

School Travel Plan

Grazeley Parochial Primary School

October 2015



Grazeley Parochial Primary School
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1 About Our School

Grazeley School is a Voluntary Aided Church of England Primary school, unique reference number 110015. We currently have 135 pupils on roll, aged between 4 and 11 years. The standard admission has changed to 30 since September 2013. From September 2015 there will be 5 classes: 30 FS children, 30 Year 1 children, 19 Year 2 children 31 Year 3 and 4 children and 25 Year 5 and 6 children. The maximum capacity for the school is currently 150 pupils in total. Once the school expansion is completed (commencing October 2015) the capacity will increase 210 pupils. The school currently has 16% of pupils in the Special Educational Needs category. We adopt a 'whole school' approach when looking at the School Travel Plan.



Figure 1.1 – Grazeley School, viewed from the SW.

The school is located south of Reading, Berkshire on Mere oak Lane. This joins Mortimer Road leading, via Lambwood Hill, to Bloomfield Hatch Lane. This is a long, bending road that leads to the next village of Mortimer. Mere oak Lane runs parallel to the A33 Swallowfield Bypass. This joins Mere oak Lane via a signalized junction and roundabout roughly half a mile north of the school. The exact location of the school is indicated on the map in Appendix A.

The following photographs show the current signage from each direction.



Figure 1.2 – A Vehicle Activated Sign on the southbound side of the road. This is situated approximately 100m from the entrance to the staff car park.

Figure 1.3 – 20mph “part time” speed limit signs on the southbound carriageway. These are situated approximately 16m from the entrance to the staff car park, and 113m from the pedestrian entrance in School Lane.





Figure 1.4 – Vehicle activated sign (in the background, left hand side) and “part time” 20mph speed limit signs, Northbound. These are situated approximately 50m and 113m respectively from the pedestrian entrance in School Lane. Note that there are also road markings, warning vehicles to slow down.

Figure 1.5 – “School” warning triangle with flashing lights that operate at the beginning and end of the school day. This is positioned approximately 225m from the pedestrian entrance to the school.



Pupils at Grazeley School come from Grazeley village, and from other surrounding villages such as Spencers Wood, Three Mile Cross and Shinfield, as well as further afield in Whitley Wood and Lower Earley.

The school day begins at 8.50am and finishes at 3.25pm. A member of staff is present in the playground from 8.30am each day to supervise pupils dropped off by their parents. Lunch is at 12 noon until 1pm. Outside of these times, the school operates out-of-hours school clubs, with Breakfast Club every day at 8.00am and daily after school clubs that finish at 4.20pm.

There are occasional extra activities, such as school plays, parents' evenings and sports day which result in cars being parked on the road outside the school for extended periods, but these events normally occur outside of peak traffic times, so congestion is not as severe as at the start and end of the school day.

The staff car park currently has ten parking spaces, plus one disabled bay, with room for approximately three cars to park on the edge of the driveway into the car park. The school currently employs twenty-four members of staff.

At present, both staff and parents make use of additional parking space at the end of the school field. As this area is unsurfaced, it is not accessible during periods of wet weather.



Figure 1.6 – The car parking area on the school field on a wet day.

2 STP in 2007

A previous STP was made in 2007. This addressed the following issues;

- That the majority of staff and pupils were found to travel to school by car, due to a lack of public transport, lack of safe paths for primary age pupils and the distance travelled.
- That the speed limit on MereOak Lane outside the school was (and continues to be) 40mph. A request was made for a lower speed limit outside the school.
- There were parental concerns about the behaviour of drivers outside the school, focusing on the speeds travelled around drop off and pick up times.
- The possibility of new signage on the roads around the school to raise drivers' awareness of the presence of the school and to attempt to slow through traffic.

As a result of the STP in 2007, the following action was taken;

- A part-time speed limit of 20mph was put in place outside the school during the start and end of the school day (8.30-9.15am and 3.00-3.50pm).
- Flashing signs were installed, indicating the 20mph speed limit when it is in force.
- Vehicle activated signs (see section 3.2 below) were installed, which illuminate when a driver exceeds 40mph approaching the school from each direction.
- Yellow zigzag lines were painted on either side of the entrance to the staff car park (yellow zigzags were already in place by the School Lane entrance).

As a result of the STP in 2011 the following action has been taken:

- Staggered finish at the end of the day (15 minutes between two Key Stage) in order to distribute the volume of traffic on MereOak Lane at this time.

- WBC have agreed to provide a temporary all weather surface in the NNW part of the field which will allow parking for parents throughout the year and will reduce parking on Mere oak Lane.
- The school has significantly increased provision for after school clubs. Current take up (Summer term 2014) averages at 25 children per day. This represents approximately 18 families (cars) which will not pick up until 4.20pm.
- School starts at 8.50am. The school has introduced an eight place breakfast club from 8am to 8.30am. Playground supervision before school has changed from 8.40am to 8.30am in order to allow more flexibility for parents to drop off every morning therefore spreading the bulge of traffic volume across a longer period of time and reduce peak congestion.
- The Headteacher monitors the drop off area daily to ensure parents use the three spaces quickly and safely gaining maximum use from this area.

A walking bus from Diddenham Court (situated along the lane from the crossroads at Lambwood Hill and Bloomfield Hatch Lane) has proved very popular during Walk to School Week (May 2014). Numbers averaged at 18 children walking to school throughout the week. A permanent walking bus is being considered and investigated by the school...

3 Why Are We Making a STP?

The key reasons that we consider it important to renew and update our STP are;

- There is no public transport running within walking distance of the school.
- There are no safe cycle routes from where the children come from to school.
- There are no recognised roadside footpaths outside the immediate vicinity of the school.
- There is a relatively high volume of fast-moving traffic past the school.
- There are parking issues on the busy road running past the school.

- Continuing travel as part of the National Curriculum.
- Continuing work started as part of the National Healthy School Standard Award.
- General pupil safety issues arising from the above.

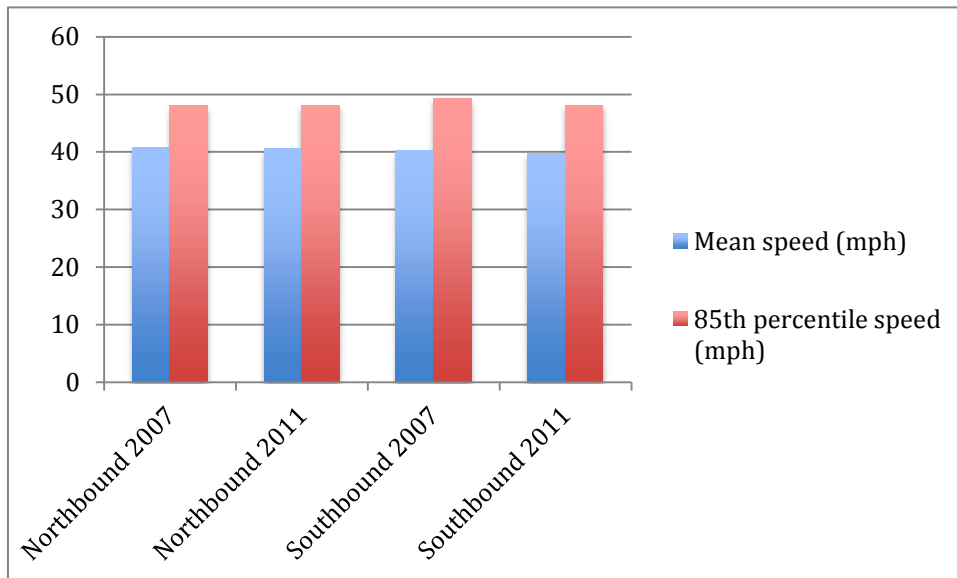
Grazeley School is committed to teaching pupils about travel safety as part of the National Curriculum. However, due to its location, there is poor provision of public transport and foot/cycle paths, and no option other than a car to get to the school for most families. There is a cycle route, but it does not extend as far as the school, and the road network would not be safe for primary school children, or indeed adults, to use on bicycles, particularly at peak times.

The pupils from families that live in Grazeley village do walk to school. However, many parents have expressed a concern about the speed of the traffic up and down Mere oak Lane, as have local residents. This is a particular problem in the morning, as other road users pass through the village, often at speeds that exceed the current 20mph limit (in force during drop-off and pick-up times).

3.1 Speed Survey Results (2006 and 2011)

The table and graph below show results of speed surveys conducted in December 2006 and March 2011, displaying mean speeds north- and southbound, and 85th percentile speeds in each direction (i.e. the speed below which 85% of traffic travels).

	Mean speed (mph)	85 th percentile speed (mph)
Northbound 2006	40.7	48.0
Northbound 2011	40.5	48.1
Southbound 2006	40.3	49.2
Southbound 2011	39.7	48.1



These data demonstrate an overall reduction in speed northbound of 0.2mph and southbound of 0.6mph between 2006 and 2011. 85th percentile speeds have increased by 0.1mph northbound and decreased by 1.1mph southbound.

Further analyses of day- and time-specific data were also performed. These concentrated on travel speeds at 8-9am (drop-off time) and 3-4pm (pick-up time). Data from Tuesday (as a random weekday) and Wednesday (as the day when some pupils use “Walk on Wednesday”) were considered, and percentages of drivers travelling below 20mph, between 20-40mph and over 40mph were calculated, both northbound and southbound.

Data from weekdays and weekends between 12-1pm were also analysed to get an idea of speeds travelled past the school at lunchtime (when the children would be in the playground, which is directly adjacent to MereOak Lane).

It should be bourn in mind that the 20mph speed limit does not cover the entire hours of 8-9am and 3-4pm. However, these times give an idea of peoples driving habits during the part time speed limits. It is also worth remembering that right of way on this stretch of road is in a northbound

direction, as there are cars parked on the southbound carriageway outside the school.

3.1.1 Mean traffic speeds

Mean traffic speeds from 2006 and 2011, for each day of the week, for the hours of 8-9am, 12-1pm and 3-4pm have been brought together and are displayed in the three graphs below. Obvious trends are that mean speeds are higher at weekends than during the week, even when there is no 20mph speed limit in force. At lunchtime, this may be due to the presence of parked cars on the road, but may also suggest an awareness of drivers of the dangers of travelling at speed past a school.

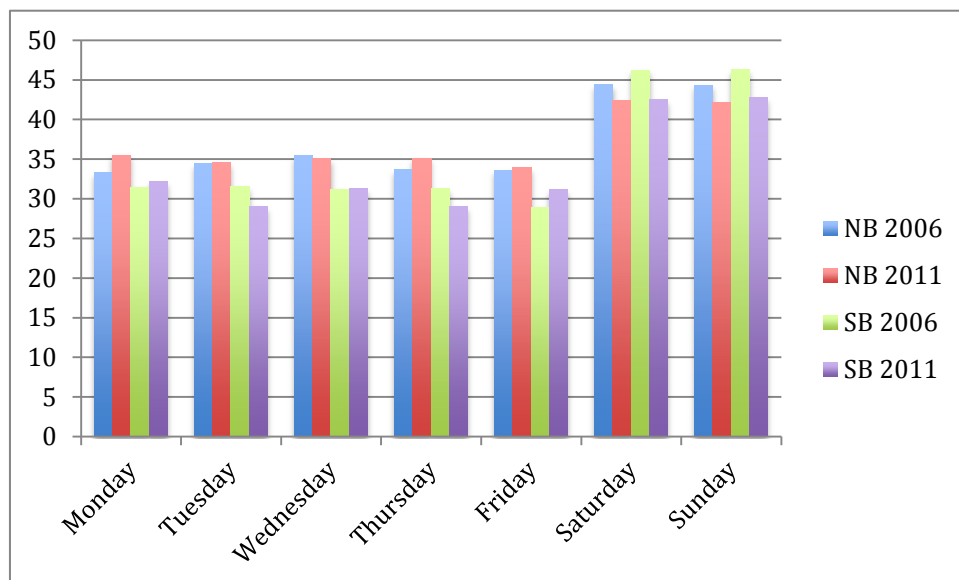


Figure 3.1.1.1 – Mean traffic speeds past Grazeley school north- and southbound for each day of the week in 2006 and 2011 (8-9am).

Between the hours of 8-9am, northbound traffic (which has right of way) shows no discernable difference in mean speed. In fact, traffic in this direction has a slightly higher mean speed in 2011 than in 2006. Southbound, there was a drop in mean speeds travelled on Tuesdays and Thursdays,

although on the other three days, the mean speeds travelled were similar in 2006 and 2011. Interestingly, the obvious drops in mean speed between 2006 and 2011 occurred at the weekends. Perhaps drivers have been slowed down by the presence of the signage, even when the speed limit is not in force and the school is not open.

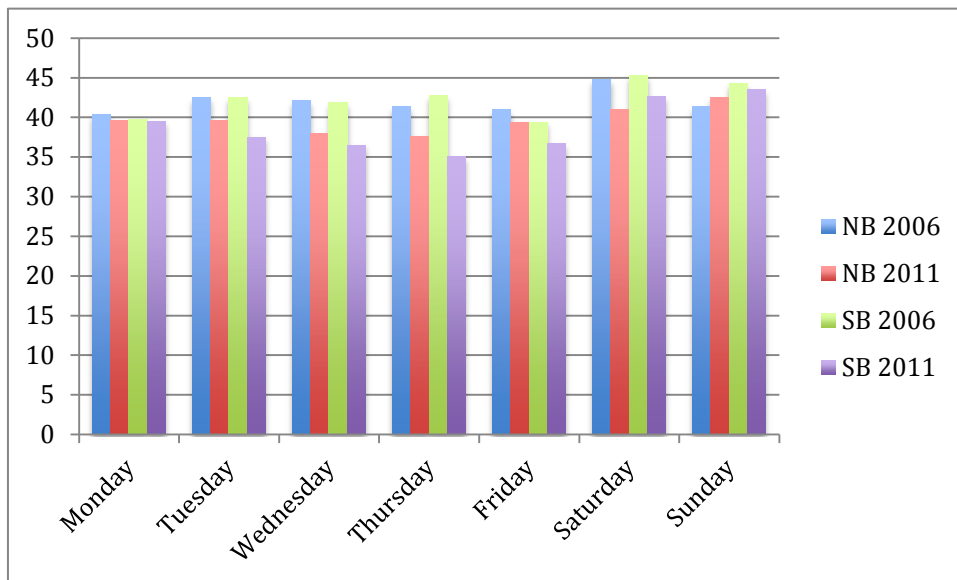


Figure 3.1.1.2 – Mean traffic speeds past Grazeley school north- and southbound for each day of the week in 2006 and 2011 (12-1pm).

Between 12-1pm, which is when the children have their lunch hour and are out in the playground, the mean speed during the week hovers around 40mph (i.e. the speed limit). Apart from on Monday, there has been a decrease in the mean speed of drivers past the school, which is encouraging. It perhaps shows an awareness of the presence of the school and the possible consequences of an accident in this area at speed.

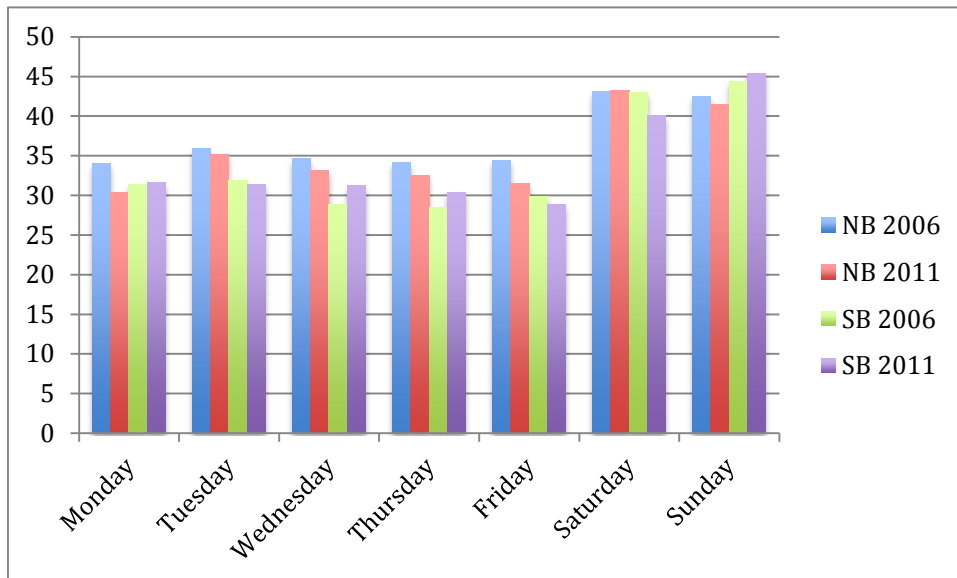


Figure 3.1.1.3 – Mean traffic speeds past Grazeley school north- and southbound for each day of the week in 2006 and 2011 (3-4pm).

Northbound, there seems to have been a trend of decreased speeds past the school during the hour when children are being collected from school.

Southbound, this is less obvious, with a slightly increased mean speed on some days.

Overall, this shows that the main decrease in mean speeds past the school have occurred during lunchtimes. The mean speeds at the start and end of the school day are still well in excess of the 20mph speed limit, although this is not in force for the entirety of the hours analysed.

3.1.2 Tuesday

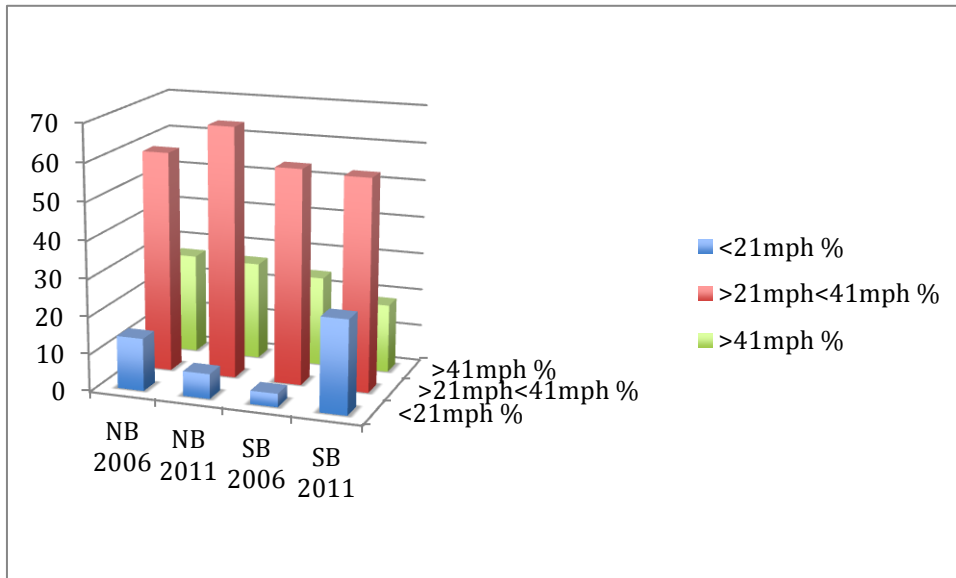


Figure 3.1.2.1 – Percentage of drivers travelling at less than 21mph, between 21mph and 41mph and over 41mph on Tuesdays during the speed survey during the hour between 8-9am.

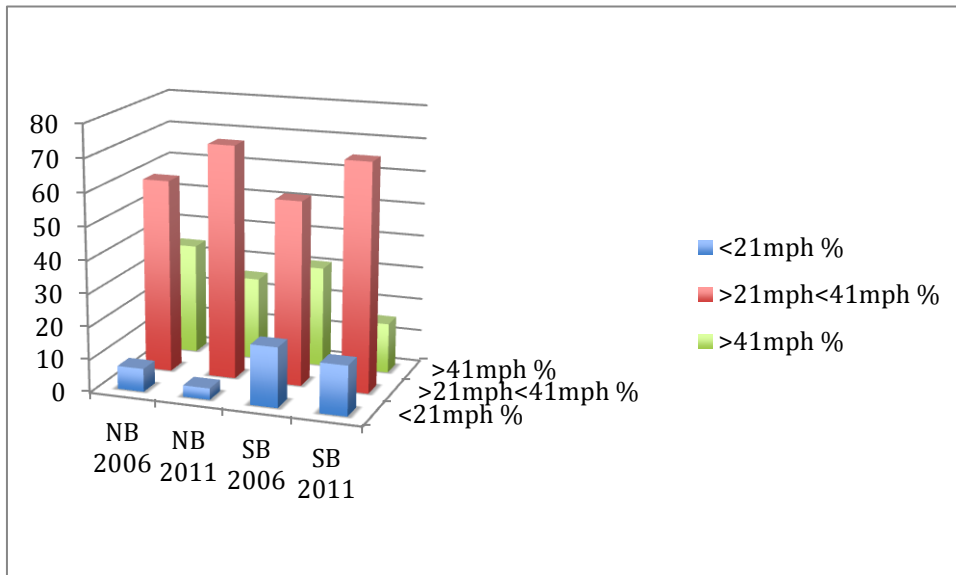


Figure 3.1.2.2 – Percentage of drivers travelling at less than 21mph, between 21mph and 41mph and over 41mph on Tuesdays during the speed survey during the hour between 3-4pm.

The morning figures show a decrease in the number of drivers travelling at under 20mph northbound, but a large increase in those travelling at under 20mph southbound. The decrease in speeds under 20mph northbound was mirrored by an increase in those driving at between 20-40mph. Northbound, there was no discernable difference in the percentage of drivers driving at over 40mph at this time. There was a small decrease in the percentage of drivers travelling at over 40mph southbound.

3.1.3 Wednesday

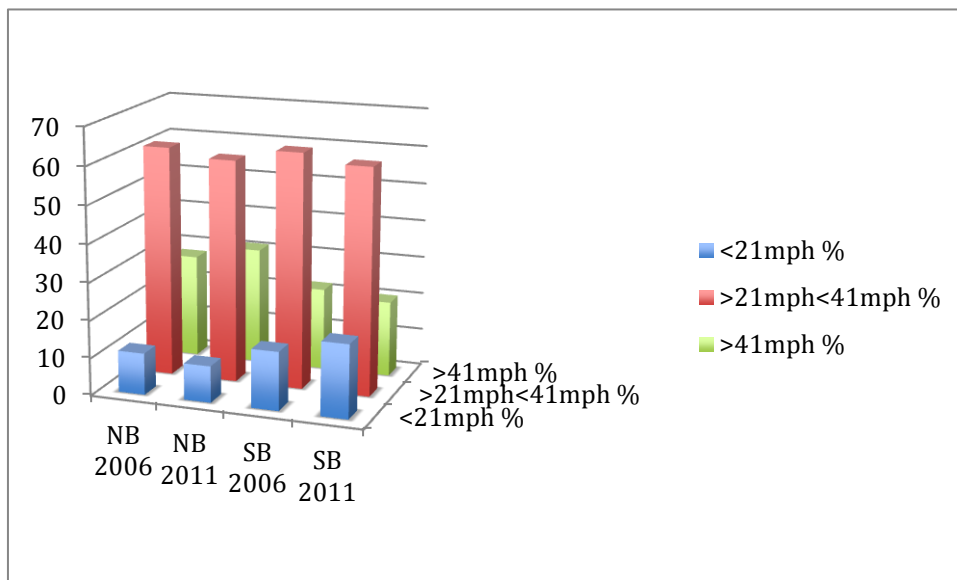


Figure 3.1.3.1 – Percentage of drivers travelling at less than 21mph, between 21mph and 41mph and over 41mph on Wednesdays during the speed survey during the hour between 8-9am.

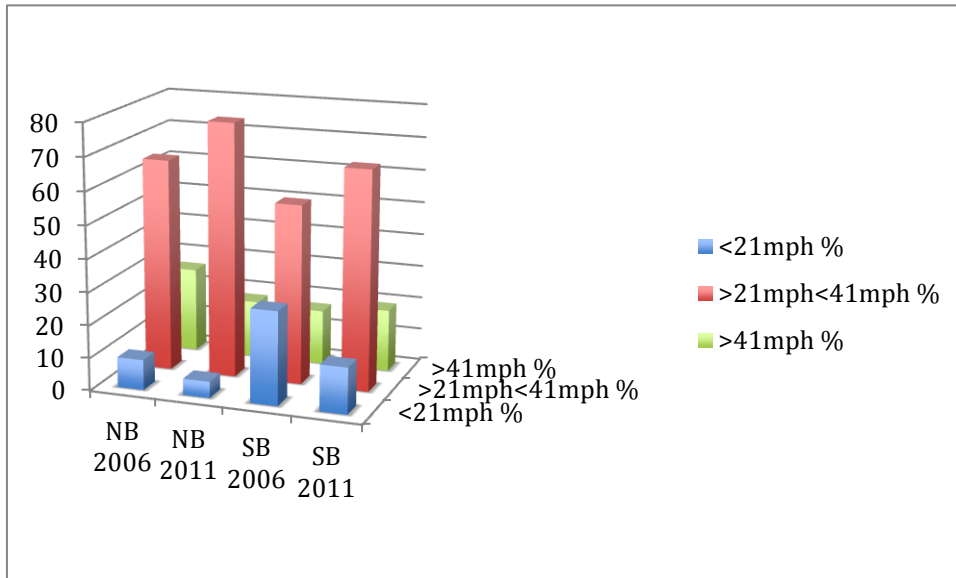


Figure 3.1.3.2 – Percentage of drivers travelling at less than 21mph, between 21mph and 41mph and over 41mph on Wednesdays during the speed survey during the hour between 3-4pm.

Data from Wednesday have been investigated, since there is likely to be less stationary traffic outside the school as a result of some of the children being dropped at Diddenham Court for “Walk on Wednesdays” in the morning. A comparison of the morning speed results is shown in figure 3.1.3.3 below.

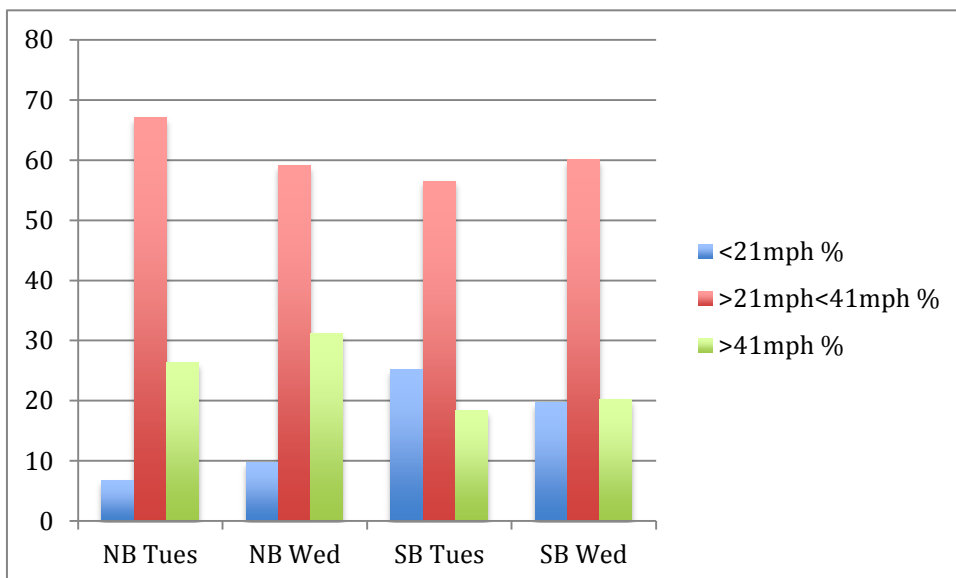


Figure 3.1.3.3 – A comparison of percentage of drivers travelling in each speed bracket on Tuesday and Wednesday mornings in March 2011.

Northbound (i.e. traffic with right of way), there is an increase in the percentage of drivers travelling under the 20mph speed limit on a Wednesday, and a decrease in the percentage of drivers travelling at 20-40mph. Northbound, the number of drivers travelling at more than 40mph increased between Tuesday and Wednesday.

Southbound, the percentage of drivers proceeding at speeds under 20mph decreased between Tuesday and Wednesday, and was reflected by an increase in drivers travelling both between 20-40mph and over 40mph.

In conclusion, "Walk on Wednesdays" perhaps facilitates drivers being able to travel over 20mph, due to a decrease in stationary cars outside the school on Wednesday mornings.

It should be mentioned that Walk to Wednesdays is no longer in operation (since September 2014). However, other measures have been taken to spread the morning and afternoon traffic over a longer period of time (see p9) A daily walking bus is being investigated.

3.1.4 Weekday lunchtimes (12-1pm)

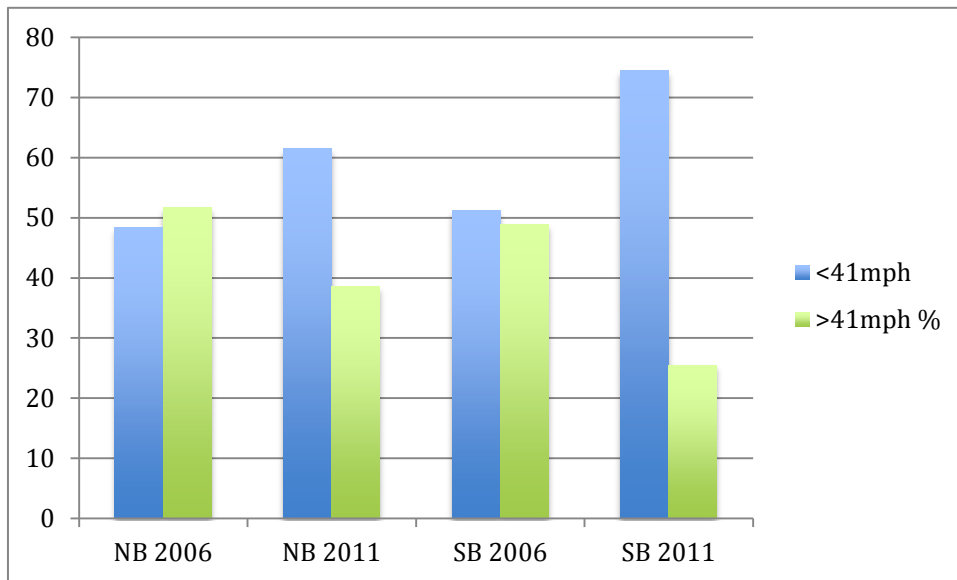


Figure 3.1.5.1 – Percentage of vehicles travelling at under and over the speed limit (40mph) between 12-1pm on weekdays, north- and southbound in 2006 and 2011 (a bar chart showing this information for the weekends can be found in Appendix B).

These data show a decent general increase in the percentage of vehicles travelling at or below the speed limit since 2006. This is an encouraging trend, but there are still 30-40% of drivers exceeding the 40mph speed limit past the school at lunchtime. This is an issue that should be addressed.

3.1.5 Traffic Volumes

Figure 3.1.6.1 shows that traffic volumes past Grazeley School have decreased since 2006. The most likely reason for this is that the road works on the A33/M4 Junction 11 are now complete, leading to better traffic flow on the A33 and a reduction in the number of drivers using Mere oak Lane as a “rat run”.

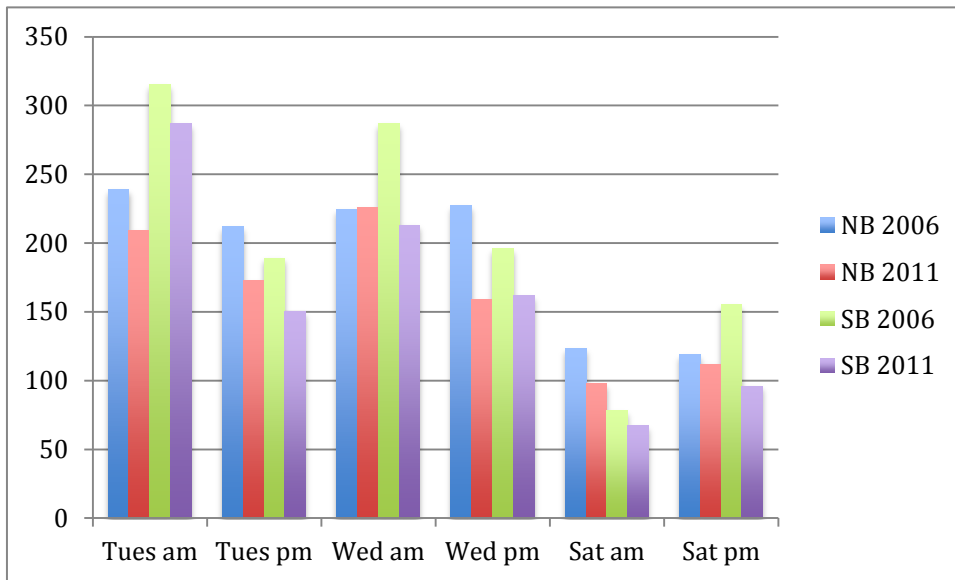


Figure 3.1.6.1 - Traffic volumes past Grazeley School in 2006 and 2011.

3.1.6 Summary of speed survey results

The analyses of the speed survey results from 2006 and 2011 show a reduction in the volume of traffic past Grazeley School. There is a general trend of a reduction in mean speeds travelled past the school and some reduction in the number of drivers exceeding the speed limit during school drop-off and pick-up times. There is a promising decrease in the percentage of vehicles exceeding the speed limit past the school during lunch hour, also.

3.2 DfT Recommendations and Parental Concerns

In 2001, the Department for Transport (DfT) Local Transport Plan stated that “the streets around schools will generally be made 20mph zones”. In June 2011, the Regional and Local Transport Minister introduced measures to make it more cost-effective to introduce 20mph speed limits, for example painting speed limit repeaters onto roads, rather than requiring more costly upright signs.

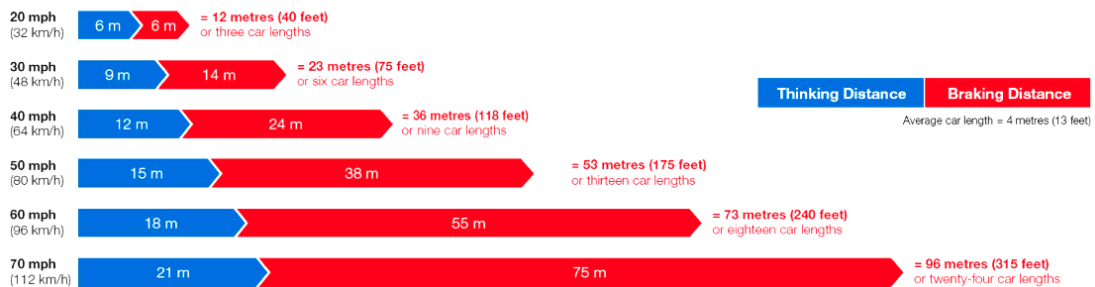
It is of concern that many drivers are not adhering to the 40mph speed limit (this is clear from the fact that more than 15% of drivers are travelling at over 48mph). The results seem to indicate that the variable speed limit of 20mph is not being adhered to either.



Figure 3.2.1 – The reasoning behind lowering the speed limit through Grazeley village and maintaining the variable 20mph speed limit when children are entering and leaving the school premises.

Parental concerns will be discussed in more detail in section 4 below, however, many parents have expressed worries about the impatience of drivers and the speeds travelled past the school. There are also fears about the outcome of a vehicle colliding with the school fence during times when children are out in the playground, especially since traffic exceeds the 40mph speed limit during school hours (for example, on Monday 7th March 2011, 28% of vehicles exceeded the 40mph speed limit southbound past the school between 9am-3pm and 9.9% of these exceeded 40mph).

Typical Stopping Distances



4 Parents' Survey

There are 65 families with children attending Grazeley School. Each was sent a travel survey to complete. A total of 31 surveys were returned, representing 48% of families and 48% of the children attending the school. Most responding families had a single child in the school, as shown in figure 4.1.

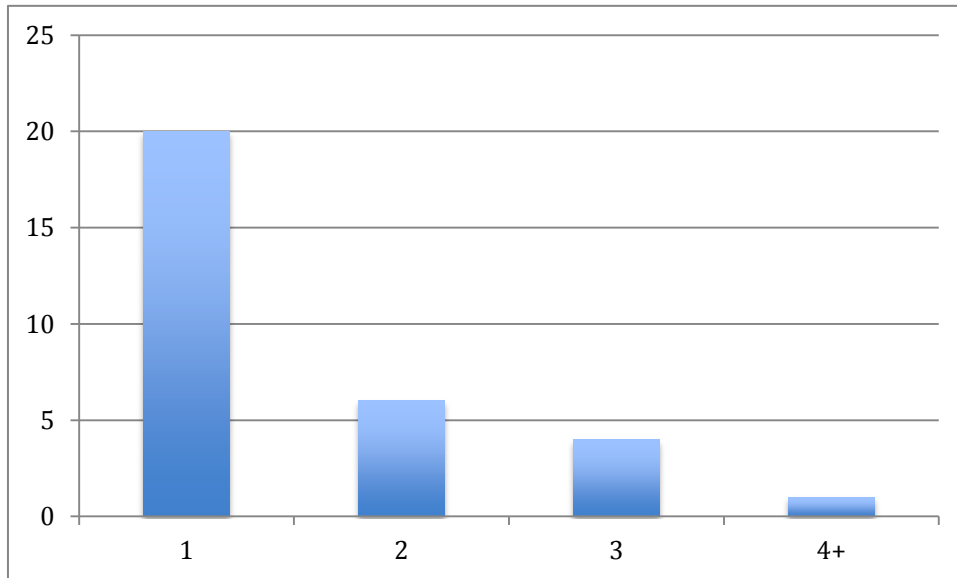


Figure 4.1 – Number of surveys returned by families with 1, 2, 3 and 4+ children attending the school.

Figure 4.2 shows the numbers of children in each year group represented by the completed surveys. The parents of infants answered 54% of the surveys returned, the remainder being the parents of juniors. Some families contained both juniors and infants. Many of the F2 children do not have siblings in the school (80%).

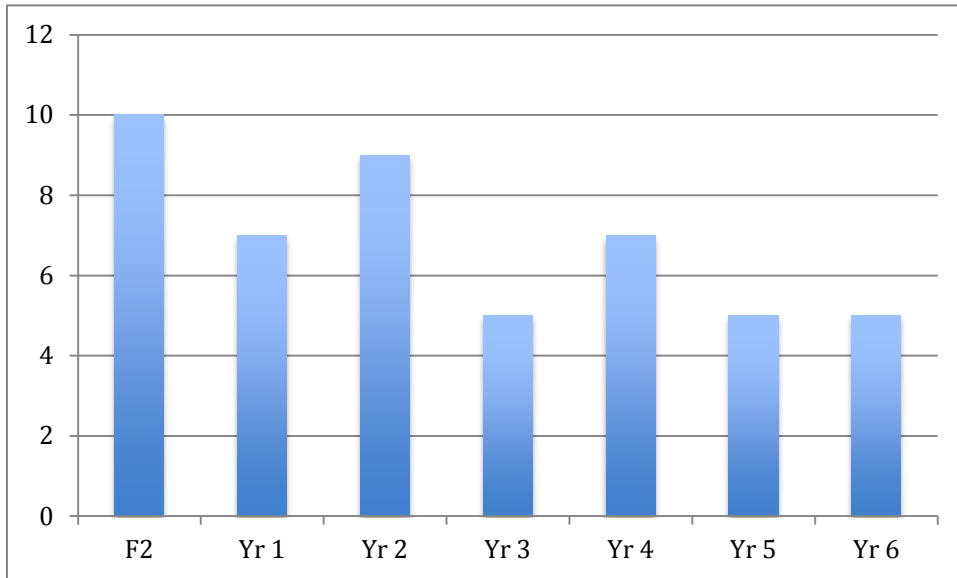


Figure 4.2 – Number of children in each year group whose parents completed surveys.

Parents were asked how far they travel on a single journey to school (one way). The results are shown in figure 4.3 below. The majority of families travel 1-3 miles to get to the school.

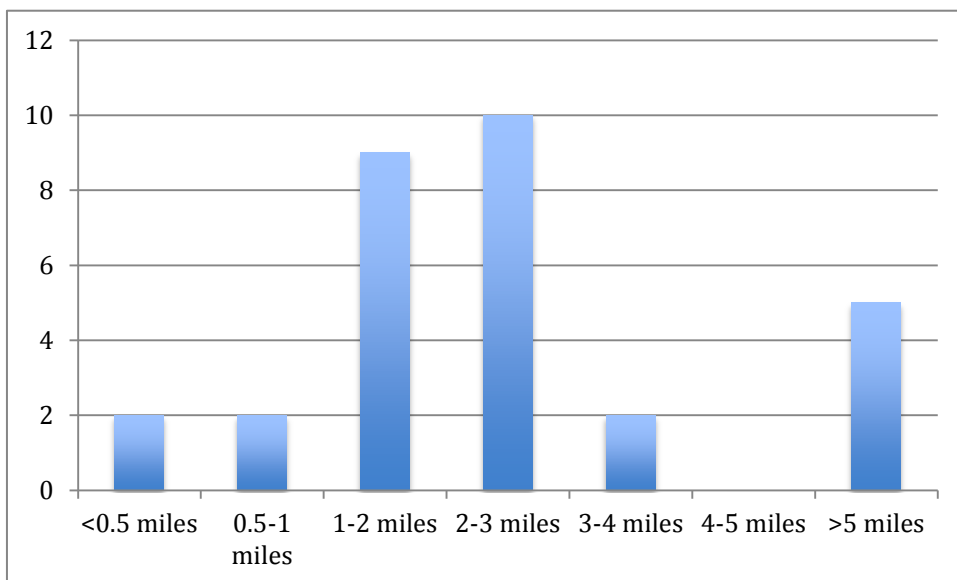
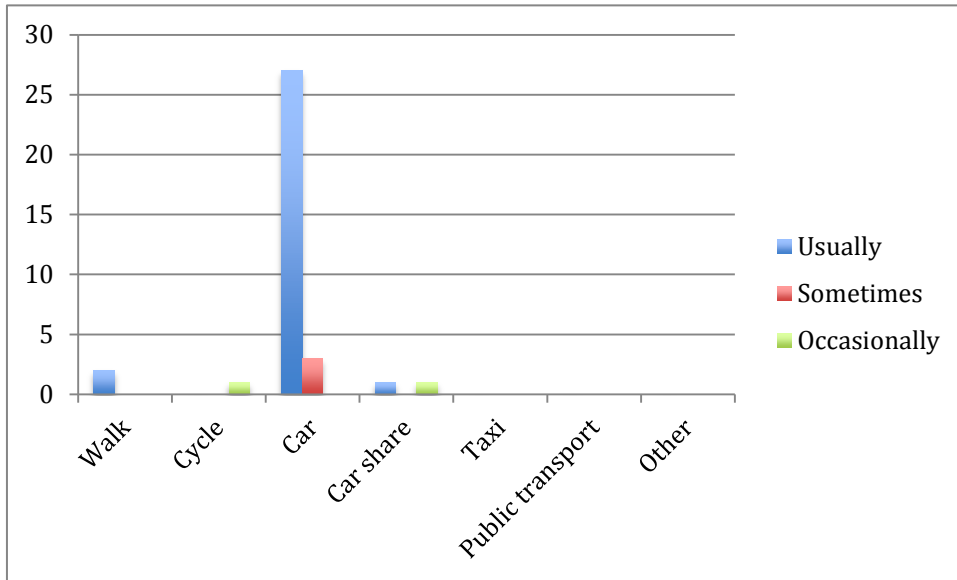


Figure 4.3 – Distance travelled one way to school.

Parents were asked how their children normally, sometimes and occasionally travel to school. The results are shown in figure 4.4.



4.4 – Family responses for how children usually, sometimes and occasionally travel to and from school.

It is clear that most families travel to and from school using their car, with only a small number walking, cycling or car sharing. Parents were then asked what their ideal method of transport to and from school would be. The results can be seen in figure 4.5.

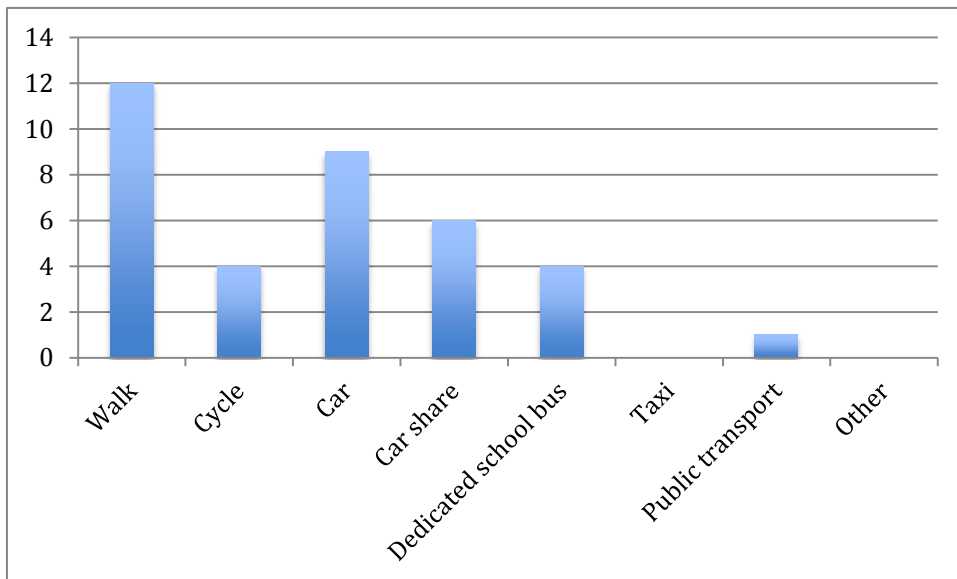


Figure 4.5 – Parents' preferred mode of transport for the school run.

Some parents picked 2 answers for this question, and both were included in the chart. Out of 36 responses, only 25% chose car as their preferred mode

of transport. 44% would choose to walk or cycle, 17% would rather car share and 11% would like a dedicated school bus. Asked if they would be interested in a car share scheme with other parents, 40% said that they would be interested, or that they already car share, with one parent saying “no” on account of a large family (4 children), making it difficult to find someone with enough spare space, and one parent commenting that they would consider it when their child is older. This is an option that the school should address, and is in the action plan.

Parents were asked if they use the “Walk on Wednesday” facility. There was an option in this question to tick if the parent was unaware of Walk on Wednesday; nobody chose this option, showing that there is a good general awareness of this option among parents. However, the responses show that it is not a popular option, with 77% of parents rarely or never using it.

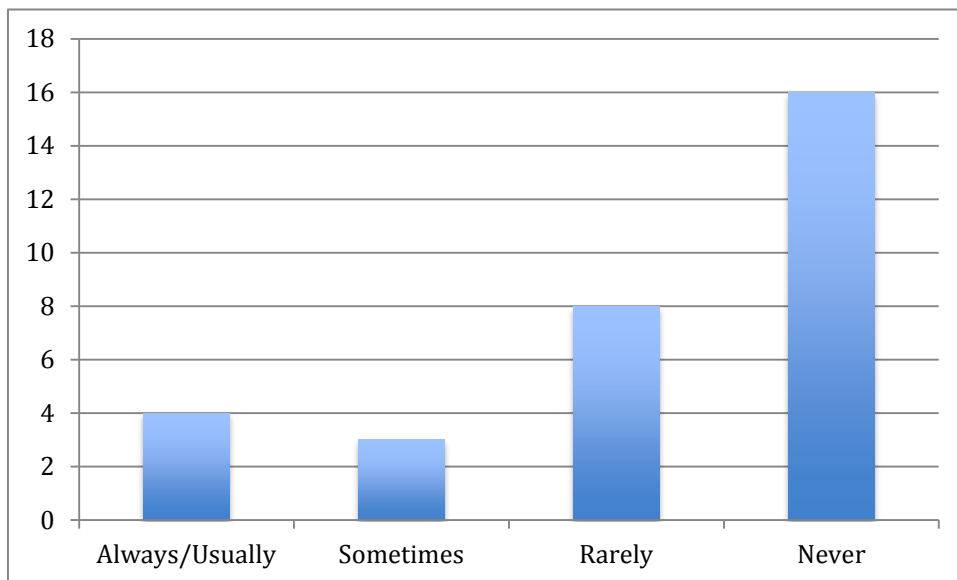


Figure 4.6 – Use of “Walk on Wednesday”

Parents were also asked if they use the drop-off zone in the mornings, or if they park in the school field (weather permitting). Using the school field to leave their car was a popular option, with 90% of parents using it “often” or “sometimes”. The drop-off zone was also fairly popular, with 58% of families using it “often” or sometimes.

When parents were asked if they would let their children walk or cycle to school, the overwhelming response was “not at all”. A few answered that they would allow it if their child was accompanied by a parent. There were many replies that had notes such as “too far” or “unsafe roads” jotted next to their answers.

The final section of the survey asked for parental opinions on road safety and the effectiveness of traffic calming measures outside the school at present.

Some parents answered that they had no concerns, and that the traffic calming measures are adequate as they stand (accounting for around 30% of responses). 2 families did not express an opinion about the safety of their children or the effectiveness of the traffic calming measures. Of the remaining 19 responses, general concerns included parents’ (correct) perceptions that traffic is breaking both the 20mph and 40mph speed limits, impatience of drivers at drop off and pick up times, worries about a car penetrating the school fence during break time and a general feeling that the 40mph speed limit past the school is just too high.

There were several suggestions from parents regarding improving road safety, which were generally proposed by more than one respondent;

- speed humps (this was a very popular suggestion)
- reduction of the speed limit through Grazeley to 30mph, whilst keeping the 20mph variable limit
- surfacing of the “car park” area of the school field
- improved signage around the school
- a “Green Cross Code” course for the children
- parking in Grazeley Village Hall car park and employing a “lollypop person”.

Overall, it can be seen that many parents would rather not use their cars, but with a lack of safe routes to the school in addition to speeding traffic along Mere oak Lane, families are unlikely to use transport other than cars for the

school run. Car sharing appears to be a popular possibility that will be promoted by the school.

A survey of the children in February 2014 indicated that 21 children currently car share and 3 children walk to school.

5 Pupils' Survey

Pupils were asked a variety of questions by their class teachers regarding their travel to and from school. Answers were gathered using a show of hands. Gathering accurate information from the younger infants (foundation/year 1) was challenging, and their results should perhaps be viewed with some caution and in comparison with the results of the parents' survey results.

5.1 Class 1 (Foundation/Year 1)

28 pupils were present for the survey. All usually travel to and from school by car. When asked how they would *like* to travel to school, 22 said by car, 11 would like to walk, 14 said cycle or scooter and 13 by bus or dedicated school bus. Some children picked multiple answers. 6 children "Walk on Wednesday". Reasons given for not walking on Wednesdays included not getting up in time and being too lazy.

5.2 Class 2 (Year 2)

15 pupils were present for the survey. 12 travel by car, 2 car-share with another family and 1 child walks to school daily. When asked for a preference, 5 would like to car-share, 1 would like to cycle or scooter and 9 would choose a dedicated school bus for Grazeley. 3 of the children in the class take part in "Walk on Wednesday", with reasons for not walking being "don't get up in time" (7), "don't want to walk" (2), "my parents think it's too dangerous" (1) and "I think it's too dangerous" (2).

5.3 Class 3 (Year 3/Year 4)

28 pupils were present for the survey. 27 travel by car with 1 pupil car sharing with another family. When asked how they would like to travel to school, 5 chose car, 1 chose car share, 5 chose cycle or scooter, 1 chose bus and 16 chose dedicated school bus. These results are shown in bar chart form in figure 5.3.1 below.

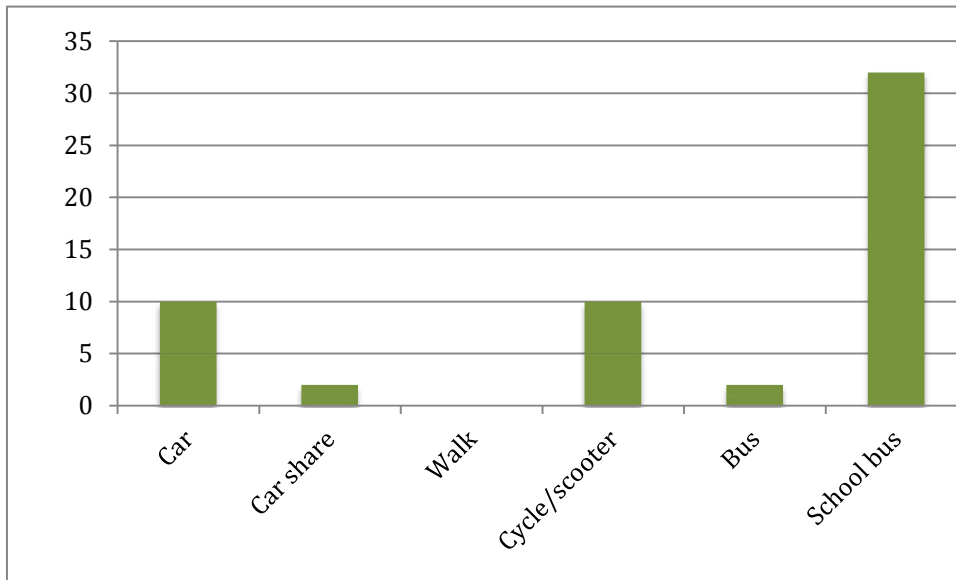


Figure 5.3.1 – How Class 3 would like to travel to and from school.

Class 3 were also asked their opinions on the effectiveness of the traffic calming measures outside the school. None had the opinion that they are very effective, 26 said they sometimes work, 1 said people don't take any notice of them and 1 pupil responded that they were not aware of any traffic calming measures. These results are shown as a bar chart in figure 5.3.2 for clarity.

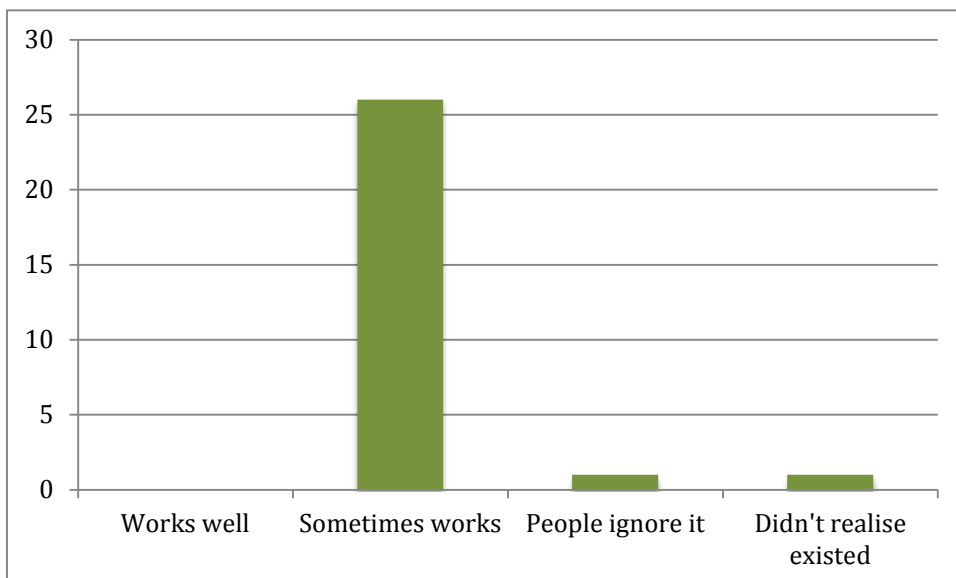


Figure 5.3.2 – Opinions of Class 3 on traffic calming measures outside the school.

Finally, pupils were asked about Walk on Wednesdays. 6 pupils participate, whilst 22 do not. Reasons given for not participating were “don’t get up in time” (15), “don’t want to walk” (1), “parents don’t want me to walk (too dangerous)” (5) and “up in time, but don’t get to school early enough” (1). These results are shown as a bar chart in figure 5.3.3 below.

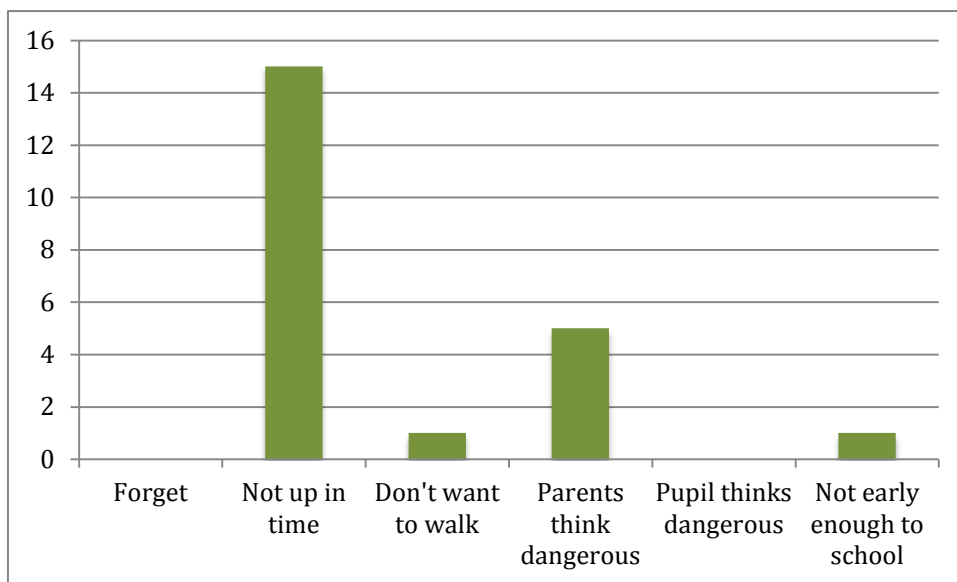


Figure 5.3.3 – Reasons for Class 3 pupils not participating in Walk on Wednesdays.

5.4 Class 4 (Year 5/Year 6)

26 pupils were present for the survey in Class 4. 20 of these travel by car, with an additional 4 pupils car sharing with another family. 2 pupils in this class walk to and from school.

When asked how they would like to travel to school, 2 pupils said by car, 1 said car share, 1 would like to walk, 6 said cycle or scooter and 16 would choose a dedicated school bus. These results are shown in the bar chart in figure 5.4.1 below.

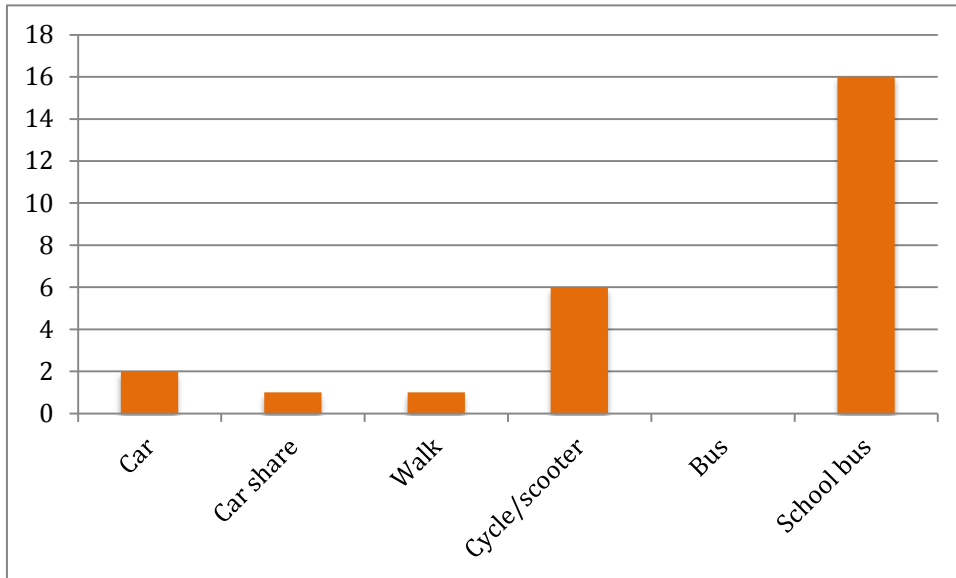


Figure 5.4.1 – How Class 4 would like to travel to and from school.

Pupils were asked their opinions on the traffic calming measures in place outside the school. Their views are shown in the bar chart in figure 5.4.2 below.

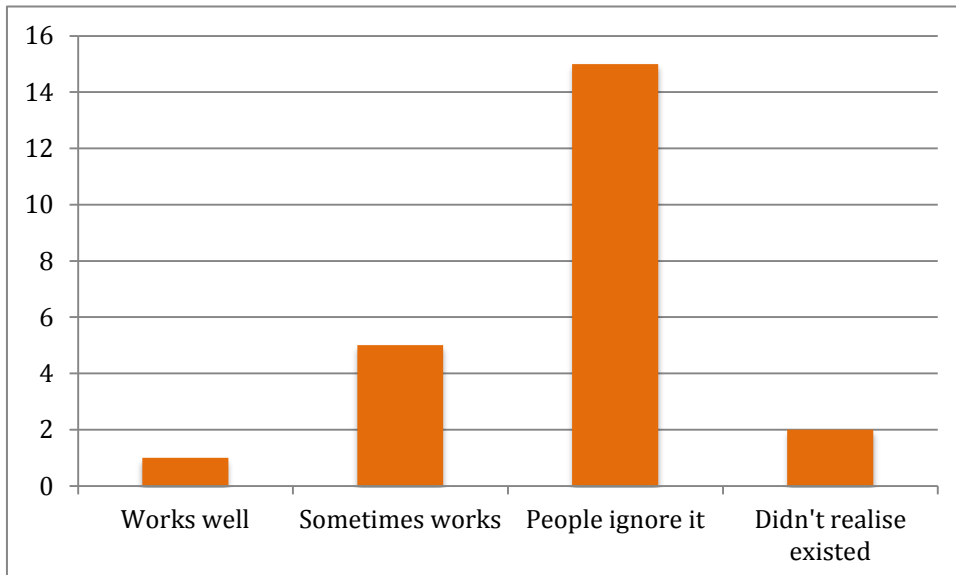


Figure 5.4.2 – Opinions of members of Class 4 on traffic calming measures.

In class 4, 3 children participate in Walk on Wednesdays. Of those who do not, reasons include forgetting, not getting up in time, parents thinking it is too dangerous and because they would have to drive past the school to get to the drop off point anyway. The results are shown in figure 5.4.3 below.

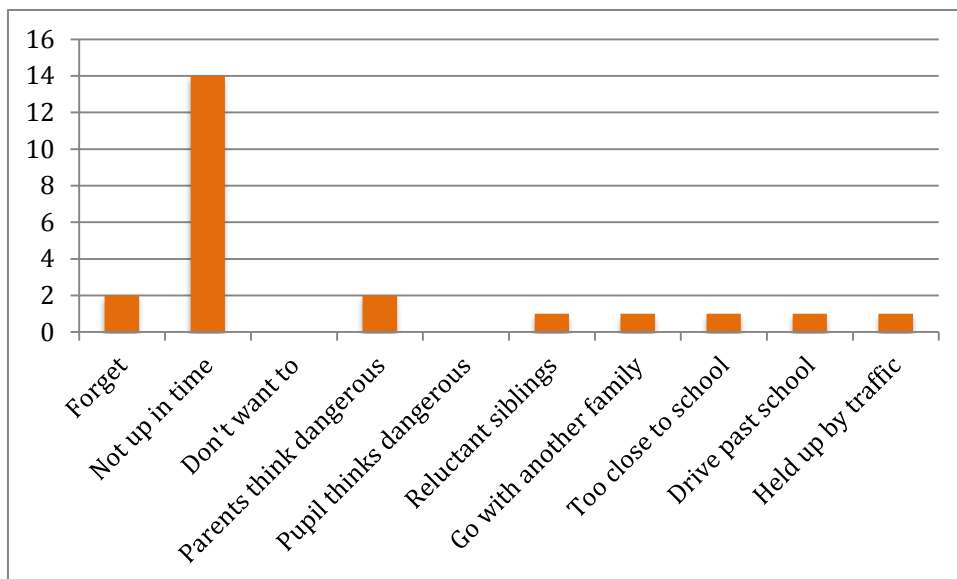


Figure 5.4.3 – Reasons for Class 4 pupils not participating in Walk on Wednesdays.

5.5 Summary of results

Overall, most of the pupils questioned (a total of 97) travel to school by car with their own family (90%). 7% car share with another family and only 3% walk to school on a regular basis.

5.5.1 KS1

21% of KS1 children participate in “Walk on Wednesdays”. Only 1 KS1 child walks to school on a daily basis. KS1 children were keen on the idea of a school bus, but this option may have resulted in less class 2 pupils opting for walking or cycling (class 1 children chose multiple options, and seemed very keen to walk or cycle/scooter, as well as finding the idea of a school bus appealing).

5.5.2 KS2

16% of KS2 children participate in “Walk on Wednesdays”. 2 KS2 children walk to school on a daily basis. Again, the option of a school bus was extremely popular in KS2, with around 60% choosing it as their top preference

of transport to school. Other than this, 22% would choose to walk, cycle or scooter to school. In KS2, only 18% would prefer to come to school by car.

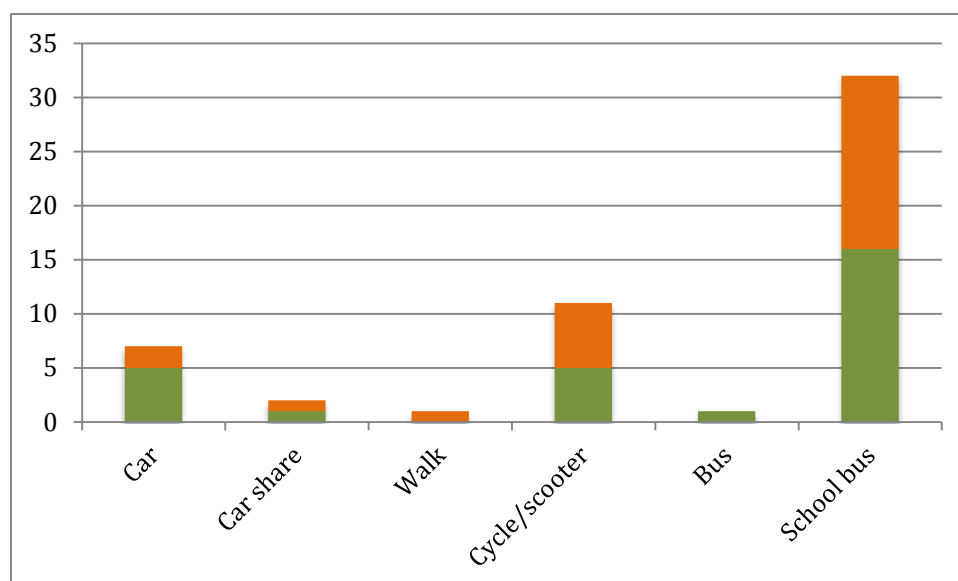


Figure 5.5.2.1 – KS2 preferred methods of travel to school (Class 3 in green, Class 4 in orange).

5.6 Comparison with 2007 results

When comparing the results of this travel survey with the one carried out in 2007, it is obvious that the majority of children still travel to school by car. However, the number taking part in a car-share with another family has dropped dramatically (in 2007, around 20% of children were car-sharing, compared with around 7% in 2011). In 2007, around 11% of pupils walked to school, but in 2011 the figure was roughly 3%. This is likely to be heavily influenced by the number of children attending the school who live in Grazeley village.

In 2007, around 62% of pupils said that they would choose to walk or cycle/scooter to school if they could. In the 2011 survey, by far the most popular option for pupils was a dedicated school bus (approximately 56%). In 2007, pupils were not offered this as a choice, so it is difficult to compare results. In 2011, 28% of pupils said they would choose to walk, cycle or scooter to school. The vast majority of these were in class 1.

Around 18% of pupils said that they participate in Walk on Wednesdays, which was introduced after the 2007 STP.

6 Staff Survey

The staff survey was given to all 24 members of staff, with 23 returning it. The results showed that every member of staff travels to and from school by car. Two staff members car share with each other.

Staff were asked if they would consider public transport if it were available for their journey. One was undecided, and of the remaining 22, 8 would consider public transport and 14 would not. Reasons given for not considering public transport were staff members' own childcare commitments (i.e. needing to be able to pick their children up as and when necessary and fitting this around work hours).

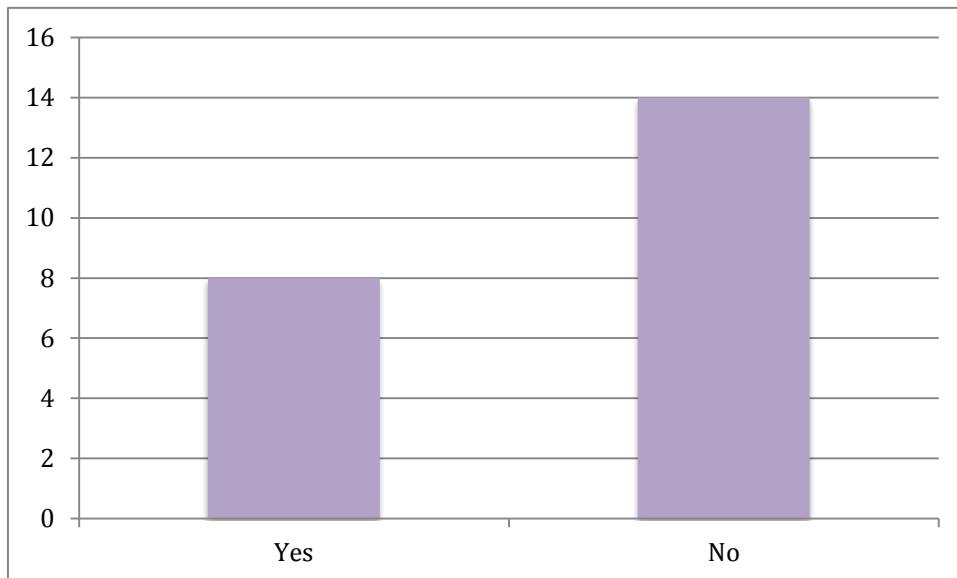
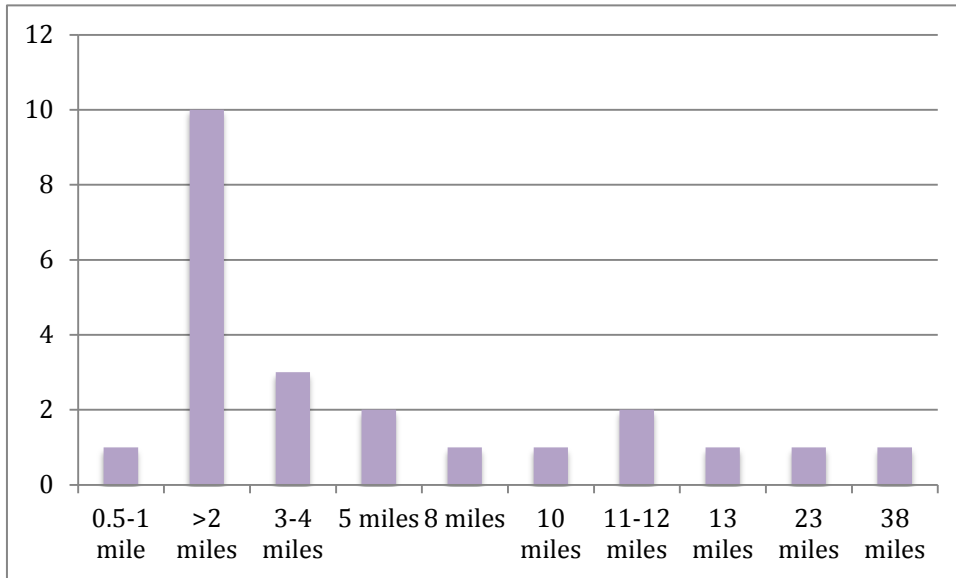


Figure 6.1 – Would staff use public transport for their journey to/from school if it were available?

Figure 6.2 shows distances travelled by staff members (a single journey only). The survey gave options of distances of less than 0.5 mile, 0.5-1 mile, 1-2 miles or more than 2 miles. Only one staff member has a journey of less than 2 miles, and this falls into the 0.5-1 miles category. Therefore the graph shows exact distances travelled (if recorded) or >2 miles if the specific distance was not given.



*Figure 6.2 – Distances travelled by members of staff to Grazeley School.
Note that the 2 staff members who travel 5 miles share a car.*

Staff were asked whether they would consider taking part in a car-sharing scheme with other staff members. One staff member did not respond. Of the remaining 22, 6 answered no. 16 answered yes, but some of these replies were conditional; “it would be difficult to fit in with my hours”, “would be happy to if it could be worked out around my hours”, “I would if I could, but I probably live too far away” and “probably not practical” being examples of this.

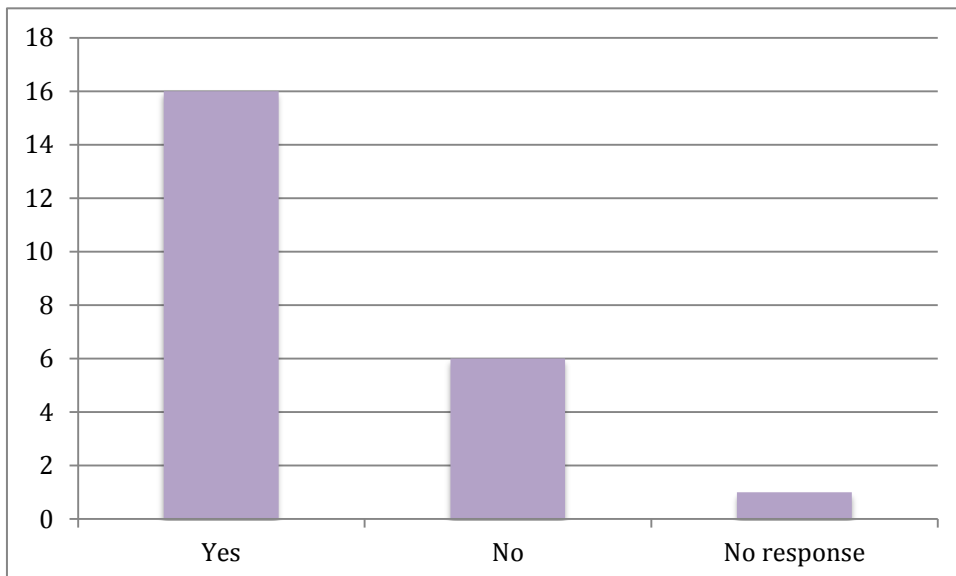


Figure 6.3 – Would staff participate in car sharing scheme with other staff members?

Another question was if staff had to transport marking and/or equipment to and from school. 22 staff members responded to this question of whom 11 answered 'no' and 11 answered 'yes'.

Staff were asked if they parked on the school field or on the road if no space was available in the staff car park, if conditions permitted. All respondents answered this question, and only 1 responded that they would park on the road. The other 22 would choose the field. However, there were a lot of conditions attached to this; many commented on the poor conditions when the weather is wet, and that parents park in the entrance, making access difficult. It was suggested that the field car park be tarmac-ed. One response was that being bogged down in the mud was preferable to losing a wing mirror on the road.

Finally, staff were asked for any additional comments regarding travel to and from school. 7 people responded to this question. 3 responses related mostly to safety; staff found pulling out of the car-park driveway problematic due to parents parking on the yellow zigzags, and staff are also concerned about the safety of the children; "the traffic calming measures do not seem to be effective". 3 responses were related to parking issues; parking is difficult for staff, and the field is too muddy to be a real alternative in the winter. A few of the responses also referred to driving to school being necessary due to the nature of the job.

In summary, all staff members travel to school by car. Many would be willing to car share, but varying hours and the range of locations travelled from make this extremely difficult. Two members of staff already car-share. Most staff travel long distances to get to school, with only one member of staff travelling less than 2 miles. The majority of staff would choose to park in the school field if no space was available in the staff car park, but there were comments on the need for a more durable surface to allow this in winter. There were some concerns about the lack of effective traffic calming measures, and therefore the safety of the children.

7 Grazeley Character Statement (2009) and Residents' Views

A draft village character statement was drawn up in March 2009, which contains a section regarding traffic (NB it remains in draft form as the author has been extremely unwell). In this, attention is drawn to the “inadequate” public transport in the village (twice a week through Grazeley), and also that approximately 90% of respondents identified the greatest problem in Grazeley to be the volume and speed of traffic through the village. “Aspiration” 8b in the statement is “speed restrictions should be enforced and, if necessary, traffic calming measures introduced to reduce the speed of the traffic generally and particularly through Grazeley village”.

In addition to this, in March 2008, a letter was sent by the head teacher to local residents asking for their opinions on the vehicle activated signs and whether these should be in use during the whole school day, or even be left on permanently to attempt to reduce traffic speeds through the village. Only 2 responses are on file, both of which show great concern for the speed limit through the village. It appears that residents have been in contact with the Council, requesting a reduction in the speed limit, which one resident seemed to believe had been agreed by the council.

In addition to this, in September 2011, a vehicle crashed through a local resident's fence.

“Road Traffic Incident”

Tuesday 6th September 2011 at 18:11 Grazeley.

Police report No.43/SW/082/09/11

I live approximately 200 yards from Grazeley School and on the evening of the 6th September 2011 at 18:11 a car coming from the Mortimer direction crashed through the front fence of the house demolishing one of the double gates, 8 yards of wooden fencing, a 6ft high conifer, the fence between the

neighbour's house and ours, their gates and gate posts, ploughed into the side of a car parked in the driveway and crashed into the wall dividing the neighbour's wall between them and their next door neighbour's. Parts of the wall fell onto a car parked in the next drive. The driver had to be cut from the car."





8 Future Changes That Might Impact the STP October 2015

8.1 *Building Works at the School*

There are plans to continue to expand the school. A temporary classroom has been purchased for September 2015 which will be replaced by three additional classrooms to be built in 2016. *This is now underway. Planning Permission approval was granted in April 2015. The building project is due to commence October 2015 with completion approximately Easter 2016. It should be noted that the School has been in constant communication with the contractors to ensure the car park and kiss and drop facility are the priority of the project. This is at the schools instigation and at the detriment of the classroom and infrastructure buildings progress.*

8.2 *Park & Ride at MereOak*

There remain plans in place to position a Park & Ride facility at the MereOak site, south of the M4 (see map below). At present, there is current planning consent for this venture, although there are no firm dates set for this to be constructed, due to lack of funds. It is believed that this would be a joint venture between Wokingham and Reading Borough Councils. *The Park and Ride facility opened in summer 2015. No additional busses have been scheduled to service Grazeley (October 2015)*

8.3 Since 2011: (updated June 2014)

Quotes were obtained for a school minibus based on a 16 seater in 2013. The cost per day was in the region of £5 per child and therefore prohibitive.

Objectives and SMART Targets Revised October 2015

Target/Aim	Specification	Action	Start Time	Target Finish Time	Evidence/Report
Encourage walking to school where possible	Walking bus, Walk to School Week (May 2016)	Parents, HT, SB, WDC, Pupils	2007	Ongoing	There are only 2 families in Grazeley that can walk to school. We continue to encourage this options but acknowledge without footpaths along Mere oak Lane this is never going to be a viable option.
Change parking for staff and visitors	Increase parking by surfacing end of school field	School, builders	October 2015	Spring 2016	This is underway. During half term Autumn 15
Car Share	Car Share for pupils travelling to school	Parents, HT	January 2012	Ongoing	We continue to promote this option but also acknowledge it is usually a goodwill agreement between families and due to DBS checks, Insurance, car seats, it is not something the school can enforce.
	Investigate feasibility of car share for staff based on survey results	Staff	January 2012	Ongoing	2 staff currently car share – October 2015
Surveys Add questions on method of travel to the annual parent and child surveys	Staff, Pupils, Parents	T&L Committee	November 2011	Ongoing	Feedback from the Annual survey
Parking and drop off by parents	To reduce volume of cars parked in road particularly in the morning and afternoon.	HT (via newsletter) to encourage parents to use drop-off zone.	October 2015	Easter 2016	Drop off zone used for purpose. Reminders in newsletters, new signage and supervision on <i>ad hoc</i> basis by HT, We have a staggered start and finish time each day. A breakfast club has been created and afterschool clubs for all year groups. This reduces the volume of cars outside school at both ends of the school day.

Travel included in curriculum	Teach travel to school and encourage better ways	Show in SDP (PSHE; Geography PE etc.)	January 2011	Ongoing	Part of physical activity policy reviewed by curriculum committee Walk on Wednesday established and continued
Reduce the number of parents/pupils walking through staff car-park to and from school	Concerns over safety of pupils as staff enter and exit school	HT	October 15	Ongoing	This is covered in the school expansion. The gate into school is due to move circa 19/10/15
pupils' awareness safety	Keep pupils safer on their journey to school	HT, SH-W	January 2012	Ongoing	
Improve pupils safety on bicycles	May encourage children to cycle to school	HT	October 2015	Ongoing	Bikeability courses are presented in school each year. The school acknowledges that until pavements, cycle lanes and possibly a pedestrian bridge over the A33 are provided by Wokingham we can not encourage children to cycle to school
Keep up to date with travel ideas and initiatives	Keep STP up to date	HT, SH-W	October 2015	Ongoing	Annual meetings to review the STP. Next due October 2016

9.1 UPDATES – October 2015

Our school expansion is due to commence on the 19th October 2015. The school has insisted that the car park and kiss and drop facility take priority over the development of the classrooms. Since increasing to a one form entry intake we have an additional 45 pupils in school. To assist with keeping the road outside as safe as possible for our children we have undertaken many initiatives.

A breakfast club runs from 8am every day.

Staggered start and finish times

After school cubs run every day. We provide a holding facility for children waiting for clubs to start and for siblings waiting to be collected.

By half term 2015 the school will have 21 parking places dedicated to parents, staff are parking off site. There will also be a dedicated Kiss and Drop facility with and in and out entrance. From Easter 2016 we will have 68 parking spaces on site for staff and parents as well as the Kiss and Drop. Grazeley School has comprised on play space and sports space to ensure there are maximum parking spaces available. We understand we have will have the greatest number of parking spaces of any other Wokingham school.

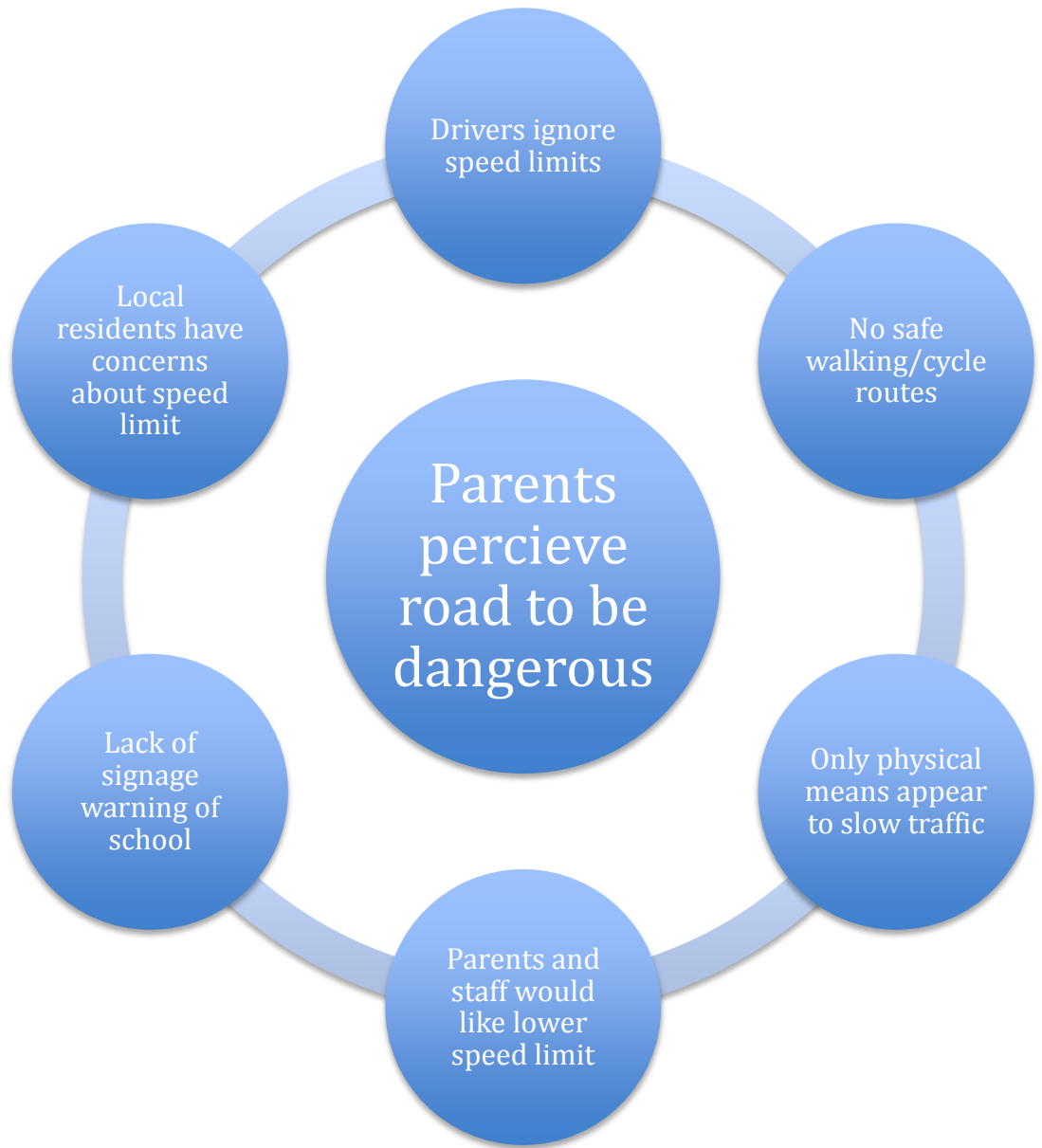
10 Summary – Updated October 2015

The difficulties faced by the school in encouraging children and their parents to avoid car journeys by finding a more sustainable method of travelling to school are multiple:

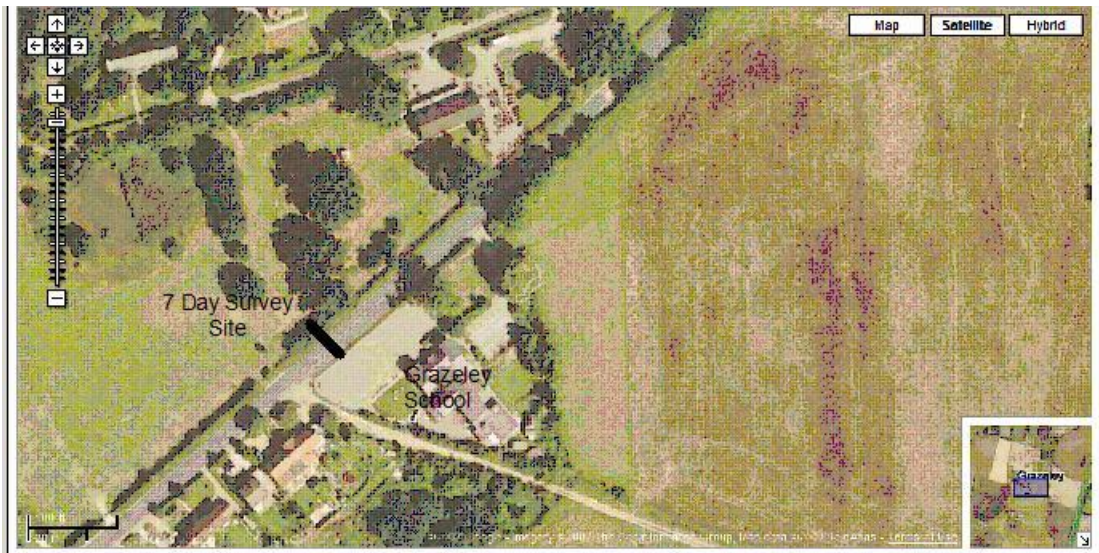
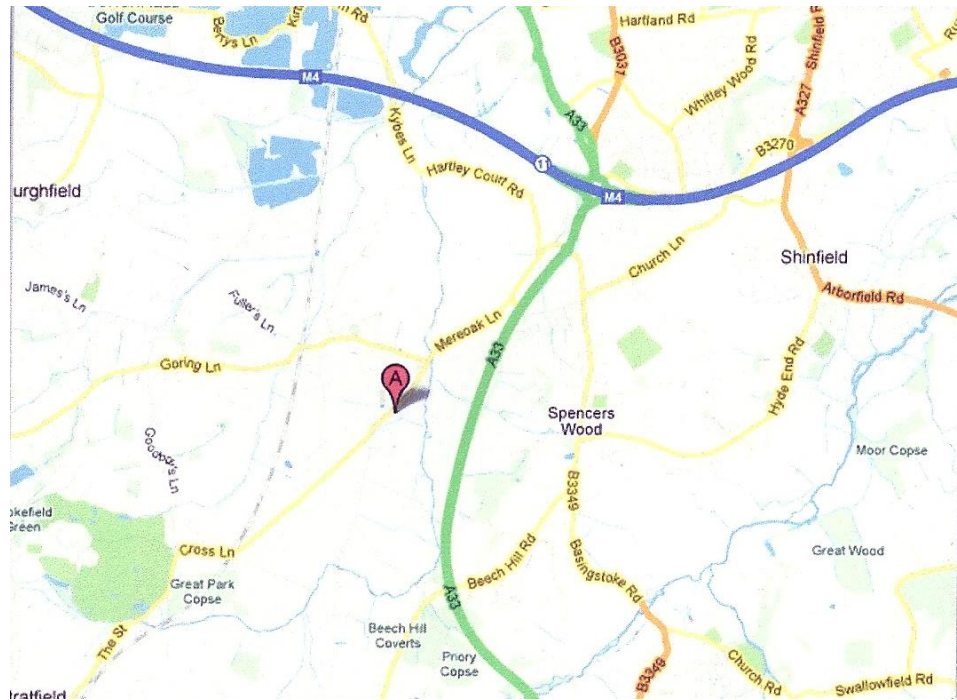
- The majority of families do not live within “easy walking distance”.
- Many families live on the opposite side of the A33 to the school, and there is not a safe pedestrian/cycle route from the east side of the A33 to the school on the west side.
- Parents (especially those of the infants) do not consider the road outside the school to be safe, even just for walking children from their parked car to the school entrance.

These difficulties are increased by the following factors;

- The school attempts to make efforts to reduce the number of cars on the road outside the school. However, the data suggest that these cars are effectively acting as a “traffic calming measure”, and without the parked cars, traffic moves much faster past the school, making it more dangerous.
- There appear to be no alternative for most families to driving, and once at the school, the children need to walk next to the busy road.
- For our school, unfortunately the STP cannot increase the number of children walking or cycling to school due to its location.
- Grazeley School needs help to reduce traffic speeds past the school, and perhaps an increase in footpaths to encourage alternative means of travel to school.



Appendix A – Location of Grazeley School and 7 day speed surveys



Aerial View of Grazeley School and immediate vicinity showing 7 day survey site
Copyright of Google and partners acknowledged as at base of aerial view

Appendix B – Further results of 7-Day Speed and Volume Surveys
(2006/2011)

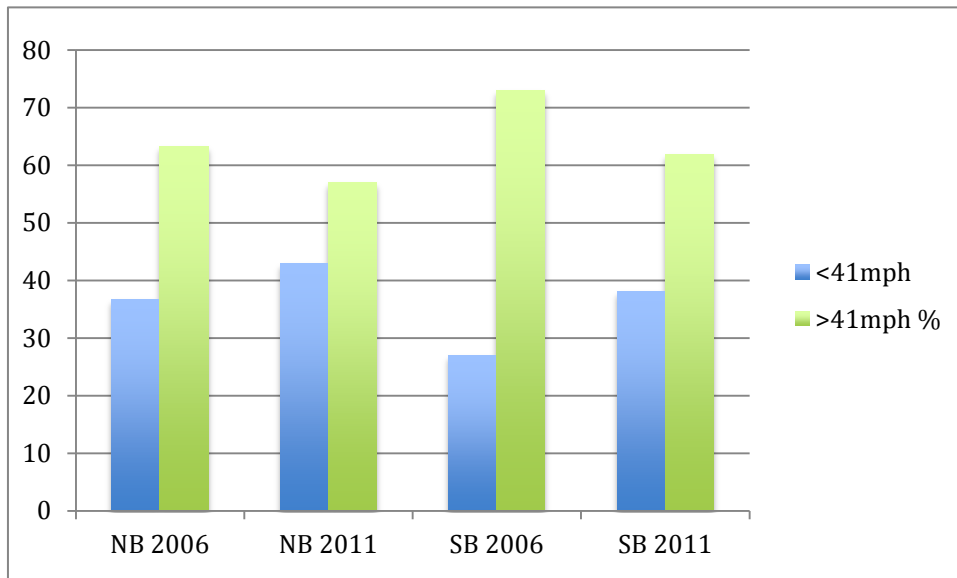


Figure 3.1.5.2 – Percentage of vehicles travelling at under and over the speed limit (40mph) between 12-1pm on weekends, north- and southbound in 2006 and 2011.

Appendix C – Definitions

Abbreviation	Definition
CRB	Criminal Records Bureau
DfES	Department for Education and Skills
FGB	Full Governing Body
HT	Head Teacher
KS1	Key Stage 1 – pupils in reception, years 1 and 2
KS2	Key Stage 2 – pupils in years 3, 4, 5 & 6
mph	Miles per hour
PSHE	Physical, social and health education
SH-W	Sophie Harris-Watkins
SEN	Special Educational Needs
STP	School Travel Plan
TRL	Transport Research Laboratory
VAS	Vehicle Activated Signs
WDC	Wokingham District Council – the unitary authority responsible for Grazeley School