

SCHOOL TRAVEL PLAN ANNUAL REVIEW 2008

SCHOOL	Shalfleet
DATE OF ACHIEVING SCHOOL TRAVEL PLAN APPROVAL	31/03/2005
DATE ANNUAL REVIEW DUE	March 2008

PUPIL TRAVEL DATA

	April 2004	February 2005	March 2006	March 2007	March 2008
Walk	4%	2%	1%	2%	2%
Cycle	6%	0	0	0	0
Carshare	0	17%	12%	3%	13%
Car/taxi	90%	81%	87%	95%	85%
Bus	0	0	0	0	0

Comments (if any)

Our survey was carried out on 11th March when the weather was extremely inclement (day following severe storms throughout the country and still very windy). During warmer weather a number of our families walk or cycle to school.

STAFF SURVEY RESULTS – OPTIONAL

	Walk	Cycle	Bus	Train	Carshare	Car	Total
Jan 2005	4%	11%	0	0	30%	55%	100%
Mar 2006	6%	0	0	0	40%	54%	100%
Mar 2007	14%	5%	0	0	10%	71%	100%
Mar 2008	6%	18%	0	0	0	76%	100%

Comments (if any)

Staff members who car shared last year are now unable to due to changes in their working hours. 5 members of staff regularly either cycle or walk when the weather is better.

ACHIEVEMENTS & ON-GOING TARGETS (completed targets)

Cycling. Aim: to reduce the number of cars travelling to school. Cycling continues to be a favourite weekly “Buddy Group” activity which has led to a number of children discarding their stabilisers – a huge achievement and confidence booster for them! The weekly after school Cycling Club continues to be very popular – both these activities are run by our British Cycling Club instructor.

There has been an increase this year in the number of staff members cycling to school which accounts for almost all who live close enough to do so.

Car Sharing. Aim: to reduce the number of cars travelling to school. Car Sharing continues to be promoted through the school brochure, our STP leaflet, parents’ newsletters, staff induction and staff meetings. This year showed a rise from 3% of families in 2007 to 13% - it should be noted that the pupil “show of hands” survey reflects the morning journey to school only and generally more families

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car share in the afternoons.

Rural footpath/cycleway. Aim: to reduce the number of cars travelling to school & support the creation of safe routes to school. Members of the Parish Council were invited to attend a meeting of our STPWP on 30th January which included discussion of potential local footpaths and/or cycleways. A proposal by the West Wight Landscape Partnership for a cycle route along the old railway line from Yarmouth has been unsuccessful, due in part to lack of initial consultation with landowners.

Jim Fawcett (Isle of Wight Council) has been approached regarding the possibility a footpath/cycleway from Shalfleet to Ningwood and/or Shalfleet to Yarmouth but has stated that such a project would not be consistent with the aims and objectives of the WWLP and would therefore have to obtain funding through other means.

It was noted that a footpath existed historically from Warlands Lane to Station Road via the field. We are in the process of making an informal approach to relevant local landowners for their views on the possibilities via one of our Community Governors who is also a Station Road resident.

To encourage parents to reduce congestion along Station Road. Aim: to reduce congestion and improve road safety. Regular reminders of the need for safe, considerate and legal parking through newsletters and through liaison with our local police who have provided an occasional presence, particularly in the afternoons, to monitor car parking.

Enhanced Healthy Schools: in addition to our Enhanced Healthy Schools status we were also awarded the *Pabulum Award for Schools 2007* and have just been awarded the *Activemark 2007 for exceptional delivery within the National School Sport Strategy*. 2008 will be the 3rd year Shalfleet School has taken part in Schools' Walk the Wight, with group family walks planned for Sundays during April and May leading up to the event.

Safe drop-off/collection zone outside school buildings: In addition to our current and well supported morning Drop Off Scheme which is run by volunteer parents/carers, and a similar scheme in the afternoons which has so far been used by just a small number of children, we are currently trialling a whole school collection scheme as part of our staggered finish to the school day – see details below.

School Travel Plan Policy

We now have in place a *School Travel Plan Policy for the use of the School Drive and Parking Areas*. This policy went through two drafts during the Autumn term, both of which were copied to all parents, whose views/suggestions were sought and acted upon before the policy was finalised. The policy has been ratified by governors but is also very much a working document and may be updated to reflect changes following our staggered end to the day trial. In September we will be consulting again to ensure that parents then new to the school will be fully involved and familiar with how we aim to manage and maximise usage of our facilities.

School mini-bus. Aim: to reduce the number of cars coming to school, encourage supervised independence for the children, provide environmental education opportunity, increase links with the community by making bus available for community groups. This has been a previous target, including research into vehicles run on bio-fuels and potential "figure of eight" routes with 2 drop offs/collections at the school. Although we are not actively engaged in furthering this option at present, mainly due to on-going costs such as insurance as well as the purchase cost, it remains on our "wish list" and we intend to look at it again once decisions have been made on school reorganisation proposals.

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NEW GOALS (amended and new targets)

To engage in the Eco-Schools project. Aim: to have achieved Silver Level by July 2008. (A previous target put on hold last year due to other commitments)

To trial an earlier start and a staggered end to the school day – taking place during 2nd half of Spring term (from 25th February onwards). Aim: As well as increasing learning time within Key Stage 2 this trial provides the opportunity for all parents/carers (including from pre-school) to collect their child/ren safely from within the school grounds and removes the need for families to cross the busy main road to access the bottle bank car park, significantly improving safety.

At the time of this review we are 2 weeks into the trial which has been working extremely well. In the afternoons a collection scheme involves children being escorted by staff members to a “waiting area” outside from where they are accompanied to their parents’ cars waiting in one of our 6 parking bays alongside our driveway. Parents needing to come into school for any reason can collect their child/ren from the waiting area but have been requested not to bring their car onto the school grounds unless they have been issued with a permit to do so (ie are Car Sharing or transporting a number of small children). The basis is as follows:

- 2.45pm Finish time - Reception (children with older siblings to Sunshine Class – Y1 classroom)
- 2.50pm Finish time - Key Stage 1 (children with younger or older siblings to Sunshine Class) – (by 3pm all children without siblings & not involved in after school clubs should have left the school grounds)
- 3.05pm Finish time - Key Stage 2 – plus all children with siblings or who are car sharing.

A parents’ feedback questionnaire is to be circulated next week and feedback also sought from participating staff members and the children. Local residents were informed by letter prior to the trial in case there was an impact on traffic outside the school entrance, but this has not been a problem and one of our nearest neighbours has telephoned to express their appreciation of our efforts.

We have requested that parents do not park between the school entrance and the junction with the main road in order to maintain a two way flow and have reinforced this with traffic cones. The full co-operation of all parents has meant that there have been no difficulties or hold-ups on Station Road as a result of our trial.

Provision of a shelter on the school field: If staggering the end of the school day is deemed successful and viable following consultation we will be looking to provide covered shelter at one corner of our school field (a wooden, pavilion type structure following the style of our existing adventure playground playhouse/climbing structure) to provide shelter for children and adults using the collection scheme. Access may also be improved by installing a gate in the fence bordering the pavement area.

ABANDONED TARGETS AND/OR OBJECTIVES

We have not abandoned any of our targets or objectives this year

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MONITORING

The Headteacher and Chair of Governors understand how the Travel Plan links to *Every Child Matters* and continue:-

- **To include the School Travel Plan in the Statutory List of school policies***
- **To include the School Travel Plan within the School Development Plan and Accessibility Plan**
- **To ensure that its objectives will be achieved**
- **To ensure that sustainable and active travel will be embedded within the curriculum**
- **To ensure that the measures and objectives will be communicated within the School Prospectus**
- **To ensure that issues arising will be linked to the Healthy Schools and Eco-schools initiatives**
- **To ensure that monitoring and review takes place as reported.**
- **To ensure that the review will consider pupil travel needs arising from new developments in education and transport provision, and that the STP will be revised as necessary to take account of these***

* new for 2008, as recommended by DfT/DCSF