cycling</u> Infants: Increase from 0% to 2% by Sept 2019 and to 3% in 5 years. Juniors: Increase from 0% to 4% by Sept 2019 and to 6% in 5 years. (Baseline: Census, 03/16)</p>	<p>Provide scooter storage and cycle storage as part of expansion. Dec 2017</p>	High	<p>Identify the number of scooter/cycle spaces required by revised draft parking standards and provide appropriate storage. July 2016</p>	HCC's Property Services	March 2018
			<p>Install as part of the build Dec 2017</p>	HCC's Property Services	March 2018
	<p>Provide Bikeability training for juniors Level 2 and, where appropriate, Level 3, for pupils aged 10 years and up. Complete Feb 2016 (54 children) and annually subject to funding</p>	High	<p>When pupils are at junior age, contact HCC's Road Safety Team for information on Bikeability Level 2 and 3 Book for 2017 and repeat annually thereafter</p>	Headteacher / School Travel Champions	March 2018
	<p>Provide scooter training for children in Y1 & Y2, subject to funding. Complete Y2 April 2016. Book annually thereafter for Y1 & Y2 (subject to funding)</p>	Medium	<p>Contact HCC's STP team for information, and if funding available, book training for 2017. Sept 2016</p>	School Travel Champions / Relevant class teachers	March 2019
	<p>Infants: Consider participating in HCC's Scooter challenge. Complete June 2016 – overall county winners. Annually thereafter subject to funding.</p>	Medium	<p>Contact HCC's STP team for information and, if appropriate, register. April 2017</p>	School Travel Champion / Headteacher	Nov 2017
	<p>Promote use of safety clothing and cycle helmets. June 2017</p>	Medium	<p>Discuss with School Council ways of encouraging pupils who cycle to wear fluorescent clothing and helmets. Oct 2017 onwards.</p>	STP Working Group/School Council	Nov 2018
		<p>Contact HCC's STP team re. accessories and helmets available for pupils Nov 2017</p>	School Travel Champion	November 2018	

	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 2019	Low	Contact HCC School Travel Planning team for a cycle routes map. October 2018	STP Working Group/School Council	Nov 2019
			Contact with HCC’s School Travel Planning Team to find out more how to access Doctor Bike sessions and possible funding for it, Oct 2018	School Travel Champion / HCC’s STP team	Nov 2019
			Contact local Police re cycle coding/ wrapping Nov 2018	School Travel Champ/BDBC/ Police	Nov 2019
	Both: Consider participating in The Big Pedal (Spring 2017) and holding a Bikers’ / Scooting Breakfast as a reward for those cycling to school on a termly basis. July 2018	Low	Request information from HCC on guidance on setting up Bikers Breakfast and visit The Big Pedal website (http://bigpedal.org.uk/). Sept 2017	School Travel Champion / HCC’s School Travel Planning Team	March 2019
			Discuss idea with School Council or JRSOs. Oct 2017	School Council / JRSO leader	March 2019
			If idea is supported, discuss timescales and practicalities of arranging. Jan 2018	School Council Leader / School Travel Champion/ JRSOs	March 2019
Both: Support cycle routes in the Oakridge area to link with the school as and when they are viable. July 2017 and ongoing	Medium	Support Basingstoke and Deane Borough Council’s cycle strategy and work with them to look at routes that will benefit the school. July 2017 and ongoing	BDBC Transport Planning	March 2019	

Objective 3) : Where appropriate, encourage car sharing between parents of the school

SMART Target	Measure / Initiative and Completion Date	Priority of Measure (High/Medium/Low)	Task / Action and Completion Date	Responsibility (Specify role)	Review Date Task/ Action
<p>Make car sharing available to all those who would like to by December 2017</p> <p><u>Car sharing</u> Infants: Maintain car sharing to school at 4% by Sept 2019.</p> <p>Juniors: Increase car sharing to school from 0% to 1% by Sept 2019.</p> <p>(Baseline: Census, 03/16)</p>	<p>Both: Provide the relevant information for those wishing to car share Jan 2017 and annually</p>	<p>Low</p>	<p>Contact the School Travel Planning Team for a postcode location map to look at potential lift sharing. Complete June 2016 and annually</p> <p>If there appears to be potential, ask in the school newsletter or full survey parents asking if they are interested in car sharing. Then match up information to aid sharing between families. June 2017 and repeat as and when appropriate.</p> <p>Contact the School Travel Planning Team for Corporate guidance on enabling car sharing. Nov 2018 onwards</p>	<p>School Travel Champion</p>	<p>March 2019</p>

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

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

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

SMART Target	Measure / Initiative and Completion Date	Priority of Measure (High/Medium/Low)	Task / Action and Completion Date	Responsibility (Specify role)	Review Date Task/ Action
<p>Ensure that 100% of pupils are taught Road Safety by July 2017 and each year after.</p> <p>Ensure that there is no increase in the current count of two recent accidents at pick up and drop off times, involving primary aged pupils, by December 2017 and beyond</p>	<p>Incorporate Road Safety pedestrian training into the curriculum. Dec 2017 and ongoing</p>	Medium	<p>In light of recent accidents involving children at the school, teachers delivered a lesson on road safety for all children and Year 3 children taking on a Road Safety walk around the local area Complete June 2016</p>	Headteacher/ Class teachers	November 2017
			<p>Contact the Road Safety Team for information on Pedestrian Training via Streets Ahead programme July 2017</p>	Headteacher	November 2017
			<p>If interested, include article within newsletter requesting volunteers. September 2016</p>	Headteacher/ Admin Officer	November 2017
			<p>If interested and volunteers are available, register volunteers for training. October 2016</p>	Headteacher	November 2017
	<p>Continue to take part in the Junior Road Safety Officer (JRSO) scheme to promote road safety messages Sept/Oct 2016 and annually thereafter</p>	High	<p>Appoint new Yr5 rep (Y4 going into Y5 in Sept 2016) July 2016 & annually thereafter</p>	JRSO Coordinator	November 2017
			<p>Attend JRSO Conference Sept/Oct 2016 and annually thereafter</p>	JRSO Coordinator and Yr. 5 pupil	November 2017
			<p>Work with JRSOs to implement initiatives identified in the action plan Jan 2017</p>	JRSO Coordinator and School Travel Champion	November 2017
	<p>Consider signing up to the Parents' Parking Promise initiative to ensure safe, considerate and sensible parking when using school drop off facilities or parking nearby. Sept 2018</p>	Medium	<p>Promote Parkwise leaflet on school website to all parents. June 2016</p>	Headteacher and Admin	March 2018
			<p>If appropriate and if there is interest, ask parents to sign Park Wise Pledge and to display Park Wise stickers in cars Sept 2017</p>	Admin	
			<p>Review progress and invite in PCSO (and perhaps Parking Enforcement Officer) to look at opportunities to bring greater awareness of parking issues. March 2018</p>	School Travel Champion	July 2018

Contact HCC's Road Safety Team regarding a parking banner outside of the school. Complete Jan 2016	Medium	Contact HCC's Road Safety Team for further information. Run a road safety slogan competition in school with the JRSOs. Jan 2018	School Travel Champion	November 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. See http://myjourneyhampshire.com/schools/primary-schools-curriculum-materials for more information. March 2018	Headteacher, curriculum leaders	November 2018
		Where there gaps, contact HCC's Travel Planning and Road Safety Teams for suggested materials/activities to support curriculum June 2018	Headteacher / Class teachers / HCC School Travel Planning & Road Safety Teams	November 2018
Work with local enforcement agencies to ensure parents park safely and sensibly. Where appropriate, consider further signs and lines. October 2017	High	Arrange to meet with local PCSO and BDBC Parking Enforcement Officer to discuss approach to parking issues and concerns, May 2017	Headteacher / Chair of Governors	November 2017
		Encourage parents and residents to report instances of dangerous or illegal parking to 101. To be then reviewed periodically with the Police. Dec 2016 and ongoing	Headteacher / Governing Body	November 2017
Reduce the congestion around key roads by distributing parking around the wider area through a number of initiatives. June 2016 and ongoing	High	As already detailed, distribute parking through Park and Stride, Walking Buses, providing walking maps to parents which includes advice on where and how NOT to park (e.g. key roads such as Oakridge Road, Upton Crescent and Stratfield Road). June 2016 and ongoing	School Travel Champion / Headteacher/ HCC's School Travel Planning Team	November 2017
Install an automated barrier on the school approach road as part of expansion. Dec 2017	High	Agree with the school/Community Centre that school can manage the operation of an automated barrier to prevent parents parking in the Community car park on the school access road. Install as part of the expansion. Dec 2017	HCC's Property Services	March 2018

Aim 3: To raise travel awareness amongst the whole school community and integrate sustainable school travel within the Curriculum and school ethos.

Objective 6): To raise awareness of the benefits of leaving the car at home, and the alternatives, amongst children and parents

Objective 7): To communicate in a proactive manner with residents

SMART Target	Measure / Initiative and Completion Date	Priority of Measure (High/Medium/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 and its objectives and their role in supporting them by December 2017 and onwards to keep all new pupils and parents informed and involved on an annual basis	Promote the travel plan to the whole school community by Dec 2016	High	Include a termly item on the school travel plan and its progress in newsletters sent to parents. April 2017 onwards Once the plan is approved include details of the plan on the school website, in the school prospectus and on a parent notice board. Dec 2016	School Admin Officer/ School Travel Champion	March 2017
	Consider ways in which to include in the curriculum work on sustainable travel linking in with Healthy Schools and other related work. Jan 2018	Medium	Discuss with teachers the ways in which sustainable travel can be included in the curriculum making use of pupil postcode maps etc. Consider wheelie bin sticker competition – ask School Travel Planning Team for information. January 2018	Headteacher/ Teaching Staff	March 2018
	Include the School Travel Plan into the School Improvement Plan. July 2017	Medium	Discuss the travel plan's integration within the School Improvement Plan with governing body. October 2017	Headteacher	March 2018
	Communicate development of school site and travel matters with local community. December 2017	Medium	Discuss with working group, Governing Body and School Council, appropriate ways to communicate with residents and other stakeholders developments on the travel plan and school expansion. Oct 2017	Headteacher / School Travel Champion	March 2018
			Update travel plan and implement recommendations. November 2017	Headteacher / School Travel Champion	March 2018

Consider providing a short article to a local residents' newsletter on the travel plan and activities that the schools are undertaking. Oct 2016	Medium	If there is a local newsletter or publication (Basingstoke Gazette?), work with the local residents / councillors to draft an article to submit to editor. Sept 2016	Headteacher/ local councillors / residents	March 2017
Sign up to the Modeshift STARS sustainable travel initiative and work towards three levels of award. January 2016 and ongoing	High	Select a school travel champion (complete Jan 16) to be trained up on using the STARS software (complete Jan 16 – three staff members trained) and to log the school's travel initiatives online.	School Travel Champion / HCC's School Travel Planning Team	July 2016
	Medium	Work to achieve - Bronze level STARS by July 2017 (complete June 2016) - Silver level STARS by July 2019 - Gold level STARS by July 2022 ensuring hands up survey completed annually to keep awards up to date.	School Travel Champion / HCC's School Travel Planning Team	July 2022
	Medium	Upload each level travel plan onto the school website(s) when level achieved and promote to parents September 2016 and ongoing	School Travel Champion / HCC's School Travel Planning Team	July 2018

Aim 4: To promote and enable sustainable travel for staff and visitors

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

SMART Target	Measure / Initiative and Completion Date	Priority of Measure (High/Medium/Low)	Task / Action and Completion Date	Responsibility (Specify role)	Review Date Task/ Action
<p>Ensure that staff car alone use is reduced to a minimum level by January 2019</p> <p>Increase staff cycle use from 0% to 3% (infants) and from 0% to 5% (juniors) by Sept 2019</p> <p>Baseline: STP surveys, 6/16)</p>	<p>Encourage and enable staff to car share September 2016 and ongoing</p>	High	<p>Provide maps to staff, at staff meetings of approximate staff home locations September 2016 onwards (see Appendix 17)</p>	Headteacher	November 2017
			<p>Inform staff of the car sharing websites (e.g. gocarshare.com, blablacar.co.uk). September 2016 onwards</p>	Headteacher	November 2017
			<p>Consider providing Priority Car Park Bays for staff who car share. September 2017</p>	School Travel Champion	December 2017
	<p>Have information available for staff on 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 travel planner by Sept 2017 (myjourneyhampshire.com/journeyplanner/)</p>	Medium	<p>Request maps and timetables from HCC's STP team. By March 2017</p>	School Travel Champion	November 2017
			<p>Create into a pack and make staff aware of info Jun 2017</p>	School Admin Officer	November 2017
			<p>Inform staff of the intranet page: http://intranet.hants.gov.uk/employee loans.htm Jun 2017</p>		
	<p>Provide information on any events or initiatives run by local groups or My Journey Hampshire e.g. adult cycle training, Dr Bikes, Commuter Challenge and Walk to Work Month (annually in May). Apr 2017</p>	Medium	<p>Contact Hampshire's School Travel Planning Team for opportunities to become involved in promotional workplace travel opportunities. Also check www.myjourneyhampshire.com October 2017</p>	School Travel Champion	March 2018
<p>Provide cycle storage for staff bikes. September 2017</p>			HCC's Property Services	November 2018	
<p>Provide sustainable travel information for visitors to the school Sept 2017</p>			School Admin Officer	November 2018	

Key

HCC- Hampshire County Council
BDBC – Basingstoke and Deane Borough Council

STP – School Travel Plan
JRSO – Junior Road Safety Officer

PCSO – Police Community Support Officer

Section 6 - Evaluation and Monitoring

As our travel plan is a living document, it will need reviewing and updating regularly. We will carry out a full travel survey and a full review of the whole document every two years to find out if anything has changed or requires action. The next full travel survey will be carried out in **March 2019** by the School Champion and working group. The next full review will be carried out in **June 2019** by the Headteacher and School Champion with the support of the working groups from both schools.

There will be an interim review of the travel plan in **March 2018** 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 Headteacher and school champion. Timescales will require reviewing regularly due to the size of the expansion.

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. This will include performing a **"hands up" travel survey annually in January** for children and staff and log this information on the **Modeshift STARS** system in order to log travel trends and keep the awards up to date. They will ask the questions, "How do you usually travel to school?" and "How would you like to travel to school?" The schools understand that this supports the monitoring of the travel plan, and informing the County Council's policies. The data will be kept and used by the school in subsequent reviews to measure progress against our targets.

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

Section 7 - Long Term Sustainability

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

Section 8 - Promotion of STP

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

Section 9 - Formal Approval of the Plan



School Travel Plan Approval Form

The principles detailed in the School Travel Plan for **Oakridge Schools Federation**, 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: 
Executive Headteacher (Oakridge Schools Federation)

Date: 14/07/2016

Signed: 
Chair of Governors (Oakridge Schools Federation)

Date: 14/07/2016