



Hampshire  
County Council

**Hampshire County Council  
School Travel Planning Team**

**School Travel Plan Full Review for:**

**850/2725**

**King's Furlong Infant School & Nursery**

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**850/2726**

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**Main Document**

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## King's Furlong Nursery, Infant and Junior Schools School Travel Plan Full Review

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 submission of a planning application for an expansion to the existing school buildings with the provision of 15 additional car parking spaces and a motorcycle bay for staff. This is to enable an increase from the current PANs of 70 (infants) and 66 (juniors) to 3FE (90 PAN) for both, equivalent to an additional 156 places. Support has been provided by the school in its preparation. This travel plan should be read in conjunction with the Transport Statement being prepared by HCC Strategic Transport Team.



Head of Infant School & Nursery  
Mrs Elizabeth Wyatt

Head of Junior School  
Mr Charles Applegate



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## Table of Contents

List of Appendices.....	4
<b>Section 1 – Schools’ Background .....</b>	<b>5</b>
Travel Plan Aims and Objectives .....	5
Schools’ vision.....	6
School Travel Plan Coordinator and Working Group.....	7
King’s Furlong Nursery, Infant and Junior Schools’ Pupils .....	8
Parking and pedestrian entrances .....	8
Cycle & Scooter storage .....	10
Pupils and staff.....	14
School day and extended school activities .....	15
Description of the school locality.....	17
School catchment.....	17
Site accessibility and transport links .....	18
Walking.....	20
Road.....	21
Cycling.....	22
Buses .....	22
Trains .....	23
Progress on original Travel Plan .....	24
Existing Transport Problems .....	27
Why is a new Travel Plan required? .....	27
<b>Section 2 – Policy .....</b>	<b>28</b>
National Policy.....	28
Local Policy .....	29
Hampshire Parking and Cycle Storage Standards .....	30
Hampshire Healthy Weights Strategy 2012-15.....	30
Basingstoke Town Access Plan November 2011 .....	31
<b>Section 3 - Consultation.....</b>	<b>33</b>
School Travel Survey .....	34
Key partners.....	34
<b>Section 4 - Survey Information.....</b>	<b>35</b>
Pupil survey historical data .....	35
National and Hampshire Travel Data.....	37
Pupil and parent travel survey.....	39
Additional site-specific questions .....	49
King’s Furlong Nursery, Infant & Junior Schools – Staff Survey.....	51
Anticipated modal split .....	54
Governors’ consultation .....	55
School Landscape Project .....	55
External partners.....	56
Summary of Consultation.....	59
<b>Section 5 - Action Plan.....</b>	<b>61</b>
<b>Section 6 - Evaluation and Monitoring .....</b>	<b>75</b>
<b>Section 7 Long Term Sustainability.....</b>	<b>75</b>
<b>Section 8 - Promotion of STP.....</b>	<b>75</b>
<b>Section 9 - Formal Approval of the Plan .....</b>	<b>76</b>
School Travel Plan Approval Form .....	76

## 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](mailto:schooltravelplans@hants.gov.uk)

<b>Appendix 1</b>	Proposed expansion plans
<b>Appendix 2</b>	Pupil postcode plots
<b>Appendix 3</b>	Before and after school club forms
<b>Appendix 4</b>	Catchment map
<b>Appendix 5</b>	Linked catchment map showing local schools and mode of travel of King's Furlong children
<b>Appendix 6</b>	Walking zones map
<b>Appendix 7</b>	Walking routes to school
<b>Appendix 8</b>	Cycle network
<b>Appendix 9</b>	Basingstoke but route map, Basingstoke bus network & Basingstoke bus timetables – routes 1 and 3
<b>Appendix 10</b>	Infrastructure map
<b>Appendix 11</b>	Pupil and parent surveys and covering letter
<b>Appendix 12</b>	Copy of School Enlargement Consultation Letters
<b>Appendix 13</b>	Staff survey
<b>Appendix 14</b>	Extract from School Landscape Project
<b>Appendix 15</b>	Extracts from KFJS Head Teacher's Report & KFJS Full Governing Body meeting
<b>Appendix 16</b>	Extracts from KFIS Governing Body meetings, invitations to pre-planning drop in meeting and landscaping project
<b>Appendix 17</b>	Area covered for residents' consultation, Example of resident responses and Principal of enlargement Consultation Comments Tracker summary
<b>Appendix 18</b>	Consultation email to Basingstoke and Deane Borough Council
<b>Appendix 19</b>	Email from Hampshire Constabulary Email from joint schools with HCC STP Parkwise information
<b>Appendix 20</b>	Staff postcode maps
<b>Appendix 21</b>	Park & Stride map
<b>Appendix 22</b>	Road Safety school crossing patrol letter – not justified
<b>Appendix 23</b>	Hampshire County Council engineering measures – completed & planned: Worting Road roundabout - planned Hardy Lane footpath - complete Winchester Road - planned King's Furlong Drive - planned Lower Chestnut Drive - planned
<b>Appendix 24</b>	Extract from accident statistics report

## Section 1 – Schools' Background



### Travel Plan Aims and Objectives

The overall aim of this school travel plan is to ensure that pupils, parents and staff who are currently at the school, and will attend in the future, are able to make informed decisions about their travel to and from school. Through the travel plan it is hoped the school community will be able to continue to choose more sustainable modes of travel and therefore minimise the impact of the proposed expansion on the local environment.

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

On it's website, the **Infant School** values are stated as:

**High Aspirations** - At King's Furlong Infant School and Nursery we are all encouraged and challenged to recognise the many possibilities available to us. Through the provision of exciting and relevant opportunities, we are all motivated to make excellent progress and achieve to the best of our ability.

**Successful Learners** - At King's Furlong Infant School and Nursery we celebrate the unique characteristics of all children and adults in our school. Through engendering confidence and independence we enable both children and adults to become successful learners who have a thirst for knowledge and the desire to acquire new skills. All learners in our school are taught to be flexible, evaluative and to communicate and collaborate effectively with others.

**One Community** - At King's Furlong Infant School and Nursery, we value all of the individuals and families who are part of our diverse community. The nurturing atmosphere that we create generates a strong sense of belonging, where we feel emotionally secure and confident to take risks in our learning. The respect we have for ourselves and each other creates an inclusive, welcoming ethos where everyone is encouraged to contribute to building and sustaining success.

Source: <http://www.kingsfurlong-inf.hants.sch.uk/our-school-values/>



The ethos and aims of the **Junior School** can be summed up in the mission statement '*Growing and learning together*'. Their condensed prospectus (essential information) states:

At King's Furlong Junior School, we believe that pupils engage and achieve most in a creative, relevant and contextual curriculum, which is underpinned by rigour, challenge and opportunity. The staff has high standards, and this permeates through all that they do.

**At our core, we value** respect, care, enjoyment, community, and excellence. **We want our children to develop** creativity, team work, resilience, responsibility, respect, risk taking, and curiosity.

**This is so that in life they are able to** solve problems, plan effectively, make healthy choices, show empathy, be organised, communicate well, be numerate and literate, demonstrate independence, think critically, be safe, use ICT effectively, adapt to changes, and be resourceful. All that we do in school is for the sake of our pupils becoming life long, successful learners, who enjoy themselves and make a positive contribution to our society.

Source: <http://www.kingsfurlong.net/curriculum-4/>

## School Travel Plan Coordinator and Working Group

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 School Travel Planner  
HCC Strategic Development Officer

Kirstie Green  
Glenn Parkinson

### Infant School

Headteacher, King's Furlong Nursery & Infant School  
Deputy Headteacher, King's Furlong Nursery & Infant School

Libby Wyatt  
Tracy Noel \*

### Junior School

Headteacher, King's Furlong Junior School  
Teacher, King's Furlong Junior School

Charles Applegate  
Jayne Bonner\*

\*STP Coordinators 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:

27 January 2015 –Travel Plan (initial briefing – KG, LW, CA)  
12 May 2015 – Principle of Expansion Drop in Session (KG, LW, CA)  
24 June 2015 – New Joiners Travel Update (Junior school – KG, CA)  
4 September 2015 – HCC School Expansion Workshop, Property Services (KG, LW, CA, GB)  
17 September 2015 – STARS Training Session (KG, LB, JB)  
14 December 2015 – Pre-Planning Drop in Session (KG, LW, CA, HCC team)  
11 January 2016 – KFIS Travel Plan actions update (KG, TN, AH)  
11 January 2016 – STARS Training Session (KG, TN)

### Current and proposed school facilities

Taking into account the King's Furlong site as a whole, which can be viewed on pages 10-11, the facilities can be listed as follows (as from September 2015):

#### Infant School & Nursery:

One nursery unit  
Seven classrooms  
One library  
One hall  
One kitchen servery

#### Junior School:

Eight classrooms  
One library  
One hall  
Four small group/SEN rooms  
One community room used for small group work  
One kitchen (serves Infant and Juniors schools)

### Proposed facilities

The existing site plans for both schools can be seen on pages 10-12. The proposed expansion plans are in Appendix 1 but the main changes (post September 2017) are as follows:

#### Infant School & Nursery:

New nursery unit  
Three classrooms  
One kitchen  
One new school office

#### Junior School:

Four classrooms  
One small group/SEN room  
One music room

## **King's Furlong Nursery, Infant and Junior Schools' Pupils**

King's Furlong Nursery, Infant and Junior Schools are located in the town and borough of Basingstoke and are maintained by the Hampshire Education Authority. The schools are situated in the mature residential area of King's Furlong in Basingstoke, to the south west of the town centre, with residential development at all four boundaries.

The nursery currently has 58 part-time spaces (29 in the morning and afternoon sessions), the Infants a Published Admission Number (PAN) of 70 and the junior school a PAN of 66. It is proposed that the building works will enable both schools to increase to a three form entry (PAN 90) by September 2018. This increase in capacity is to meet the expected demand from a general increase in local population.

The infant school, as of September 2015, started taking three forms of entry in Reception, a two-class modular unit having been installed on site over the summer of 2015 to cater for this. Another two-class modular unit is planned to be installed ready for September 2017 to create enough classroom space for the third year at the increased PAN who will start school then.

The existing site plans for both schools can be seen in Appendix 1 and the proposed expansion plan in Appendix 2.

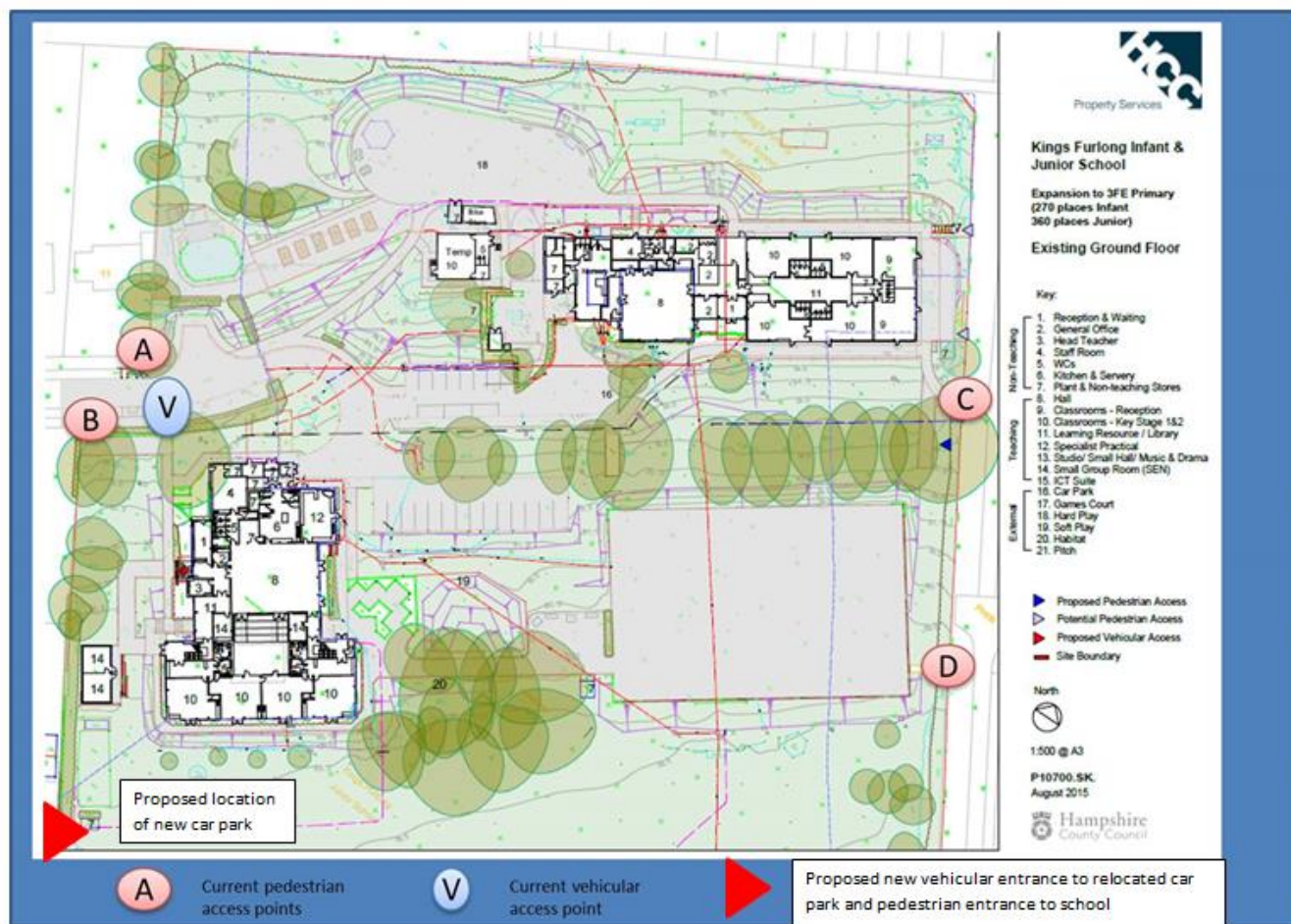
## **Parking and pedestrian entrances**

There is a severe shortage of parking on site at present with only 31 spaces of which two are accessible spaces. Of these, 15+1 accessible parking bays are for the Infants and 14+1 accessible bays are for the Juniors. The car park is currently shared by both schools. Staff cars usually take up all of the available spaces and also park on the grass verges meaning there is no visitor parking available.

The expansion proposals include a newly located car park accessed from Lower Chestnut Drive (south west corner of the site), which will provide a total of 47 car parking spaces, four of which will be accessible spaces (of which three will be fully compliant), giving an additional 16 spaces. Two of the accessible spaces will be accessed from Upper Chestnut Drive and two from Lower. One of the additional spaces will be marked as a bay for and be able to accommodate two powered two-wheelers. This is slightly above the current Hampshire Parking Standards, *On-Site School Parking Guidelines*, 2013 (see Hampshire Parking and Cycle Storage Standards, p.30).

Both schools are currently accessed through five entrances around the site, as can be seen on page eight. A, C, D and E are all pedestrian access points and B is the only vehicle entrance. No parents are allowed in to the school car park without prior permission. With the relocation of the car park to Lower Chestnut Drive, the proposal includes adding a new pedestrian entrance at this location as well to reduce the current burden on the four existing pedestrian entrances.

**Figure 1: Current and proposed site access points**



Approach from front gate to Nursery entrance



Approach from east gate to Infant School entrance



Approach from front gate to Junior School entrance

## Cycle & Scooter storage

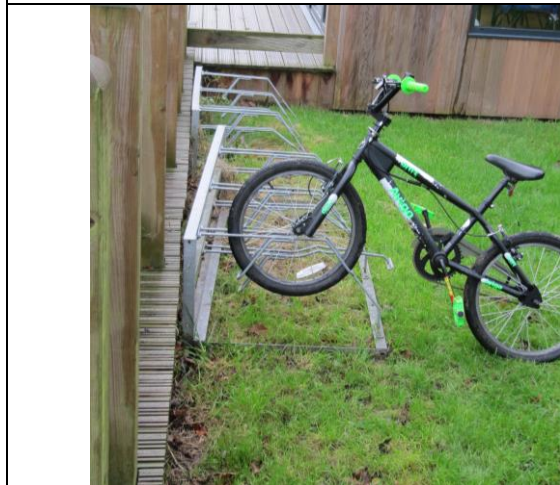
At the Infant and nursery site there is one bike rack which has capacity for 16 bikes and two scooter pods which can hold 12 scooters each, 24 in total. At the junior site there is currently space for zero scooters and 32 cycles.

This will be increased by an additional 44 scooter spaces (22 at the infants and 22 at the juniors) and 24 cycle spaces (12 at the infants and 12 at the juniors) as well as providing 4 covered staff cycle spaces at each school. This is in excess of HCC's recommended parking standard in order to encourage an increased use of sustainable travel methods to school.



Infant school cycle shelter with space for 16 cycles. To be relocated during the build.

Two scooter pods with space for 24 scooters (and another pod for 12 in storage to be used after the build). Total storage for 36 scooters, some of which could be offered to the nursery



Cycle storage for 11 bikes, uncovered.

Covered cycle storage for 11 bikes



Underused cycle hoops near Lower Chestnut Drive entrance – to be relocated in a better position for use and to make way for the new car park

Figure 2: King's Furlong Infant School current site plan

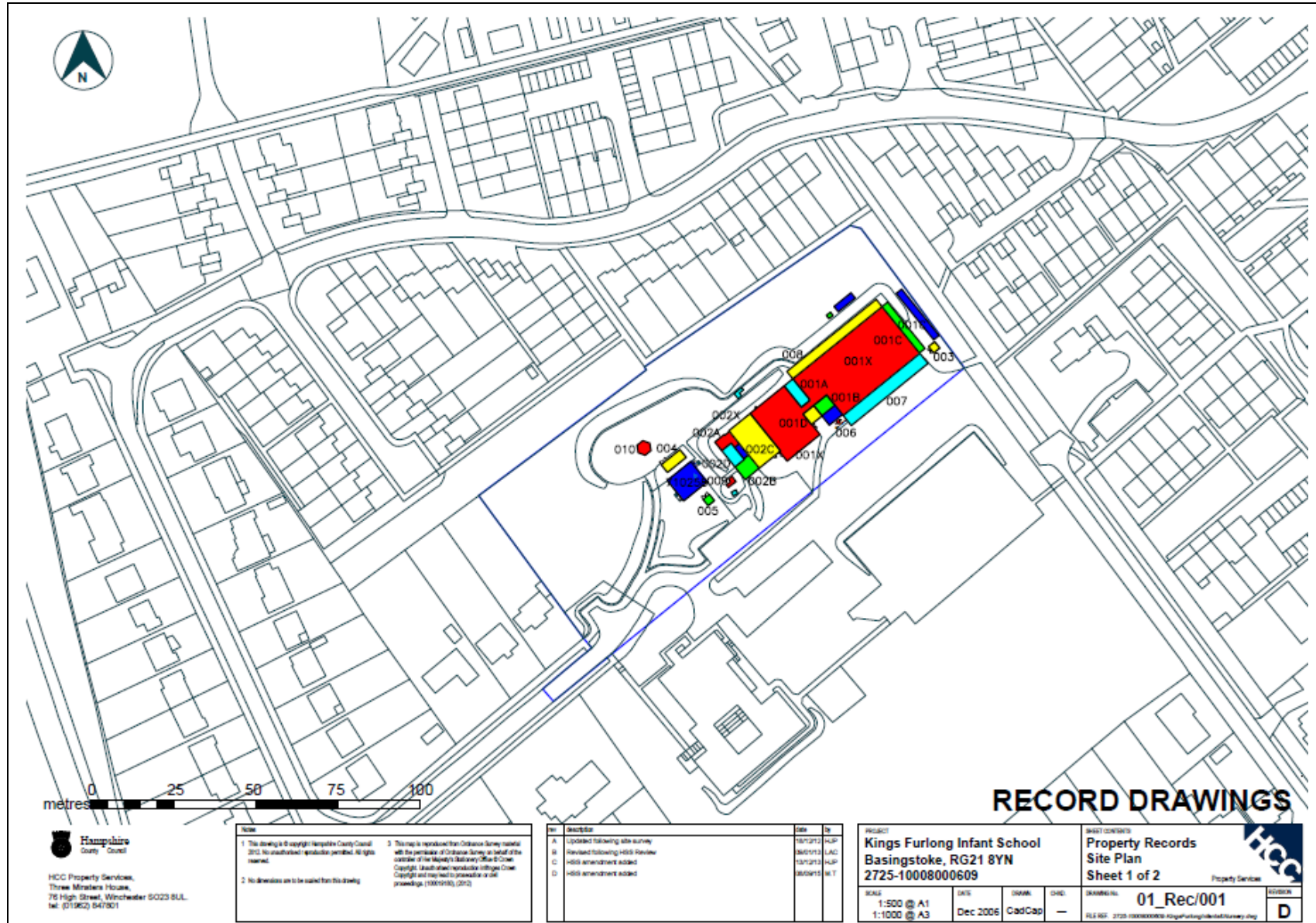


Figure 3: King's Furlong Junior School current site plan

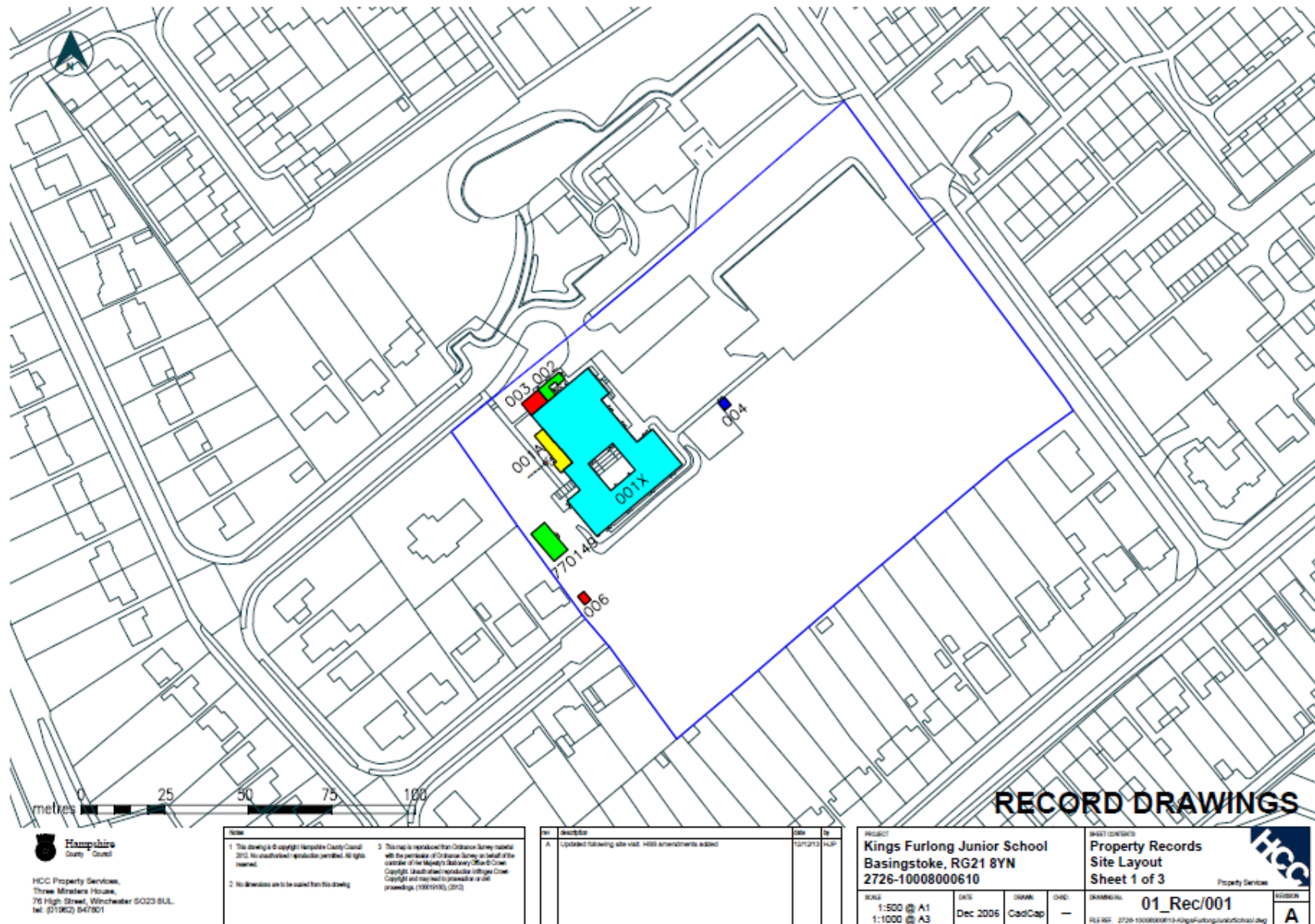


Figure 4: King's Furlong Nursery, Infant & Junior Schools current site plan



## Pupils and staff

### King's Furlong Nursery, Infant and Junior Schools' Pupils

From September 2015, the pupil numbers at King's Furlong schools were the following:

School Name	Age of Pupils	No. of Pupils	Capacity
King's Furlong Nursery	2-4 Years	51	58 part time
King's Furlong Infant School	4-7 Years	224	230
King's Furlong Junior School	7-11 Years	259	264
King's Furlong Nursery	2-4 Years		58 part time
King's Furlong Infant School	4-7 Years		270
Proposed King's Furlong Junior School	7-11 Years		360

Since September 2015 the Infant School have been admitting 90 children in Year R, an increase from 70 in previous years. This will increase the school to a 3 form entry (3FE) school to keep up with current demand for places in the local area.

The current approximate home locations of the pupils can be seen in Appendix 2 and a good number of children can be seen to be living within up to a 15 minute walking distance of the school. However, there are also a considerable number coming a 15-25 minute walk as well as a significant number well outside of 25 minutes. Indeed, there are currently 34% of children at the Infants and 33% at the Juniors coming from out of the schools' catchment boundary.

### SEN (Special Educational Needs)/ EHCP (Education Health & Care Plan) Children

At the Infant school and Nursery, 27 children are SEND registered (5 at the nursery and 22 at the infants) but none have a disability affecting their travel to school. 33 pupils at the Junior school are SEND registered, but none have a disability affecting their travel to school. The current Junior school building has a second storey which would affect any child with a physical disability. However, the planned building extensions are only single storey and therefore, should not adversely affect any child starting school in the future with physical needs.

A copy of the school's SEN policy can be found online at:

Infant School: <http://www.kingsfurlong-inf.hants.sch.uk/policies/>

Junior School: <http://www.kingsfurlong.net/category/policies/>

### King's Furlong Nursery, Infant and Junior Schools' Staff

To accommodate for the existing pupil population at the schools, the staff numbers can be found in the table below:

School Name	No. Staff	Teaching	Non teaching
King's Furlong Nursery & Infant School	48	11	37
King's Furlong Junior School	38	15	23

A full breakdown of the staff numbers can be found online at:

Infant School: <http://www.kingsfurlong-inf.hants.sch.uk/whos-who/>

Junior School: <http://www.kingsfurlong.net/category/staff/>

To cater for the increase in pupils, the staffing will increase to the following;

School Name	No. Staff	Teaching	Non teaching
King's Furlong Nursery & Infant School	54	14	40
King's Furlong Junior School	46	19	27

### School day and extended school activities

The Infant school day starts at 8:50 am and ends at 3:10pm, the nursery running from 9:00am – 3:00pm. The Junior School day starts at 8:45am and ends at 3.15pm. The Junior School hosts a breakfast club run by external company GOL! which runs from 7:50am until the start of school. Both Infant and Junior school children can attend and there is space for 32 children (though this can be expanded as required), costing £4.00 per child.

Both schools run after-school clubs. The Infant school operates six free clubs on various days for different year groups that run until 4:00pm. There are three clubs for French, judo and football run by outside companies who charge a fee. The Junior School runs clubs every night, the latest one finishing at 5:45pm. There are 13 free clubs and three sports clubs run by external companies who charge a fee. See Appendix 3 for an example of the forms provided to parents to apply for clubs.

In addition to these activities, both schools undertake a number of trips off-site, walking where possible and by coach if not. At the Infant school, they make visits further afield to:

- Alice Holt forest (coach)
- Queen Mary's College Science Centre (walk)
- Willis Museum (walk)
- Basingstoke Discovery Centre (walk)
- Anvil Theatre (walk)
- Town centre to buy books (walk)
- B&Q shopping (walk)

At the junior school, visits include:

- Y3 to Butser Hill (coach)
- Y3 Build a Bear & Eastrop Park (walk)
- Y4 to Queen Mary's College Science Centre (walk)
- Y4 to Haslemere Educational Museum (coach)
- Y5 Science Museum, Winchester (coach)
- Y6 residential trip to Osmington Bay, Weymouth (coach)

### Other sustainable travel initiatives

Both schools already undertake a number of initiatives and activities within the school which link with active and healthy travel. The Junior School has a Healthy Schools' award (the Infants plan to renew this as a matter of priority though they do have a Healthy Schools' policy) and both schools take part in Walk to School Week in May. These initiatives promote healthy living and encourage active lifestyles. Additionally, as part of the school expansion, both schools participated in the School Landscape Programme.

Both schools have signed up to the Modeshift STARS programme showing commitment towards sustainable travel education. There is a travel champion appointed and trained up at both schools and the Juniors are working towards a Bronze STARS award, the infants having achieved this in February 2016. In addition, both schools have signed up to the Living Streets Walk Once a Week initiative, displaying a banner to promote this at the school entrance. They applied for a school patrol crossing on the Winchester Road but this was not found to be justified though HCC are looking into installing a pedestrian refuge as part of other planned highways works locally.

The **Infant school** have undertaken a number of initiatives including, since September 2015, the Living Streets Walk once a Week initiative which is being rolled out the Reception in January 2016:

- Signed up to Living Streets WoW - WOW Banner displayed at School Entrance
- Road safety week and pedestrian skills training.
- Class competition for walking
- Park and Stride Map for parents (see Appendix 21)
- Scoot to School Challenge. KFIS won this initiative and have received a Scooterpod for 12 scooters as a prize
- KS1 Scooter training
- The school has a cycle shelter and scooter pods installed
- Year 2 to 3 transition project about walking to school
- School Council to write a letter to parents about not parking on pavements

The **Junior school** also undertake a number of initiatives including Level 2 Bikeability for Year 5 pupils and the Junior Road Safety Officer initiative:

### Junior School Completed Actions

- Signed up to Living Streets WoW - WOW Banner displayed at School Entrance
- School has cycle storage installed
- Bikeability visited Year 5 from 12-16 October 2015
- Park & Stride map in place and promoted to parents including at new parent information evenings in July 2015 (see Appendix 21)
- Participate in 5 walking actions a day during October's International walking month
- Be Bright Be Seen day in December 2015
- Trained up two Junior Road Safety Officers to educate the school on road safety

Through work carried out over the past months in conjunction with the HCC School Travel Plan team and Living Streets, the national walking charity, the schools have already made a good start at reducing the numbers driving to school. Both schools have launched the Living Streets WoW (Walk once a Week) scheme and been trained up on Modeshift STARS, the sustainable travel recognition scheme for schools, the Infants having already reached their Bronze level award. The schools plan to set up a working group to include local residents to further improve the situation locally.



### Schools Behaviour Policy

The Junior School mentions good behaviour on school trips in its “Behaviour, Physical Intervention and Exclusions Policy, September 2015” as follows: Educational Visits And Behaviour - Teachers are not expected to take children out on visits if they cannot behave in school. However, whenever possible a warning should be given and parents made aware of the possibility of a ban. It may be helpful for the parents to accompany the visit. The infant school does not mention travel in its behaviour policy.

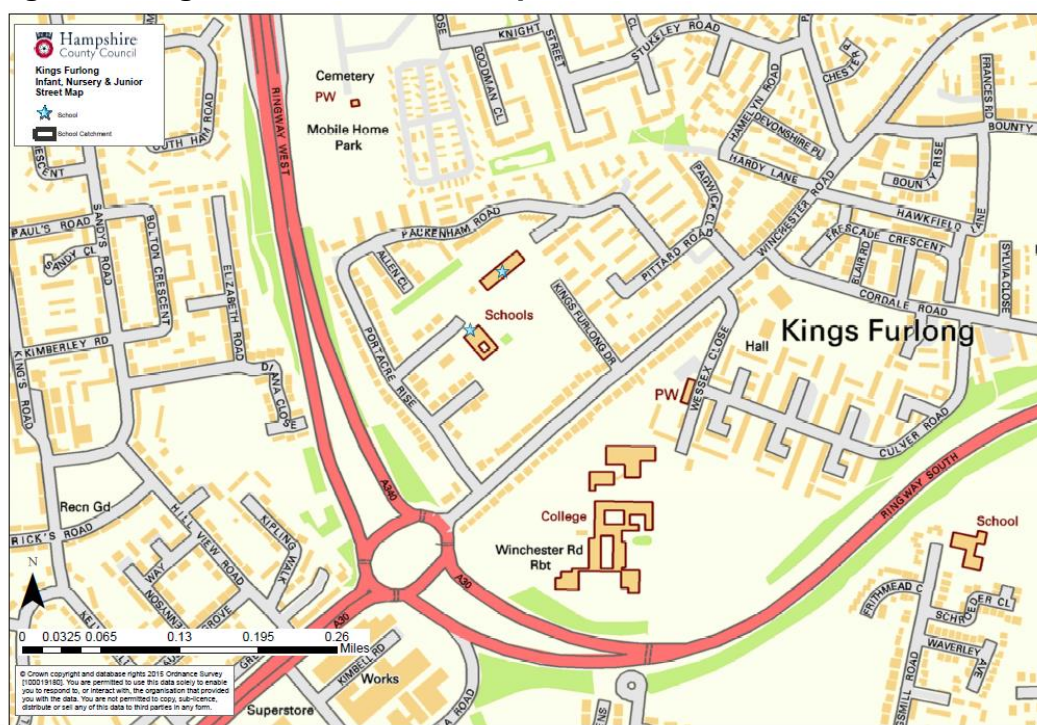
## Description of the school locality

King's Furlong Nursery, Infant and Junior Schools are located on the same site within an urban area of mixed housing just south west of the town centre of Basingstoke, a fast expanding over-  
spill town for London. The schools are within walking distance of the town centre. The area is well served by public transport, as well as being within close proximity to A30, A340 and M3.

The schools' main vehicle and pedestrian entrances are off Upper Chestnut Drive and Portacre Rise which has limited on-road parking. There are additional pedestrian entrance points to the east of the site to enable additional permeation.

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: Park View Nursery, Infant & Junior Schools, St John's CE (VA) Primary School and Chalk Ridge Primary School.

**Figure 5: King's Furlong Schools location map**



## School catchment

The schools' catchment area encompasses a residential area to the west of the city centre. To the east, the area runs from Festival Place south west and then along the Winchester Road, following the A30 after the Winchester Roundabout. Going north, it includes the eastern side of South Ham following the A340 with its northern boundary at the railway line just north of the A3010. The majority of children attending both schools are from within catchment though at present 33% of the infants and 34% of the juniors come from out of catchment. A map of the catchment area is shown below and in larger scale in Appendix 4, along with a map in Appendix 5 showing the catchment areas of the other local schools and how King's Furlong children are travelling to school from out of catchment. The walking zones can be found in Appendix 6. Please refer back to Appendix 2 to see the mode of travel that children use to get to school.

**Figure 6: King's Furlong Schools catchment map**



### **Site accessibility and transport links**

There are currently four pedestrian access points to the schools, with one vehicle entrance. The vehicle entrance is on Upper Chestnut Drive with all three schools located at the end of the road, Juniors on the right, Nursery to the left and Infants straight ahead. Car parking for staff is straight ahead for Infants and on the right for Juniors, although some staff unofficially park on the grass verges. The vehicle entrance is controlled by both schools according to requirement.

To the north and south of the vehicle entrance are pedestrian gates which are left open during the day (the two pedestrian entrances to the east of the site are locked at the start and end of the school day). A footpath leads from them both into the school grounds. There is a crossing point outside the vehicle gate for children to walk safely across the road though, once inside, there is currently no safe path avoiding the car park to the infant school reception.

To the east of the school sites, there are two further pedestrian entrances which are locked during the school day so visitors may only access the school via Upper Chestnut Drive.



Main vehicle entrance on Upper Chestnut Drive



Entrance to staff car parks and pedestrian entrance. No safe footpath to Infant School reception. Nursery path leads off to the left.



Western pedestrian access to Junior School



Pedestrian access ramps to Junior School



Western pedestrian access to Nursery & Infant School playground



Nursery entrance gate



North eastern pedestrian entrance near Infant School reception



South eastern pedestrian entrance onto Junior playground



Emergency entrance on Lower Chestnut Drive – site of proposed new staff car park and pedestrian entrance



Zebra crossing across Infant School car park to reach Infant School reception

The schools share a staff car park with 29 spaces plus two accessible spaces. Staff cars usually take up all these spaces, and more, meaning there are none available for visitors. Staff often park on the grassy verges.

## Walking

There are good footpaths that enable full access around the perimeter of the school grounds. This can be demonstrated by both the number of children walking, and the walking zones that indicate that all of the catchment area is within a maximum of a 20-25 minute walk (See Appendix 6 for walking zone map and Appendix 7 for a map of walking routes to school).

The majority of the children attending both schools currently come from within the area surrounding both schools, and therefore they use most of the footpaths that lead to the school, in particular, Pakenham Road (north) and Winchester Road (south). For those coming from the furthest north and south of the school catchment, families need to cross either Worting Road or Winchester Road, both of which are on a bus route.



View of Worting Road to the north of school



Pedestrian refuge on Worting Road from superstore car parks leading to Attwood Close



B&M car park adjoining Morrisons, Worting Road



Play park on the junction of Knight Street and Goodman Close with on street parking available



Footpaths past another play park between Goodman Close and Pakenham



Footpath behind the cemetery and caravan park leading west to the blue bridge (pedestrian) and South Ham currently being upgraded



Blue bridge pedestrian crossing to South Ham (west of the schools)



Pedestrian crossing point on Pakenham Road with footpath leading to Kings Furlong Drive



Eastern access on King's Furlong Drive, part pedestrianised to the north, single track road to the south



Pedestrians access main gate via footpaths on Upper Chestnut Drive which has double yellow lines on most of it and a wide splay

## Road

For those children coming from the north, crossing Worting Road only has a pedestrian refuge and a series of dropped kerbs further east though, following two serious accidents, signage on the superstore roundabout is planned to be upgraded and "SLOW" signs are to be added near the puffin crossing further east by Basingstoke College of Technology which will increase safety for pedestrians (see Appendix 23).

Currently, there are several drop kerb crossing points on Winchester Road to assist with crossing and a new pedestrian refuge is being investigated near the end of King's Furlong Drive (see Appendix 23). There are underpasses under the Winchester Road roundabout which have recently had their drainage upgraded and a signalled crossing point by the King of Wessex pub. The schools recently applied for a School Crossing Patrol person to assist with crossing Winchester Road but it was found to be unjustified (15/11/15) as not enough people cross there.



Shared pedestrian and cycle path on Winchester Road



Dropped kerb crossing point on Winchester Road at the junction with King's Furlong Drive



Signalled crossing point on Winchester Road to by the King of Wessex pub



Entrance to the underpass from Winchester Rd near Portacre Rise - drainage recently upgraded

## Cycling

Basingstoke has an established cycle route network with links close to the King's Furlong Schools. There is an off-road, shared use route along Winchester Road, finishing at Winchester roundabout shown in the photos above. A map showing the cycle network across Basingstoke is in Appendix 8 or online at <https://www.basingstoke.gov.uk/content/page/32630/Cycle%20Routes.pdf>.



## Buses

The nearest bus stops to the schools are on Winchester Road (to the south east and west of the school) and Worting Road to the north – they are all within walking distance.



One of the Winchester Road bus stops (middle) and off road cycle way (sign in distance slightly to the right of centre), with shared footpath

There are several bus routes serving the area near to the King's Furlong Schools although only two routes run regularly and close to the schools.

### Winchester Road service which stop a 3-5 minute walk away:

- Stagecoach 1 service which runs a service every 8-10 minutes from Brighton Hill to the town centre

### Worting Road services which stop an 8-10 minute walk away:

- Stagecoach 3 service which runs every 10 minutes from South Ham to the town centre

Bus timetables and a route map for Basingstoke can be seen in Appendix 9 or online at [http://www3.hants.gov.uk/basingstoke\\_map\\_jan\\_15\\_v3.pdf](http://www3.hants.gov.uk/basingstoke_map_jan_15_v3.pdf) and the locality of the schools are marked below:

Figure 7: Basingstoke Network Map



### Trains

Basingstoke Rail Station is the closest train station and is about a mile and a quarter from the schools. The Stagecoach No. 1 and 3 buses which serve the schools stop at the train station. The train station is served by several rail service providers. South West Trains link Basingstoke with Whitchurch, 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 easily use train as a viable method of travel to school.

Figure 8: Rail Services in Hampshire



Appendix 10 shows an overview of the transport infrastructure in the locality of the schools.

## Progress on original Travel Plan

The Infant school developed a travel plan which was approved in March 2007 and reviewed in March 2009 and 2011. The reason cited for the 2011 review was “to celebrate our successes and to put in place a plan for the next few years.” The Junior school’s most recent travel plan was approved in January 2008. The 2007/8 travel plans were written “to enhance the school’s status as a healthy school and, where possible, continue to encourage and support pupils to find healthier and safer methods of travelling to and from school.” Figures below compare the 2007/8 results in order to give a comparable view of progress since that time.

At the time of the 2011 travel plan there were 263 pupils on role at the Nursery and Infant school and the Junior school in 2008 had 260 children on roll. Comparing the recent pupil survey results from the 2015 school census with those from the school census undertaken in December 2008:

### Infant school

- walking has increased from 66.7%[164] to 85.9% [220] (this includes scooting & park & stride)
- cycling has decreased from 2%[5] to 0%[0]
- pupils travelling to school by car alone has decreased from 20.3%[50] to 11.3% [29]
- car sharing has decreased from 6.5%[16] to 1.5% [4]
- there has been an decrease in bus/taxi use which was at 4.1% [10] and is now at 1.1%[3] and no change of train use, which is none.

### Junior school

- walking has increased from 46.2%[66] to 73.5% [186] (this includes scooting & park & stride)
- cycling has increased slightly from 0%[0] to 0.7% [2]
- pupils travelling to school by car alone has halved from 52.4%[75] to 24.5%[62]
- car sharing has decreased from 0.7%[1] to 0% [0]
- the number of pupils travelling to school by bus/taxi has increased from 0.7%[1] to 1.1% [3] and no change of train use, which is none.

**Staff travel** – the table below shows the mode of travel for staff at the schools in 2007:

2007 results		Walk	Cycle	Bus	Train	Car alone	Car share	Total
Infant staff	No.	5				9	2	16
	%	31				56	13	
Junior staff	No.	4				8	1	13
	%	31				62	8	

Comparing the recent staff survey results with those from the travel survey undertaken in 2007, at the infant school

- walking has increased from 31%[5] to 35% [12]
- cycling has remained at 0%
- staff travelling to school by car alone has decreased from 56%[9] to 53%[18]
- car sharing has decreased from 13%[2] to 3% [1]
- there has been increase in bus use, from 0 to 6% [2], but train use remains at 0.

Similar results are at the junior school where;

- walking has decreased from 31%[4] to 24% [8]
- cycling has remained at 0% [0]
- staff travelling to school by car alone has increased from 62%[8] to 67% [22]
- car sharing has decreased from 8%[1] to 6% [2] , and
- those using public transport has increased from 0% to 3%[1]

The aims and objectives set out in the 2011 **Infant school** travel plan are listed below.

**Aims:**

- To encourage use of more sustainable modes of travel for journeys to and from school (2011)
- To encourage alternative transport to car use (2007/2011)
- To reduce barriers for walking to school (2007)
- Improve safety on the school journey (2007)
- To promote and enable sustainable travel for staff (2011)
- Raise Travel Awareness and bedding in school travel (2011)

**Objectives:**

- Encourage more children to cycle to school (2007)
- Create a more pleasant environment for walking to school (2007)
- Increase alternative modes of transport (2007)
- Introduce walking as an option to those that have not considered it encouraging them to walk all or part of their journey to school and back (2011)
- To improve the safety of the journey to and from school (2011)
- Encourage more pupils that have bicycles and scooters to consider cycling or scooting to school and back with parents (2011)
- To promote and enable staff to walk and cycle to school, where possible, and decrease those coming on their own by car where opportunities are available (2011)
- To promote the travel plan and sustainable travel options to pupils and parents (2011)

<b>Original 2008 Target Set</b>	<b>Met within timescale</b>	<b>Met outside of timescale</b>	<b>Not met – in need of revision</b>	<b>Unknown</b>
Increase the % of pupils cycling to school from 13% to 25% by March 2009			<input checked="" type="checkbox"/>	
80% of people who walk to school and completed the travel survey feel that there is an improvement in their journey to school by Oct 2008				<input checked="" type="checkbox"/>
Reduce the current car use rate of 17% by 2.5% by Mar 2009 Results from school census 2015: car use 12.8% including car share		<input checked="" type="checkbox"/>		
To contribute to Hampshire County Council's target of 50% reduction in the number of children killed or seriously injured to the average 1994-98 level by 2010	<input checked="" type="checkbox"/>			

<b>2011 Review Target Set</b>	<b>Met within timescale</b>	<b>Met outside of timescale</b>	<b>Not met – in need of revision</b>	<b>Unknown</b>
Increase the % of pupils cycling or scooting to school from 1% to 5% by 2013 Results from parent/pupil surveys 2015: cycling 1% (1) scooting 3% (4)			<input checked="" type="checkbox"/>	
To increase the percentage of pupils choosing to walk to school on a regular basis from 70% to 75% by March Results from census data 2015: walking 85.9%	<input checked="" type="checkbox"/>			

Measure	Met within timescale	Met outside of timescale	Not met	Still required?	Unknown
Research and install a cycle store by May 2008	<input checked="" type="checkbox"/>				
Investigate the possibility of providing hi visibility clothing for Year R children by Nov 2007					<input checked="" type="checkbox"/>
Reduce dog mess on the pavements in the surrounding area by Oct 2007					<input checked="" type="checkbox"/>
Improve street lighting by Mar 2008					<input checked="" type="checkbox"/>
Improve the underpasses to prevent flooding by Mar 2008		<input checked="" type="checkbox"/>			
Children to be taught road safety as part of the PSHE curriculum by Oct 2007					<input checked="" type="checkbox"/>
Take part in Walk to School Week every year and introduce a Walk to School Wednesday every half term by writing to parents to let them know the date and providing stickers for children who walk in. May 2007 and ongoing					<input checked="" type="checkbox"/>
Investigate painting footsteps on the pathway leading into the grounds by Jan 2008					<input checked="" type="checkbox"/>
Address traffic along Upper Chestnut Drive by March 2009				<input checked="" type="checkbox"/>	

#### **Achievements/Success Stories:**

- A cycle shed has been installed using DCSF capital grant funding and 53 cycle permits have been issued since this time.
- The paths in school have been resurfaced to provide a better grip.
- Electronic gates have been installed to prevent pedestrians and unauthorised vehicles entering the car park.

The aims and objectives set out in the 2008 **Junior school** travel plan are listed below.

#### **Aims:**

- To reduce the number of pupils travelling to and from school by car
- To improve safety on the school journey and in the vicinity of the school site
- Raising travel and road safety awareness by embedding school travel / road safety within the curriculum

#### **Objectives:**

- To increase the number of pupils scooting and cycling to school
- To provide facilities in poor weather for pupils and parents to wait before and after school to remove barriers to walking
- To improve travel facilities in the vicinity of the school site

Original Target Set	Met within timescale	Met outside of timescale	Not met – in need of revision
Increase the number of pupils cycling to school from 0% in Nov 2007 to 25% by July 2009. Results from school census 2015: cycling 0.7% (2)			<input checked="" type="checkbox"/>
To increase the percentage of pupils choosing to walk to school (in wet weather) on a regular basis from 51% to 70% by February 2010. Results from school census 2015: walking 73.5%	<input checked="" type="checkbox"/>		
To contribute to Hampshire County Council's target of 50% reduction in the number of children killed or seriously injured to the average 1994-98 level by 2010	<input checked="" type="checkbox"/>		

Measure	Met within timescale	Met outside of timescale	Not met	Still required?	Unknown
Research Bikeability for Y6 pupils & introduce training by July 2009	<input checked="" type="checkbox"/>				
Develop school cycling permit by July 2008					<input checked="" type="checkbox"/>
Research cycle storage options by June 2008	<input checked="" type="checkbox"/>				
Develop a rota to ensure balance of pupils cycling and monitor usage through permit system by March 2009					<input checked="" type="checkbox"/>
Organise helmet usage & storage in classrooms by July 2008					<input checked="" type="checkbox"/>
Provide wet weather facilities by May 2009			<input checked="" type="checkbox"/>		
Improve pedestrian access into the school & around the school site to reduce the number of children & parents walking in the path of vehicles on Upper Chestnut Drive & school grounds by Dec 2010	<input checked="" type="checkbox"/>				
Reduce risk at current conflict points and reduce vehicles on Upper Chestnut Drive by Dec 2010				<input checked="" type="checkbox"/>	
High visibility clothing to be promoted to walkers, cyclists and scooterers by Walk to School Week 2008					<input checked="" type="checkbox"/>
High profile road safety campaign to increase pupil and adult awareness of road safety by Nov 2008					<input checked="" type="checkbox"/>
Involve school council in developing children's awareness of road safety to encourage them to be responsible for their own safety throughout 2008/09					<input checked="" type="checkbox"/>
Develop road safety within geography and PSHE units of work by Dec 2008					<input checked="" type="checkbox"/>
Ensure Walk to School Week and Road Safety Week are publicised in school in May & Nov 2008					<input checked="" type="checkbox"/>

## Existing Transport Problems

The schools already have some acute difficulties with parents parking on Portacre Rise, Pakenham Road, Upper and Lower Chestnut Drives and King's Furlong Drive. This concerns illegal parking on the double yellow lines / zig zags and cars parking partially and fully on kerbs and pavements, making it harder for pedestrians to see to cross the road as well as blocking the pedestrian footways forcing pedestrians into the road or muddy verges and causing residents to be unable to safely enter or exit their driveways. This causes danger to the children as well as tension with the local residents. These issues were noted in the 2008 (Junior) and 2011 (Infant) travel plans.

## 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 King's Furlong Schools, a travel plan is required for the planning submission to expand, so as to outline the long term plan to assist with mitigating against the impact of the expansion, particularly if the pressures are from new areas.

## 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**

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](http://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 2012-15

In July 2012, Hampshire County Council and the NHS Primary Care Trust developed its Hampshire 'Healthy Weights' Strategy 2012-2015, following on from the previous edition in 2009. The vision is: "To increase the number of children and young people in Hampshire with a healthy weight".

This was written in light of the new Government's Public Health White Paper and new 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 1% of Hampshire children (2010/11) 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. Within Hampshire, there appears to be a small positive change within the Reception age category, but a 'variable prevalence in Year 6 and no obvious trend up or down'.

With the national and local policy context taken into consideration, along with the evidence provided to-date, six overarching priorities for 2012-2015 have been agreed to take this forward;

1. Build local intelligence and increase understanding of the issues.
2. Build on the Partnership approach to delivery.
3. Create environments that promote health (emotional health; healthy eating and physical activity).
4. Help families and children make healthier lifestyle choices.
5. Provide effective services for those at risk of unhealthy weights.
6. Implement a workforce development strategy.

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 Once a Week, Bikeability and so on.

In particular, 3.5 of the Healthy Weights Action Plan summarises the contribution that active and sustainable travel makes towards Priority 3.

## 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
<b>Walking &amp; Cycling</b>		
A3010 Churchill Way Thornycroft Roundabout	Safety concerns regarding pedestrian crossing facilities	Consider options for crossing improvements in the vicinity of this junction
A30 Winchester Road	Quality of footpath and missing footpath on the south of Winchester Road	Consider options for improving pedestrian infrastructure along Winchester Road
	Quality of pedestrian infrastructure access including Brighton Hill roundabout, Winchester Road subway access	Consider options for improving pedestrian infrastructure. Environmental enhancements
Ringway West	Quality of pedestrian infrastructure access including Winchester Road roundabout	Consider options for improving pedestrian and cycle infrastructure Link: RT14
Cranbourne - Queen Mary's College	Quality and attractiveness of surrounding pedestrian links, particularly off-road links and A339 footbridge	Consider potential to enhance existing pedestrian links to the College. Environmental enhancements
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
<b>Public Transport</b>		
Town Centre	Delay and journey time reliability for bus services	Review the potential for better bus access to and around the town centre to improve passenger journeys Link: PT2, RT5, RT8
		Investigate the potential for bus improvements on key access routes into the town centre including Chapel Hill, Winchester Road and Sarum Hill. Link: PT1, RT5, RT8
		Review the introduction of traffic signal installation at Winchester Road and Brighton Hill. Link: RT14
	Information provision and smarter choices	Encourage effective and targeted bus information available through travel plans and Real Time Information at workplaces. Investigate in association with bus companies introduction of smart card payment
<b>Roads and Traffic</b>		
Ringway West	Delay at major roundabout junctions, especially at peak times	Investigate ways to improve junction efficiency and operation for all motorised modes at Winchester Road, Thornycroft and Brighton Hill roundabouts- e.g. signalisation Link: PT4, CW11, RT22
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

### 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:

#### Consultation table

<b>Group consulted</b>	<b>On what?</b>	<b>How?</b>	<b>When?</b>	<b>Evidence included within the travel plan</b>
<b>Parents</b>	<ul style="list-style-type: none"> <li>Travel behaviour;</li> <li>Expansion plans</li> </ul>	<ul style="list-style-type: none"> <li>Travel survey</li> <li>Expansion consultation events</li> </ul>	<ul style="list-style-type: none"> <li>May 15</li> <li>May 15;</li> <li>Dec 15</li> </ul>	<ul style="list-style-type: none"> <li>Copy of covering letter &amp; questionnaire; (Appendix 11)</li> <li>Copy of letter/invite (Appendix 12)</li> </ul>
<b>Pupils</b>	<ul style="list-style-type: none"> <li>Travel behaviour;</li> <li>Layout of the school site</li> </ul>	<ul style="list-style-type: none"> <li>Travel survey;</li> <li>School Landscape Project</li> </ul>	<ul style="list-style-type: none"> <li>May 15</li> <li>July/ Sept 15</li> </ul>	<ul style="list-style-type: none"> <li>Copy of questionnaire; (Appendix 11)</li> <li>Exert from the Landscape Project (Appendix 14)</li> </ul>
<b>Staff</b>	<ul style="list-style-type: none"> <li>Travel behaviour;</li> <li>Expansion plans</li> <li>Layout of the school site</li> </ul>	<ul style="list-style-type: none"> <li>Questionnaire</li> <li>Expansion consultation events</li> <li>School Landscape Project</li> </ul>	<ul style="list-style-type: none"> <li>May 15</li> <li>May 15;</li> <li>Dec 15</li> <li>July/ Sept 15</li> </ul>	<ul style="list-style-type: none"> <li>Copy of questionnaire; (Appendix 13)</li> <li>Exert from the Landscape Project (Appendix 14)</li> </ul>
<b>Governors</b>	<ul style="list-style-type: none"> <li>Expansion plans</li> </ul>	<ul style="list-style-type: none"> <li>School Landscape Project</li> <li>Head Teacher report to Governors</li> <li>FGB meeting (Junior)</li> <li>GPC meeting (Infants)</li> </ul>	<ul style="list-style-type: none"> <li>July/ Sept 15</li> <li>July 2015</li> <li>Dec 15</li> <li>Nov 15</li> </ul>	<ul style="list-style-type: none"> <li>Exert from the Landscape Project (Appendix 14)</li> <li>Extract from Head Teacher's Report (Appendix 15)</li> <li>KFJS Extract of FGB minutes (Appendix 15)</li> <li>KFIS Extract of FGB minutes (Appendix 16)</li> </ul>
<b>Local Residents</b>	<ul style="list-style-type: none"> <li>The principle of expansion of the school, the detailed plans and the impacts this would have on the community</li> </ul>	<ul style="list-style-type: none"> <li>Expansion consultation events - invites went to residents.</li> </ul>	<ul style="list-style-type: none"> <li>May 15;</li> <li>Dec 15</li> </ul>	<ul style="list-style-type: none"> <li>Copy of letter/invite (Appendix 12)</li> <li>Map showing coverage of residents consulted. (Appendix 17)</li> <li>Examples of responses from residents. (Appendix 17)</li> </ul>
<b>Local Councillors</b>	<ul style="list-style-type: none"> <li>Expansion plans</li> </ul>	<ul style="list-style-type: none"> <li>Two consultation events</li> </ul>	<ul style="list-style-type: none"> <li>May 15;</li> <li>Dec 15</li> </ul>	
<b>Basingstoke &amp; Deane BC Traffic Management</b>	<ul style="list-style-type: none"> <li>Known parking issues</li> </ul>	<ul style="list-style-type: none"> <li>Email</li> <li>Meeting Barry Ford, BDBC</li> </ul>	<ul style="list-style-type: none"> <li>Nov 2015 &amp; Jan 2016</li> <li>3/12/15</li> </ul>	<ul style="list-style-type: none"> <li>Copy of email and response (Appendix 18)</li> <li>Actions from meeting (Appendix 18)</li> </ul>
<b>Local PC</b>	<ul style="list-style-type: none"> <li>Dealing with parking issues in the King's Furlong area</li> </ul>	<ul style="list-style-type: none"> <li>Email from Hampshire Constabulary</li> <li>Email from joint schools</li> </ul>	<ul style="list-style-type: none"> <li>Sept 15</li> <li>Sept 15</li> </ul>	<ul style="list-style-type: none"> <li>Copy of emails (Appendix 19)</li> </ul>

## **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 May 2015 with a covering letter asking some personalised questions in relation to which access children and parents use and where parents park . To ensure a good response, pupils were given a sticker for replying.

Staff were also provided with a simple survey to complete, 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 wider expansion plans for the schools.

The Governing Body of both schools were emailed the parent/pupil survey results and a summary of planned actions for comment. The survey results are also available on the Junior School website. The governors were then asked for their views and to share anything that was not included.

## **Key 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 on 12<sup>th</sup> May and 14<sup>th</sup> December 2015 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 event and survey forms were provided for residents and parents to formalise their thoughts on the impact of the school journey on the local environment or alternatively, they could email the County Council's Strategic Development Officer.

## Section 4 - Survey Information

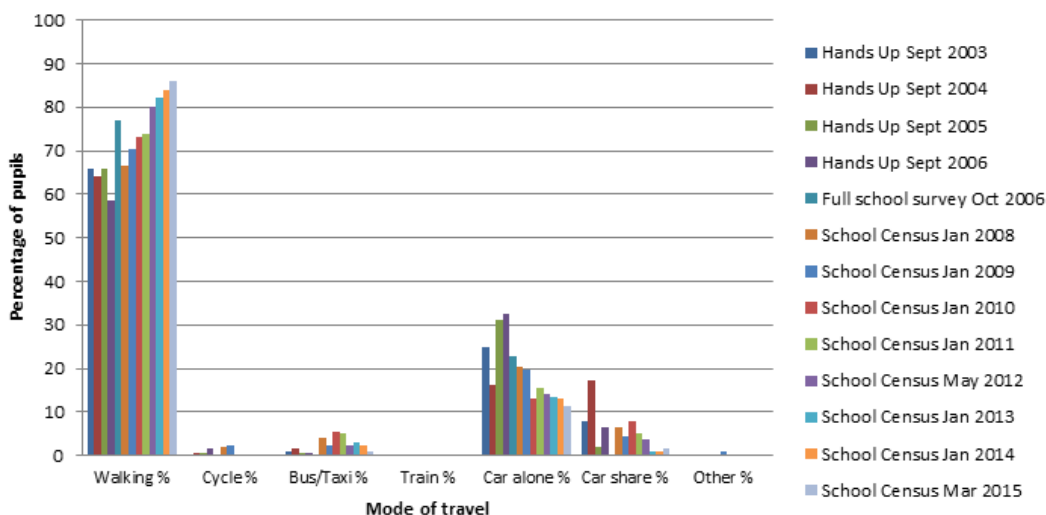
### Pupil survey historical data

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 the schools up to 2014:

**Figure 9: King's Furlong Infant School & Nursery Census Data 2003 - 2015**

Survey Type	Pupils in survey	Walk	Cycle	Bus/Taxi	Train	Car alone	Car share	Other	Walking %	Cycle %	Bus/Taxi %	Train %	Car alone %	Car share %	Other %
Hands Up Sept 2003	124	82	0	1	0	31	10		66.0	0	1.0	0	25.0	8.0	
Hands Up Sept 2004	168	108	1	3	0	27	29		64.2	0.6	1.8	0	16.1	17.3	
Hands Up Sept 2005	190	125	1	1	0	59	4		65.8	0.5	0.5	0	31.1	2.1	
Hands Up Sept 2006	171	100	3	1	0	56	11		58.5	1.8	0.6	0	32.7	6.4	
Full school survey Oct 2006	126	97	0	0	0	29	0		77.0	0	0	0	23.0	0	
School Census Jan 2008	246	164	5	10	0	50	16	1	66.7	2.0	4.1	0	20.3	6.5	0.4
School Census Jan 2009	131	92	3	3	0	26	6	1	70.2	2.3	2.3	0	19.8	4.6	0.8
School Census Jan 2010	257	188	1	14	0	34	20	0	73.2	0.4	5.4	0	13.2	7.8	0
School Census Jan 2011	256	189	0	13	1	40	13	0	73.8	0	5.1	0.4	15.6	5.1	0
School Census May 2012	251	201	0	6	0	35	9	0	80.0	0	2.4	0	14.0	3.6	0
School Census Jan 2013	260	214	0	8	0	35	3	0	82.3	0	3.1	0	13.5	1.1	0
School Census Jan 2014	262	220	0	6	0	34	2	0	84.0	0	2.3	0	13.0	0.8	0
School Census Mar 2015	256	220	0	3	0	29	4	0	85.9	0	1.1	0	11.3	1.5	0

**Census Data 2003 – 2015: Kings Furlong Infant & Nursery**

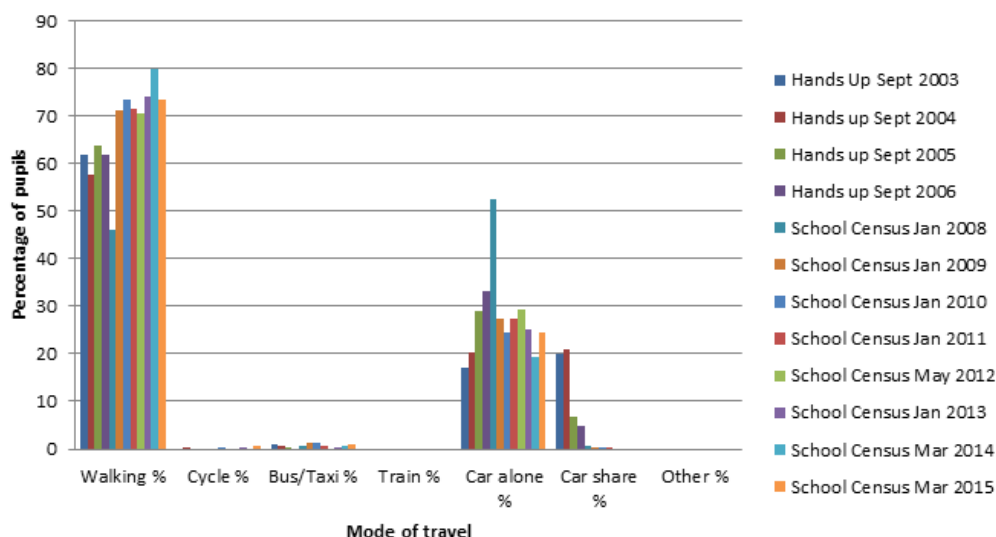


The Infant school data shows that the two most dominant forms of travel are walking and car alone and have remained so throughout the past eleven years. The proportions have fluctuated but overall, walking rates have increased by nearly 20%. Cycling has been low or non-existent for the majority of the last ten years and a lack of suitable cycle ways may have inhibited any demand coming to fruition.

**Figure 10: King’s Furlong Junior School Census Data 2003 - 2015**

Survey Type	Pupils in survey	Walk	Cycle	Bus/Taxi	Train	Car alone	Car share	Other	Walking %	Cycle %	Bus/Taxi %	Train %	Car alone %	Car share %	Other %
Hands Up Sept 2003	248	154	0	2	0	42	50		62.0	0	1.0	0	17.0	20.0	
Hands up Sept 2004	245	141	1	2	0	50	51		57.6	0.4	0.8	0	20.4	20.8	
Hands up Sept 2005	223	142	0	1	0	65	15		63.7	0	0.4	0	29.1	6.8	
Hands up Sept 2006	234	145	0	0	0	78	11		62.0	0	0	0	33.3	4.7	
School Census Jan 2008	143	66	0	1	0	75	1	0	46.2	0	0.7	0	52.4	0.7	0
School Census Jan 2009	260	185	0	3	0	71	1	0	71.2	0	1.2	0	27.3	0.4	0
School Census Jan 2010	256	188	1	3	0	63	1	0	73.4	0.4	1.2	0	24.6	0.4	0
School Census Jan 2011	249	178	0	2	0	68	1	0	71.5	0	0.8	0	27.3	0.4	0
School Census May 2012	245	173	0	0	0	72	0	0	70.6	0	0	0	29.4	0	0
School Census Jan 2013	240	178	1	1	0	60	0	0	74.2	0.4	0.4	0	25.0	0	0
School Census Mar 2014	244	195	0	2	0	47	0	0	79.9	0	0.8	0	19.3	0	0
School Census Mar 2015	253	186	2	3	0	62	0	0	73.5	0.7	1.1	0	24.5	0	0

**Census Data 2003 – 2015: Kings Furlong Junior**



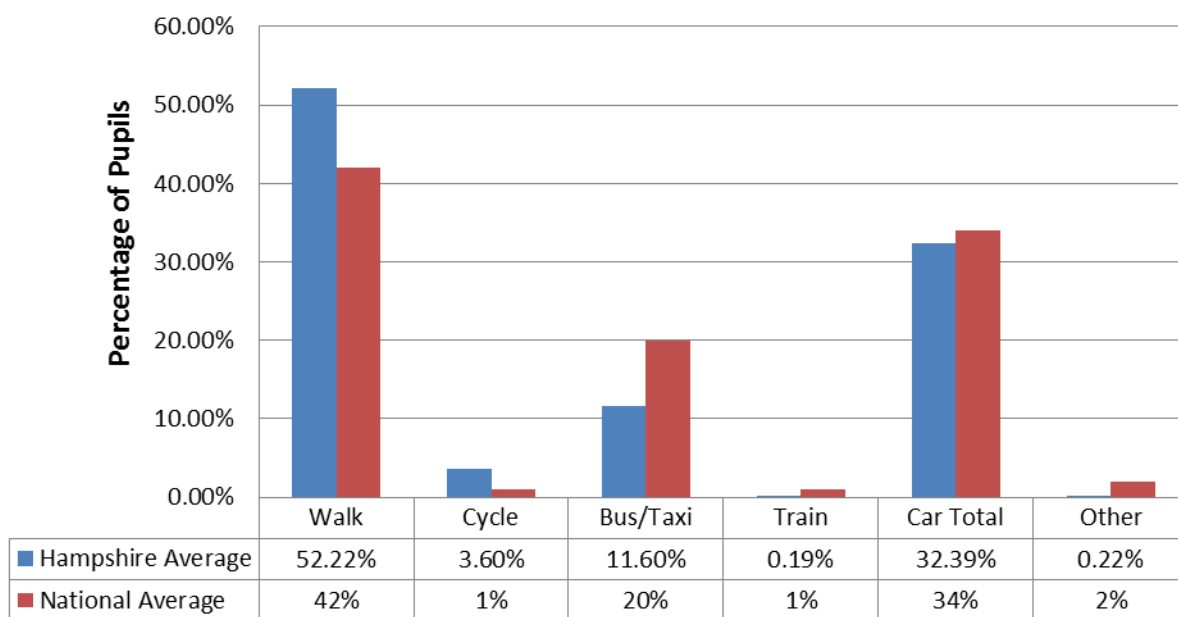
The Junior school’s historical data shows very similar trends to the Infant school with walking being the dominant mode of travel and car use being the next popular way to travel to school, though with a higher percentage than the infants. Cycling has barely featured in any of years and public transport has been marginal. Again, this maybe attributable to the lack of suitable cycle routes. Walking rates have increased by 11.5% at the Junior school, though 2014 was a peak in terms of percentages.

## National and Hampshire Travel Data

Nationally, a National Travel Survey was undertaken in 2012 by the Department for Transport, which revealed that 47% of trips to and from school by primary school children (aged 5-10) were made on foot and the proportion of trips by car increased from 38% to 44% since 1997. Below, is the average for 5-16 year olds, and with both, King's Furlong Nursery, Infant and Junior Schools are still above average, though cycling is lower.

In addition, nationally, the average length of a primary school trip to school increased 1.3 to 1.8 miles between 1995/97 to 2012.

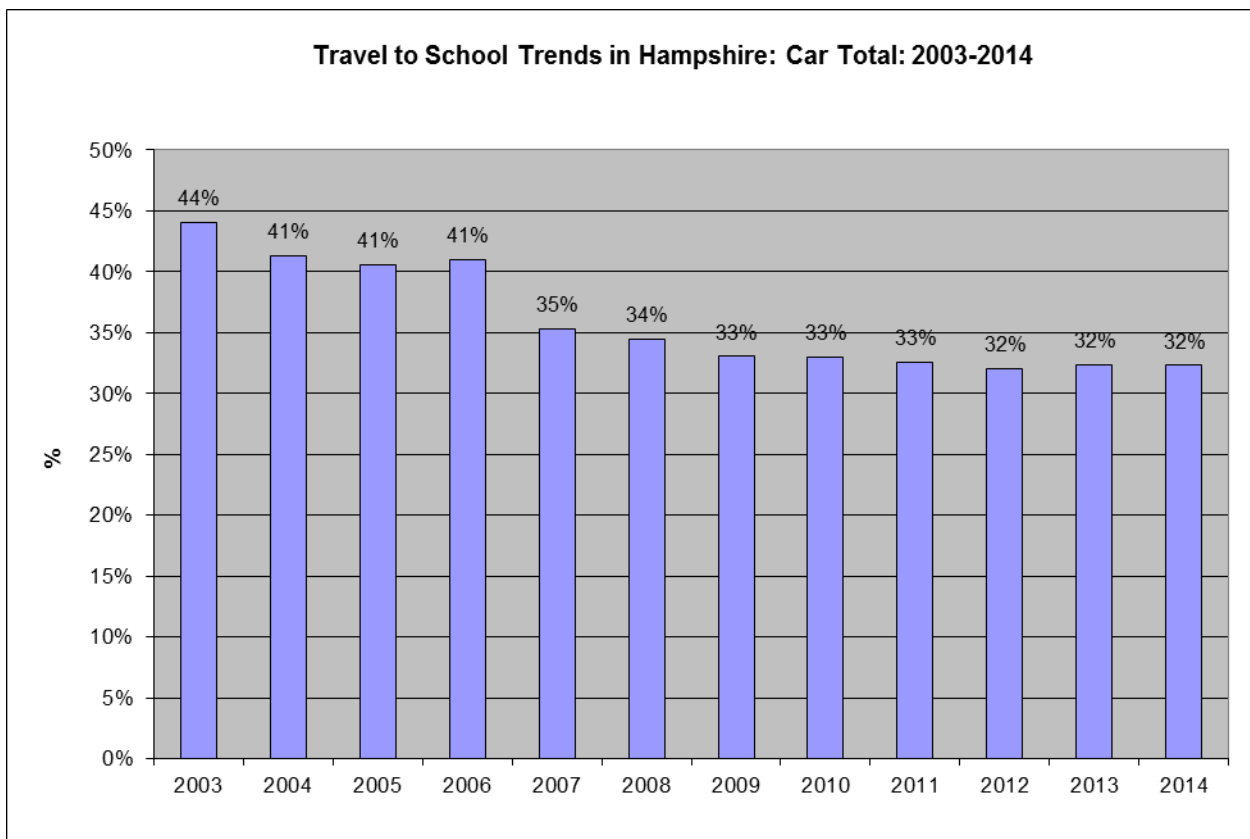
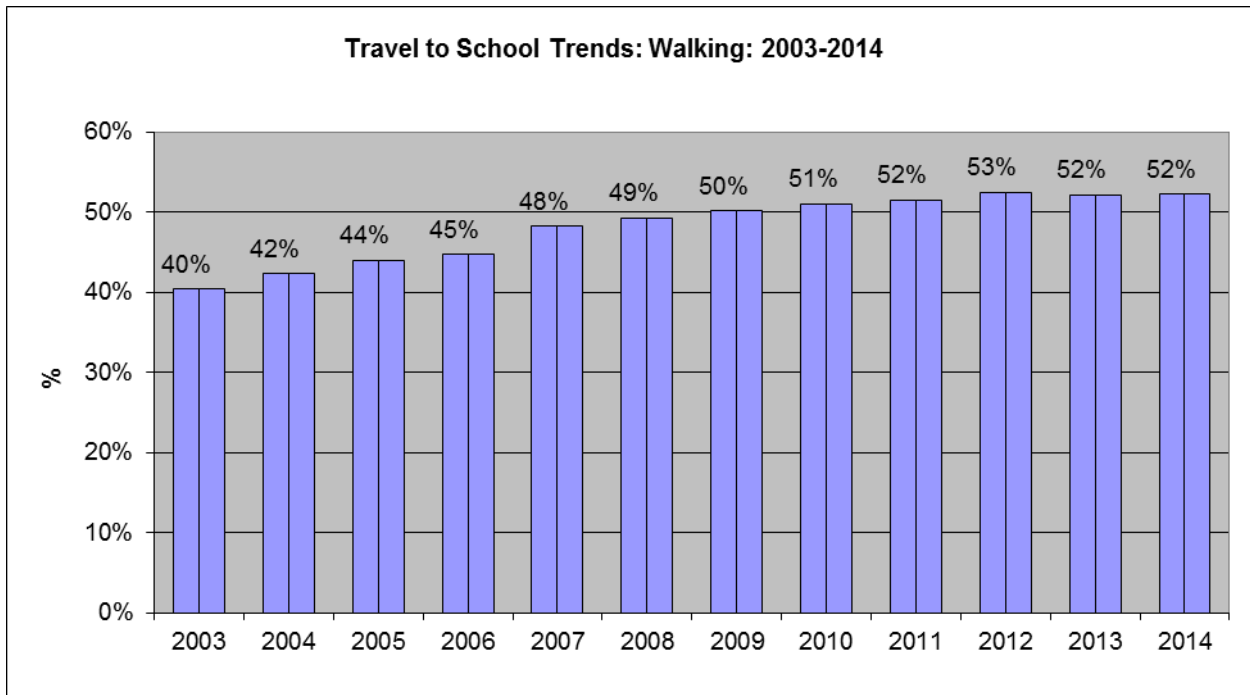
## Hampshire & National Average Transport Modal Splits for School Children Age 4-16 years (2013)\*



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

Trips to and from school <sup>1</sup> per child per year by main mode: Great Britain, 1995/97 to 2012													
Percentage/miles/number													
Main mode	1995/97	1998/00	2002 <sup>f</sup>	2003 <sup>f</sup>	2004 <sup>f</sup>	2005 <sup>f</sup>	2006 <sup>f</sup>	2007 <sup>f</sup>	2008 <sup>f</sup>	2009 <sup>f</sup>	2010 <sup>f</sup>	2011 <sup>f</sup>	2012
<b>Aged 5-16 years:</b>													
Walk <sup>2</sup>	47	49	44	45	46	46	46	46	44	43	42	43	42
Bicycle	1	1	2	1	2	1	2	1	2	2	2	2	2
Car / van	29	28	32	31	32	32	30	31	32	31	32	33	35
Private bus	5	5	6	6	5	6	5	6	7	6	6	6	4
Local bus	15	14	14	14	13	12	14	13	14	14	16	14	13
Surface rail	-	1	1	1	1	1	1	1	1	1	1	1	1
Other transport <sup>3</sup>	2	2	2	2	1	1	1	2	1	2	2	1	2
All modes	100	100	100	100	100	100	100	100	100	100	100	100	100

The trends across the county between 2003 and 2014 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 surveys at the infant and junior school from 2014, it is clear that both schools have walking rates that are significantly higher than the Hampshire average too, by at least 12%. This illustrates the benefits of being located within an urban area, having a tight catchment area and being centre of it, plus good infrastructure.

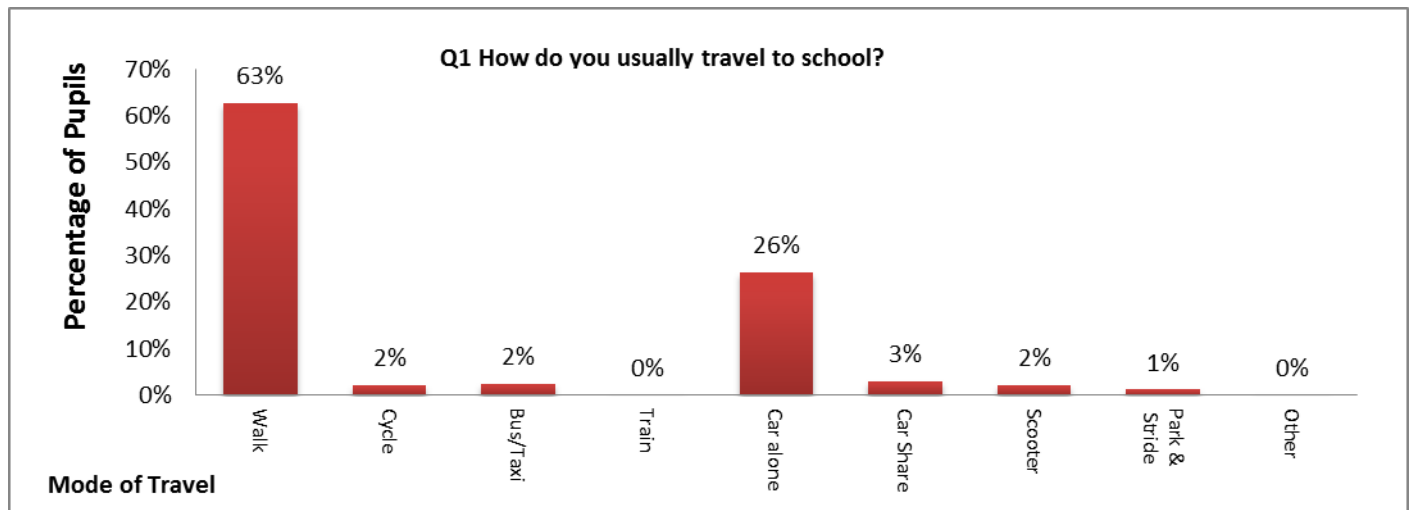


## Pupil and parent travel survey

All of the main travel surveys were undertaken in May 2015, with the additional questions to parents going out in May to the Infant School but not until July at the Junior School. Out of the 262 surveys that were sent to all Infant and Nursery children/parents, 143 responded, which represents a **55%** response rate. At the Junior school, of the 260 surveys that were sent out, 206 were returned, representing an excellent **79%** response rate.

A copy of the survey questions can be found in Appendix 11. Graphs indicate responses from both schools combined and the data tables indicate the split between the Infant & Nursery compared to the Junior School.

### 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	83	1	8	0	32	1	4	2	0
Infant Percentage	63%	1%	6%	0%	24%	1%	3%	2%	0%
Junior Numbers	128	6	0	0	57	9	3	2	0
Junior Percentage	62%	3%	0%	0%	28%	4%	1%	1%	0%
<b>Total Numbers</b>	<b>211</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>89</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>
<b>Total Percentage</b>	<b>63%</b>	<b>2%</b>	<b>2%</b>	<b>0%</b>	<b>26%</b>	<b>3%</b>	<b>2%</b>	<b>1%</b>	<b>0%</b>

Looking at the usual mode of travel for both schools, walking is clearly still the main mode of travel, though not as dominant as the school census shows. The response rate was fairly high at the Junior school and about average at the Infants, so it's difficult to know how representative the responses are of the whole school. The census also doesn't provide a category for park and stride and scooter, so there maybe some differences due to this. In September 2015, there was only one private taxi bringing a child to the Junior school, no school buses at either school and a Fun House minibus pick up at the end of the day.

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.

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?

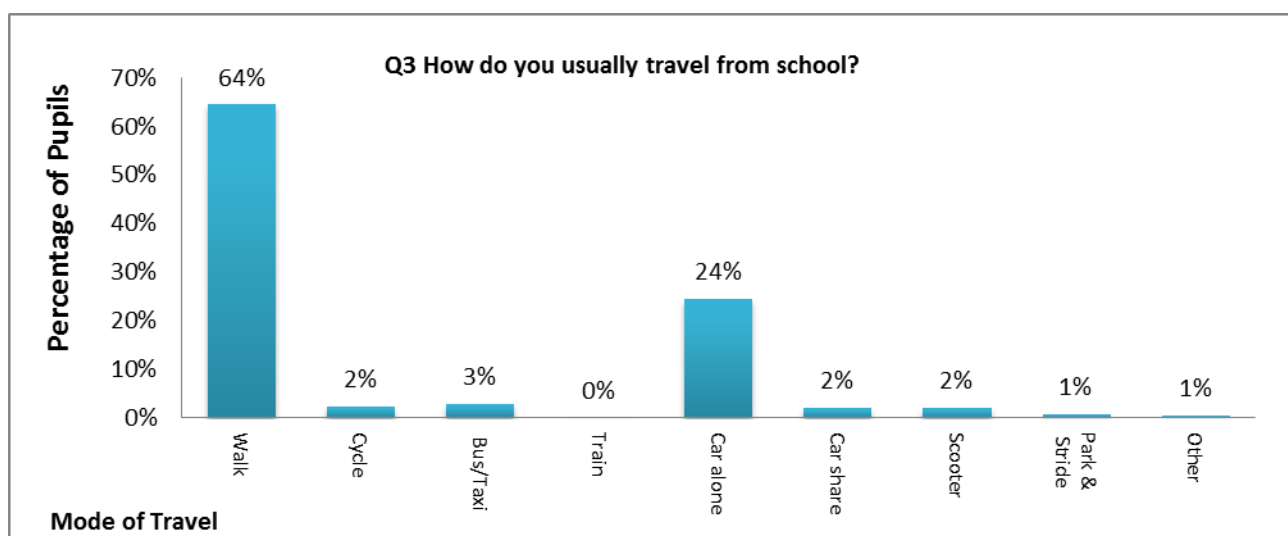
	Q2 Why do you travel to school in this way?									
	Easy for you/parents	Cheap	Distance Near	Distance far	No Bus/Train available	Lack of walking/cycle routes	Personal Safety	Take siblings to other school	En route to employment	Other
Infant Numbers	47	3	52	12	1	0	1	5	9	1
Infant Percentage	36%	2%	40%	9%	1%	0%	1%	4%	7%	1%
Junior Numbers	70	3	76	22	0	0	3	13	15	3
Junior Percentage	34%	1%	37%	11%	0%	0%	1%	6%	7%	1%
<b>Total Numbers</b>	<b>117</b>	<b>6</b>	<b>128</b>	<b>34</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>18</b>	<b>24</b>	<b>4</b>
<b>Total Percentage</b>	<b>35%</b>	<b>2%</b>	<b>38%</b>	<b>10%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>5%</b>	<b>7%</b>	<b>1%</b>

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, 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, 33% of the Infant school and 34% of the Juniors.

Clearly, for many parents, the added complications of going on to work and dropping siblings off at other schools can make a difference to how parents choose to travel, as this accounts for an average of 12% 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	88	1	9	0	25	2	4	1	0
Infant Percentage	68%	1%	7%	0%	19%	2%	3%	1%	0%
Junior Numbers	128	7	1	0	57	5	3	2	2
Junior Percentage	62%	3%	0%	0%	28%	2%	1%	1%	1%
<b>Total Numbers</b>	<b>216</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>2</b>
<b>Total Percentage</b>	<b>64%</b>	<b>2%</b>	<b>3%</b>	<b>0%</b>	<b>24%</b>	<b>2%</b>	<b>2%</b>	<b>1%</b>	<b>1%</b>

Overall, on the journey home, the trends remain the same as the journey to school, which is predominantly walking. There is a little fluctuation in numbers, which 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 from employment	Other
Infant Numbers	51	3	51	13	1	0	1	5	4	2
Infant Percentage	39%	2%	39%	10%	1%	0%	1%	4%	3%	2%
Junior Numbers	79	3	76	18	0	0	3	10	10	6
Junior Percentage	39%	1%	37%	9%	0%	0%	1%	5%	5%	3%
<b>Total Numbers</b>	<b>130</b>	<b>6</b>	<b>127</b>	<b>31</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>15</b>	<b>14</b>	<b>8</b>
<b>Total Percentage</b>	<b>39%</b>	<b>2%</b>	<b>38%</b>	<b>9%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>4%</b>	<b>4%</b>	<b>2%</b>

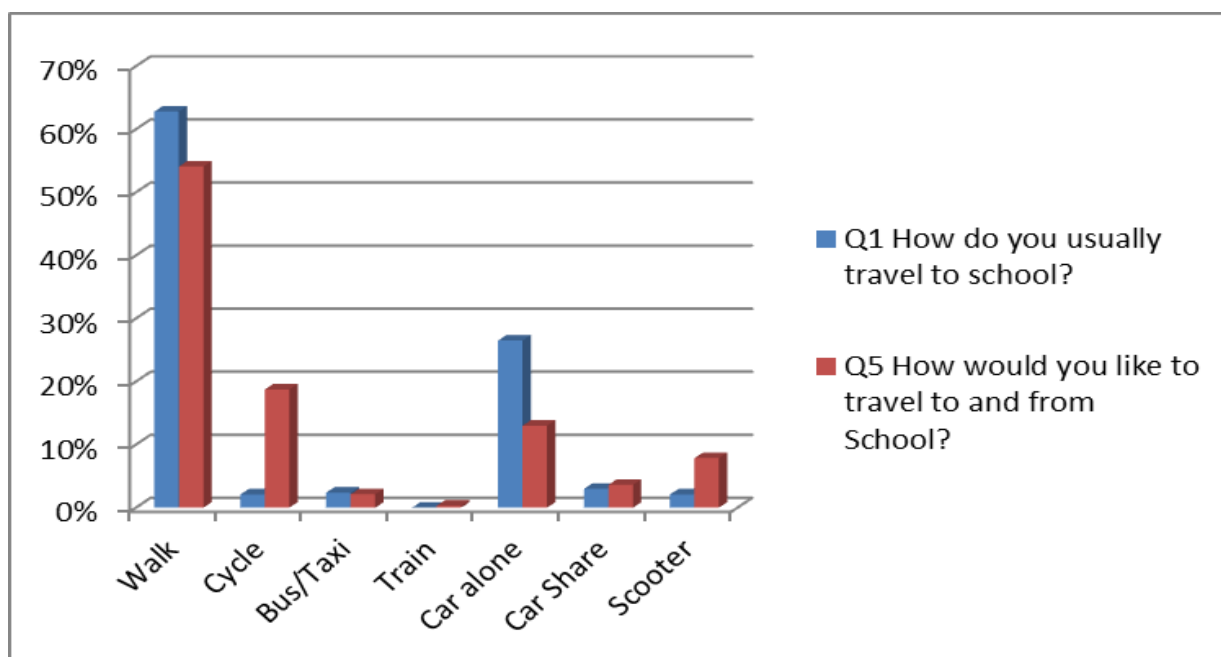
The reasons given for the choice of mode going home are, again, very similar to the reasons going to school with little change in the results.

#### 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	78	11	5	1	16	3	14	0
Infant Percentage	61%	9%	4%	1%	13%	2%	11%	0%
Junior Numbers	101	51	2	0	27	9	12	1
Junior Percentage	50%	25%	1%	0%	13%	4%	6%	0%
<b>Total Numbers</b>	<b>179</b>	<b>62</b>	<b>7</b>	<b>1</b>	<b>43</b>	<b>12</b>	<b>26</b>	<b>1</b>
<b>Total Percentage</b>	<b>54%</b>	<b>19%</b>	<b>2%</b>	<b>0%</b>	<b>13%</b>	<b>4%</b>	<b>8%</b>	<b>0%</b>

Overall, whilst walking remains the dominant preference as a mode of travel to and from school, there is a large increase across both schools for cycling and scooting making cycling the second and scooting the fourth preference with car use dropping into third place.

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



Looking at the numbers of parents/children, far more would like to cycle and scooter, and a decline in those wanting to walk, though walking still remains the dominant mode of travel. Only half of

those who come by car wanted to. There were more people wanting to cycle and car share at the Juniors and more wanting to use a scooter or catch a bus/taxi at the Infants.

This is very positive evidence that providing 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 been offered.

Q6 How far from school do you live?			
	Under 1 mile	1 to 3 miles	Over 3 Miles
Infant Numbers	85	41	5
Infant Percentage	65%	31%	4%
Junior Numbers	137	55	11
Junior Percentage	67%	27%	5%
<b>Total Numbers</b>	<b>222</b>	<b>96</b>	<b>16</b>
<b>Total Percentage</b>	<b>66%</b>	<b>29%</b>	<b>5%</b>

The responses to this question maybe difficult for some to answer correctly, particularly where children may be responding to the question rather than their parents. However, as expected, based on the walking rates, 66% live under a mile and 5% live over 3 miles from the school. 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
Improved footpaths / cycle lanes	32
Crossing Facilities	32
Cleaner pathways	14
Driver behaviour	13
Cycle storage	7
Cycle training	9

Infants	Juniors
<p><b>Footpaths / Cycle lanes (13)</b></p> <ul style="list-style-type: none"> <li>Improve footpaths (10) (King's Furlong Drive, Pakenham Rd, Hardy Lane, Blue Bridge between South Ham and school, Milestones to King's Furlong, Goodman Close park</li> <li>Cycle lanes would be good on footpaths (3)</li> <li>For those that do cycle make sure you respect walkers and know that it is not always easy to move out of the way</li> <li>Pathways gritted in winter</li> <li>Potholes in pavements require repairing so that children can walk or scoot more safely</li> <li>Blue Bridge over dual carriageway (2). Very unsafe for children – enclose?</li> </ul>	<p><b>Footpaths / Cycle lanes (19)</b></p> <ul style="list-style-type: none"> <li>Generally improve footpaths (10) – they are cracked and narrow (Goodman Close park, KF Drive wider path)</li> <li>Cycle paths (5) (behind Worthing Road Cemetery, from Winterhut Way apartments to Victory roundabout subway)</li> <li>Paths with pedestrian and cycle lanes</li> <li>Improved lighting on footpaths from underpass at Cranbourne school</li> <li>Blue Bridge path needs to be a bit safer especially for scooters</li> </ul>
<p><b>Crossing points (14)</b></p> <ul style="list-style-type: none"> <li>Worthing Road (there have been a number of accidents, no traffic lights, SCP or zebra crossing) (4)</li> <li>Pedestrian crossing on Winchester Road opp.</li> </ul>	<p><b>Crossing points (18)</b></p> <ul style="list-style-type: none"> <li>Zebra crossing or SCP on Worthing Road by Morrisons/B&amp;M (5)</li> <li>Yellow lines or zebra crossing near Pakenham Road crossing point to footpath to prevent cars</li> </ul>

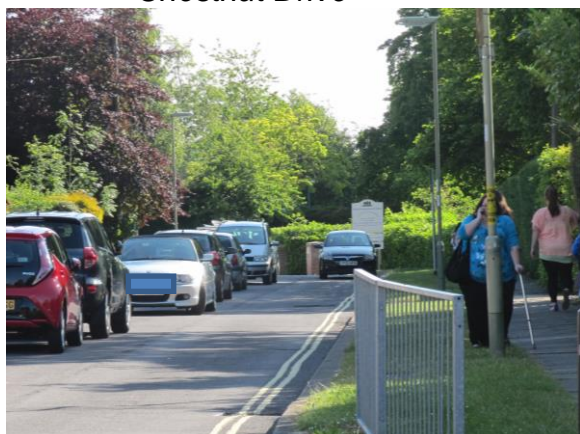
<p>King's Furlong Drive (Zebra crossing) (4)</p> <ul style="list-style-type: none"> <li>• Upper Chestnut Drive/Packenham Road (low kerbs and double yellow lines) (zebra crossing to footpath) (3)</li> <li>• Crossing Deep Lane Road is dangerous as we don't have visibility from the cars who are coming to Worting Road</li> </ul>	<p>parking (4)</p> <ul style="list-style-type: none"> <li>• Near roundabout end of Winchester Road (3)</li> <li>• Lower Chestnut Drive</li> </ul>
<p><b>Clean pathways (5)</b></p> <ul style="list-style-type: none"> <li>• Bins along main walking routes so people have less excuse to litter and leave dog mess (2)</li> <li>• Clean up the rubbish, lots of cans and bottles lying around</li> <li>• Dog mess (2)</li> </ul>	<p><b>Cleaner pathways (9)</b></p> <ul style="list-style-type: none"> <li>• Winchester Rd dangerous near roundabout – barriers? (6)</li> <li>• Paths being gritted when its icy/snowing all the way from Bolton Crescent to the school (2)</li> <li>• Council to take cuttings away after maintenance to prevent residents getting punctures from the thorns</li> </ul>
<p><b>Driver behaviour (5)</b></p> <ul style="list-style-type: none"> <li>• Parked cars on the path in KF Drive forcing pedestrians to walk in the road or mud - double yellow lines? (4)</li> <li>• Grandma lives in Upper Chestnut Drive, the road is very busy. Dangerous to cross it is very unfair to park on double yellow lines</li> </ul>	<p><b>Driver behaviour (8)</b></p> <ul style="list-style-type: none"> <li>• Cars park on pavement on KF Drive / Portacre Rise making it harder to walk on the path (3)</li> <li>• Cars going slower / fewer cars / more suitable parking (3)</li> <li>• Cars not being parked near crossing to school - Portacre Rise and KF Drive make visibility hard and dangerous (2)</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Cycle storage (2)</b></li> <li>• <b>Cycle training</b> for confidence (5)</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Covered cycle storage</b> (no pass required) (5)</li> <li>• <b>Cycle training (4)</b></li> </ul>
<ul style="list-style-type: none"> <li>• Easier if siblings were allocated the same school to avoid a <b>double drop-off and pick-up</b></li> </ul>	<ul style="list-style-type: none"> <li>• Reducing the <b>speed limit</b> in the West Churchill Way from 50 to 30 mph</li> </ul>



*Cars illegally parked blocking the pedestrian crossing point on Portacre Rise / Upper Chestnut Drive*



*Cars parking on pavements or dropping off and reversing / turning on King's Furlong Drive (single track road)*



*Cars illegally parked on double yellow lines and blocking the turning head on Upper Chestnut Drive*



*Need for additional crossing facilities on Winchester Road*

The responses from parents and pupils included a large number of comments about poor driver behaviour including parking on footpaths, cars blocking residents' driveways and also obscuring pedestrian crossing points. There were a number of requests for cycle lanes near school as well as improvements in the general state of the footpaths which were cracked and uneven in places. There were a significant number of requests for covered cycle storage as well as cycle training at both schools. The Local Sustainable Transport Fund can enable some local support for services such as scooter training or Balanceability, which may help meeting the need at the Infant School and Nursery and the Juniors already participate in Bikeability every year.

There were some comments about the underpasses on the Winchester Road roundabout though these are proposed to be upgraded during a separate Highways scheme (see Appendix 23). There were several requests for safer road crossings on Winchester and Worting Roads. Unfortunately an School Crossing Patrol (SCP) audit was unjustified on Winchester Road though Hampshire Highways are proposing, subject to funding, to build a pedestrian refuge at the end of King's Furlong Drive on Winchester Road, potentially as part of the Winchester Road roundabout scheme due to start in late 2016. The Worting Road signage is being upgraded as part of a separate scheme (see Appendix 22 for letter with no justification for SCP and Appendix 23 for information on improvements to markings on the Worting Road roundabout).

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

	Number of comments
Comments from drivers	
- lack of parking	4
- traffic jams	1
Comments from pedestrians	
• Crossing roads/traffic	26
• Poor parking/blocking drives/parking on pavements/blocking crossing points	24
Other/Environment:	
• Dog mess	21
• Various: Blue bridge, late buses, cycle lanes, footpaths, leaves, bins etc.	27

Infants	Juniors
<b>Drivers</b>	<b>Drivers</b>
<ul style="list-style-type: none"> <li>Car parking facility outside school (3)</li> </ul>	<ul style="list-style-type: none"> <li>Portacre Rise/Chestnut Drive don't have enough parking</li> <li>Traffic jams</li> </ul>
<b>Pedestrians</b>	<b>Pedestrians</b>
<i>Crossing roads/traffic</i> <ul style="list-style-type: none"> <li>Traffic on or near the ring road (7)</li> <li>Churchill Way West Rd and Worting Rd are busy, dangerous roads to cross (2)</li> <li>Crossing Winchester Rd. Cars go too fast and rarely slow down to let us cross</li> <li>Bus stop in front of pedestrian crossing in Winchester Road</li> <li>I'm a child-minder with 6-8 children crossing road. We have to wait 5-10 minutes most days to cross safely</li> </ul> <i>Parking issues</i> <ul style="list-style-type: none"> <li>Cars parked on footpath along KF Drive and Portacre Rise so pedestrians have to walk in the road (3)</li> <li>Cars blocking crossing near the top of Pakenham Road</li> <li>Parents constantly block driveways</li> </ul>	<i>Crossing roads/traffic</i> <ul style="list-style-type: none"> <li>Lots of fast traffic on Winchester Road – railings? (5)</li> <li>Safe crossing points near school - no lollypop lady at Worting Road so I don't feel safe – traffic calming? (3)</li> <li>Traffic around school (2)</li> <li>Path and crossing at Worting Road is not clearly marked</li> <li>Cars/lorries driving through puddles and getting me wet</li> <li>Cars don't allow me to cross the road</li> <li>Goodman Close is difficult to cross</li> </ul> <i>Parking issues</i> <ul style="list-style-type: none"> <li>Cars parked on road and others driving fast so can't see coming vehicles on Pakenham Road (7)</li> <li>Parking on KF Drive and Portacre Rise pavements causing pedestrians to walk in the road – unsafe (7)</li> <li>Parking at KF Drive, especially on the yellow lines (2)</li> <li>Parking across crossing points/drop curbs so children have to find somewhere else to cross</li> <li>Walk to school is crowded</li> <li>Hard to cross road at the turn-around by school gates</li> </ul>

<p><i>Other / environment</i></p> <ul style="list-style-type: none"> <li>• Dog mess on the paths to school (9)</li> <li>• Footpaths to improve: Sandy's Road, Goodman Close, uneven slabs down whole path from bridge to school and behind cemetery (4)</li> <li>• Need more bins (2)</li> <li>• How rude some people on their bikes are</li> <li>• Cranbourne students unruly behaviour and language</li> <li>• Waiting for late buses</li> <li>• Wet, slippery leaves</li> </ul>	<p><i>Other / environment</i></p> <ul style="list-style-type: none"> <li>• Dog mess (on Queens Rd/Packenham Rd/cemetery/underpass) (12)</li> <li>• I don't like meeting dogs on the way to school (3)</li> <li>• Rats near the Winchester Road underpass (3)</li> <li>• Swept paths when leaves have fallen (2)</li> <li>• Children riding their bikes down Winchester Rd as the could fall into the road</li> <li>• Falling off my bike</li> <li>• Separate cycle and pedestrian paths near school</li> <li>• Underpass</li> <li>• Broken pavement slabs</li> <li>• Blue bridge</li> <li>• Buses are always late</li> <li>• It would be nice to walk sometimes especially when weather is nice</li> <li>• Muddy during rain</li> <li>• Parents who are smoking near the school gate</li> </ul>
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Due to the different routes that parents and children take, there are a variety of issues that are of concern or make a journey unpleasant, but are not necessarily of 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 overgrowth. Other matters will be already being addressed, for example, the footpaths have already been improved near the Blue Bridge and underpass and a pedestrian refuge is being considered on Winchester Road.

What is consistent across both schools is the difficulty in walking as a pedestrian around the schools in the immediate vicinity of the school as well as Winchester and Worting Roads which ties in with the concerns about levels of traffic and drivers' poor parking, which inevitably affects pedestrian confidence and ability to cross these roads.

As mentioned in question seven, crossing Winchester Road is an area that is an issue for a number of families but, at present, it does not justify a School Crossing Patrol (survey undertaken 15/11/15). Subsequent surveys could be investigated and a pedestrian refuge on Winchester Road where King's Furlong Drive meets it has been agreed, subject to funding, as part of the Major Schemes works on Winchester roundabout in 2016/17. Additionally, in November/December 2015, the footpath running north of Packenham Road joining Hardy Lane was been resurfaced by Hampshire County Council as part of Operation Resilience. See Appendix 23 for details.

### Q9. Have you been involved in an accident?

	Q9 Involved in an accident the past year	
	YES	NO
Infant Numbers	7	124
Infant Percentage	5%	95%
Junior Numbers	3	197
Junior Percentage	2%	99%
<b>Total Numbers</b>	<b>10</b>	<b>321</b>
<b>Total Percentage</b>	<b>3%</b>	<b>97%</b>

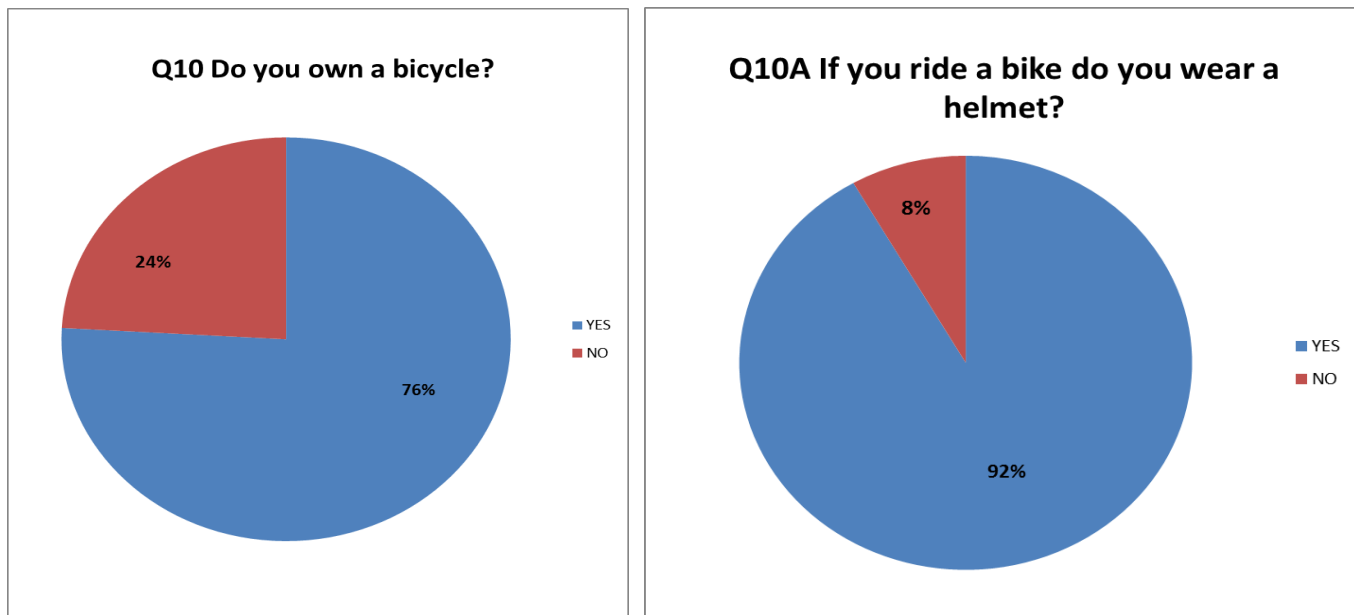
### Reasons given for accidents

Infants	Juniors
Minor grazes and scratches from tripping on uneven slabs (3)	My son trips on pavement at least once a month
Child fell off his scooter and got concussion because of wet leaves	Drivers don't spot the red lights at the Worting Road junction - very dangerous
Near misses from cars driving too fast and not slowing down	Fell off my bike when the path was wet and slippery
Child fell over in mud as footpath was blocked by cars collecting children from school	My bicycle tyre caught the side of a wall and I went over the handlebars
My friend's mummy got knocked over by a motorbike when she was walking home	

It's positive to see that the majority of children have not been involved in an accident, and that those who say they have, were relatively minor. There is a slight hint of the behaviour of children on scooters could be an issue, which highlights again the need for training.

Looking at the accident statistics for the area 500m radius around the school sites, there has only been one, on Lister Road in 2012, in the past five years involving a primary school aged child. The report on this accident, along with that of the mother noted above who was knocked over by a motorbike in October 2014, are included in Appendix 24.

### Q10 Do you own a bicycle? Do you wear a cycle helmet?

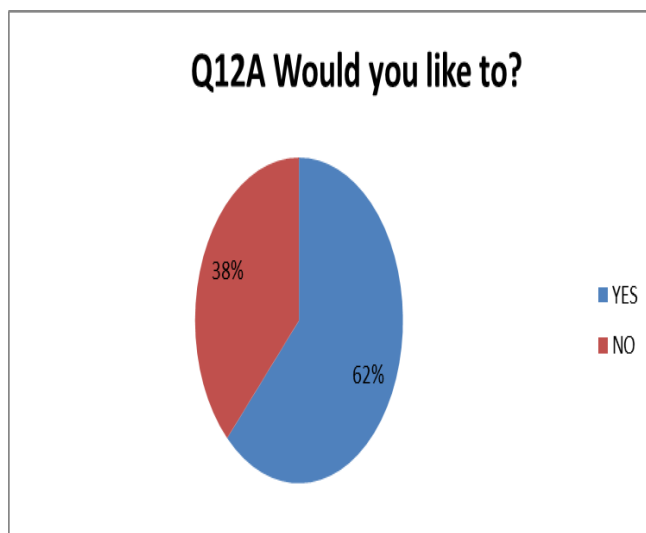
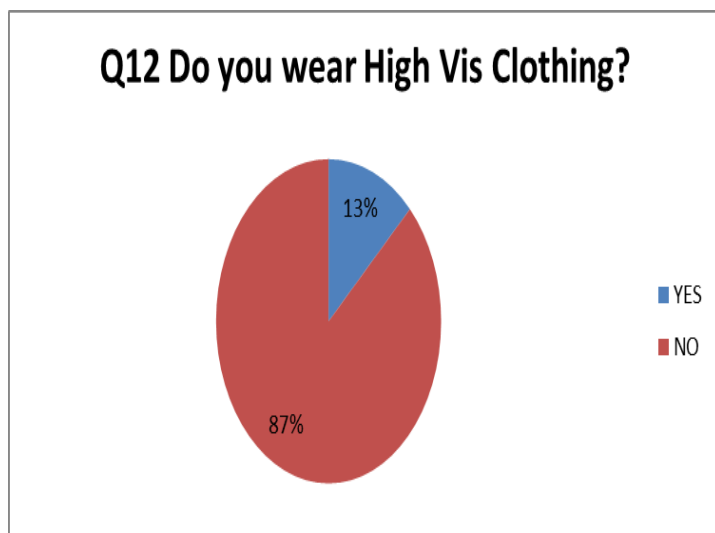


	Q10 Do you own a bicycle?		Q10A If you ride a bike do you wear a helmet?	
	YES	NO	YES	NO
Infant Numbers	87	44	80	6
Infant Percentage	66%	34%	93%	7%
Junior Numbers	168	37	153	15
Junior Percentage	82%	18%	91%	9%
<b>Total Numbers</b>	<b>255</b>	<b>81</b>	<b>233</b>	<b>21</b>
<b>Total Percentage</b>	<b>76%</b>	<b>24%</b>	<b>92%</b>	<b>8%</b>

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

When asked in Q11, "Do you have a bus or train pass?", only 5% of the infants and 7% of the juniors said that they do.

**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?		Would you like to?	
	YES	NO	YES	NO
Infant Numbers	12	115	65	43
Infant Percentage	9%	91%	60%	40%
Junior Numbers	30	170	114	66
Junior Percentage	15%	85%	63%	37%
<b>Total Numbers</b>	<b>42</b>	<b>285</b>	<b>179</b>	<b>109</b>
<b>Total Percentage</b>	<b>13%</b>	<b>87%</b>	<b>62%</b>	<b>38%</b>

When asked about the use of reflective and fluorescent clothing, there appears to be a very low uptake to-date across both schools. However there is a lot of potential to increase this in both schools, with options of fluorescent clothing and accessories such as LED keyrings/ armbands. This could highlight an area for pupils within both schools to look into, and find out what items are most popular and effective, depending on how you travel to school.

**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?		Q13A Would you like to?		Interested in Volunteering?
	YES	NO	YES	NO	Volunteer yes
Infant Numbers	7	121	14	99	3
Infant Percentage	5%	95%	12%	88%	3%
Junior Numbers	5	194	15	181	0
Junior Percentage	3%	97%	8%	92%	0%
<b>Total Numbers</b>	<b>12</b>	<b>315</b>	<b>29</b>	<b>280</b>	<b>3</b>
<b>Total Percentage</b>	<b>4%</b>	<b>96%</b>	<b>9%</b>	<b>91%</b>	<b>1%</b>

As there is currently no Walking Bus at either school (there used to be one from The King of Wessex pub on Winchester Road), it is surprising to see from the responses that some believe they do take part in one. It maybe that something similar and informal takes place between parents. When asked if they would be interested in one being set up however, there does appear to be a small level of interest at the Infants which could provide a base to begin investigations. Further work would be need to be undertaken to look at possible routes.

## Q14 Would you be interested in car sharing?

	Q14 Interested in car sharing?	
	YES	NO
Infant Numbers	16	109
Infant Percentage	13%	87%
Junior Numbers	25	173
Junior Percentage	13%	87%
Total Numbers	41	282
Total Percentage	13%	87%

There are 41 pupils/parents are 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 may be beneficial for the schools 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.

## Q15 Are there any other comments you would like to make about the things that influence the way you travel to and from school?

Infants	Juniors
Some families have varying arrangements in the morning and afternoon and on different days of the week. There are concerns with safety around the school gates as it is congested with many people trying to park or drop off. Some parents drive and drop their children off en route to work. Others drive if the weather is bad. They request a drop off point near school. Children cycling or scooting on paths need to be aware of pedestrians.	Some families would prefer to walk but have no choice but to come to school by car, often due to work commitments, but find parking an issue. Pedestrians request considering a crossing at Worting Road, covering the bike racks and providing a shelter for waiting parents.

All parents agreed with their child's responses, but some had additional comments to make:

## Do you have any additional comments you would like to make about your child's journey to and from school?

Infants	Juniors
<ul style="list-style-type: none"> <li>Changes need to be made before someone gets hurt.</li> <li>Worting Road needs an SCP (3)</li> <li>Speed limits often broken on Winchester Road</li> <li>Parents to be more aware of where and how they park especially Portacre Rise and Pakenham Rd (2)</li> <li>Please provide a parking warden</li> <li>Please do something about the bus service. Make the no.1 service more frequent and on time.</li> <li>There is no zebra crossing when we get off the bus to cross Winchester Road</li> <li>Crossing Western Way is also difficult</li> <li>We walk/scoot to school when I work</li> </ul>	<ul style="list-style-type: none"> <li>There should be a school crossing on Pakenham Rd</li> <li>You have to step right into the road to see what's coming (3) and into the mud on KF Drive</li> <li>SCP on the Winchester Rd (used to have one) / Worting Rd (2)</li> <li>Better parking by parents up Portacre Rise with more consideration needed to stop parking on the footpaths in KF Drive (2)</li> <li>A school car park would be beneficial</li> <li>The only reason A gets driven is because of me having to be at work so her Auntie/Uncle take her</li> <li>I drive to school as I take an older child and her friend to a different school a little earlier</li> <li>Other children need to be aware of bike/scooter users</li> <li>A goes by car every day because her dad cannot walk long distances</li> </ul>

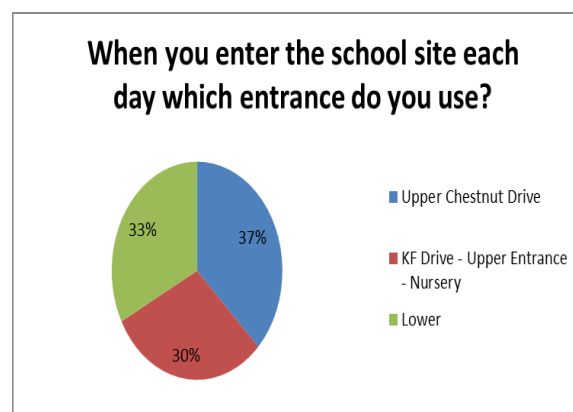
<p>from home but mostly for convenience we drive</p> <ul style="list-style-type: none"> <li>The school opening earlier would help significantly as my daughter's nursery is in the opposite direction to the school so it's a longer journey than necessary</li> <li>A school bus service would be very useful</li> <li>Dog poo is horrendous</li> </ul>	<ul style="list-style-type: none"> <li>Steep path by school can get very slippery with snow/ice</li> <li>The paths are in a poor state of repair on Hardy Lane, otherwise we would cycle. Winchester Rd roundabout underpass flooding last year meant that many children had to go to school by car</li> <li>Concerned about cars driving through red lights at Essex Rd/Penrith Rd heading towards Sarum Hill. This is especially dangerous when the green man is lit.</li> </ul>
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The issues highlighted in the parents section were covered in other sections though they added some useful detail about their particular situations. These are only some of the personal responses offered by parents, and many are insightful and indicate the whole breadth of issues that the schools face in trying to reduce car use. Some of these issues can and will be resolved e.g. through providing cycle storage and looking at a pedestrian refuge.

### Additional site-specific questions

#### Q1 When you enter the school site each day which entrance do you use?

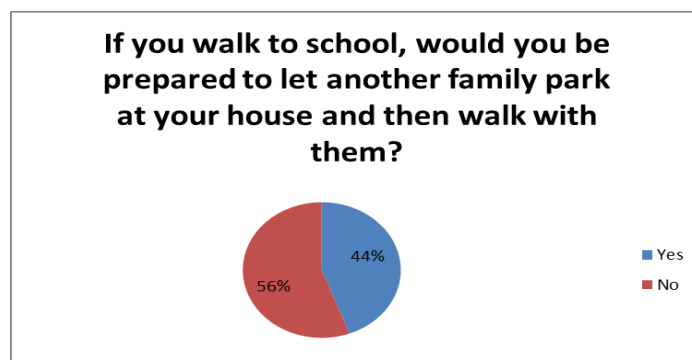
	Upper Chestnut Drive	KF Drive - Upper Entrance - Infants	KF Drive - Lower Entrance - Juniors
Infant Numbers	43	43	34
Infant Percentage	35.83%	35.83%	28.33%
Junior Numbers	14	3	16
Junior Percentage	42.42%	9.09%	48.48%
Total Numbers	57	46	50
Total Percentage	37%	30%	33%



The results above clearly show that there is a good use of the entrances available. This demonstrates the benefit of having an additional access point on Lower Chestnut Drive to absorb a proportion of the additional volume of children following expansion as the majority of children (37%) use Upper Chestnut Drive at present.

#### Q2. If you walk to school, would you be prepared to let another family park at your house and then walk with them?

	Yes	No
Infant Numbers	26	34
Infant Percentage	43%	57%
Junior Numbers	5	5
Junior Percentage	50%	50%
Total Numbers	31	39
Total Percentage	44%	56%



This question shows a good number of people (31) happy to offer their drives up for other people to park on. The school have been given this information so that they can match people up in this process.

**Q3. If you drive, where do you usually park?**

	<b>Morning Count</b>	<b>Afternoon Count</b>
Packenham Road	13	13
Upper Chestnut Drive	8	6
Portacre Rise	7	7
Where I can	5	7
Lower Chestnut Drive	5	4
King's Furlong Drive, Lower Entrance	5	4
By the garages	3	3
Pittard Road	2	3
Goodman Close	2	3
Winchester Road	1	1
Staff car park	1	

The majority of families are currently parking on the roads closest to the school which is causing unacceptable levels of danger to pedestrians. A park and stride map has recently been launched to counteract this situation.

**Q4. If you park & stride to school, where do you usually park?**

	<b>Morning Count</b>	<b>Afternoon Count</b>
Goodman Close	5	6
Hamelyn Road	2	2
Knight Street	1	1
Winchester Road	1	1

These roads have been considered when putting together the park and stride map but parking on the main, busy Winchester Road is not to be encouraged.

**Q5. If you drive to school, would you consider parking at a friend's house and walking to school with them?**

	Yes	No
Infant Numbers	18	47
Infant Percentage	28%	72%
Junior Numbers	10	13
Junior Percentage	43%	57%
Total Numbers	28	60
Total Percentage	32%	68%

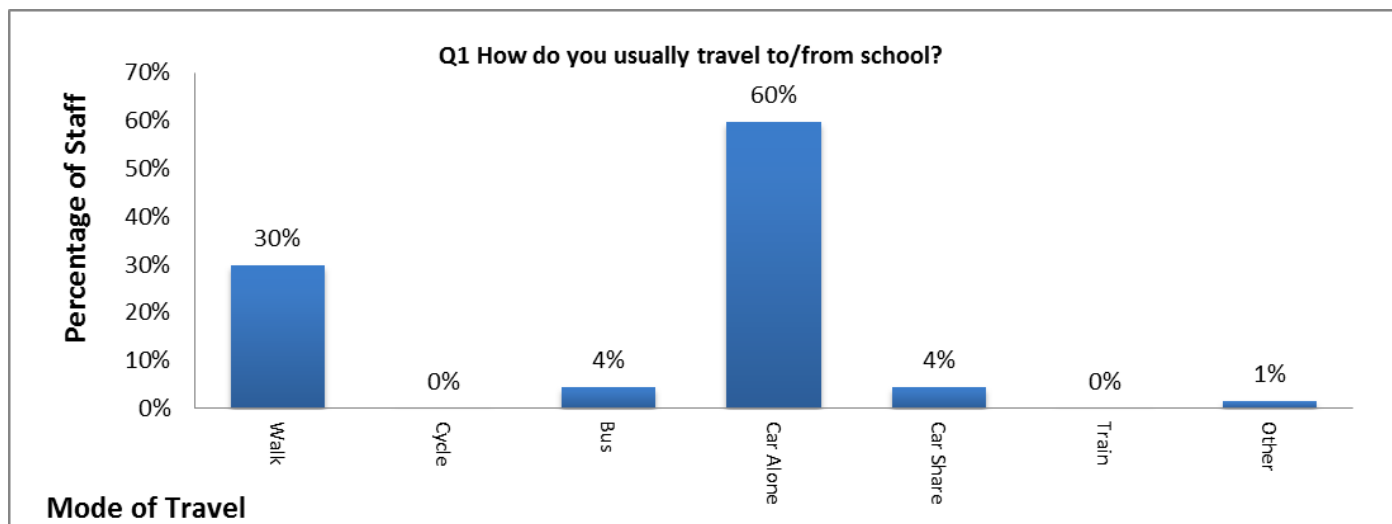
Again, the names of the 28 respondents who are keen to park at a friend's house have been given to the schools to match up with those who have driveways available.

Clearly there are opportunities for more parents to park further away as there is the capacity elsewhere and this is supported by the parking beat surveys commissioned by Hampshire Services, the results of which are in table 4.10 of the Transport Statement. This maybe of particular relevance and benefit as the schools become larger.

## King's Furlong Nursery, Infant & Junior Schools – Staff Survey

Both schools decided to use paper surveys with school staff. Both schools undertook them in May 2015. Out of the 48 members of staff that were surveyed for the Infant school, there were 34 responses which represents an 71% response rate. For the Junior school, there were 33 responses out of a possible 38 (87% response rate).

### Q1 How do you usually travel to/from school?



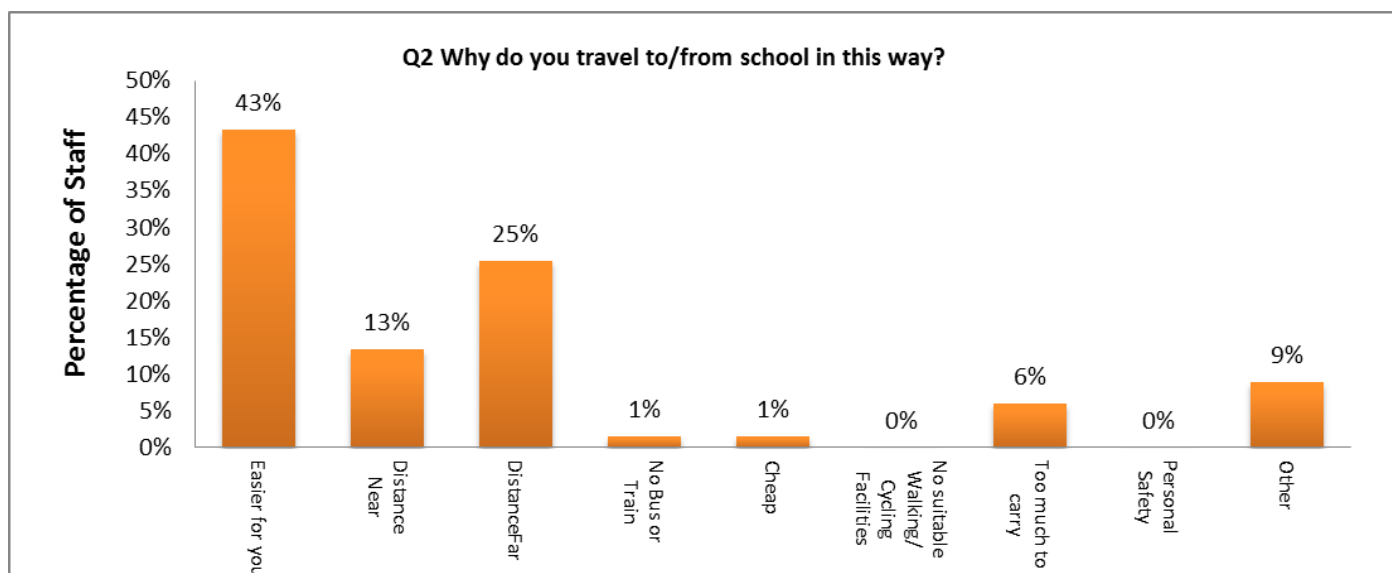
	Walk	Cycle*	Bus	Car Alone	Car Share	Train	Other
Infant Numbers	12	0	2	18	1	0	1
Infant Percentage	35%	0%	6%	53%	3%	0%	3%
Junior Numbers	8	0	1	22	2	0	0
Junior Percentage	24%	0%	3%	67%	6%	0%	0%
<b>Total Numbers</b>	<b>20</b>	<b>0</b>	<b>3</b>	<b>40</b>	<b>3</b>	<b>0</b>	<b>1</b>
<b>Total Percentage</b>	<b>30%</b>	<b>0%</b>	<b>4%</b>	<b>60%</b>	<b>4%</b>	<b>0%</b>	<b>1%</b>

As with most schools, car use is the dominant mode of travel for both schools, particularly with teaching staff. 60% of staff come 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 20), the vast majority are coming from the greater Basingstoke area such as Newnham, Sherborne St John and Kempshott. Whilst it is positive to see a small amount of lift sharing going on, it is disappointing to see that there aren't staff who cycle at either school. Barriers such as a lack of secure cycle storage maybe contributing to this trend. The distance that many staff have to travel can also be a significant factor, though there is a shared pedestrian and cycle path on Winchester Road near the school and transport infrastructure is quite reasonable in the area.

\*The Junior school notes that one member of staff cycles daily though they did not complete the survey.

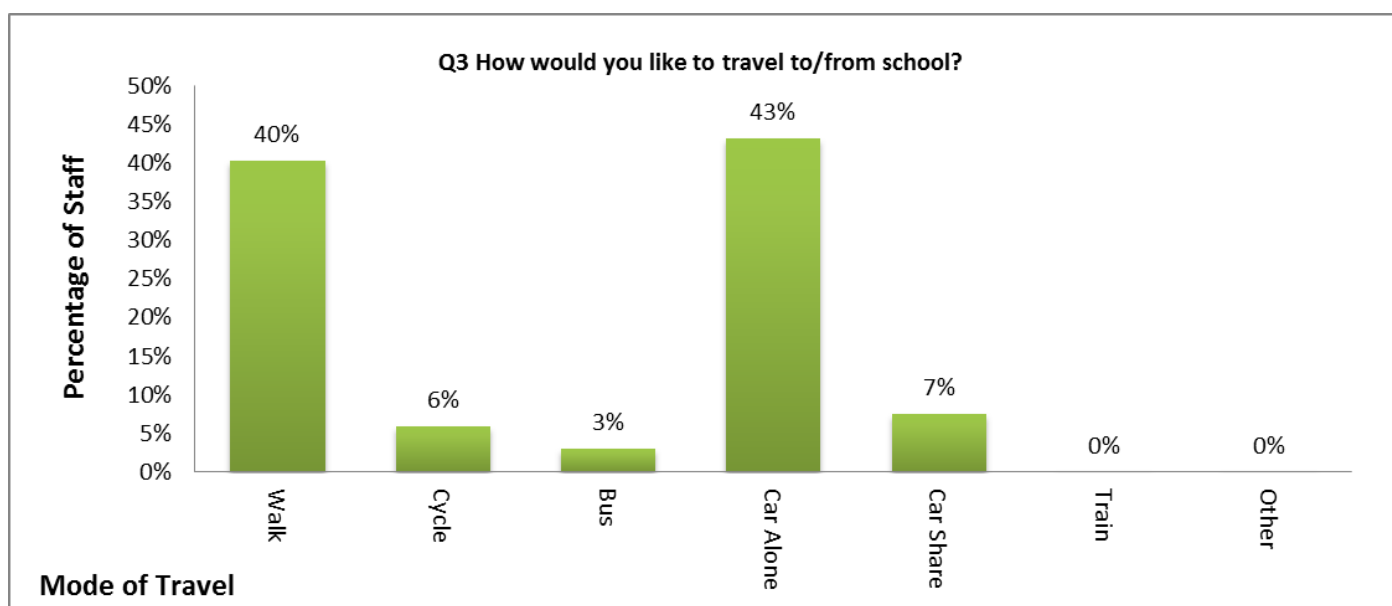
## Q2 Why do you travel to/from school this way?



	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	15	5	8	1	0	0	1	0	4
Infant Percentage	44%	15%	24%	3%	0%	0%	3%	0%	12%
Junior Numbers	14	4	9	0	1	0	3	0	2
Junior Percentage	42%	12%	27%	0%	3%	0%	9%	0%	6%
<b>Total Numbers</b>	<b>29</b>	<b>9</b>	<b>17</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>6</b>
<b>Total Percentage</b>	<b>43%</b>	<b>13%</b>	<b>25%</b>	<b>1%</b>	<b>1%</b>	<b>0%</b>	<b>6%</b>	<b>0%</b>	<b>9%</b>

The reason(s) as to why staff travel in the way that they do are mostly to make for convenience and then distance. Staff have various roles which will draw people from a range of areas and distances. A bigger proportion of staff at the Junior school felt that the amount they have to carry was a bigger issue than at the Infants. The other factors appear to be about the same at both schools.

## 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	16	2	1	13	2	0	0
Infant Percentage	47%	6%	3%	38%	6%	0%	0%
Junior Numbers	11	2	1	16	3	0	0
Junior Percentage	33%	6%	3%	48%	9%	0%	0%
<b>Total Numbers</b>	27	4	2	29	5	0	0
<b>Total Percentage</b>	40%	6%	3%	43%	7%	0%	0%

When staff were asked how they would like to travel to school, there was a mixed response with many more staff wishing to walk, car share and cycle and less wishing to drive. Whilst this may not be a large number, it indicates that there is potential for change which will help with mitigating against the impacts of the expansion.

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

##### Infants:

- Cycle path on Winchester Road
- Better parking facilities. A drop off and pick up circle. Both would prevent people parking on footpaths and could break down the dangerous/erratic traffic
- Improved cycle storage as open to children at play and lunchtimes
- Accessible cycle storage eg car park area
- Put double yellow lines near the crossing on Pakenham Road, as cars often block the view of the road
- Some crossings on the roads on the way to school or traffic calming measures as cars drive very fast and its difficult to have a clear view of the road through all of the parked cars
- Improved lighting near open spaces/park
- Improved footpaths and crossing for school to be more visible (cars etc. parking too close to crossing making it harder to see what's coming forcing pedestrians to step into the road)

##### Juniors:

- Improved footpaths and considered parking by parents dropping off children
- Covered cycle storage
- Sort out Winchester Road underpass flooding issues

#### Q5 Is there anything you dislike about your journey to and from school?

##### Infants:

- Brighton Hill roundabout is very busy at peak times - A30 (2)
- Winchester Road roundabout
- We need some pedestrian crossings
- Dog mess on footpaths (3)
  - around Winchester Road roundabout underpasses
  - from Knights Street park to school
  - Footpath behind Worthing Road Cemetery & Attwood Close
- The Winchester Road roundabout underpasses flood in heavy rain meaning longer detours
- Lack of parking spaces
- Poor lane discipline at Winchester Road roundabout
- Miss the bus sometimes and have trouble when the bus isn't running
- No parking at school (2)
- Parents parking on Upper Chestnut Drive when they shouldn't
- Roadworks (2)
- Traffic

**Juniors:**

- Parking at school is very difficult. Very often get blocked in (7)
  - If visitors park in car park it would help if they left a note of their car if they are required to move
  - Residents complain if you park on the road
- Getting to work and finding nowhere to park
- Not enough parking at school (2)
- Too much traffic from estate to main road.
- Traffic hold ups (2)
- Walking with 60 books to carry is hard work. Would find it easier in a car!

**Q6 Are there any other comments you would like to make about the things that influence the way you travel to school?****Infants:**

- Better parking arrangements (2)
- In my role I often need a car during the day to attend meetings
- Way too much to carry to use public transport and would take too long
- Books for marking are very heavy
- Have to leave at least 15 minutes earlier to find a parking space in Packerham Road. Spaces are at a premium and parents also are parking in the area

**Juniors:**

- I attend a lot of meetings so need to access my own car at various times
- No direct bus route
- I walk when the weather is good

From the responses received, it was generally the practical barriers that prevented people from travelling sustainably e.g. books to carry, the weather, use of car during the day for offsite meetings.

Staff were also given the opportunity to comment during the principal of enlargement drop-in session at school on 12<sup>th</sup> May 2015 and made the following comments:

No of responses	Affected?	Details	Suggestions
4	Yes (4) No (0)	Improve staff parking (2) Traffic (1) Parking (1)	New classrooms part of the main school (2) Translate documents (1) Hi-Viz for children walking (1)

**Anticipated modal split**

The Transport Statement that accompanies the 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. Within this document, the predicted mode split is likely to be similar to that of the 2015 mode split for both schools. Based on this and other surveys, the trip generation can then be predicted / forecasted and this is summarised in Chapter 7. Capacity surveys of the local roads have also been undertaken so as to anticipate whether there is sufficient provision in the local area.

## **Governors' consultation**

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

Both schools sent round an email on 21 January 2016 to the governors with a summary of the aims/objectives, issues highlighted in the surveys, and a list of the key measures identified.

Three responses were received from the Junior school:

1. One governor had concerns about the traffic locally in general but didn't cite any specific issues regarding the school expansion.
2. "I have read the attached and really don't know what to say to improve things. A pedestrian entrance at Lower Chestnut Drive might ease access to school but would also encourage parents to drive down that road to drop off, and surely we want to discourage this? Also if there is pedestrian access we may have the similar problems as we have now, although with 3 pedestrian access points perhaps the problem would be lessened? Not an easy one!"
3. "Interesting reading - I like the idea of families (that live near by) offering their drive for another families car and the two families walking into school together. This is a big task."

There were no governor comments from the Infant school. The comments received support what many of the parents have highlighted in their survey responses in terms of parental parking and pedestrian access issues to 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 both schools.

## **School Landscape Project**

In July and September 2015, both schools engaged with the School Landscape Programme to were undertake a review of their school site and the immediate surroundings, how it is currently used, how they would like it to be designed, and to develop a strategy to developing the school site, taking into account the expansion plans. This was led by Jo Wheeler-Bennett, HCC's Principal Landscape Architect on the Site Strategy team.

The aims and purpose of the workshops were to look at the '*bigger picture*' of the whole joint school environment and the buildings and the grounds for each school, before decisions were made on how the schools might expand. The anticipated outcomes were:-

- A contribution by both schools to the shared thinking around school expansion
- A shared vision for the whole joint school environment
- An enabling framework to inform short and longer term decision-making
- A set of guiding principles for future development of the shared site

Throughout the discussion on access, concerns were highlighted about the lack of staff parking and cars in the car park conflicting with pedestrians trying to access both school offices and walking across the car park in order to do so. Additionally, the sloping site makes creating useable play space problematic and both school offices are difficult to find for visitors and new parents. A lack of waiting shelters was mentioned by the Juniors and the congestion caused at the infants as YR-Y2 all finish at the same time. For the Juniors there were additional issues around the hall being used in order to circulate around the rest of the building and there being no wheelchair access on the second floor. The workshops included pupils, parents, staff and governors from both schools.

## External partners

### Resident's Consultations

#### Principal of Enlargement Consultation

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, the schools initially chose to write to the neighbours they felt would be impacted mostly by their parents. A survey went out on 24<sup>th</sup> April 2015 inviting comment and drop in of session (for staff and parents to attend also) on 12<sup>th</sup> May.

25 responses were received from 149 surveys delivered and from those attending the drop in session. An overview of the respondents is listed below and summary of these responses is included in Appendix 17:

Road Name	No of responses	Affected?	Details	Suggestions
Allen Close	1	Yes (0) No (1)		Turn Allen Close Woodland into carpark
King's Furlong Drive	1	Yes (1) No (0)		Construction traffic to avoid King's Furlong Drive
Longmore Road	1	Yes (0) No (1)		Make sure the enlargement "connects" the schools
Packenham Road	8	Yes (8) No (0)	Traffic (5) Parking (4) Emergency service access (1) Pick-up & drop-off (1) Road safety (1) Extension will overlook gardens/spoil the view (2)	Introduce 20mph speed limit (1) Set up a one-way system (1) Widen King's Furlong Drive (1)
Portacre Rise	4	Yes (4) No (0)	Traffic (2) Parking (2) Staff parking (1) Portacre Rise unable to cope with extra traffic (1)	Introduce a turning circle (1)
Upper Chestnut Drive	1	Yes (1) No (0)	Traffic (1) Parking (1)	
Not specified – email response	9	Yes (9) No (0)	Traffic (8) Parking (7) Travel (1)	
Staff responses from drop-in	4	Yes (4) No (0)	Improve staff parking (2) Traffic (1) Parking (1)	New classrooms part of the main school (2) Translate documents (1) Hi-Viz for children walking (1)

#### Pre-Planning Consultation

In addition, in preparation for the pre-application consultation, letters were sent to residents in the most likely affected roads (above the statutory 50m radius of the school), inviting them to a consultation event on 14<sup>th</sup> December 2015 whereby residents could listen to the proposals and share their views and concerns on the building and the wider impacts. Therefore a number of officers were available at the event and survey forms were provided for residents and parents to formalise their thoughts on the impact of the school journey on the local environment. Three officially responded.

A summary of those responses follows:

Stakeholder	No. of responses
Parent/Guardian	0
Pupil	0
Resident	6
School Governor	0
Staff	0
Other (see section on Councillors)	1

Home location	No.
Upper Chestnut Drive (UCD)	2 (same resident twice – repeated comments noted once)
Lower Chestnut Drive (LCD)	4
King's Furlong Drive (KFD)	1

Issue/comment	No.
Parking on double yellow lines/pavements/blocking driveways/preventing emergency access on UCD and surrounding roads	4
Traffic on UCD outside school hours for breakfast/after school clubs	2
Increased traffic on LCD due to relocation of staff car park	3
Use of car park by school and management of the gate	2
Pedestrian safety with introduction of a pedestrian access on LCD	4
Rude and abusive parents	3
Impact on the environment (litter, traffic, pollution, slow worms, condition of LCD road surface) due to building works traffic on LCD	4
Financial impact on housing prices through the introduction of through traffic to LCD.	2
Impact on residents/visitors of the introduction of parking restrictions on LCD	4
Maintenance of school site security depending on type of barrier proposed for access to school car park	4
Lack of enforcement of parking restrictions locally	3

Suggestion	No.
Convert grass verges in Portacre Rise to provide additional parent parking	3
Residents parking only on LCD instead of time restrictions	3
Extend the proposed double yellow lines on the corners of LCD/Portacre Rise up to the junction with Winchester Road	4
Move the car park to the other end of the school field with access from King's Furlong Drive	4
Maintain existing traffic access from UCD	2
Review of the local road infrastructure with turning area within the school grounds on LCD	1
Improve traffic/parking situation on Winchester Road/KFD	1

As was expected, the issues were mainly regarding existing parking and congestion issues, and the implications for children's safety with additional parking and congestion issues through the opening up of an existing emergency access point for use as an additional staff car park / pedestrian entrance on Lower Chestnut Drive.

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 entrances for convenience, rather than utilise the wider parking available in the area. Based on the responses above and anecdotal evidence, this has resulted in some traffic and parking issues for both residents and parents. This has also caused safety concerns for those parents and children who are choosing to walk or scoot to school, particularly on Portacre Rise, Pakenham Road King's Furlong Drive where children are crossing the road to access the school.

## Councillors

Much of the direct consultation with local councillors (Cllr Jack Cousens, Cllr Michael Westbrook) has happened through Children's Services and Property Services in relation to the wider expansion, not just traffic issues.

The councillors were positive about:

- the introduction of bollards and railings on King's Furlong Drive - both
- the installation of a pedestrian refuge on Winchester Road (being considered as part of a different HCC major works scheme and not as part of the school expansion) - both
- the narrowing of the bell mouth on Lower Chestnut Drive (proposed by Cllr Kriss Conor under a separate minor works scheme) - Cllr Cousens
- an improved crossing on Pakenham Road to encourage safe crossing for the Park & Stride plan - Cllr Westbrook

The councillors highlighted as areas of concern:

- to only have a vehicular entrance on Lower Chestnut Drive and no pedestrian access in order to keep pedestrians away from cars as much as possible and to discourage parents from blocking driveways and parking on restriction markings as currently happens in Upper Chestnut Drive- both.
- there are eight driveway entrances in Lower Chestnut Drive compared to only five in Upper Chestnut Drive and a pedestrian entrance on this road would encourage parents to drive and drop off there as they do on Upper Chestnut Drive at present - Cllr Westbrook
- the type of gate/barrier to be used for access to the car park and that cars can wait off the highway for entry, not blocking the turning head - Cllr Cousens

Both councillors were keen to mitigate the impact of the newly located car park on residents. Suggestions Cllr Cousens made to address parent parking were:

- to encourage walking/cycling/ scooting to school – School Travel Plan (STP) Actions: both schools have signed up to Living Streets Walk Once a Week initiative where the children earn badges for travelling sustainably. There is also a park and stride map which has been circulated to all parents and appears on the Junior school website. This is being amended to take into account additional car parking in the area through comments at the pre-planning drop in session and parking beat survey information
- repeating the "Beat The Street" programme which ran recently in Popley – STP advises that this was run by public health and that they have now moved onto other towns so it is unlikely to repeat in the Basingstoke area
- walking buses from local landmarks such as Morrisons & The King's Furlong Centre – STP agree that these are a good idea but they take a considerable number of parent volunteers to run them and only three people volunteers, all from the infant school, which is not enough to run a successful bus several days a week. This is why we have pursued park and stride as an initiative as the parents maintain responsibility for their own children
- lollipop crossings in Winchester Road, Worting Road, Portacre Rise and Pakenham Road – an SCP audit was carried out in December 2015 on Winchester Road but not found to be justified as not enough people were crossing there. The STP team cannot guarantee a SCP officer as all available sites are full at present and, even if justified, the SCP would go on a waiting list for another site to be decommissioned. Instead, the STP team are pushing for a pedestrian refuge to be installed on the Winchester Road (as part of a major scheme on the Winchester Roundabout) and note that the signage has been improved on the Worting Road roundabout by Morrisons & B&M Stores which should improve pedestrian safety if crossing at the pedestrian refuge at this point (see Appendix 23).

Suggestions Cllr Westbrook made to address parent parking were:

- Parents to be discouraged from driving and dropping off on Lower Chestnut Drive and to be encouraged to park further away and walk to school as per the Park and Stride scheme already in place.

## **BDBC Parking Office / Police Community Support Officers (PCSOs)**

As part of the development of the travel plans for the King's Furlong schools, views and support were sought from Basingstoke and Deane Borough Council (BDBC)'s Parking Enforcement Office and the local Police about any known parking issues. Both were aware of the parking issues in the local area and were keen to work with the schools and residents to improve the situation for all. However, it was stressed that, at present, only parking wardens can actually issue tickets for cars parking illegally and there are only 3 parking wardens for 80 schools in Basingstoke and these wardens operate on a strictly rotational basis.

Both schools have already promoted HCC's Parkwise leaflet through a joint school's letter raising the issue of poor parking which, in September 2015, prevented an emergency vehicle reaching its desired location close to the school. Additionally a letter was sent out by both schools which was written by Hampshire Constabulary reminding parents about not parking near the school entrance or on double yellow lines or dropped kerbs (see Appendix 19).

Both schools could also consider initiating an e-bulletin to residents so as to notify them of any ad hoc whole school events, should there be any parking issues. As the schools grow, they will also review the need to roll out a Parking Promise initiative whereby parents sign up to safe and respectful parking/driving behaviour.

It is also possible to try and request particular times to visit the site, though it is acknowledged that the Enforcement Officers do need to cover a wide area (i.e. the borough) so they are unable to attend as frequently as they would like.

## **Summary of Consultation**

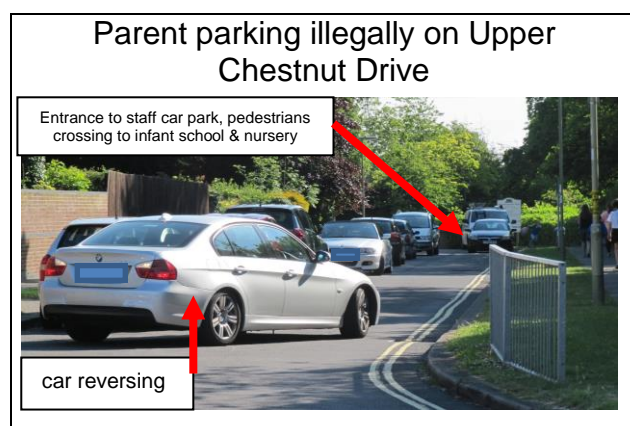
Taking into account the comments from all of those who responded, there were clearly a wide range of issues, but across all stakeholders there were a number of issues that were consistently raised by all:

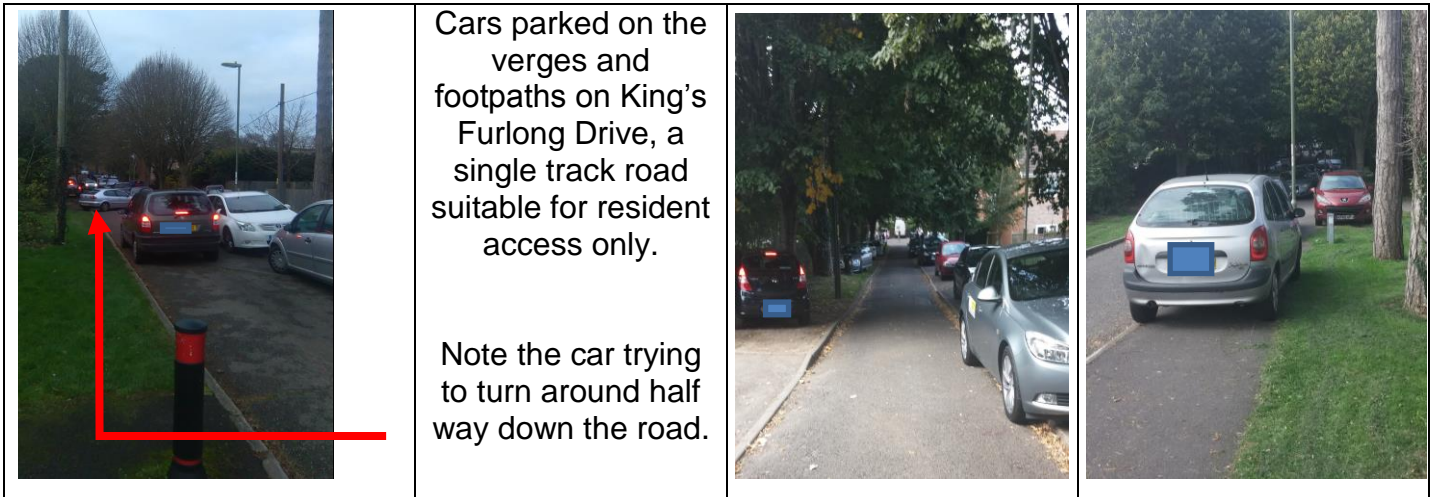
- Congestion/parking/driver behaviour

By far the greatest issue raised by all stakeholders was around the amount of traffic, congestion and the parking issues generated by parents travelling to and from the school. This seemed to occur mainly in Upper Chestnut Drive, Portacre Rise, Pakenham Road and King's Furlong Drive and for a number of reasons.

Access to the current staff car park and for all deliveries is via Upper Chestnut Drive. A small section of this road has no parking restriction either meaning parents can legally drop their children here. There is also pedestrian access for both schools on this road which makes it attractive to parents to drop off and pick up here. The issue is heightened due to the nature of the road i.e. a dead end with turning head and a small number of driveways which residents need to access.

Parents are therefore parking on pavements, which in turn reduces the pavement width for pedestrians as well as displacing kerb stones, and many parents are using the turning head to exit Upper Chestnut Drive, which is immediately next to the pavements being used by parents and children coming out of the infant school and nursery pedestrian gate.





King's Furlong Drive is a single track resident's access road which becomes a pedestrian footpath after the turning head half way up. It is located near to the two pedestrian entrances on the east of the school site. There are no traffic regulation orders in place on this road and so parents (and some residents) therefore park, without risk of a parking ticket, by mounting the kerbs, sometimes fully on the pedestrian footpath to the right (east). This causes pedestrians to be forced into the road or onto the muddy verges. The police could ticket these cars for causing an obstruction.

Police presence and enforcement is rarely observed in the area and not to the frequency that the community would like to see.

- Crossing points/footpaths

The second most important issue, raised by parents rather than residents, was the state of footpaths locally and crossing roads in the vicinity of the school. In particular, Winchester Road and Worting Road as they are deemed to be busy with fast flowing traffic. The pedestrian crossing point on Pakenham Road and the wide bell mouths on Upper and Lower Chestnut Drives were also cited as being difficult to negotiate for pedestrians as well as the state of the footpaths locally which are, in places, cracked and narrow.



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

## Section 5 - 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><b>Walking</b> To maintain pupils choosing to walk to school</p> <p>Infants: Increase am walking levels from 63% to 66% by Sept 2019</p> <p>Junior: Maintain am walking levels at 62% by Sept 2019</p> <p>(Baseline: STP surveys, May 2015)</p>	<p><b>Both:</b> Continue to promote initiatives such as Walk to School Week (annually in <b>May</b>) and International Walking Month (annually in <b>Oct</b>) on an annual basis</p>	Medium	<p>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. <b>April 2016 and annually thereafter</b></p>	School Travel Champion	Feb 2017
			<p>Promote the initiative to pupils in assemblies with the help of the School Council. <b>April &amp; May 2016 and annually thereafter</b></p>	Headteachers / School Council / JRSOs	Feb 2017
			<p>Promote the initiative to parents via newsletters. <b>April &amp; May 2016 and annually thereafter</b></p>	Admin Officer/Newsletter editor	Feb 2017
		<p><b>Both:</b> 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. <b>September 2016 and annually</b></p>	High	<p>Contact HCC's School Travel Planning Team for a parent pack to be made available to parents at induction events June 2016</p>	Headteachers
	<p>Review information currently provided on website to inform parents as to how they may travel to school sustainably July 2016</p>	Website editor/School Travel Champion		October 2016	

<p><b><u>Car Alone</u></b> Decrease am car alone from 24% (infants) to 18% and from 28% (juniors) to 23% by Sept 2019</p> <p>Decrease to 16% (infants) and 21% (juniors) by Sept 2021</p> <p><b><u>Park&amp; Stride</u></b> Increase am Park &amp; Stride from 2% to 4% (infants) and from 1% to 4% (juniors) by Sept 2019</p> <p>Increase to 5% (infants) and 6% (juniors) by Sept 2021</p> <p>(Baseline: STP surveys, May 2015)</p>	<p><b>Both:</b> Consider setting up a Walking Bus* from The King of Wessex Pub and/or Wessex Christian Fellowship, Wessex Close and/or B&amp;M/Morrisons car park off Worting Road, depending on future numbers of pupils to make it viable and number of volunteers available. <b>Sept 2019.</b> Review on an annual basis in line with new intake.</p>	Medium	View data for new intake with HCC's School Travel Planning Team to ascertain how many pupils live beyond a mile walking distance of the school <b>June 2018</b>	School Travel Champion	March 2019
			Send out a request for expression of interest to parents through school newsletters to investigate interest in a walking bus and potential volunteers <b>Oct 2018</b>	School Travel Champion	March 2019
			If significant numbers identify options for a walking bus route to enable parents to drop off away from the school. <b>Nov 2018</b>	School Travel Champion	March 2019
			If applicable, request advice on setting up a walking bus. <b>Feb 2019</b>	School Travel Champion	March 2019
			Recruit and train volunteers to help run the Walking Bus. <b>April 2019</b>	HCC's STP team	November 2019
			Publicise via newsletter the first route due to operate, reminding parents & pupils about procedures. <b>May 2019</b>	School Travel Champion / Walking Bus Coordinator	November 2019
			Organise launch date of walking bus either on first day or after trialling the initiative for a week <b>May 2019</b>	Walking bus Co-ordinator & Head teacher	November 2019
			Publicise the initiative to parents and pupils via newsletters and assemblies. <b>Sept 2019</b>	Head teachers/Admin Officer	November 2019

<p><b>Both:</b> Seek out potential car parks for “Park and Stride” and promote to parents <b>September 2016</b></p>	High	Write to managers at The King of Wessex Pub, Wessex Christian Fellowship, B&Q, Salvation Army, B&M and Morrison’s to ask for permission to promote their car parks <b>Feb 2016</b>	School Travel Champion	November 2017
		Produce materials to advertise sites and where appropriate, check it by car park owner. <b>April 2016</b>	School Travel Champion / School Travel Planning Team	November 2017
		Publicise the initiative to parents and pupils via newsletters and assemblies. <b>June 2016 and termly thereafter</b>	School Travel Champion	November 2017
<p><b>Both:</b> Reduce the amount of dogs’ mess by working with the Dog Warden at BDBC <a href="http://www.basingstoke.gov.uk/browse/community-and-living/street-care-and-cleaning/dogs/">http://www.basingstoke.gov.uk/browse/community-and-living/street-care-and-cleaning/dogs/</a> <b>Sept 2016</b></p>	Medium	Contact BDBC’s Dog Warden to look ways to encourage dog owners to be responsible and doing a campaign within the schools e.g. posters. Look to promote environmental awareness in the classroom and in assemblies <b>July 2017</b>	School Travel Champion / BDBC	November 2017
<p><b>Both:</b> Where vegetation and bushes are obstructing footpaths or reducing the width, report to the County Council** <b>July 2017 and annually</b></p>	Medium	Undertake audit of local roads and check of any maintenance issues – consider working with School Council or linking to the curriculum <b>May 2017</b>	School Travel Champion / School Travel Planning Team/ School Council lead	November 2016
		Advise parents of website link** on HCC’s website to report issues through newsletter <b>September 2016 and termly</b>	School Travel Champion / Admin Officer	November 2016

			Inform parents of Keep Britain Tidy app to report various issues on local routes <b>Oct 2016</b>	School Travel Champion	November 2017
	<p><b>Both:</b> Investigate possible sites for School Crossing Patrols on: Winchester Road. <b>Complete: November 2015</b></p> <p><b>Both:</b> When numbers increase, investigate possibility of School Crossing Patrol on Worting Road near Morrison's. <b>November 2017</b></p>	Medium	Where additional School Crossing Patrols appear to be needed, complete forms to request a survey to be undertaken <b>Complete for Winchester Road, Sept 2015</b> <b>Request for others, Sept 2017</b>	School Travel Champion	March 2018
			Review pupils numbers as to whether a School Crossing Patrol maybe justified <b>June 2017 and annually</b>	School Travel Champions	March 2018
	<b>Both:</b> Improve access points to the schools' site so as to improve safety and congestion on school site. <b>December 2017</b>	High	Include improved segregation between vehicles and pedestrians on the school site. <b>December 2017</b>	HCC's Property Services	March 2018
	<p><b>Both:</b> Improve condition of paving on footpaths near the school site. <b>September 2016</b> and ongoing, and subject to funding.</p>	Medium	Operation Resilience works completed Nov/Dec 2015 which involved the footpath leading from Hardy Lane to the Blue Bridge. See Appendix 23 for details. <b>Completed Nov/Dec 2015</b>	HCC's Strategic Transport Team	March 2018
			Advise parents of website link** on HCC's website to report issues through newsletter <b>September 2016 and termly</b>	School Travel Champion / Admin Officer	November 2016

	<b>Both:</b> Investigate responsibility for maintenance of underpasses, and if any improvements can be made. <b>October 2017</b>	Low	Make contact with relevant departments from HCC and BDBC. <b>July 2017</b>	HCC's School Travel Planning Team	November 2017
			Major schemes on Winchester roundabout planned for 2018 including improvements to drainage and underpasses. Feedback outcomes to Headteachers. <b>Sept 2018</b>	HCC's School Travel Planning Team	November 2018
	<b>Both:</b> Consider offering children who walk, hi-viz accessories/clothing – perhaps through a Road Safety shop at the schools. <b>November 2016</b>	Medium	Begin to make items available to pupils and parents. <b>September / October 2016</b>	School Travel Champions / JRSOs	March 2017
	<b>Both:</b> Discuss with HCC any planned improvements to pedestrian safety in the locality of the schools. <b>September 2016</b> and ongoing	Medium	Improvements to pedestrian safety through the addition of bollards on King's Furlong Drive and the proposed addition of timber fencing. <b>September 2017</b> (See Appendix 23)	School Travel Champions / Headteachers / HCC's Engineering Consultancy	September 2018
			Major works scheme on Winchester Road roundabout and local residents have been pressing for a pedestrian refuge. Feasibility study done but refuge subject to funding. <b>September 2017</b> (See Appendix 23)	School Travel Champions / Headteachers / HCC's Major Works Schemes	September 2018
			Investigate improvements to pedestrian crossing point on Pakenham Road, narrowing of bell mouths on Upper and Lower Chestnut Drives and addition of bollards to prevent pavement parking on Upper	HCC's School Travel Planning Team / HCC's Engineering Consultancy	November 2017

			Chestnut Drive. All would be subject to planning permission and funding. Feasibility study initiated by Cllr Connor. Add to district statement <b>September 2017</b>		
	<b>Both:</b> Sign up to Living Streets WoW (Walk once a Week) initiative. <b>July 2016</b>	High	Schools sign up to the WoW initiative, link SIMS to the LS Travel Tracker software and hold a launch assembly for the school. Teachers to log daily pupil travel to school. Updates to be discussed to see improvements in walking rates. <b>July 2016</b>	School Travel Champions / Living Streets Officer	September 2017

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

\*\* Link to the County Council's maintenance web form - <http://www.hants.gov.uk/index/transport/roadproblems.htm>

**Objective 2): Encourage and enable more pupils who have bicycles or scooters to consider cycling/scootering 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><b>All:</b> Increase pupils choosing to scoot or cycle to school on a regular basis:</p> <p><b>Infants:</b> Scooting up from 3% to 6% by July 2019 and to 8% in 5 years. Cycling maintain at 1%</p> <p><b>Junior:</b> Scooting up from 1% to 3% by July 2019 and to 5% in 5 years Cycling from 3% to 6% by July 2019 and to 8% in 5 years</p> <p>(Baseline – STP surveys, May 2015)</p>	<p><b>Both:</b> Provide scooter storage and cycle storage as part of expansion and where possible, ensure there is adequate provision from the front and back of the school <b>Jan 2018</b></p>	High	Identify the number of scooter/cycle spaces required by revised draft parking standards and provide appropriate storage <b>March 2018</b>	HCC's Property Services	March 2018
			Install as part of the build <b>Sept 2018</b>	HCC's Property Services	March 2019
	<p><b>Junior:</b> Provide basic cycle training on the playground as part of the PE curriculum, or after school activity, for pupils aged 8 and upwards. <b>March 2017</b></p>	Medium	Make contact with HCC's School Travel Planning Team to find out more about the Local Sustainable Transport Fund project and how to access Bikeability Training Course level 1. <b>June 2016</b>	School Travel Champions /PE Co-ordinator	November 2016
			Contact provider to arrange training <b>July 2016</b>	HCC's STP team	November 2016
	<p><b>Junior:</b> Provide Bikeability training for juniors Level 2, and where appropriate, Level 3, for pupils aged 10 years and up. <b>June 2016 and annually</b></p>	Medium	When pupils are at junior age, contact HCC's Road Safety Team for information on Bikeability Level 2 and 3 <b>Complete in 2015. Repeat in 2016 and annually</b>	Headteacher / School Travel Champions	March 2018
	<p><b>Infants:</b> Provide scooter training for children subject to funding. <b>June 2016</b></p>	Medium	Contact HCC's STP team for information, and if appropriate, book training. <b>Sept 2016</b>	School Travel Champions / Relevant class teachers	March 2017

	<b>Both:</b> Consider participating in HCC's Scooter challenge. (Date to be agreed by HCC's STP team subject to funding) <b>April 2016</b>	Low	Contact HCC's STP team for information and, if appropriate, register <b>May 2016</b>	School Travel Champion / Headteachers	November 2016
	<b>Both:</b> Promote use of safety clothing and cycle helmets <b>June 2017</b>	Medium	Discuss with School Council ways of encouraging pupils who cycle to wear fluorescent clothing and helmets. <b>October 2016</b> onwards.	STP Working Group/School Council	November 2017
Contact HCC's STP team re. accessories and helmets available for pupils <b>Nov 2017</b>			School Travel Champion	November 2018	
	<b>Both:</b> 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 <b>July 2018</b>	Medium	Contact HCC School Travel Planning team for a cycle routes map. <b>October 2017</b>	STP Working Group/School Council	November 2017
Make contact with HCC's School Travel Planning Team to find out more how to access Doctor Bike sessions and possible funding for it, <b>October 2017</b>			School Travel Champion / HCC's STP team	November 2017	
Contact the local Police re cycle coding/wrapping <b>November 2017</b>			School Travel Champion / BDBC / Police	November 2017	
	<b>Both:</b> Consider participating in The Big Pedal (April 2016) and holding a Bikers' / Scooting Breakfast as a reward for those cycling to school on a termly basis. July 2016	Low	Request information from HCC on The Big Pedal (16-29 April 2016, <a href="http://bigpedal.org.uk/">http://bigpedal.org.uk/</a> ) guidance on setting up Bikers Breakfast. <b>Sept 2017</b>	School Travel Champion / HCC's School Travel Planning Team	March 2018
Discuss idea with School Council or JRSOs. <b>October 2017</b>			School Council / JRSO leader	March 2018	
If idea is supported, discuss timescales and practicalities of arranging. <b>January 2017</b>			School Council Leader / School Travel Champion	March 2018	

	<b>Both:</b> Support cycle routes in the King's Furlong area to link with the school as and when they are viable. <b>Ongoing</b>	Medium	Support Basingstoke and Deane Borough Council's cycle strategy and work with them to look at routes that will benefit the school. <b>Ongoing</b>	BDBC Transport Planning	March 2019
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**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><b>Both:</b> Make car sharing available to all those who would like to by <b>November 2017</b></p> <p><b>Car sharing</b> Increase am car sharing from 1% to 2% (infants) and from 4% to 5% (juniors)</p> <p>(Baseline: STP surveys, May 2015)</p>	<p><b>Both:</b> Provide the relevant information for those wishing to car share <b>September 2017 and annually</b></p>	Low	Contact the School Travel Planning Team for a postcode location map to look at potential. <b>September 2016</b> and annually	School Travel Champion	March 2018
			If there appears to be potential, ask in the school newsletter or full survey parents asking if they are interested in car sharing. Full survey – <b>May 2015 – complete</b> . Then match up information to aid sharing between families. <b>Repeat as and when appropriate</b> .		
			Contact the School Travel Planning Team for Corporate guidance on enabling car sharing. <b>November 2016 onwards</b>		March 2018

**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><b>Both:</b> Ensure that 100% of pupils are taught Road Safety by July 2017 and each year after.</p> <p>Ensure that the one accident record at pick up and drop off times, involving pupils, is maintained or reduced to zero by September 2017 and beyond</p>	<p><b>Infant:</b> Consider incorporating Road Safety pedestrian training into the curriculum if not already done so. <b>May 2017</b></p>	Medium	Contact the Road Safety Team for information on Pedestrian Training via Streets Ahead programme <b>July 2016</b>	Headteachers	November 2017
			If interested, include article within newsletter requesting volunteers <b>September 2016</b>	Headteachers/ Admin Officer	November 2017
			If interested and volunteers are available, register volunteers for training. <b>October 2016</b>	Headteachers	November 2017
	<p><b>Junior:</b> Continue to take part in the Junior Road Safety Officer (JRSO) scheme to promote road safety messages <b>July 2016 and annually thereafter</b></p>	High	Appoint new Yr5 rep <b>July 2016 and annually thereafter</b>	JRSO Coordinator	November 2016
			Attend JRSO Conference <b>November 2016 and annually thereafter</b>	JRSO Coordinator and Yr 5 pupil	November 2016
			Work with JRSOs to implement some of the initiatives identified in the action plan <b>April 2016</b>	JRSO Coordinator and School Travel Champion	November 2016
	<p><b>Both:</b> Consider signing up to the Parents' Parking Promise initiative to ensure safe, considerate and sensible parking when using school drop off facilities and when parking nearby. <b>Complete Sept 2015</b></p>	High	Distribute Park Wise leaflets to all parents along with Parking Promise form. <b>Sept 2015 – complete</b> (consider repeating)	Headteachers and Admin	March 2018
			If appropriate and interest, ask parents to sign Park Wise Pledge and to display Park Wise stickers in cars <b>July 2017</b>	Admin	
			Review progress and invite in PCSO (and perhaps Parking Enforcement Officer) to look at opportunities to bring greater awareness to parking issues. <b>March 2017</b>	School Travel Champion	July 2017

	<b>Both:</b> Contact HCC's Road Safety Team regarding a parking banner outside of the school. <b>July 2017</b>	Medium	Contact HCC's Road Safety Team for further information <b>July 2017</b>	School Travel Champion	November 2017
	<b>Both:</b> Review curriculum to identify gaps and opportunities to increase road safety education within the curriculum <b>July 2017</b>	Medium	Work with class teachers to look at what coverage there is for road safety education and any gaps that there maybe. See <a href="http://myjourneyhampshire.com/schools/primary-schools-curriculum-materials">http://myjourneyhampshire.com/schools/primary-schools-curriculum-materials</a> for more information. <b>March 2017</b>	Headteachers	November 2017
Where there gaps, contact HCC's Road Safety Team for suggested materials/activities to support curriculum <b>June 2017</b>			Headteachers / Class teachers	November 2017	
	<b>Both:</b> Work with local enforcement agencies to ensure parents park safely and sensibly. Where appropriate, consider further signs and lines. <b>October 2016</b>	High	Arrange to meet with local PCSO and BDBC Parking Enforcement Officer to discuss approach to parking issues and concerns, <b>May 2017</b>	Headteachers / 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. <b>Sept 2015 and ongoing</b>			Headteachers / Governing Body	November 2017	
Consider yellow lines or resident parking on Lower Chestnut Drive <b>Sept 2017</b>			HCC's Property Services / Engineering Consultancy	November 2017	
	<b>Both:</b> Reduce the congestion around key roads e.g. Upper/Lower Chestnut Drive, Portacre Rise, Pakenham Road and King's Furlong Drive, by distributing parking around the wider area. <b>September 2016 and ongoing</b>	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. <b>November 2016 and ongoing</b>	School Travel Champion / Headteachers/ HCC's School Travel Planning Team	November 2017

**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
<p><b>Both:</b> Ensure that 100% of pupils and parents are aware of the School Travel Plan and its objectives and their role in supporting them by November 2017 and onwards to keep all new pupils and parents informed and involved on an annual basis</p>	<p><b>Both:</b> Promote the travel plan to the whole school community by <b>July 2017</b></p>	<p>High</p>	<p>Include a termly item on the school travel plan and its progress in newsletters sent to parents. <b>April 2017</b> onwards</p>	<p>School Admin Officer/ School Travel Champion</p>	<p>March 2018</p>
	<p><b>Both:</b> Consider ways in which to include in the curriculum work on sustainable travel linking in with the Healthy Schools and other related work. <b>January 2017</b></p>	<p>Medium</p>	<p>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 HCC for information, transition project for Y2 children moving to the junior school (completed July 2015). <b>January 2017</b></p>	<p>Headteachers/ Teaching Staff</p>	<p>March 2018</p>
	<p><b>Both:</b> Include the School Travel Plan into the School Improvement Plan. <b>July 2017</b></p>	<p>High</p>	<p>Discuss the travel plan’s integration within the School Improvement Plan with governing body. <b>October 2016</b></p>	<p>Headteachers</p>	<p>March 2017</p>
	<p><b>Both:</b> Communicate development of school site and travel matters with local community <b>December 2018</b></p>	<p>Medium</p>	<p>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. <b>Oct 2016</b></p>	<p>Headteachers / School Travel Champion</p>	<p>March 2017</p>
			<p>Update travel plan and implement recommendations. <b>November 2016</b></p>	<p>Headteachers / School Travel Champion</p>	<p>March 2017</p>

<p><b>Both:</b> Consider providing a short article to a local residents' newsletter on the travel plan and activities that the schools are undertaking. Sept/Oct 2016</p>	<p>Medium</p>	<p>Work with the local residents / councillors to draft an article to submit to editor. <b>July 2016</b></p>	<p>Headteachers/ local councillors / residents</p>	<p>March 2017</p>
<p><b>Both:</b> Sign up to the Modeshift STARS sustainable travel initiative.</p>	<p>High</p>	<p>Select a school travel champion (<b>complete Sept 15</b>) to be trained up on using the STARS software (<b>complete Dec 15</b>) and to log the school's travel initiatives online.</p>	<p>School Travel Champion / HCC's School Travel Planning Team</p>	<p>July 2016</p>
	<p>Medium</p>	<p>Work to achieve - Bronze level STARS by <b>July 2016</b> - Silver level STARS by <b>July 2018</b> - Gold level STARS by <b>July 2021</b></p>	<p>School Travel Champion / HCC's School Travel Planning Team</p>	<p>July 2018</p>
	<p>Medium</p>	<p>Upload each level travel plan onto the school website(s) when level achieved and promote to parents <b>July 2018</b></p>	<p>School Travel Champion / HCC's School Travel Planning Team</p>	<p>July 2018</p>

**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><b>Both:</b> Ensure that staff car alone use is reduced to a minimum level by <b>January 2019</b></p> <p>Increase staff cycle use from 0% to 1% by January 2019 and to 2% by <b>January 2021</b></p>	<p><b>Both:</b> Encourage and enable staff to car share <b>September 2016 and ongoing</b></p>	High	Provide maps to staff, at staff meetings of approximate staff home locations <b>July 2016 onwards</b>	Headteachers	November 2017
			Inform staff of the car sharing websites available. <b>July 2016 onwards</b>	Headteachers	November 2017
			Consider providing Priority Car Park Bays for staff who car share. <b>September 2017</b>	School Travel Champion	December 2017
	<p><b>Both:</b> 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 website (<a href="http://www.myjourneyhampshire.com">www.myjourneyhampshire.com</a>) by <b>September 2017</b></p>	Medium	Request maps and timetables from HCC's STP team <b>By March 2017</b>	School Travel Champion	November 2017
			Create into a pack and make staff aware of info <b>Jun 2017</b> Inform staff of the intranet page: <a href="http://intranet.hants.gov.uk/employeeeloans.htm">http://intranet.hants.gov.uk/employeeeloans.htm</a>	School Admin Officer	November 2017
	<p><b>Both:</b> 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 (May 2016). <b>April 2017</b></p>	Medium	Contact Hampshire's School Travel Planning Team for opportunities to become involved in promotional workplace travel opportunities. Also check <a href="http://www.myjourneyhampshire.com">www.myjourneyhampshire.com</a> <b>October 2017</b>	School Travel Champion	March 2018
<p><b>Both:</b> Provide cycle storage for staff bikes. <b>September 2017</b></p>	Medium	As part of expansion, include sufficient cycle storage for staff <b>September 2017</b>	HCC's Property Services	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 Office

## **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 **May 2019** by the School Champions and working group from both schools. The next full review will be carried out in **September 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 **February 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 at both schools. 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. In addition, the schools will perform a "hands up" travel survey annually for children and staff and log this information on the Modeshift STARS system in order to log travel trends. 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 for both schools 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 **King's Furlong Infant School & Nursery and King's Furlong Junior School**, are endorsed by the Headteachers 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: E. J. Wyatt  
Headteacher (King's Furlong Infant School & Nursery)

Date: 9/2/16

Signed: C.A. Wallace  
Chair of Governors (King's Furlong Infant School & Nursery)

Date: 9.2.2016

Signed: C. Applegate  
Headteacher (King's Furlong Junior School)

Date: 02/02/2016

Signed: W. Atwell  
Chair of Governors (King's Furlong Junior School)

Date: 02/02/2016