



Design & Access Statement

E04759

APPENDIX L

Travel Plan

**Hampshire County Council's
Travel Planning Team**



**Full School Travel Plan for the
Ranikhet Academy Primary School
Spey Road
Reading
RG30 4ED**

January 2021

Main Document

This travel plan has been commissioned by Reading Borough Council and written by Hampshire County Council along with the Working Group at the school to support the submission of a planning application for the demolition of the existing school buildings and the replacement building of a two-form entry primary school. Support has been provided by the school and Reading Borough Council in its preparation. This travel plan should be read in conjunction with the Transport Statement being prepared by the Hampshire County Council Strategic Transport Team.

Ranikhet Academy Primary School DfE number: 870/2025

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Section 1 - School Background

Ranikhet Academy Primary School is located on Spey Road in Tilehurst, Reading. Spey Road is bordered by Dee Road to the southeast and Tay Road to the southwest and lies within Reading Borough Council boundaries. Ranikhet Academy Primary School are part of the REAch2 Academy Trust, who are the admissions authority for the school.

The original school buildings were opened in November 1970 and are due to be demolished and replaced with a new purpose built two form entry building plus a 26-place nursery and is due to open Spring 2023 with a published admission number (PAN) of 60, accommodating 420 pupils. Demolition of the original school buildings will commence in the Spring 2023, with a view to all external works being completed by Summer 2023. The children's centre which is currently onsite will relocate to a new location.

The rebuilding of the school is required to provide a suitable educational establishment and to meet the current and projected shortfall of school places to accommodate the rise in pupil numbers principally from new residential developments in Central West Reading. The new pupils who are expected to attend Ranikhet Academy Primary School will come from the newly regenerated Dee Park and a set of new developments predominantly in a two-mile walking radius.

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 school expansion on the local environment.

Aims

- To sustain, and where possible, encourage a greater use of more sustainable modes of travel for journeys to and from school, and therefore reduce the impact of travel to school on the local community, particularly as the school expands.
- To encourage alternative transport to car use
- To increase awareness of the importance of safe travel to and from school.
- To raise travel awareness amongst the whole school community and integrate sustainable school travel within the Curriculum and school ethos.
- To promote and enable sustainable travel for staff and visitors.

Objectives

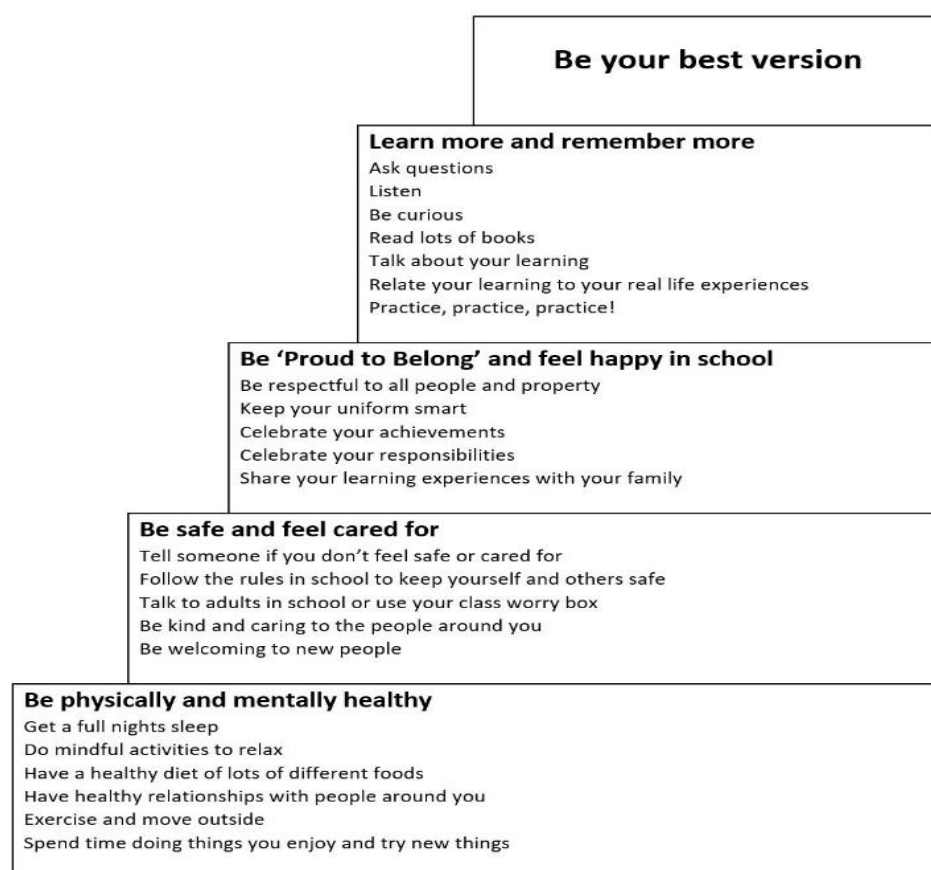
- To encourage and enable more children and parents to walk to and from school
- Encourage and enable more pupils who have bicycles or scooters to consider cycling, scootering to school and back with parents.
- Where appropriate, encourage car sharing between parents of the school.

- To ensure parents and pupils feel safer walking or cycling to school.
- To ensure that Road Safety education is provided to all to ensure safer journeys to and from school.
- Promote the travel plan and sustainable travel options to pupils and parents
- To communicate in a proactive manner with residents
- To promote and enable alternatives to the car and reduce car use (for staff and visitors).

School's Vision

The School's visions and values are at the core of everything they do. They are committed to bringing out the best version of everyone. The school nurtures and supports the children and equip them with the skills, knowledge and attitudes they need to become, confident, determined and respectful young adults who have exciting and ambitious aspirations for their futures. The children will achieve academic excellence through a curriculum which teaches them essential skills for life, respect for themselves and others and their environment. Their curriculum is tailored to meet the needs of all children to prepare them fully for the future lives they are going to lead.

Steps to Success for the Ranikhet Child:



By developing a new travel plan and discussing how pupils travel and the benefits of active and sustainable travel; the school are integrating knowledge and life skills that will help the children grow and it meets the school aims, and the aims and objectives of this travel plan.

Current and Proposed School Facilities

The existing school is to be demolished and replaced with a new purpose built two form entry school building comprising of classrooms, a specialist practical classroom, a hall, kitchen, office spaces, a staff room, learning resource centre and reception office. The outside space consists of the existing Synthetic Turf pitch, playground and a new Multi Games Area.

The existing and proposed site plans can be seen in Appendix 1 of this document.

Staff Car Park

The school currently has a staff car park which has 26 standard spaces and 1 accessible parking space. When rebuilt the school will have 46 spaces of which 3 will be accessible spaces.



Current staff car park

Cycle and Scooter Storage

The school currently has a fenced off area that has a covered cycle stand that can accommodate 10 bicycles and there is space for more cycle and scooters to be stored.



Following the rebuild, the cycle storage will increase so that it can accommodate 30 cycle parking spaces for pupils and 10 cycle spaces for staff, to meet Reading Borough Council cycle standards. Storage for scooters will also be provided.

Pupils and Staff

Pupils

The school currently has a Published Admission number of 30 pupils, but has a capacity of 420 pupils. As of November 2020, there are 176 pupils on roll aged 4 to 11 years.

The school also has a nursery provision on site and there are 27 pupils in the nursery.

SEND children and Children with an Educational Healthcare Plan (EHCP)

There are currently four children on roll with an ECHP. These pupils travel to school with their parents, there is therefore, no impact on school run.

No pupils are transported to school by a school bus or are in taxis paid for by Reading Borough Council.

Staff

The staff members currently consist of 26 full time staff which includes the Executive Head Teacher, the Head of School, teaching staff and office staff. In addition, there are four part-time staff members: giving a total staff of 30 and a full time equivalent of 28 staff.

Once the school grows to its full potential, the table below details the predicted staffing numbers:

	Current	Predicted
Part Time	4	12
Full Time	26	40
Full Time Equivalent	28	46

School Day and Extended School Day

Due to the recent COVID-19 pandemic the school day has been extended to allow for social distancing, the school day now starts at 8:45am and finishes at 3:15pm. The nursery on site operates two sessions, the morning session starts from 8:45am and finishes at 11:45am and the afternoon session starts at 12:30pm and finishes at 3:30pm.

The school office is open 8am until 4pm Monday to Friday and the school site is open daily from 7:00am until 9:30pm.

The school has a Synthetic turf pitch which is available for community hire between 5:30pm and 9:30pm, weekdays and on weekends. In addition, the school MUGA is available for community use subject to a community use agreement between the Academy Trust and Reading Borough Council, the times are to be confirmed.

The school currently offers boosters classes from 8:15am on three days a week. Pre the Covid19 pandemic the school offered a range of before and after school activities, and it is

planned to resume these once the school can. The types of activities included sports clubs and dance. Before school activities run between 8:15am and 8:45am and after school clubs between 3:15pm and 4:15pm.

School Initiatives/Curriculum Activities

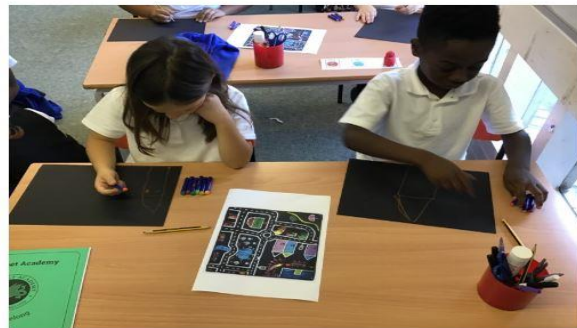
Daily Mile

In January 2020, the school started participating in the Daily Mile, where the children do daily walks and run all around the large playground. It is one of the healthy, life changing activities the school do.



Geography

Year 2 have started an exciting new topic of 'Street Detectives' in Geography and they have been learning about maps. They had a go at making a large map with each member of the class drawing their own section of it, reflecting what we can find in Tilehurst.



Year 2 also had a trip to London to visit the Princess Diana Memorial Garden and to go on their trip they caught the train.



Keeping Safe and Road Safety

As part of their Keeping Safe topic Year 3 walk to the local Fire Station and learn how to keep safe in their homes and when out and about.



On 15 November 2019, Year 1 and Year 2 had a Road Safety and Awareness assembly where they learnt about how to crossroads safely and understand traffic. The school decided to arrange this as they share the concerns of the community about a lack of a zebra crossing outside school. They are fully in support of the campaign around this issue.

Walk to Tesco

As part of their Our World Topic Reception class walk to Tesco to learn about where their food comes from. Year one, Rosen Class went on a curriculum walk to some local woods.



Ranikhet Academy @RanikhetAcademy · Jan 15

Rosen class were given a letter yesterday telling us to follow some blue string into Louisehill corse. There we found more notes and clues that we needed to follow.



Bikeability

In March 2019, Year 5 participated in Bikeability. 10 pupils successfully completed their level 1 and 2 training.

The school is also proud to have achieved a Sainsburys silver sports award.

Location Map



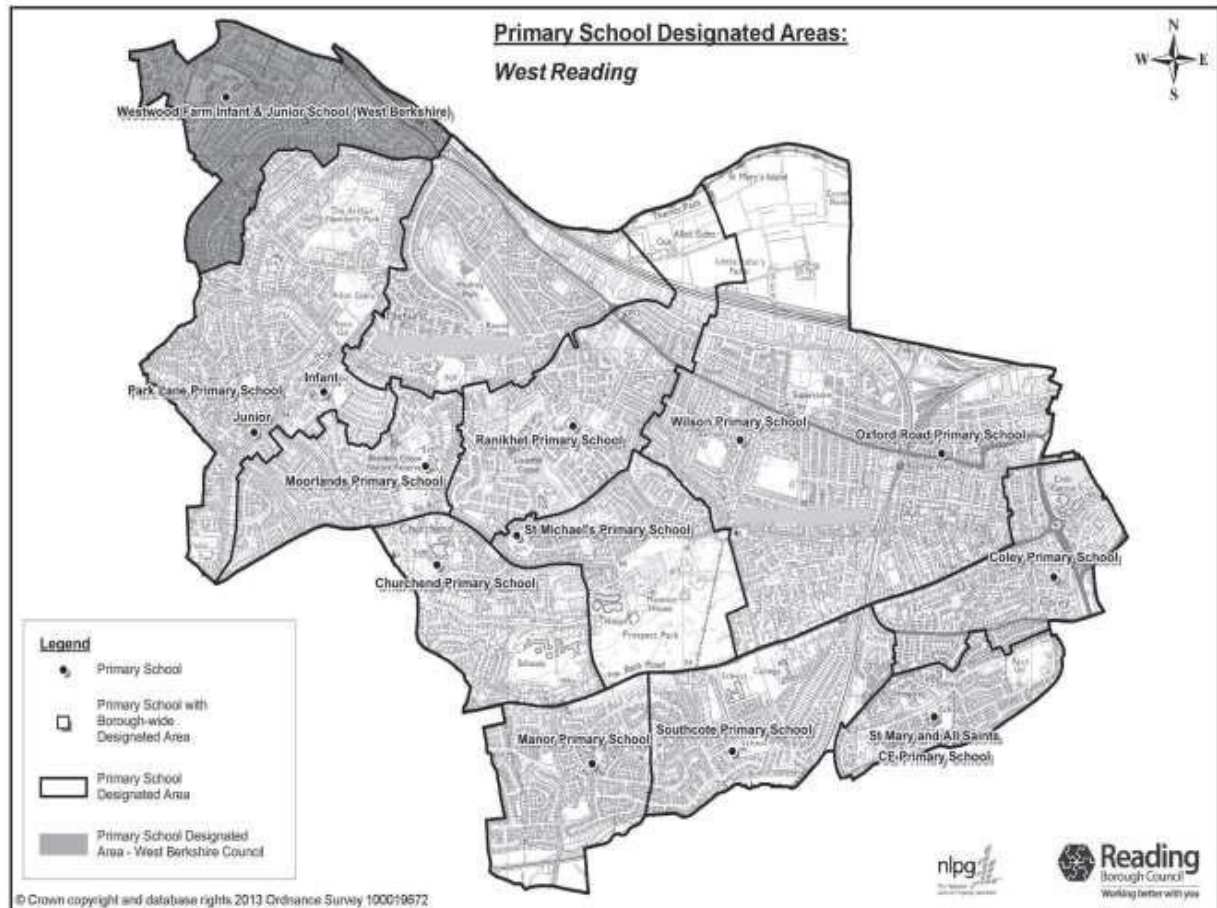
Description of the School Locality

Ranikhet Academy Primary School is located on Spey Road in a residential area of Tilehurst, a suburb which forms part of the western edge of the town of Reading. The school is bordered by housing on all sides, some of which is being redeveloped due to a major regeneration of the area known as Dee Park.

Spey Road links to Eddleston Way, Tay Road and Dee Road which links to The Meadow, a key arterial route into Reading Town Centre.

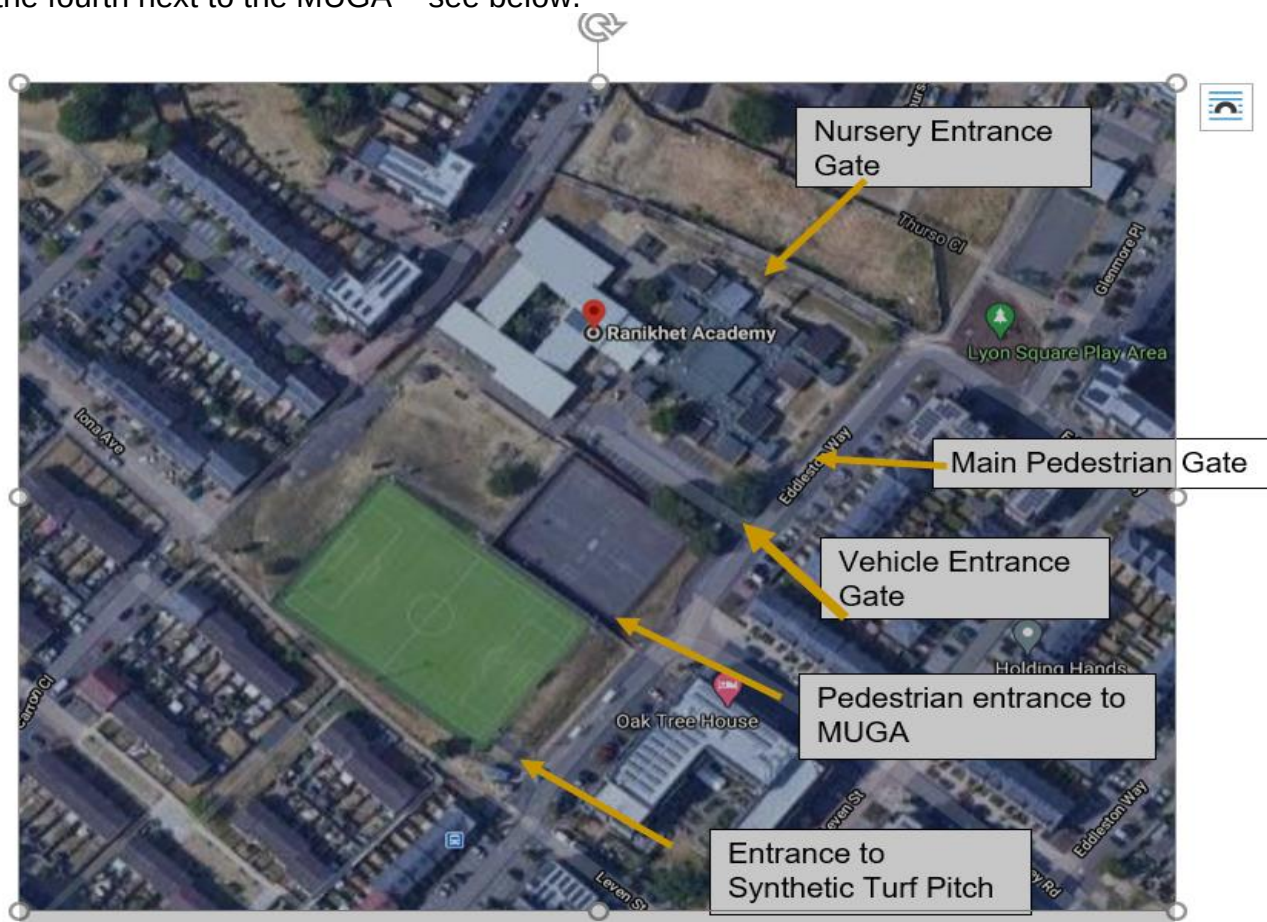
School Catchment area

The map below shows the school catchment areas for all the primary schools in the western edge of the Reading Borough Council area, Ranikhet Academy does not have a defined catchment area due to its academy status, but the former Ranikhet Primary School catchment is marked.



Site Accessibility and Transport Links

The school has one vehicle access point off Spey Road. There are four pedestrian access points – one near to the vehicles entrance on east side of site, another next to the nursery, the third one is on corner next to the sports pitch off Spey Road and the fourth next to the MUGA – see below.



Vehicle Entrance Gate and Main pedestrian entrance



Drop off bay in front of school

Walking

The school is located on Spey Road which is the centre of an area of regeneration known as Dee Park area in Tilehurst in Reading. As the area is being redeveloped, many old narrow footways have been replaced by wide smooth pavements giving good walking routes to the school from Spey Road, Eddleston Way and there is a good path along the side boundary of the school that leads from Eddleston Way to Deveron Drive. In addition, there are further footpaths leading to Carron Close and Edgar Milward Close, that links to Norcot Road and other housing estates along Romany Lane.



Spey Road



Bus stop outside Oak Lodge opposite school



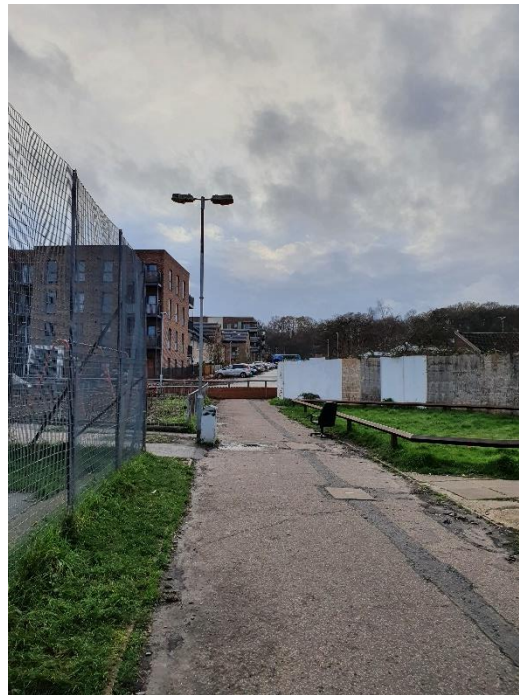
Spey Road junction with Eddleston Way



Western boundary footpath to Carron Close



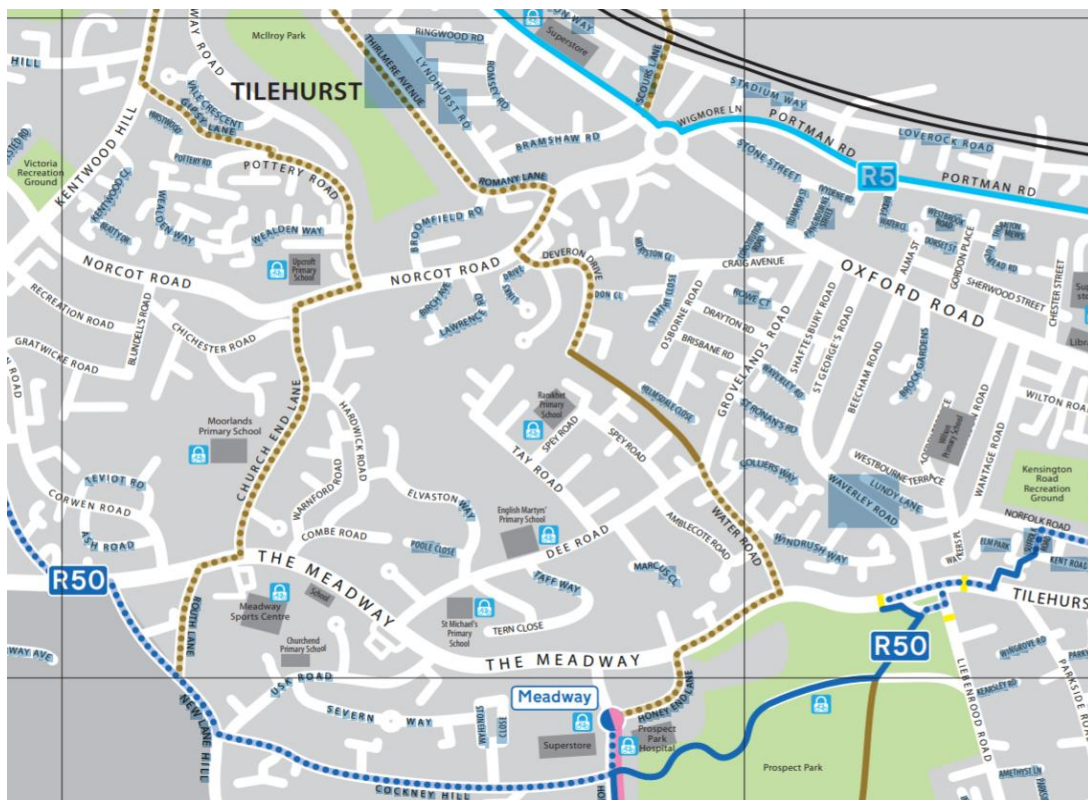
Footpath from Eddleston Way to Nursery gate



Footpath through the estate to Spey Road

Cycling

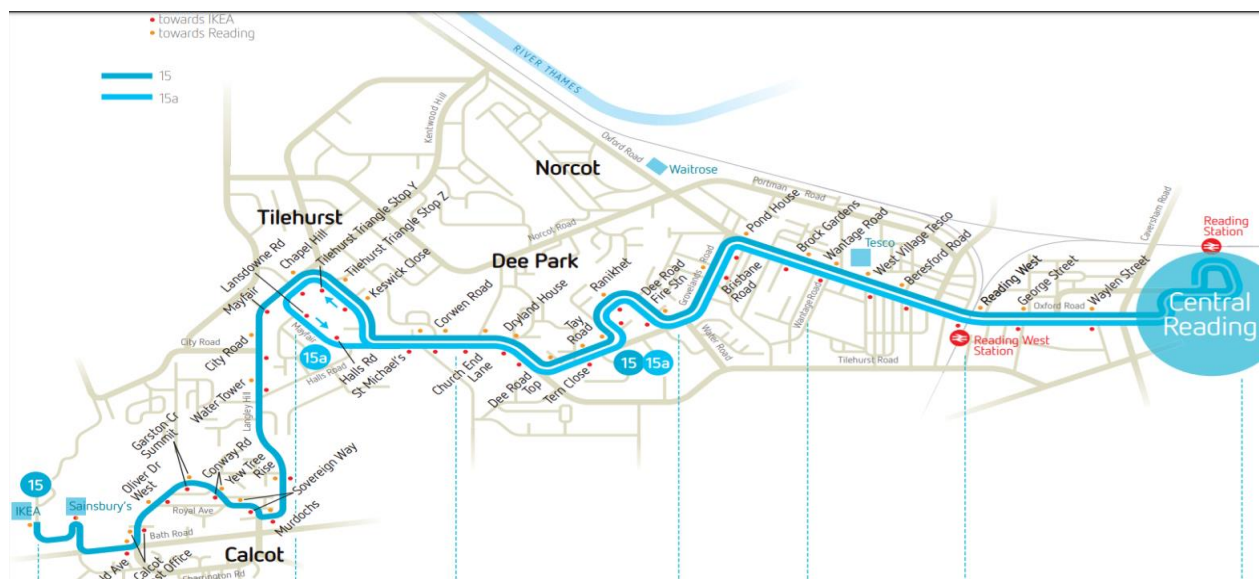
The extract of the Reading cycle map shows the cycle routes that pass near to the school site, there are none that lead directly to the school. The nearest routes are the on-road cycle route which goes along Church End Lane and links the Reading R50 route to the Reading R5 route; and the on-road route on Water Road; these routes link Tilehurst with the Reading Town Centre. See the full map in Appendix 8.



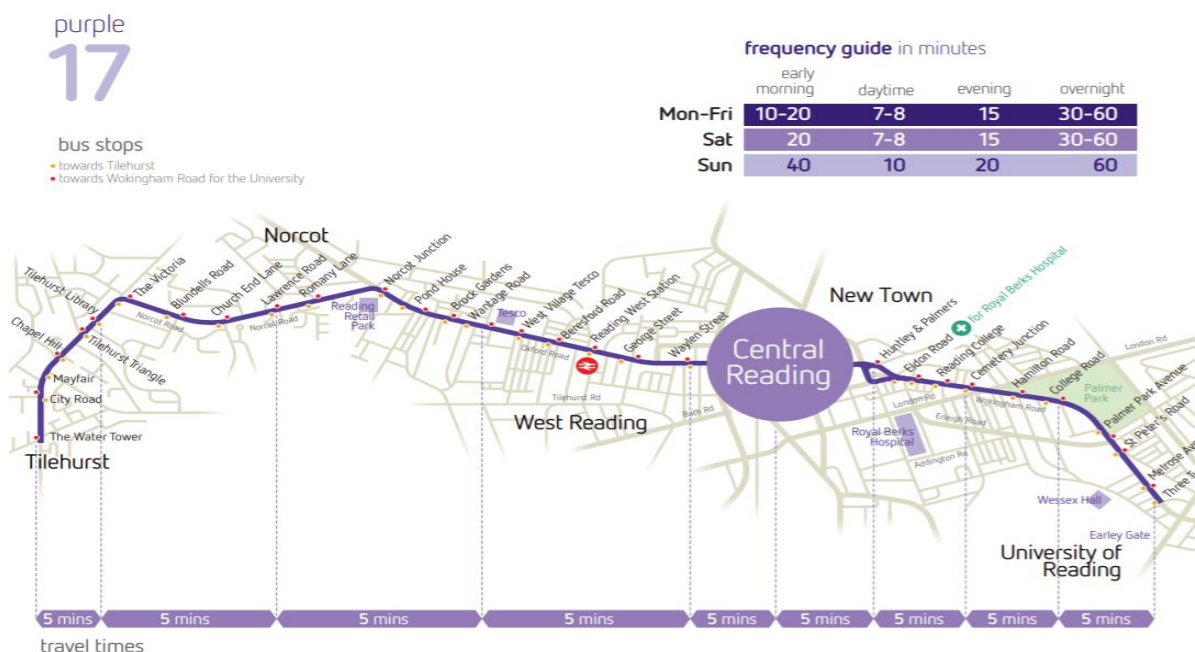
Buses

The number 15 Sky Blue Reading bus service serves Spey Road and buses run every 15 to 20 minutes and could be used to travel to school. In addition, a 0.6 mile walk away is Norcot Road to the north which is served by the Purple 17 bus service which has frequent services throughout the day, and 0.6 miles to the south is The Meadway, which is served by Royal Blue 33 services. This means that there are a few services available to travel to the school within a 15-minute walk, the closest on Spey Road being less than 2 minutes' walk from the school.

Reading 15 Sky Blue Bus Route



Reading 17 bus route



Rail

The nearest railway station is Tilehurst station which is approximately 1.6 miles away using the most direct walking route, so a 32-minute walk or 10-minute cycle, meaning that travel by rail could be a feasible option for staff.

Tilehurst station is served by stopping services run by Great Western Railway between Reading and Oxford (or in a few cases onward to Banbury). Most of these services start or continue as semi-fast services between Reading and London Paddington, and run twice per hour throughout most of the day, but only hourly on Sundays. Typical journey times are about five minutes to Reading, 35 minutes to Oxford, and just under one hour to Paddington. A train timetable can be seen in Appendix 5.

Why is a 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 any travel related 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 Ranikhet Academy Primary School, a travel plan is required as it does not currently have a recent or active travel plan. It is required to meet the planning requirements for the planning submission to outline the long-term plan to assist mitigating against the travel impact of the expected increase in pupil numbers when the school expands to its full capacity. The travel plan will be reviewed periodically by the Governing Body.

School Travel Plan Working Group

Salima Ducker	Executive Headteacher
Louisa Sanghera	Head of School & School Travel Champion
Brenda Vockings	Business Manager
James Wye	Admin Officer
Belinda Newth	School Governor
Pupils	School Council

The working group has been supported by the Hampshire County Council's School Travel Planning Team. The designated officer is Sarah Lees.

Dates and Working Group Meetings

Meeting Dates

11 November 2020	Between Sarah Lees & James Wye to discuss travel surveys.
18 January 2021	Email conversation to provide updates to the plan.

Section 2 – Policy

National Planning Policy Framework (NPPF) July 2018

- Ministry of Housing, Communities and Local Government

The revised National Planning Policy Framework (NPPF) 2018 sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.

“Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an **economic** objective
- b) a **social objective** and
- c) an **environmental objective**

These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.”

In Chapter 8 “**Promoting Healthy and Safe Communities**”

Paragraph 91 states: “*Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:*

- a) *promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;*
- b) *are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and*
- c) *enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.”*

Chapter 9 NPPF 2018 is about “Promoting Sustainable Transport”

Paragraph 102 states:

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.”*

In paragraph 103 it further states. *“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”*

Paragraph 109 details: *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*

Paragraph 110 clarifies: *“Within this context, applications for development should:*

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

Paragraph 111 states: *“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”*

Childhood Obesity – The Government’s Plan for Action

A third of children aged 2 to 15 are overweight or obese and younger generations are becoming obese at earlier ages and staying obese for longer. Reducing obesity levels saves lives as obesity doubles the risk of dying prematurely. The economic costs are great too – it was estimated that the NHS in England spent £5.1 billion on overweight and obesity-related ill-health in 2014/15.

Obesity is a complex problem, contributed to by behaviour, environment, genetics and culture. However, at its root obesity is caused by an energy imbalance: taking in more energy through food than is used through activity.

The Government aims to significantly reduce England’s rate of childhood obesity within the next ten years through the following initiatives:

- **Introduction of a soft drinks levy across the UK.** In England the revenue from the levy will be invested in programmes to reduce obesity and encourage physical activity and balanced diets for school children. Primary PE and Sport Premium will be doubled and £10 million invested in healthy breakfast clubs.
- **Taking out 20% of sugar in products.** A structured sugar reduction programme will be launched to remove sugar from the products children eat most. All sectors of the food and drinks industry will be challenged to reduce overall sugar across a range of products that contribute to children’s sugar intakes by at least 20% by 2020, including 5% in year one.
- **Supporting innovation to help businesses to make their products healthier.** The recently formed Agri-Food Technology Council will continue to provide leadership in areas such as health and nutrition and consumer acceptability with the Food Innovation Network bringing together food businesses, researchers, and innovation support to enable greater take up of world-leading research and development.
- **Making healthy options available in the public sector.** The Government will be working with local authorities and the Local Government Association to encourage them to implement the Government Buying Standards for Food and Catering Services (GBSF) across all public sector settings from leisure centres to hospitals.
- **Continuing to provide support with the cost of healthy food for those who need it most.** The Government is re-committing to the Healthy Start scheme providing vouchers to families on low income, which can be exchanged for fresh or frozen fruit or vegetables and milk.
- **Helping all children to enjoy an hour of physical activity everyday.** The aim is to encourage every primary school child to get at least 60 minutes of moderate to vigorous physical activity a day. Half of this will be provided in school with the remaining supported by parents and carers outside of school time. A way of achieving this would be for parents and carers to support the school travel plan actions and targets encouraging children to walk, cycle or scoot to and from school.
- **Improving the co-ordination of quality sport and physical activity programmes for schools.** Investment in cycling and walking to school will continue with the commitment to producing a Cycling and Walking Investment Strategy. This will include a £300m investment supporting cycling and walking, a clear target increasing the number of children walking to school and continued support for Bikeability cycle training for children.
- **Creating a new healthy rating scheme for primary schools.** From September 2017 this will be introduced to encourage schools contributions to preventing obesity by helping children to eat better and move more. This scheme will be taken in to account during Ofsted inspections and there will be an annual competition to celebrate schools with the most innovative and impactful projects. Ofsted will conduct a review on obesity, healthy eating and physical activity in schools and provide examples of good practice and recommendations on what more schools can do in this area.

- **Making school food healthier.** The Secretary of State for Education will lead a campaign to encourage all schools to commit to the School Food Standards (January 2015).
 - **Clearer Food Labelling.** Work will continue to encourage those working in the industry to implement the voluntary front of pack traffic light labelling scheme and it is likely that this will be extended to show clearer labelling to the consumer about sugar content in packaged food and drink.
 - **Supporting early years' settings.** The Children's Food Trust will be producing and launching in early 2017, guidelines for early years' settings to help them meet current Government dietary recommendations and guidelines for physical activity in the early years.
 - **Harnessing the best new technology.** Work will be done to capitalise on the power of technology to support healthier choices, looking towards providing simple information on how much sugar, fat and salt the weekly shop contains.
 - **Enabling health professionals to support families.** Encouraging them to continue their good work talking to parents about their family's diet and referring people to weight management services, clubs and websites for further advice.
- These actions should significantly reduce England's rate of childhood obesity within the next ten years. The actions and targets set out within the school travel plan for increasing walking and cycling/scooter rates to and from school will certainly contribute towards this reduction in the obesity rate.
- See following link for full action plan:
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/546588/Childhood_obesity_2016__2__acc.pdf

Local Policy

Reading Borough Council Local Transport Plan 3: Strategy 2011 – 2026

The local transport plan (LTP) sets out the Borough council's transport strategy for the period 2011 to 2026. The LTP Strategy Plan provides the context for Reading in terms of the economy, environment and quality of life.

“Our long-term vision for transport in Reading is outlined within the context of the Sustainable Community Strategy and its three strands of People, Place, and Prosperity. At the heart of our vision is the aim of better ‘Connecting Reading’ and a transport system that enables people to move around – easily, safely, sustainably and in comfort.”

The plan then sets out the following objectives for School Travel in Chapter 6:

Enabling Policies

6.2 Our enabling policies to improve inclusion for people in Reading are as follows:

- To implement multi-targeted schemes, particularly those that will make pedestrian and cycling connections safer and more attractive to local destinations, to achieve best value for money;

- To support investment in safer and more affordable transport in areas of greater deprivation;
- To take a preventative approach of scheme safety auditing, inspection and user education to reduce road casualties.
- To support the Air Quality Management Plan in improving air quality; and
- To support alternative or community-based public transport where commercial public transport is inaccessible or unaffordable.

School Travel

6.11 “School travel objectives, policies, challenges, opportunities, actions and targets are detailed in the **Sustainable Modes of Travel Strategy 2010** (SMoTS), which is a statutory document under the **Education and Inspections Act 2006**. This document includes policies to assist all schools with developing, implementing and monitoring school travel plans and increasing the use of sustainable transport options for travel to school. It also identifies the responsibility for providing road safety education and national standard cycle training and defines the process for developing measures to create safe routes to schools.”

Encourage schools to update school travel plans promoting sustainable travel to school
 Increase the number of pupils walking, cycling and using public transport to travel to school
 Reduce the number of car journeys made to school, particularly among those living within 2 miles of the school
 Promote and encourage participation in Bikeability
 Support increased accessibility to local services/facilities, including education
 Raise awareness of road safety issues **Sustainable Modes of Travel Strategy**

6.12 “School travel policies and actions are monitored, and proposals assessed for their likely impact in increasing the number of children walking, cycling or taking public transport and in reducing the number of car journeys to schools. Policies and proposals aim to ensure that options are available for all children to access education and also promote travel to improve children’s physical activity levels through increased walking and cycling”

It then goes on to state in section **6.14**

“Objectives, policies and actions under the theme of travel information are included in a number of documents. The provision of a bus information strategy is a statutory requirement under the **Transport Act 2000**, and details of corresponding policies to improve the provision, quality and accessibility of information available to public transport users are contained in that document and also within our separate **Public Transport Strategy (2011)**. Policies on promoting cycling through branding, high quality route maps, directional signing and journey time information are included within our **Cycling Strategy (2008)**. Under the **Parking Standards and Design SPD (2009)**, developers are expected to include travel plans as part of their submission for major developments.”

Under section **6.21** the LTP covers Air Quality Management and states

“The Environment Act 1995 introduced a statutory duty for Local Authorities to review and assess the air quality in their districts, and where problems exist, to formulate an action plan to improve the situation. Air quality is assessed against UK Air Quality Objectives (AQO), which are target levels of each pollutant based on their effect on human health. Reading Borough Council’s air quality monitoring and modelling identified a number of areas close to busy roads where the national objective levels for nitrogen dioxide were unlikely to be met, and because of these exceedances we have declared a large area of the Borough as an Air Quality Management Area (AQMA).”

*Clean air is essential for our health, quality of life and the environment. Air pollution is not only harmful to human health but may also have harmful effects on plants and animals as well corroding materials and buildings. **Air Quality Action Plan***

6.22 *“To support the AQMA we have also produced an **Air Quality Action Plan (AQAP) (2009)** identifying measures which can be introduced in order to try and reduce the levels of nitrogen dioxide across the borough, with a particular focus within the AQMA. The AQAP is aligned with the LTP, recognising that transport is the main contributor to air quality exceedances in Reading. Details of objectives, policies and actions to achieve these objectives are contained within the AQAP”.*

The LTP also sets out its Road Safety policy:

Road Safety

6.23 *The **Road Traffic Act 1988** places a statutory duty on local highway authorities to produce a Road Safety Strategy. This duty was fulfilled by a single document for 2001-2010 that is replaced by the **Road Safety Strategy 2011**.*

6.24 *Road safety issues are addressed through a combination of measures based on engineering, enforcement and education. Our past approach has focused on local accident clusters with the aim to reduce the number of deaths and serious injuries on our roads in line with Government targets. This has been combined with enforcement work in partnership with the Thames Valley Police and road safety education work based on community partnerships and an understanding of local issues, particularly where there is evidence that people living in poorer communities are more likely to become casualties in road traffic accidents*

6.25 *This approach has resulted in a 56% reduction in fatalities and serious injuries as well as a gradual reduction in slight injuries. Partnership working, enforcement and education will still be an important element of road safety, but new guidance and analysis of current trends indicate a revised approach to reducing accidents. Therefore, the Road Safety Strategy 2011 focuses more on actions to improve safety for vulnerable road users (e.g. pedestrians, motorcyclists) and address accident causation factors (e.g. speed, road user behaviour) rather than accident cluster sites, which are becoming rarer.*

6.26 *Details of policies, objectives and actions are contained within the Road Safety Strategy.*

The Plan then goes on to cover its Walking and Rights of Way Strategy:

6.46 *“Walking is not only a travel choice in its own right but also forms part of most journeys taken by other means of travel, as people must, for example, get to and from a car park, bus stop or train station. Walking permeates most other transport policy areas and is at the top of the hierarchy of road users to consider. It is also relevant to other priority corporate themes, such as health, security and community development.*

Health benefits from regular active travel such as walking have significant ensuing benefits to the economy.”

6.47 *“Our objectives for walking are:*

- To make conditions safer, more convenient and more attractive for pedestrians;*
- To increase the number of people walking to local shops, schools, interchange locations and other destinations; and*
- To break down real and perceived barriers to pedestrian movement.”*

6.48 *“We aim to achieve this through our policies for walking which are:*

- To improve the condition of footways, pedestrian crossing locations and public space to make these facilities safer and more attractive through specific and multi-targeted schemes as appropriate;*
- To give priority to addressing the needs of pedestrians in Neighbourhood Enhancement studies;*
- To implement road safety measures that reduce conflicts with other road users;*
- To support the planning process to protect and wherever possible increase the space available for pedestrians, in particular in retail areas;*
- To enhance the security of the public realm through lighting, design or other measures;*
- To encourage walking to school; and*
- To promote walking as a healthy, low-cost and environmentally friendly mode of travel.”*

The LTP then goes on to discuss Cycling stating:

6.50 *“Cycling objectives, policies, challenges, opportunities, actions and targets are detailed in our **Cycling Strategy (2008)**. This Strategy provides a framework for expanding cycling facilities and promoting cycling as a travel option with the aim of increasing cycling in Reading. It is due to be updated in 2013 and the Action Plan will be aligned with the Implementation Plans that accompany this document.*

6.51 *The Strategy identifies the basis for a Reading cycle network linking the town centre with other destinations, such as employment sites, local centres, transport interchanges and schools. The implementation of the network is the main focus of the action plan for facility enhancement and promotion, with guidelines set out on branding, mapping and signing, as well as on infrastructure provision, improvements and design standards.*

6.52 *Policies and proposals for cycle training and monitoring are also set out in the document.”*

Reading Borough Council Parking Standards

The Reading Borough Council parking standards are based upon the area in which a school or businesses are and for the purposes of this exercise Reading is divided into four zones. The Ranikhet Academy Primary School falls into Reading Zone 3, the secondary core area with a variety of land uses, within a 400m walk of high frequency bus services.

The parking standards that therefore apply to this school are based on a maximum for car parking and a minimum provision for cycle parking:

Primary School Car Parking	1 space per FTE* staff
	1 drop off space per 10 pupils
Accessible Car Parking	3 spaces or 5% of total capacity, whichever is greater
Motorcycle/Moped Parking	2% of the maximum total car parking provision
Staff Cycle Parking	1 space per 5 FTE* staff
Pupil Cycle Parking	1 space per 15 pupils (years 1-3) and 1 space per 10 pupils (years 4-6)

*Full Time Equivalent

Summary

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

Section 3 – Consultation

As travel issues affect the whole school community, especially when they are linked with new development, it is important to ensure that all affected groups are consulted with. This helps both with finding out what the issues are, and also offering communities the opportunity to share their ideas as to possible solutions. Therefore, a number of groups, including pupils, parents, staff, governors and local residents have been consulted.

Group consulted	On what?	How?	When?	Evidence included within the travel plan
Parents and Pupils	Travel Behaviour	Travel Survey Questionnaire and Hands Up Survey	November 2020	Copy questionnaire in Appendix 6, results are in Section 4.
Staff	Travel Behaviour	Travel Survey Questionnaire	November 2020	Copy questionnaire in Appendix 6, results in Section 4.
Governors	Travel survey results	Governors Meeting/email	January 2021	
Local residents	The impact of the school run	Online Consultation Event	December 2020 January 2021	Full comments in Appendix 7

School Travel Survey

Ranikhet Academy conducted a full school survey which involved surveying parents, pupils and staff as to how they travel to and from school. The school sent out Pupil/Parent surveys in electronic format in November 2020 with a covering letter. A hands-up survey was also carried out with pupils in December 2020 to obtain good baseline data.

Staff members were also provided with a simple online 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.

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 rebuild plans, an online consultation was set up on the school web page inviting residents to submit their views and concerns on the proposals.

<https://ranikhetacademy.co.uk/about-us/redevelopment-of-ranikhet-academy>

Section 4 - Survey Information

A travel survey questionnaire was sent home to all parents in November 2020, to ascertain the travel patterns and the reasons behind them. A total of 52 responses out of 176 were received giving a response rate of 29.5%.

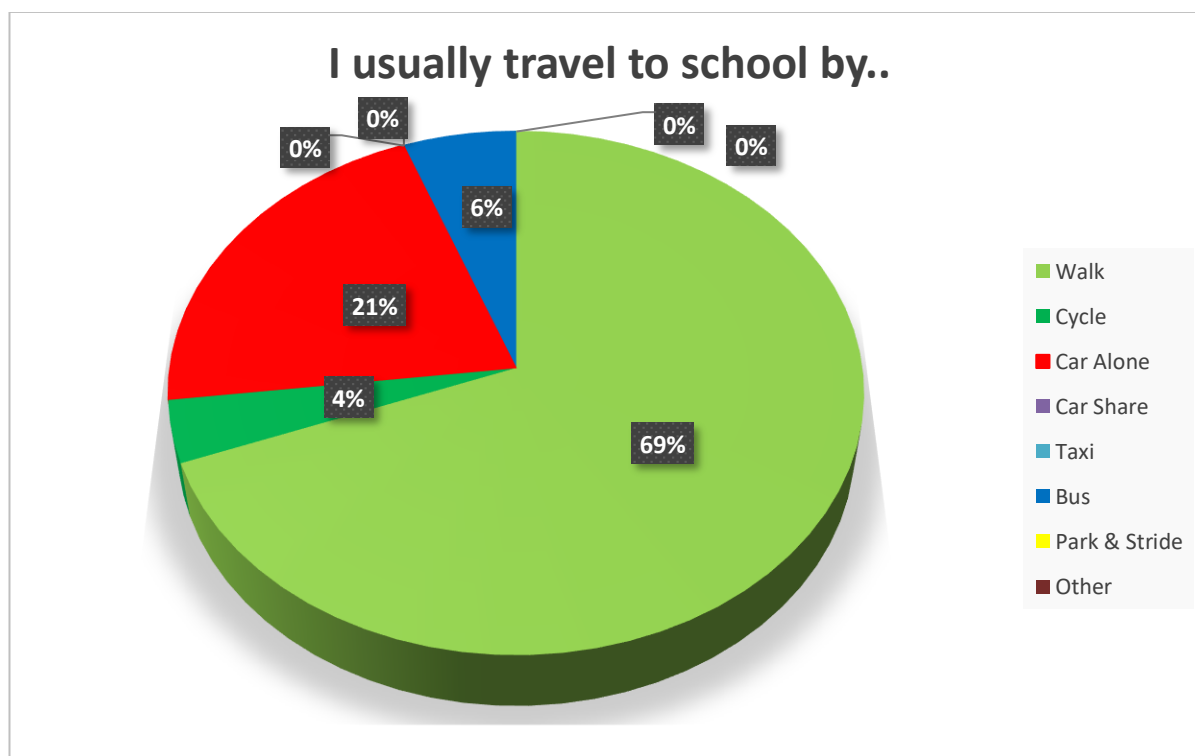
Each question which has been analysed gives suggested actions in the detailed comments. These suggestions are then formalised in the Action Plan starting on page 47. The results of the full survey are detailed below:

Q) How do you travel to and from school? And how would you like to?

This question was broken down into four sections:

- a) I usually travel to school by...
- b) I sometimes (1-2 times a week) travel by....
- c) I usually travel home by.....
- d) I would like to travel to and from school by.....

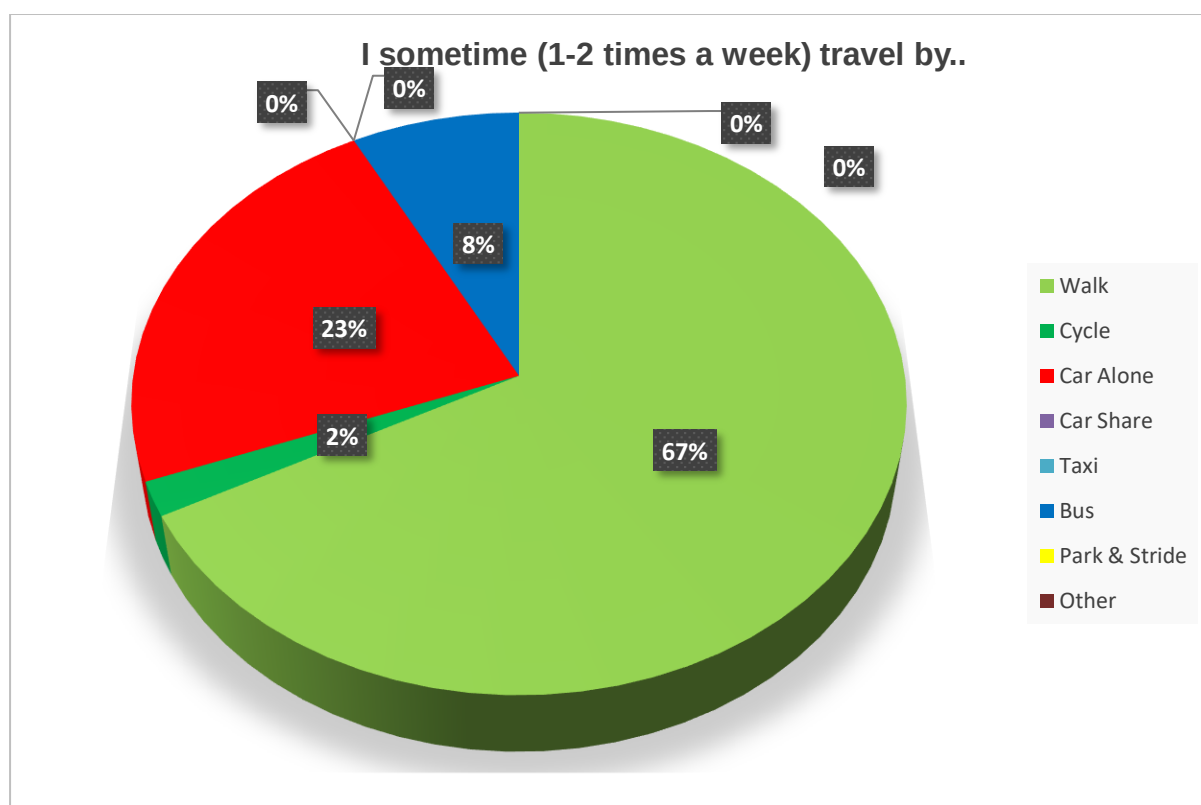
a) I usually travel by...



	Walk	Cycle	Car Alone	Car Share	Taxi	Bus	Park & Stride	Other	Total
Number	36	2	11	0	0	3	0	0	52
Percentage	69.2%	3.8%	21.2%	0.0%	0.0%	5.8%	0.0%	0.0%	100.0%

It is pleasing to see that most pupils are travelling to school sustainably.

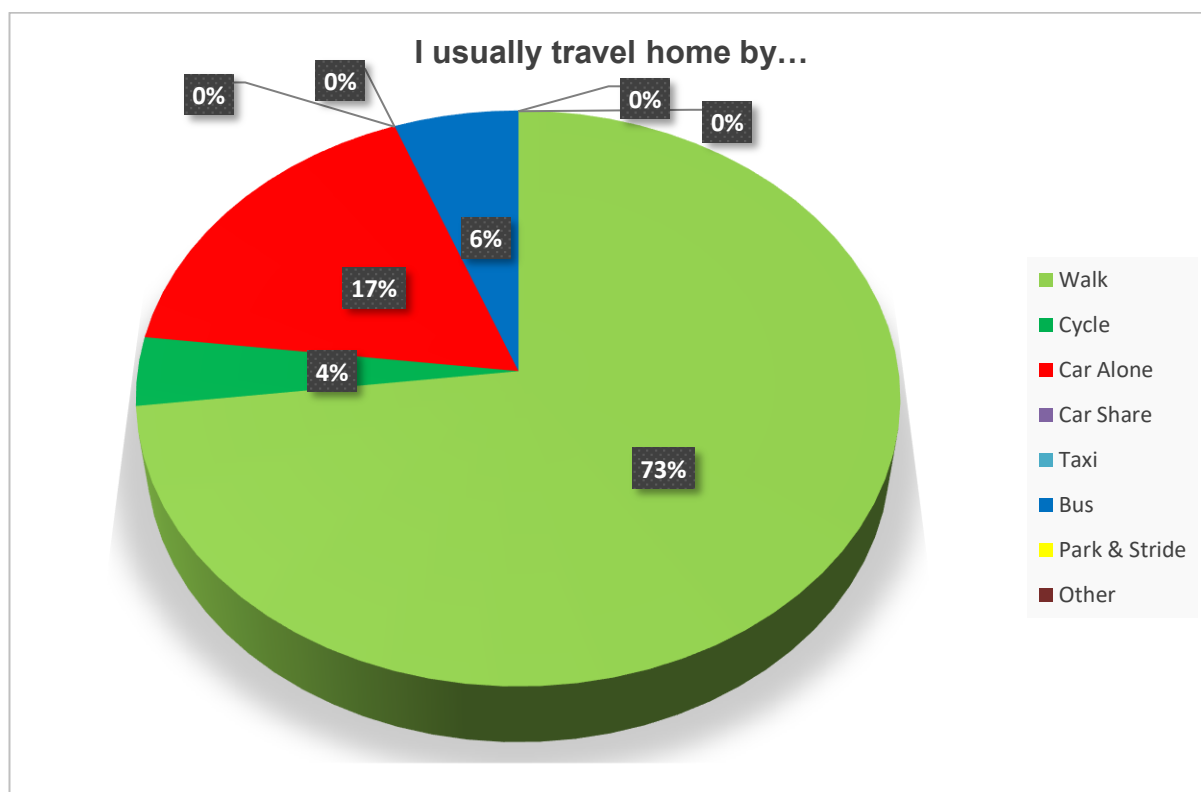
b) I sometimes (1 – 2 times a week) travel by:



	Walk	Cycle	Car Alone	Car Share	Taxi	Bus	Park & Stride	Other	Total
Number	35	1	12	0	0	4	0	0	52
Percentage	67.3%	1.9%	23.1%	0.0%	0.0%	7.7%	0.0%	0.0%	100.0%

It is reassuring that although there is a small change in the way pupils sometimes travel, most people continue to travel sustainably, and these behaviours should be encouraged.

c) I usually travel home by:



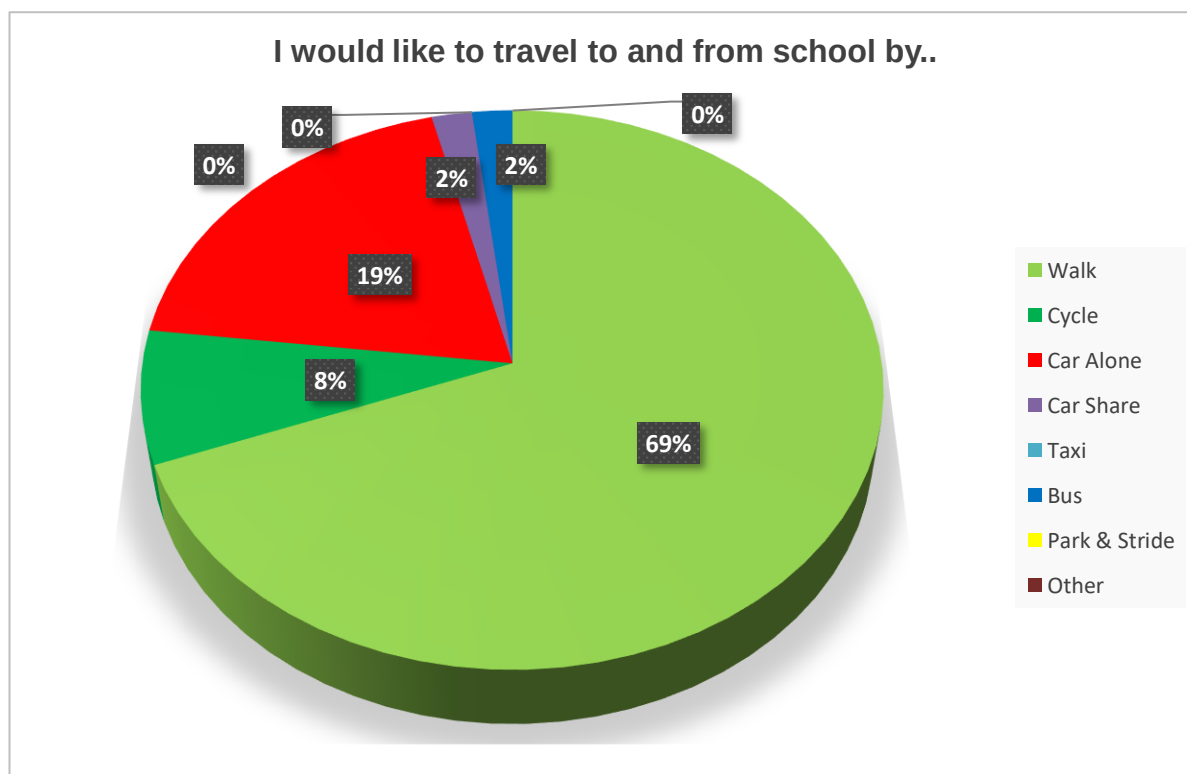
	Walk	Cycle	Car Alone	Car Share	Taxi	Bus	Park & Stride	Other	Total
Number	38	2	9	0	0	3	0	0	52
Percentage	73.1%	3.8%	17.3%	0.0%	0.0%	5.8%	0.0%	0.0%	100.0%

It is interesting to note that more children walk home, and the use of the car reduces on the way home, this may be that parents that work part-time are able to collect on foot as they have completed their working day.

Observations of the school run collection on 16 December 2020, demonstrated that the above survey results were very accurate.

In addition, there are approximately five children collected each day by a minibus to attend The Globe an offsite afterschool club.

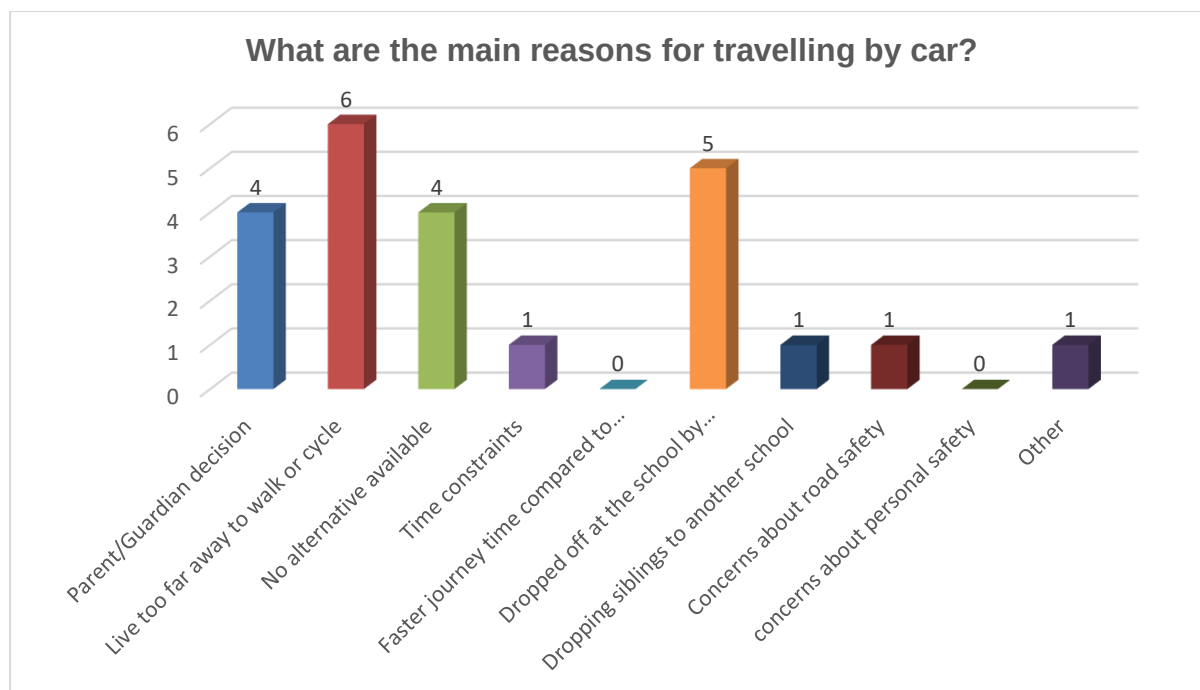
d) I would like to travel to and from school by:



	Walk	Cycle	Car Alone	Car Share	Taxi	Bus	Park & Stride	Other	Total
Number	36	4	10	1	0	1	0	0	52
Percentage	69.2%	7.7%	19.2%	1.9%	0.0%	1.9%	0.0%	0.0%	100.0%

From the results of the parents that replied to the survey there is little appetite to change how they travel to and from school, however, there is a small desire to move away from car alone.

Q) If you choose to travel to school by car, what are the main reasons for doing so? (Please choose up to 3)



	Parent/Guardian decision	Live too far away to walk or cycle	No alternative available	Time constraints	Faster journey time compared to other ways to travel	Dropped off at the school by parent/guardian on their way to work	Dropping siblings to another school	Concerns about road safety	concerns about personal safety	Other	Total
Number	4	6	4	1	0	5	1	1	0	1	23
Percentage	17.4%	26.1%	17.4%	4.3%	0.0%	21.7%	4.3%	4.3%	0.0%	4.3%	100.0%

As you might expect key deciding factors for using the car are the distance to be travelled and the onward journey to work by the parent.

Q) If you travel to school by car do you share the journey with anyone else from your school? If yes, with how many other people?

One person responded yes to this question; however, they travel by bus to school and another responded to say that they travelled with another family, albeit they said they travelled by car alone in the previous response.

Would you be interested in sharing your journey with another family?

There were four positive responses to this question, however, three of these currently walk and one travels by bus, so this would not help reduce the number of cars outside the school gates.

Q) Is there anything that could be done to encourage your child(ren) to walk, cycle or scooter to school?

Response	Number of Similar Responses
nothing can be done	5
Being enrolled in a nearby school	2
Already walk.	5
Too far as do not live in Tilehurst would take over an hour to walk and isn't a bus that goes straight to school from our home which means would have to bus to town first then second bus to school would take up too much time and expense, plus I go straight to work from dropping child off, so car is best all round for our family	
Don't know	
We do walk to school and scoot occasionally however this would not be convenient for me to do every day as I am a key worker who needs a car to travel to and from work	
The police removing the drug dealers outside the school and park	
It is far for him and we need to drop a sister in secondary school as well .	
We live a bit too far out	

Q) What concerns (if any) do you have regarding your route/journey to school? (Please be specific about any locations where you think there are particular issues)

Concerns	Number of Similar responses
no issue/concerns	5
Parking at all schools is shocking and nothing gets done, I live on a road dead end road and we have 3 schools on our one road, traffic, kids it's a nightmare but it's the same we pass 2 more schools on the way to Ranikhet and parking traffic and volumes of people is the same at every school	
Parking.	
My only concern is the state of some of the houses we pass on our route to school. There is a flat with smashed windows, broken glass and rubbish all around the balcony right next to a rundown play park. Not the most pleasant view for small children. Also, no zebra crossings anywhere	
Really need a crossing between Romany Lane, Reading and Edgar Milward Close on Norcot Hill. Traffic is busy there and cars are going really fast down there.	
The amount of cars by the school, half of them take no notice of the children around and park on the path when there is no space	
Crossing roads makes Us worried	
Tight parking spaces, bad pedestrian crossings	
Drug dealers outside school	
The park by the school is always packed after school even though lockdown is in place	
Is far for him. Need to drop a sister in Wren school.	
Dee Road gets very congested at school run time outside English Martyrs Primary with some dangerous parking and driving	

As you may expect parking is always a concern near a school, some parents believe that there should be more, however, this simply exacerbates the situation and would encourage more people to drive. Where parents are parking on pavements, they should be reminded that this is not sensible on safety grounds.

Around the Ranikhet Academy Primary School there are a number of parking bays along Spey Road and Eddleston Way and there were adequate parking spaces available for parents to use, particularly with the staggered pick up times due to the COVID-19 pandemic.

Q) What could be done to improve your route/journey to the school? (please state location)

Suggested Improvements
Add a zebra crossing so that the kids can safely cross the road. Clean up of the above mentioned flat and refurbish the play park
Really need a crossing between Romany Lane, Reading and Edgar Milward Close on Norcot Hill Reading. The road is really busy, and the closest crossing is at the bottom of the hill. Or too far up by Tyler's rest pub. I know many parents cross at this point.
Better pedestrian crossings
Just move closer to school
Walk (2 parents suggested this)
Enforcement of proper parking

Following the above comments, officers walked the area and concluded that the crossing of Norcot Hill should be investigated further and potentially improvements made to crossing the splay of Spey Road where it meets Eddleston Way. The transport statement will look at this in more detail.



Norcot Hill junction with Edgar Milward Close



Looking towards Romany Lane



Looking east from the junction – the signalised crossing is far away, to the west is the above uncontrolled crossing

Q) Do you own a bicycle? If so, do you wear a cycle helmet?

Own a bicycle		If so, do you wear a cycle helmet?		
Yes	No	Yes	No	No response
21	31	14	5	2

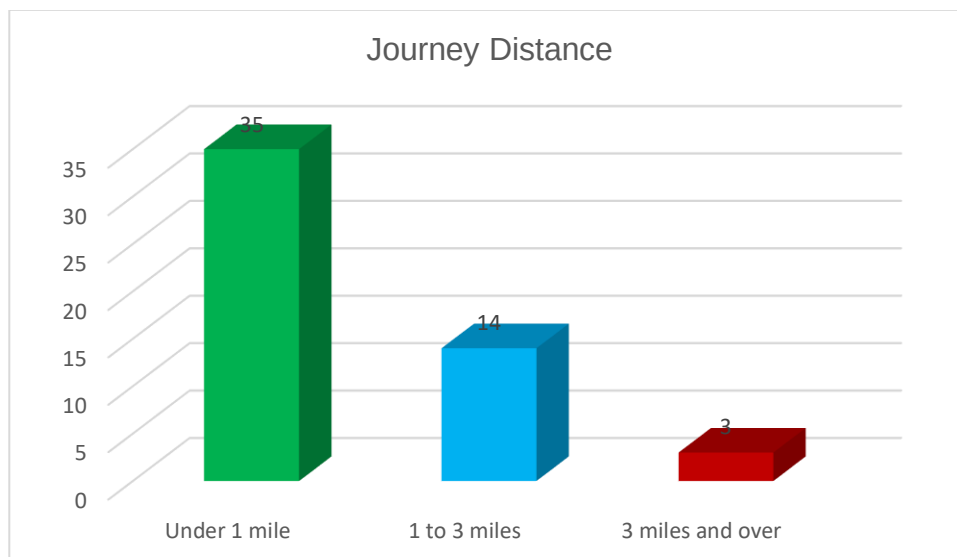
It is a concern to see that not all children who own a bicycle own a helmet endeavours should be made to incorporate some road safety education, to encourage all pupils to wear helmets when cycling.

Q) Have you been involved in an accident on your way to or from school in the last year?

It was great news to see that 100% of survey participants confirmed that they had not been in an accident on their way to or from school in the last year.

Q) How far is your journey to school?

	Under 1 mile	1 to 3 miles	3 miles and over	Total
Number	35	14	3	52
Percentage	67.3%	26.9%	5.8%	100.0%



Looking at the distance travelled, this report then looks at how far those that travelled by car alone came and found the following results:

Car Alone	Under 1 mile	1 to 3 miles	3 miles and over	Total
Number	3	7	1	11
Percentage	27.3%	63.6%	9.1%	100.0%

Using the data, we have been able to ascertain the following modal split by distance travelled:

Mode	Under 1 mile	1-3 miles	Over 3 miles	Total
Walk	32	4	0	36
Cycle	0	2	0	2
Bus	0	1	2	3
Car Alone	3	7	1	11
Total	35	14	3	52

Those who travelled by car that lived under one mile from school detailed their reasons as follows:

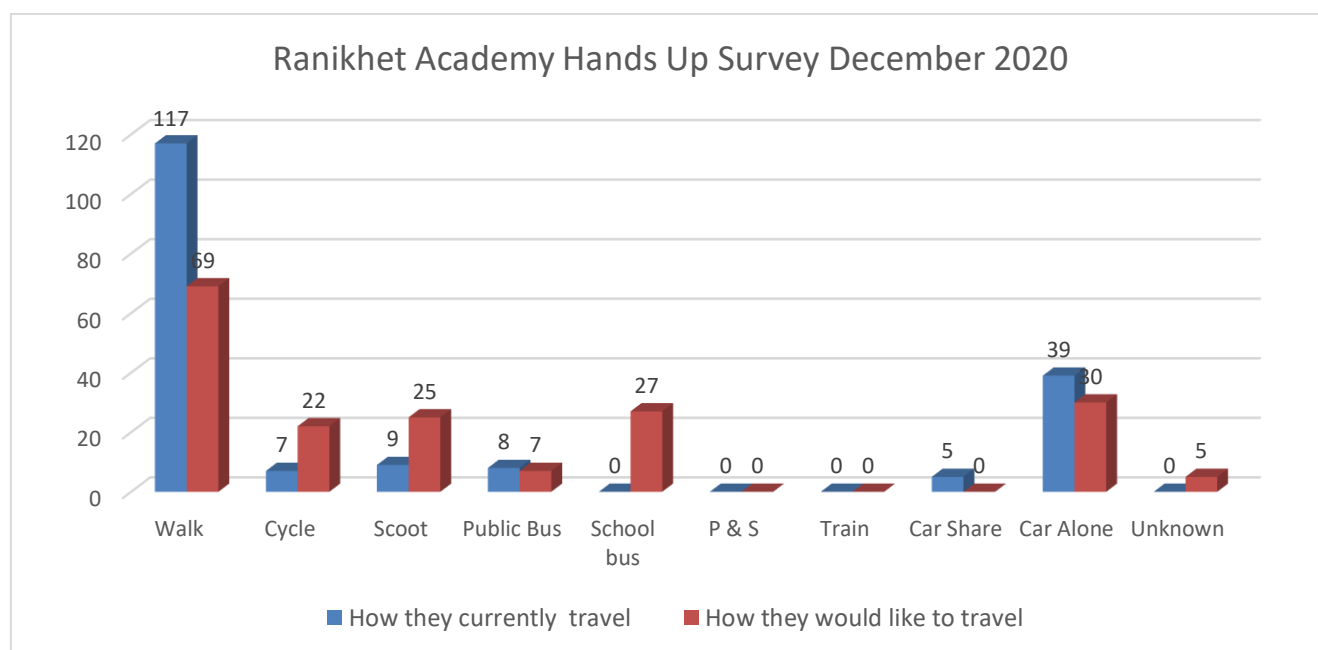
- 1) Onward travel to work
- 2) Being a key worker and needing their car for work
- 3) No alternative available

Where possible, initiatives should be explored to try to reduce the numbers living close to school coming by car.

Q) Do you have any additional comments you would like to make about your child's journey to school?

Additional comments
There should be zebra crossing between the roads, to cross the road for the children.
I like to be near my home or in a same in my daughter school because my daughter has another school that's why so difficult to us.
There is a lot of rubbish around the school area. Also boarding up areas around school look really tacky.
I think that if the school uses the parents of the school and provides a round-trip service for the school that parent pay for that, it can create jobs and the parents are not in danger of COVID-19, and it helps a lot to the city traffic and the school door because the queue is so busy. Kind regards
Because of two kids going to different schools far apart car is easier, also as we had a family child killed in a road accident on his way back from a different school created a fear about safety by walk.

A hands up survey was conducted with the pupils in class, including the Nursery, in December 2020 to give a full picture of how the pupils travel to school currently and they were also asked how they would like to travel. The hands up survey gave the following results:



	Walk	Cycle	Scoot	Public Bus	School Bus	P & S	Train	Car Share	Car Alone	Unknown	Total
How they currently travel	117	7	9	8	0	0	0	5	39	0	185
How they would like to travel	69	22	25	7	27	0	0	0	30	5	185

15 pupils were absent on the day of the survey.

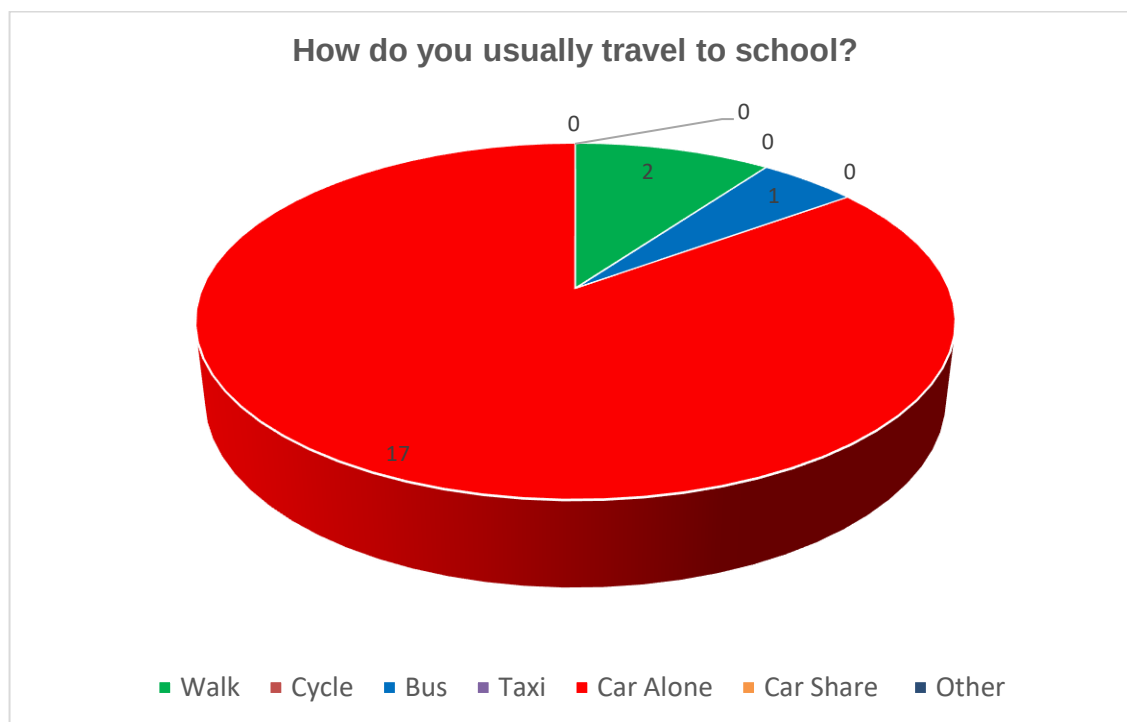
Hands up data based on current travel modes with percentages are shown below:

	Walk	Cycle	Scoot	Public Bus	School bus	P & S	Train	Car Share	Car Alone	Unknown	Total
Numbers	117	7	9	8	0	0	0	5	39	0	185
Percentage	63.2%	3.8%	4.9%	4.3%	0.0%	0.0%	0.0%	2.7%	21.1%	0.0%	100.0%

Results of the Staff Travel Surveys for Ranikhet Academy Primary School

In November 2020, the full staff members of Ranikhet Academy School were issued with travel survey questionnaires to establish their travel patterns on their way to school and why they travel the way they do. 20 responses out of a possible 30 staff responded, giving a response rate of 66.7%. The results were as follows:

How do you usually travel to school (for the main part of your journey)?



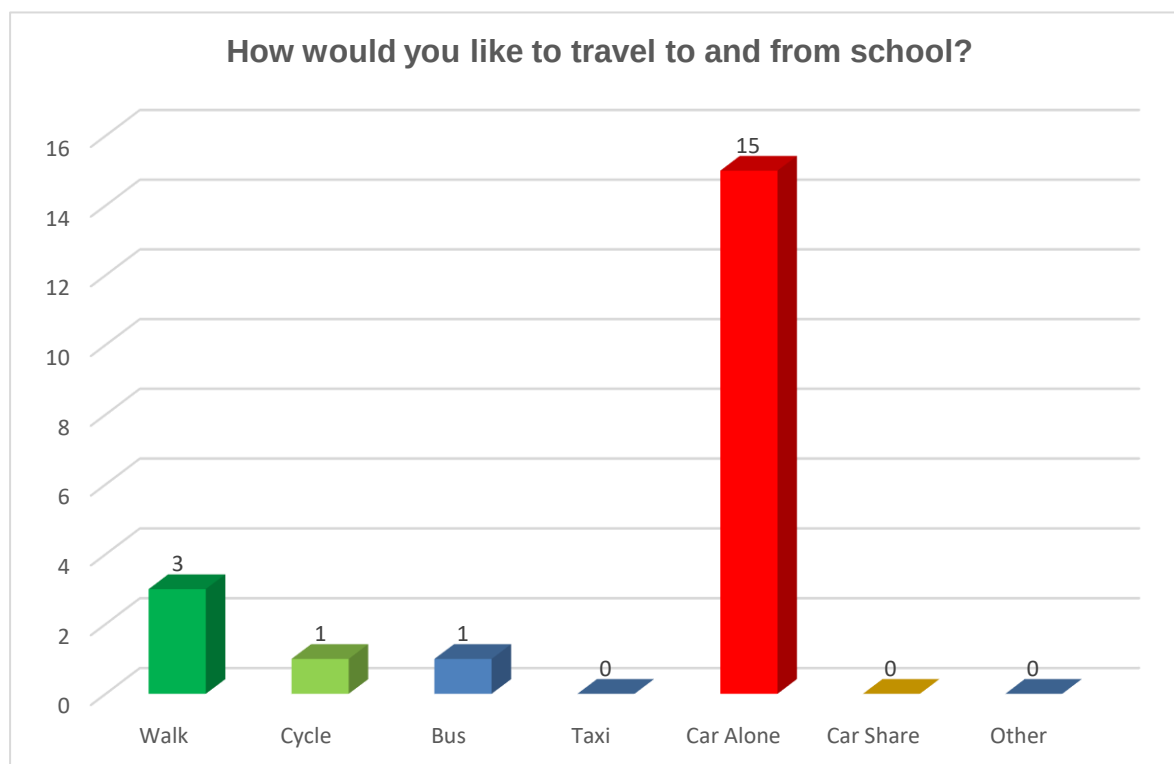
	Walk	Cycle	Bus	Taxi	Car Alone	Car Share	Other	Total
Number	2	0	1	0	17	0	0	20
Percentage	10.0%	0.0%	5.0%	0.0%	85.0%	0.0%	0.0%	100.0%

As you might expect the majority of staff travel to school by car as they will tend to live further away from school than the pupils. However, 15% of staff do still travel sustainably.

How do you usually travel from school?

As you would expect, all the staff that responded travel to and from school using the same mode of travel.

How would you like to travel to and from school?



	Walk	Cycle	Bus	Taxi	Car Alone	Car Share	Other	Total
Number	3	1	1	0	15	0	0	20
Percentage	15.0%	5.0%	5.0%	0.0%	75.0%	0.0%	0.0%	100.0%

It appears that there is a small appetite for change, and this should be encouraged where possible. By installing separate staff cycle storage this could be beneficial to those who might or are considering cycling to school.

What concerns do you have about your route to school?

Concerns	Number of Similar response
It's more dangerous to cycle on the roads in wet, icy conditions.	
The most concerning part of my route to school is driving up to the junction of where Spey Road meets Eddleston Way, just in front of the MUGA. Turning right on this junction towards the School from Spey Road is a daily hazard for me, as there does not appear to be a right of way, with cars/buses often coming down the road quite quickly and crossing paths close together. The main issue here I believe being the restricted field of vision you get of an oncoming vehicle coming down Spey Road, as parked cars tend to block your sight.	
its long	
No concerns	2
Temporary signals at several places sometimes	2
Rush hour traffic	3
No zebra crossing and the speeding cars.	
I have had issues with fallen tree, traffic...	
My route to school is a main "in flowing" route and can be hampered by heavy traffic, accidents, and inclement weather conditions.	

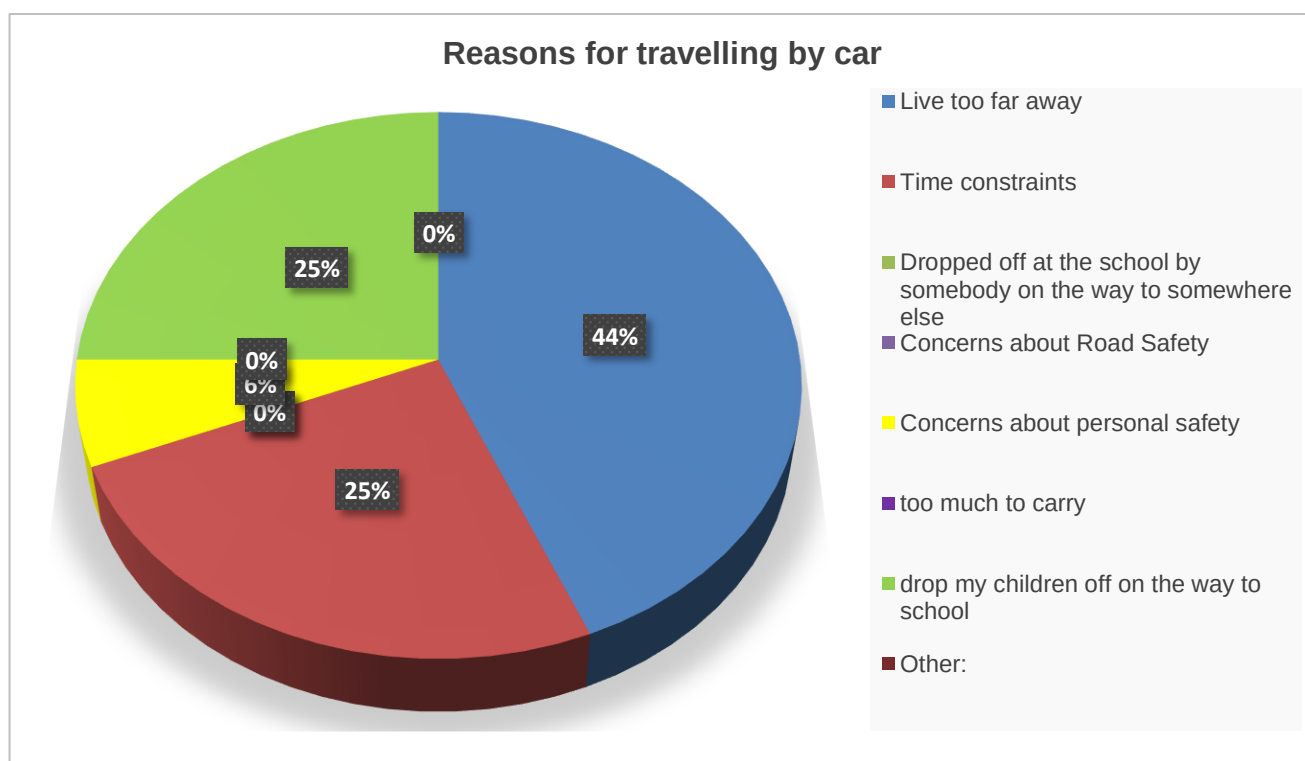
What do you think could be done to improve your journey to school?

Suggested improvements
More consistent cycle lanes. When cycle lanes are on the path, to continue across a junction, cars are usually given priority. Cyclists and walkers should have priority. Along roads, the cycle path often only lasts for a short distance and then stops.
There was a recent discussion with Jo Lovelock, the local councillor, about a zebra crossing from Oak Tree House to the School's side of Spey Road (next to the astro turf pitch), which I think could both potentially help to slow drivers down as a precaution on that road, as well as aiding with those crossing the road to get to School.
A convex road traffic mirror could also prove to be a big aid on the Spey Road/Eddleston Way junction as mentioned in point 5, though this may need to be protected in some way as vandalism is fairly common on the estate.
Less potholes in the road please.
More speed humps and a crossing. When I have used my car in the past the junction of Spey Road and Eddleston Way is confusing as there are no road markings.
A closer commute (but I moved away).
Nothing really.

Would anything make you consider a different mode of travel?

Would anything make you consider a different mode of travel?	Number of Similar Reasons
If my baby's nursery were closer, I would walk.	
I would prefer to cycle however, the time it takes and often taking my laptop home, means I drive.	
No	3
Cycle route to cycle to and from school	
Not particularly	
I would car share, but I drop my daughter at childcare on the way and collect on the way home	
I would be open to car sharing, but I normally arrive early to school.	
I do not feel I have any other options available.	

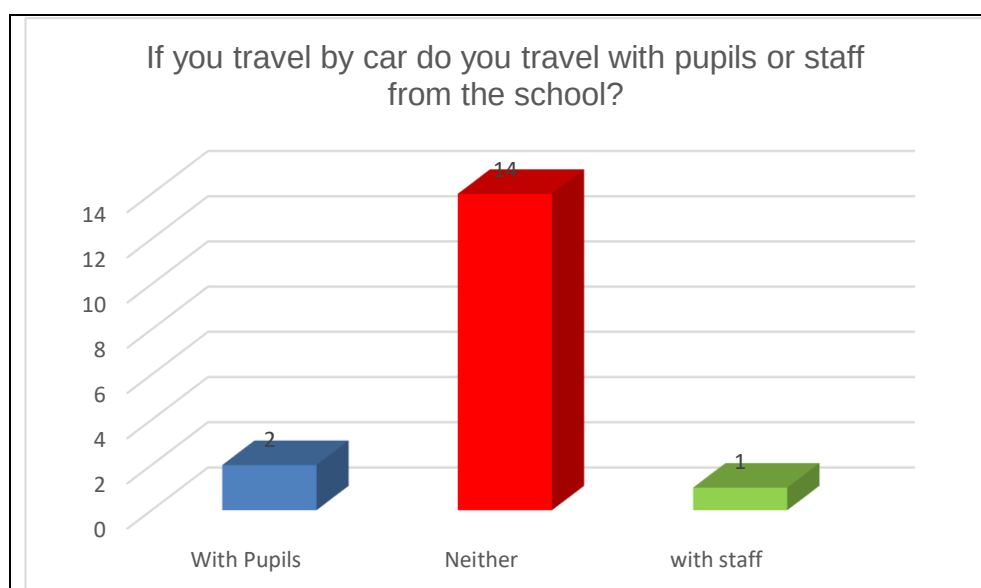
If you travel to and from school by car, what are your main reasons for doing so?



Live too far away	Time constraints	Dropped off at the school by somebody on the way to somewhere else	Concerns about Road Safety	Concerns about personal safety	too much to carry	drop my children off on the way to school	Other:	Total
7	4	0	0	1	0	4	0	16
43.8%	25.0%	0.0%	0.0%	6.3%	0.0%	25.0%	0.0%	100.0%

As you would expect with staff, the distance travelled, dropping off their own children and the time constraints are the largest influencers.

If you travel to/from school by car, do you travel with pupils or staff from the school?



With Pupils	Neither	with staff	Total
2	14	1	17
11.8%	82.4%	5.9%	100.0%

This demonstrates that most of the staff members travel to school by car on their own, however, some do car share.

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 in chapter 3, the predicted mode split is likely to be similar to that of the 2020 mode split for the school. Based on this and other surveys, the trip generation can then be predicted/forecasted, and this is summarised and is broken down in to parking numbers for the different directions of travel to the school.

Governors

Due to limitations in timing, the quickest and most effective way to engage with the Full Governing Body was to email a summary of the survey results and issues raised to-date, and outline the main measures proposed, along with the overall aims and objectives of the travel plan for the school.

External partners

Residents

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. Due to the current COVID-19 pandemic, it was not appropriate to set up public facing meetings, therefore, as part of the rebuild plans, an online consultation was set up on the school web page inviting residents to submit their views and concerns on the proposals.

<https://ranikhetacademy.co.uk/about-us/redevelopment-of-ranikhet-academy>

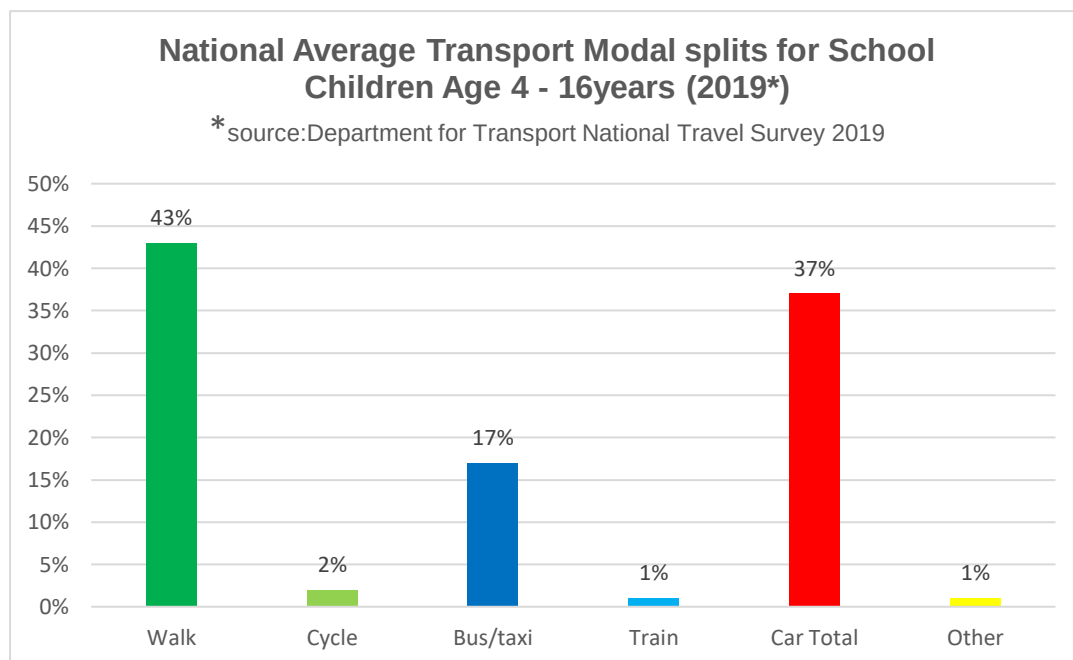
There has only been one response to the consultation to date and the concern was relating to the cost of the rebuild, was it necessary and the disruption to the local community.

National Travel Trends

A National Travel Survey was undertaken in **2019** by the Department for Transport which revealed the following trends in mode share of travel to school: The most notable change is that for **primary school children**, walking has decreased (from 53% in 2003 to 46% in 2019) and the proportion of car travel has increased (from 40% in 2003 to 47% in 2019). In addition, nationally the average length of a trip to primary school increased from 1.2 miles in 1995/97 to 1.8 miles in 2019.

The share of the main transport modes for **secondary children** (walking, bus and car) has remained broadly stable since 2003 (walking 42 – 39%, bus 21 – 23%, and car 24 – 26%). Private bus travel has decreased from 8 – 6%. Rail travel for this age group has increased from 1 – 2%. In addition, nationally the average trip length for secondary school children increased 2.9 miles in 1995/97 to 3.5 miles in 2019.

Below, is a graph depicting the national average modal share for primary and secondary school children (4 - 16year olds).



	Walk	Cycle	Bus/taxi	Train	Car Total	Other
National	43%	2%	17%	1%	37%	1%

This graph demonstrates that Ranikhet Academy Primary School with a walking rate of 63.2% has above average numbers of pupils walking compared to the national average, and with car alone use at 21.1%, car share of 2.7% and park and stride of 0%, its car use is 23% below the national average, therefore, the school should aim to maintain this position or where possible put in measure to improve upon the current position.

Summary of the Consultation and Issues Identified by All Parties

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;

- **A Lack of a Safe Crossing Place**
Across the junction of Spey road where it meets Eddleston Way
Crossing Norcot Road (hill) from Romany Lane
- **Lack of Road Markings** – on the junction of Spey Road/Eddleston Way, this causes difficulties for car drivers and pedestrians
- **Cycle Lanes** – need for improved and consistent cycle lanes in the area surrounding the school

Section 5 – Action Plan

To ensure that a robust action plan is put in place this document reviews the aims and objectives of the original travel plan, to see if targets were met and if any targets need to be carried forward to this plan.

Aims and Objectives of This Travel Plan

Aims

- To sustain, and where possible, encourage a greater use of more sustainable modes of travel for journeys to and from school, and therefore reduce the impact of travel to school on the local community, particularly as the school expands.
- To encourage alternative transport to car use
- To increase awareness of the importance of safe travel to and from school.
- To raise travel awareness amongst the whole school community and integrate sustainable school travel within the Curriculum and school ethos.
- To promote and enable sustainable travel for staff and visitors.

Objectives

- To encourage and enable more children and parents to walk to and from school
- Encourage and enable more pupils who have bicycles or scooters to consider cycling, scootering to school and back with parents.
- Where appropriate, encourage car sharing between parents of the school.
- To ensure parents and pupils feel safer walking or cycling to school.
- To ensure that Road Safety education is provided to all to ensure safer journeys to and from school.
- Promote the travel plan and sustainable travel options to pupils and parents
- To communicate in a proactive manner with residents
- To promote and enable alternatives to the car and reduce car use (for staff and visitors).

Measures and Targets

Measurable targets will be set, so the progress of the travel plan can be monitored. Targets will be “SMART” – specific, measurable, achievable realistic and time-related, and they will be set for staff and pupils alike. A series of measures will be used to achieve the targets and these are demonstrated in the enclosed action plan. More measures can be added in the future years depending on the outcome of the initial targets and the monitoring of them.

Section 5 – Action Plan for Ranikhet Academy Primary School

Aim: To sustain and where possible, encourage a greater use of more sustainable modes of travel for journeys to and from school, and therefore, reduce the impact of travel to school on the local community particularly as the school expands.

Objective: To encourage and enable more children and parents to walk to and from school

SMART Target	Measure / Initiative and Completion Date	Priority of Measure (High, Med or Low)	Task / Action and Completion Date	Responsibility (Specify role)	Review Date Task/Action
To maintain pupils choosing to walk all or part of their way to school. Maintain walking levels at the current rate of from 63% by June 2025 and reduce car alone use from 21.1% to 13% by October 2025 and Increase park and stride from 0% to 1% by October 2021 (baseline Hands Up Survey December 2020)	Promote initiatives such as Walk to School Week in May 2021 and annually thereafter	High	Promote to parents via the school newsletter and reminders to be put on the school twitter feed. April 2021 and annually thereafter	School Travel champion / Admin Office	June 2022
			Promote the initiative to pupils in assemblies with the help of the school council April and May 2021 and annually thereafter	Headteacher & School Council	
			Promote the initiative to parents via newsletters, texts and twitter April & May 2021 and annually thereafter	Admin Office / Web manager	
	Seek out potential car parks for Park and Stride and promote to parents September 2024 and annually thereafter	High	Speak to the Management Group for the retail business park on Oxford Rd re. option of using their car park for park and stride July 2024 Promote general capacity in the local roads and create a five-minute walking zone, using map from Modeshift STARS July 2022	School Travel Plan Working Group & Sarah Lees	December 2024

	Investigate the possibility of setting up a `Walk from a Friend's House' approach to encourage more pupils to walk at least part of their journey. By December 2023		Approach parents & staff, plus residents who live locally for offers of possible car parking within walking distance that could be used for park & stride. September 2023	School Travel Champion	
			Organise a coffee morning to put families in touch with each other to enable a Park on My Drive scheme in place. November 2023		
	For each new intake, ensure that pupils and parents are provided with the necessary information and tools to travel to school in a safe and sustainable way September 2021 and annually thereafter	Medium	Review information on school web page to inform parents as to how they may travel to school sustainably, if necessary creating a web page using the following link: https://myjourneyhampshire.com/sites/default/files/MJ%20website%20toolkit_FINAL_0.pdf	School Travel Champion/ Headteacher	December 2022
	Investigate the possibility of a Safe Crossing on both Spey Road in front of the school and on Norcot Road January 2022	High	Contact Reading Borough Council Road Safety Team/Traffic Management Team for a Site survey April 2021		
	In the event a Safe Crossing is not justified petition the local MP for support for a crossing March 2023		All Key Stage two year groups to produce letters in class using persuasive writing to lobby the local MP to install a crossing point on Spey Road January 2023	English Curriculum Leader	

Aim : Encourage alternative transport to car use

Objective 1) : Encourage and enable more pupils who have bicycles or scooters to consider cycling/scooter to school and back with parents

Objective 2) : Where appropriate, encourage car sharing between parents of the school

SMART Target	Measure / Initiative and Completion Date	Priority of Measure (High, Med or Low)	Task / Action and Completion Date	Responsibility (Specify role)	Review Date Task/Action
Increase the number of pupils choosing to cycle from 3.8% (December 2020 Hands Up survey) to 6% or choosing to scooter to school 4.9% (December 2020 Hands-up survey) to 8% on a regular basis by October 2024	Continue to provide Bikeability Level 2 training on the playground as part of the PE curriculum May 2021 and annually thereafter	High	Make contact with RBC's Road Safety Team to book Bikeability training. February 2021 and annually thereafter	PE Leader	December 2023
	Install more cycle and scooter parking at school as part of the rebuild project September 2022	High	Liaise with HCC Architects team to ensure more cycle and scooter provision is provided Complete December 2020	Headteacher	December 2022
	Provide scooter training to all pupils as part of the PE curriculum September 2022 and annually thereafter	Medium	Investigate scooter training providers and provide training by using sports premium funding or consider downloading the free toolkit for staff to provide Training https://myjourneyhampshire.com/education/primary-schools-in-hampshire/events-and-challenges/scooting-for-primary-schools/ June 2022	PE Curriculum leader	December 2019

	Take part in the Big Pedal event April 2021 and annually thereafter		Obtain an information pack from Sustrans. https://www.sustrans.org.uk/our-blog/projects/uk-wide/schools/sustrans-big-pedal/ February 2021	School Travel Champion	
	Hold a “Cycling Day/Event” to promote cycle routes to school, introduce Bike Maintenance and “Cycle Coding” to ensure bike safety June 2022		Contact RBC for a cycling routes map. Contact a local bicycle store for advice re bike maintenance e.g., Halfords, and the local Police re cycle coding/wrapping June 2022	Admin Office	
Make Car Sharing an option available to all those who would like to by May 2024	Display a map in the reception area showing the areas from which pupils travel, updating annually as the school grows. October 2022	Low	Contact the RBC education team for a postcode location map. March 2023 Set up a coffee morning for parents who are interested in car sharing, with a view to setting up a car share club December 2023	School Travel Champion	December 2024

Aim: To increase awareness of the importance of safe travel to school.

Objective: To ensure that Road Safety education is provided to all to ensure safer journeys to and from school

SMART Target	Measure / Initiative and Completion Date	Priority of Measure (High, Med or Low)	Task / Action and Completion Date	Responsibility (Specify role)	Review Date Task/Action
Ensure that 100% of pupils are taught Road Safety by December 2024 and each year after.	Incorporate Road Safety training into the curriculum July 2022	High	Contact the Road Safety Team to book the Road Safety Roadshow for the Autumn term 2022 June 2022	Headteacher/ PHSE lead teacher	January 2025
			Download free Road Safety curriculum materials from the Think Road Safety website: http://think.direct.gov.uk/education/early-years-and-primary/teachers/road-safety-education/ July 2022		
	Investigate having Junior Travel Ambassadors who may be able to run Road Safety activities at wet break and assemblies January 2022	Medium	Download the Junior Travel Ambassador Resource Kit from Modeshift STARS https://modeshiftstars.org/admin/resources.php#JTA_YTA September 2021	Head of School/ Executive Headteacher	January 2023
	Promote the Parkwise initiative to ensure safe, considerate and sensible parking when parking on the	Medium	Promote the Parkwise leaflet and sensible parking via the School Website and regular newsletters. https://myjourneyhampshire.com/media/1703/hcc-parkwise-leaflet-2019-1.pdf	Curriculum Leaders/ Head of School	January 2025

	school run January 2022		Ensure all new starters are provided with a copy of the leaflet in their new starter pack October 2022		
	Work with local enforcement agencies to ensure parents park safely and sensibly October 2022	High	Arrange to meet with the local Police Community Support Officer and RBC's Parking Enforcement Officer to discuss approach to parking issues and concerns where appropriate May 2022 and annually thereafter	Headteacher & School Travel Champion	January 2023

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

Objective: Promote the travel plan and sustainable travel options to pupils and parents and to communicate in a proactive manner with residents

SMART Target	Measure / Initiative and Completion Date	Priority of Measure (High, Med or Low)	Task / Action and Completion Date	Responsibility (Specify role)	Review Date Task/Action
Ensure that 100% of pupils and parents are aware of the School Travel Plan and it's objectives and their role in supporting them by September 2024 and onwards to keep all new parents and pupils informed and involved on an annual basis Ensure that the local residents are kept informed on the school development and when school events are on and may impact the local highway. June 2024 and ongoing.	Promote the travel plan to the whole school community by September 2022	Medium	Once the travel plan is approved include details of the plan on the school website on the travel to school page, add in a summary to the school brochure. September 2021	School Website Manager	December 2023
	Include in the curriculum work on sustainable travel linking in with the Healthy Schools September 2023		Discuss with teachers the ways in which sustainable travel can be included in the curriculum making use of pupil postcode maps April 2022	Headteacher and Leadership Team	
	Include the School Travel Plan as an aspect of the school Self Evaluation Plan (SEP) (with regards to the building refurbishment) July 2022		Create and update SEP as appropriate as the school expands. April 2022 onwards		
	Communicate development of school site and travel matters with local community through newsletter, distribute to residents on Dee Park estate		Discuss with Governing Body options of communicating with residents and other stakeholders developments on the travel plan and school expansion. June 2021	Executive Headteacher & Business Manager	

	May 2021		Distribute flyers to residents on key roads to alert them to whole school events. March 2022 and ongoing		
To register on Modeshift STARS and create a STARS travel plan to keep travel planning current by July 2021	Arrange training with HCC School Travel Team and or RBC and create STARS school travel plan May 2021	High	Register on https://modeshiftstars.org/ And contact HCC School Travel Team for training and guidance February 2021 Work towards, achieve and maintain Bronze STAR level by carrying out annual hands up surveys of staff and pupils May 2018 and annually thereafter	School Travel Champion	December 2021

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

Objective: 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, Med or Low)	Task / Action and Completion Date	Responsibility (Specify role)	Review Date Task/Action
Encourage staff to consider sustainable travel options with a view to keeping the number of staff travelling by car alone reduced to a minimum level. By September 2024 and annually thereafter	Encourage and enable staff to car share September 2022	Low	Provide maps to staff, at staff meetings of approximate staff home locations Sept 2022 onwards	Business Manager	December 2023
			Inform staff of the car sharing website www.liftshare.com September 2022 onwards		
			Consider providing Priority Car Park Bays for staff who car share September 2022	School Travel Champion	
	Have information available for staff of public transport, walking and cycling routes, as well as discounts and interest free loans that are available for staff for cycle equipment etc. July 2022	Low	Request maps and timetables from RBC. By April 2022	School Travel Champion	December 2024
			Create into a pack and make staff aware of info April 2022		

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 three years to find out if anything has changed or requires action. The next full travel survey will be carried out in October 2023 by the School Travel Champion. The next full review will be carried out in February 2024 by the School Travel Champion and working group. The Governing body will also periodically review the travel plan.

There will be an interim review of the travel plan in October 2022 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 School Travel Champion and Travel Working Party.

Any review undertaken will be submitted to the Borough Council's Development Planning Team to monitor the impact of the development and the effectiveness of the travel plan. The review can take place in the format of an online Modeshift STARS travel plan, with the aim being achieving and maintaining a bronze level award.

Section 7 Long Term Sustainability

Once the School Travel Plan has been approved, the travel plan will be incorporated within the School Development Plan for the school 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 Ranikhet Academy School are endorsed by the Head Teacher 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. Any reviews must be shared with the Borough Council's Development Planning Team and must be in line with the Borough Council's review criteria.

We are also aware that although we have outlined measures in our action plan, Reading Borough Council is not obliged or committed to funding all or any of these.

A black ink signature, appearing to be "A. Smith", written over a horizontal line.

Signed: _____

Date: 11/02/21

Executive Headteacher, Ranikhet Academy School

A blue ink signature, appearing to be "A. Smith", written over a horizontal line.

Signed: _____ Date 20.1.21.
Head of School, Ranikhet Academy School

Signed: Jellyard

Date: 18/02/21

Governor, Ranikhet Academy School

**Hampshire County Council's
Travel Planning Team**



**Full School Travel Plan for the
Ranikhet Academy Primary School**

Spey Road

Reading

RG30 4ED

January 2021

Appendices

Appendices

Appendix 1 – Existing and Proposed site plan and Location Map

Appendix 2 - Pupil Postcode Maps

Appendix 3 – Staff Location Map

Appendix 4 – Bus Routes and Timetables

Appendix 5 – Train Timetables

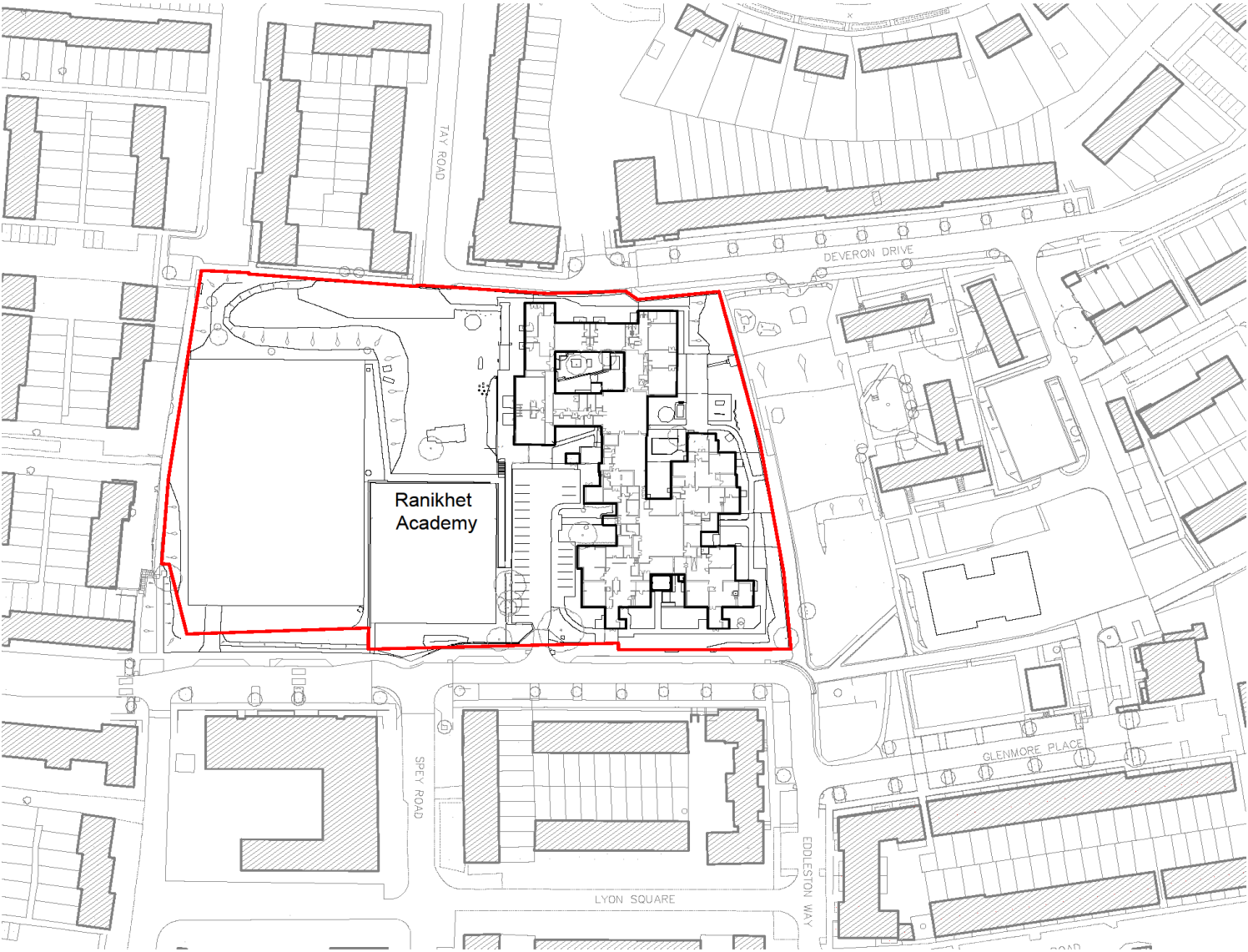
Appendix 6 - Example Survey forms

Appendix 7 – Consultation Responses

Appendix 8 – Cycle Routes Map

Appendix 1 – Site Plans – Existing Site Plan

cad file name: S:\EXTERNAL CLIENTS\READING BOROUGH COUNCIL\RANIKHET PRIMARY SCHOOL\E04759 RANIKHET PRIMARY SCHOOL\01 WIP\STAGE ACTIVE\AUTOCAD\1000 LOCATION\E04759-HCC.DWG



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Notes:

— Ranikhet Academy Site Boundary
For Site Services See Drawing 1003

Revision table with columns: Rev, Description, Date, By, Check.

Rev	Description	Date	By	Check
P1	S2 SUITABLE FOR INFORMATION	30/05/2020	TL	NC

Project Name: Ranikhet Primary School

SCALE
1:500 @ A1
DRAWN: TL
CHKD: NC
APPR: KE

DATE
E04759-HCC-S-XX-DR-A-SITE PLAN-1006 P1

SUITABILITY
S2 SUITABLE FOR INFORMATION

10.05.2019

The site plan shows the layout of Eddleston Primary School. The school grounds are outlined in red. The plan includes a large rectangular area (6) on the left, a central building complex (1-15) in the middle, a large rectangular area (2) on the right, and a large rectangular area (3) at the bottom right. The plan is bounded by Spey Road to the west and Eddleston Way to the east. A red line outlines the school grounds.

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- Pedestrian Access
- Vehicular Access
- Main Entrance to School
- Site Boundary
- Community Use Agreement Areas of Use
- Area of Site Accessible During Community Use

- 1 New Primary School
- 2 New Multi Use Games Area
- 3 New Car Park
- 4 New Bin Store
- 5 New Bike Shelter
- 6 Existing Synthetic Turf Pitch
- 7 Main Reception
- 8 LRC
- 9 Main Hall
- 10 Small Hall
- 11 Kitchen
- 12 Nursery
- 13 Year R Classroom
- 14 Specialist Practical Classroom
- 15 Key Stage 1 Classroom

P1	XXXXXXXXXXXXXXXXXXXX	1/7/2021	TL	NC
Rev.	Description	Date	By	Chk

HCC Property Services,
Three Ministers House,
76 High Street, Winchester SO23 8UL
Tel: (01962) 647801

PROJECT NAME
Ranikhet Academy
2FE Primary School

SHEET NAME
Community Use Agreement
Areas of Use

SCALE
1:250 @ A1

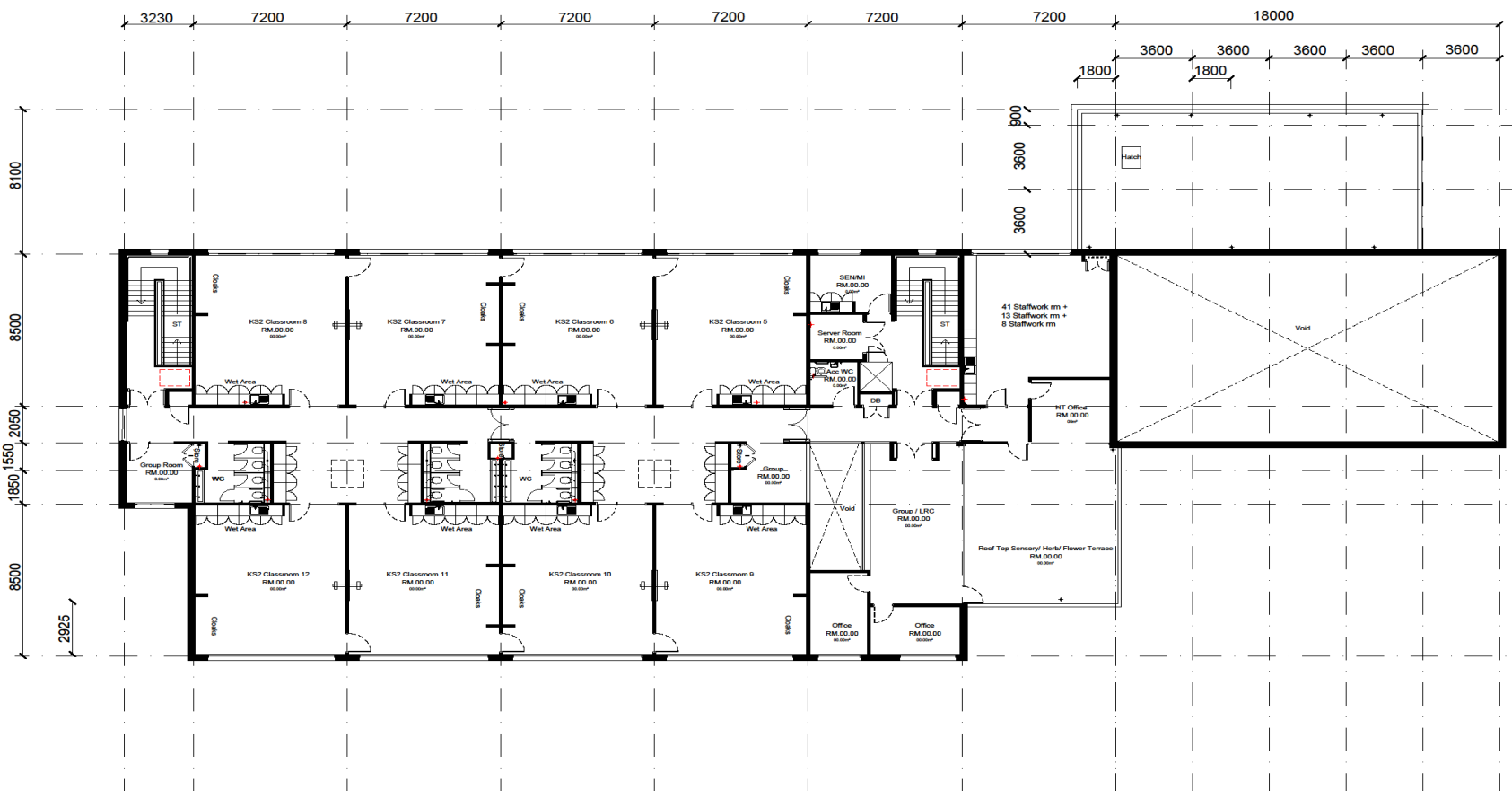
DRAWING No.
project code - originator - volume - level - type - role - number
E04759-HCC- -XX-DR-A-1512

SUITABILITY	
code	description

S2 SUITABLE FOR INFORMATION

Proposed Site Plan – First floor

cad file name: S:\EXTERNAL CLIENTS\READING BOROUGH COUNCIL\RANIKHET PRIMARY SCHOOL\04759 RANIKHET PRIMARY SCHOOL\01 WIPA-ARCHITECT\DRAWINGS\2000 GA PLANS\PROPOSED PLANS\04759-HCC.DWG



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Notes:

P7 For Coordination	25/11/2020	TL	NC
P6 For Coordination	19/11/2020	TL	NC
P5 For Coordination	22/10/2020	TL	NC
P4 For Coordination	21/10/2020	TL	NC
P3 For Coordination	15/10/2020	TL	NC
P2 For Coordination	16/09/2020	TL	NC
P1 For Coordination	28/09/2020	TL	NC

HCC Property Services,
Three Minutes House,
74 High Street, Winchester SO23 8LJ.
tel: 01753 267001

PROJECT NAME
Ranikhet Academy Primary

SHEET NAME
First Floor Plan
Proposed

SCALE
1:100 @ A1

DRAWN CHKD APPR
TL NC KE

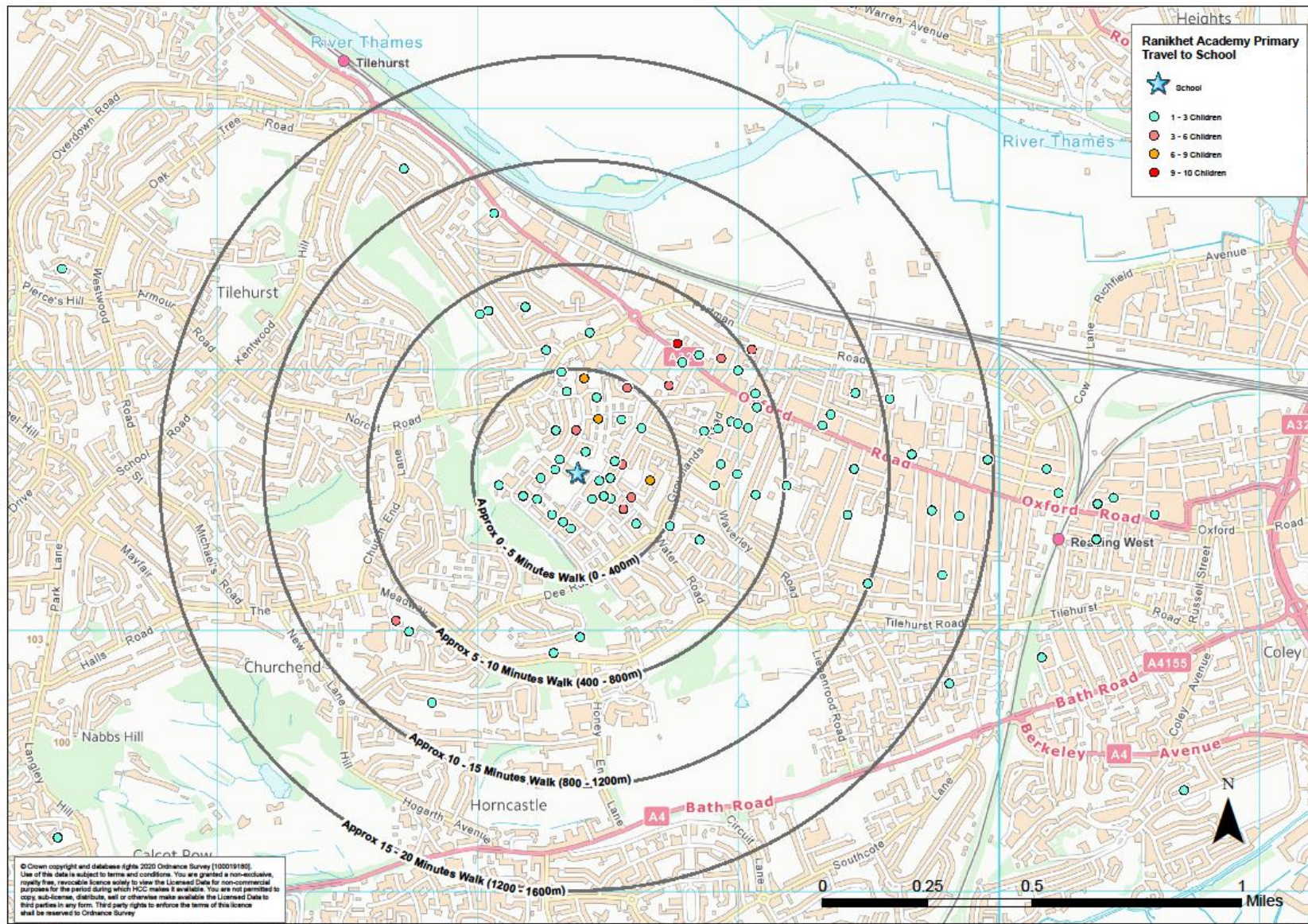
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E04759-HCC-NB-00-DR-A-2010 P7 00

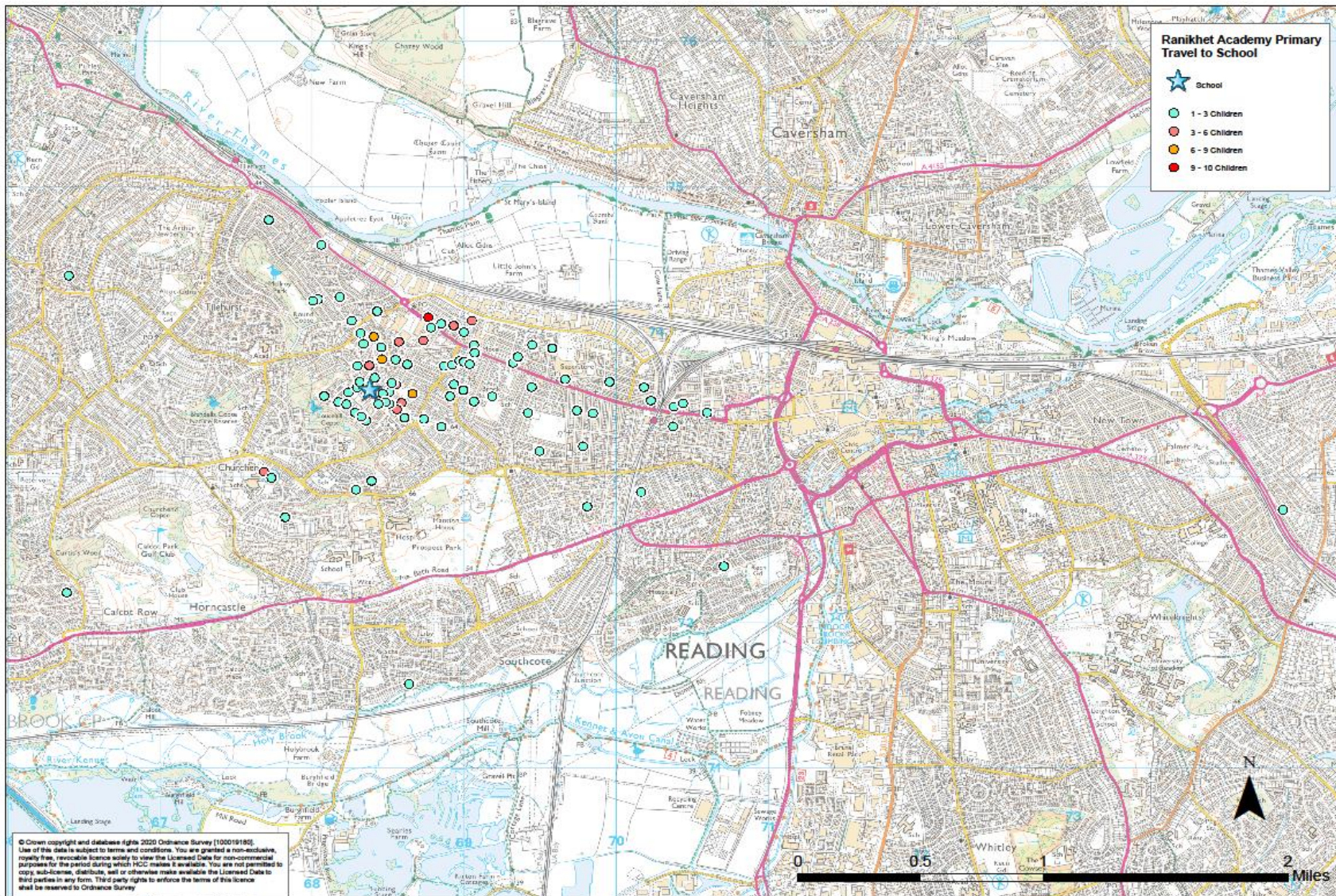
SUITABILITY
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SUITABLE FOR COORDINATION

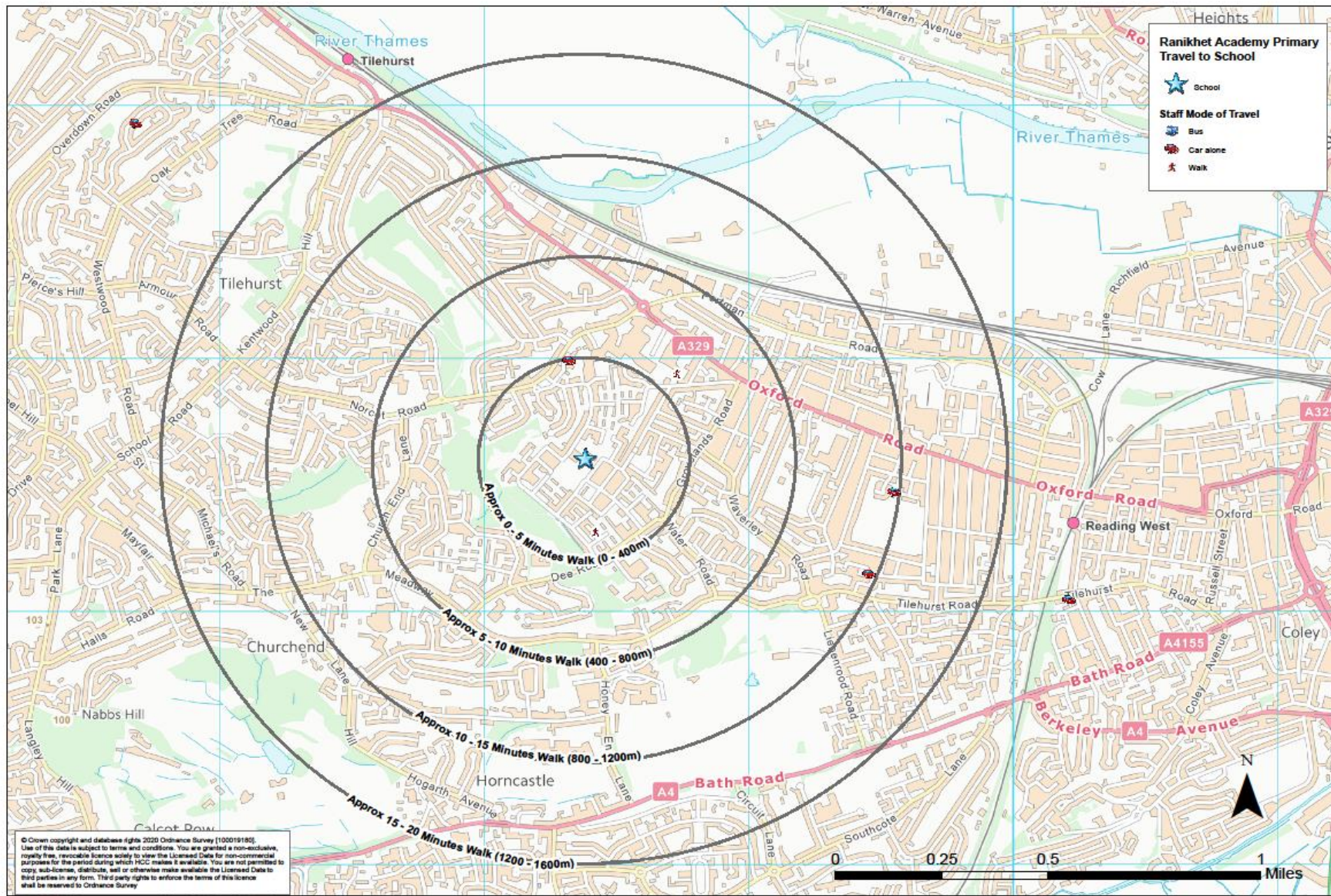
10.05.2018

Appendix 2 – Pupil Postcode Plot

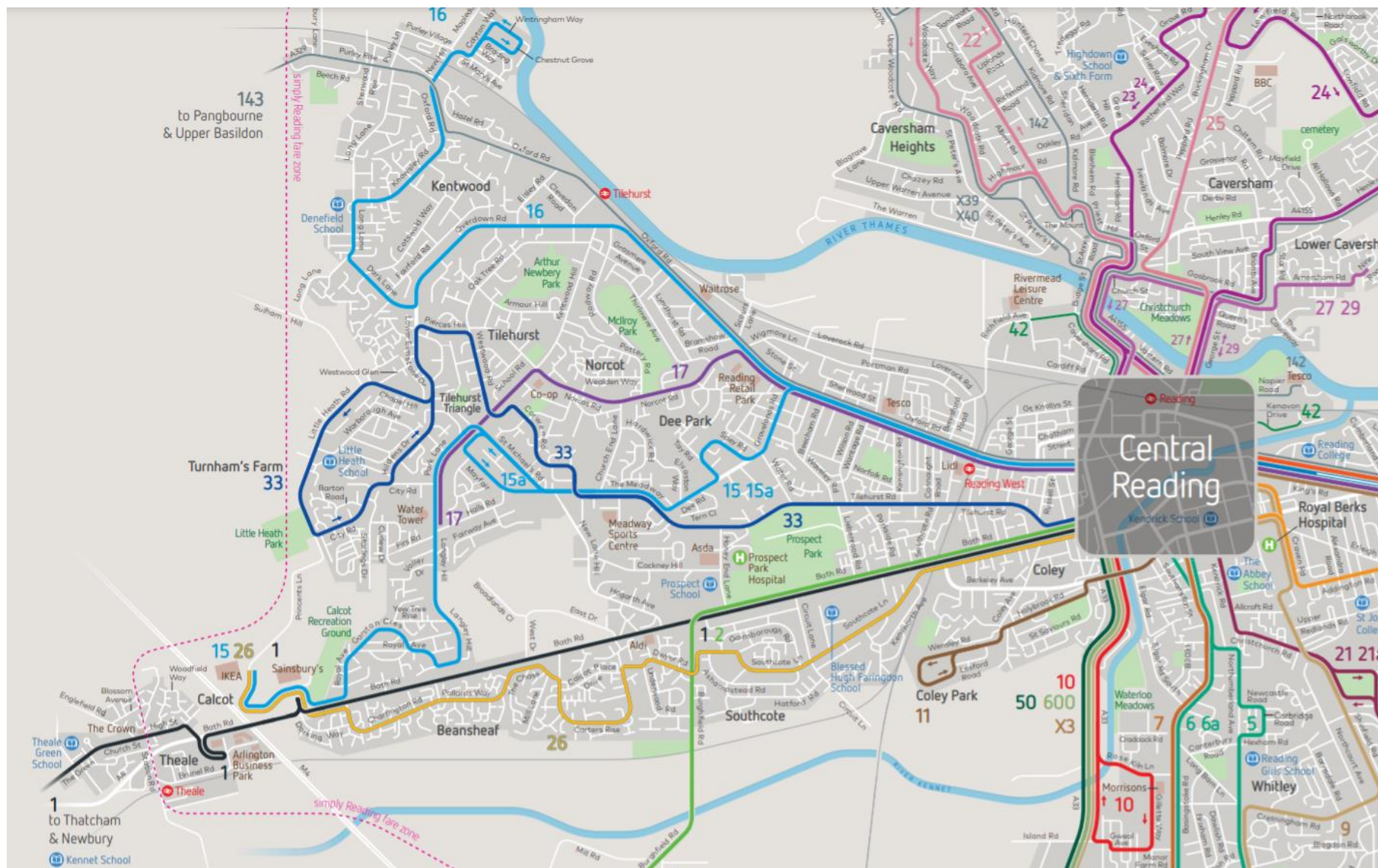




Appendix 3 – Staff Postcode Plot



Appendix 4 – Bus routes and Timetables



	15	15	15	15	15	15a	15a	15a	15	15a	15	15	15a	15	15a
<u>Friar Street</u>	05:00	05:30	06:00	06:30	06:45	06:55	07:15	07:35	08:00	08:15	08:30	09:00	09:15	09:30	09:45
<u>Cheapside</u>	05:02	05:32	06:02	06:32	06:47	06:57	07:18	07:38	08:03	08:18	08:33	09:03	09:18	09:33	09:48
<u>Dee Rd Fire Stn</u>	05:10	05:40	06:10	06:40	06:56	07:06	07:32	07:52	08:18	08:33	08:45	09:15	09:30	09:45	10:00
<u>Tilehurst Triangle</u>	05:17	05:47	06:17	06:47	07:04	07:14	07:41	08:03	08:32	08:47	08:55	09:25	09:40	09:55	10:10
<u>Denefield School</u>	-	-	-	-	-	-	-	08:10	-	-	-	-	-	-	-
<u>The Water Tower</u>	05:19	05:49	06:19	06:49	07:06	-	-	-	08:36	-	08:59	09:29	-	09:59	-
<u>Calcot (Sainsbury's)</u>	05:23	05:53	06:23	06:53	07:12	-	-	-	08:43	-	09:06	09:36	-	10:06	-
<u>Calcot (Ikea)</u>	05:24	05:54	06:24	06:54	07:13	-	-	-	08:44	-	09:07	09:37	-	10:07	-

	15	15a	15	15a	15	15a	15	15a	15	15a	15	15a
<u>Friar Street</u>	14:25	14:35	14:55	15:10	15:25	15:48	16:00	16:10	16:25	16:40	16:55	17:10
<u>Cheapside</u>	14:28	14:38	14:58	15:13	15:28	15:51	16:03	16:13	16:28	16:44	16:59	17:14
<u>Dee Rd Fire Stn</u>	14:40	14:54	15:14	15:29	15:44	16:07	16:19	16:29	16:44	17:04	17:19	17:34
<u>Tilehurst Triangle</u>	14:50	15:05	15:25	15:40	15:55	16:18	16:30	16:40	16:55	17:15	17:30	17:45
<u>Denefield School</u>	-	-	-	-	-	-	-	-	-	-	-	-
<u>The Water Tower</u>	14:54	-	15:29	-	15:59	-	16:34	-	16:59	-	17:34	-
<u>Calcot (Sainsbury's)</u>	15:01	-	15:36	-	16:06	-	16:41	-	17:06	-	17:41	-
<u>Calcot (Ikea)</u>	-	-	15:37	-	16:07	-	16:42	-	17:07	-	17:42	-

	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17
<u>Three Tuns</u>	07:19	07:27	07:35	07:42	07:50	07:58	08:05	08:13	08:21	08:29	08:37	08:45	08:53	09:01	09:10	09:19
<u>St Mary's Butts</u>	07:38	07:46	07:54	08:01	08:09	08:17	08:25	08:33	08:41	08:49	08:57	09:05	09:13	09:20	09:29	09:38
<u>Cheapside</u>	07:43	07:51	07:59	08:06	08:14	08:22	08:30	08:38	08:46	08:54	09:02	09:10	09:18	09:25	09:34	09:43
<u>Norcot Junction</u>	07:53	08:01	08:09	08:17	08:25	08:33	08:41	08:49	08:57	09:05	09:12	09:20	09:28	09:35	09:44	09:53
<u>The Water Tower</u>	08:04	08:12	08:20	08:28	08:36	08:44	08:52	09:00	09:08	09:16	09:23	09:31	09:39	09:46	09:55	10:04

	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17
<u>Three Tuns</u>	14:15	14:23	14:32	14:41	14:50	14:59	15:08	15:17	15:26	15:35	15:43	15:51	15:59	16:07	16:15	16:23	16:31
<u>St Mary's Butts</u>	14:34	14:42	14:51	15:00	15:10	15:19	15:28	15:37	15:46	15:55	16:03	16:11	16:19	16:27	16:35	16:43	16:51
<u>Cheapside</u>	14:39	14:47	14:56	15:05	15:15	15:24	15:33	15:42	15:51	16:00	16:08	16:16	16:24	16:32	16:40	16:48	16:56
<u>Norcot Junction</u>	14:50	14:59	15:08	15:17	15:27	15:36	15:46	15:55	16:04	16:13	16:21	16:29	16:37	16:45	16:53	17:01	17:09
<u>The Water Tower</u>	15:01	15:10	15:19	15:28	15:38	15:47	15:57	16:06	16:15	16:24	16:32	16:40	16:48	16:56	17:04	17:12	17:20

↓ To Turnham's Farm

↓ To Central Reading

Major stops

⋮ All stops

📅 07 / 01 / 2021

	33	33	33	33	33	33	33	33	33	33
<u>Friar Street</u>	07:44	07:54	08:09	08:24	08:39	08:54	09:09	09:24	09:39	09:54
<u>St Mary's Butts</u>	07:46	07:57	08:12	08:26	08:41	08:56	09:11	09:26	09:41	09:56
<u>Castle Street</u>	07:48	07:58	08:13	08:28	08:43	08:58	09:13	09:28	09:43	09:58
<u>Russell Street (Tilehurst Road)</u>	07:50	08:00	08:15	08:29	08:44	08:59	09:14	09:29	09:44	09:59
<u>Maitland Road</u>	07:52	08:02	08:17	08:31	08:46	09:01	09:16	09:31	09:46	10:01
<u>Reading West Station</u>	07:53	08:03	08:18	08:32	08:47	09:02	09:17	09:32	09:47	10:02
<u>Southcote Road (Tilehurst Road)</u>	07:54	08:05	08:20	08:33	08:48	09:03	09:18	09:33	09:48	10:03
<u>Cranbury Road</u>	07:55	08:06	08:21	08:34	08:49	09:04	09:19	09:34	09:49	10:04
<u>Parkside Road (Tilehurst Road)</u>	07:56	08:07	08:22	08:35	08:50	09:05	09:20	09:35	09:50	10:05
<u>Tilehurst Road, Waverley Road</u>	07:58	08:09	08:24	08:37	08:52	09:07	09:22	09:37	09:52	10:07
<u>Water Road</u>	07:59	08:10	08:25	08:38	08:53	09:08	09:23	09:38	09:53	10:08
<u>Park Grove</u>	07:59	08:11	08:26	08:38	08:53	09:08	09:23	09:38	09:53	10:08
<u>Meadway Precinct</u>	08:00	08:12	08:27	08:39	08:54	09:09	09:24	09:39	09:54	10:09
<u>Stoneham Close Footpath</u>	08:01	08:13	08:28	08:40	08:55	09:10	09:25	09:40	09:55	10:10
<u>Usk Road</u>	08:01	08:13	08:28	08:40	08:55	09:10	09:25	09:40	09:55	10:10
<u>Dee Road top</u>	08:02	08:14	08:29	08:41	08:56	09:11	09:26	09:41	09:56	10:11

	33	33	33	33	33	33	33	33	33	33	33	33	33	33
<u>Friar Street</u>	14:24	14:39	14:54	15:09	15:24	15:39	15:54	16:09	16:24	16:39	16:54	17:09	17:24	17:39
<u>St Mary's Butts</u>	14:26	14:42	14:57	15:12	15:27	15:42	15:57	16:12	16:27	16:42	16:57	17:12	17:27	17:43
<u>Castle Street</u>	14:28	14:43	14:58	15:13	15:28	15:43	15:58	16:13	16:28	16:43	16:58	17:14	17:29	17:45
<u>Russell Street (Tilehurst Road)</u>	14:29	14:45	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:16	17:31	17:48
<u>Maitland Road</u>	14:31	14:47	15:02	15:17	15:32	15:47	16:02	16:17	16:32	16:47	17:02	17:19	17:34	17:50
<u>Reading West Station</u>	14:32	14:48	15:03	15:18	15:33	15:48	16:03	16:18	16:33	16:48	17:03	17:20	17:35	17:52
<u>Southcote Road (Tilehurst Road)</u>	14:33	14:50	15:05	15:20	15:35	15:50	16:05	16:20	16:35	16:50	17:05	17:21	17:36	17:53
<u>Cranbury Road</u>	14:34	14:51	15:06	15:21	15:36	15:51	16:06	16:21	16:36	16:51	17:06	17:22	17:37	17:55
<u>Parkside Road (Tilehurst Road)</u>	14:35	14:52	15:07	15:22	15:37	15:52	16:07	16:22	16:37	16:52	17:07	17:24	17:39	17:57
<u>Tilehurst Road, Waverley Road</u>	14:37	14:54	15:09	15:24	15:39	15:54	16:09	16:24	16:39	16:54	17:09	17:26	17:41	17:59
<u>Water Road</u>	14:38	14:55	15:10	15:25	15:40	15:55	16:10	16:25	16:40	16:55	17:10	17:27	17:42	18:00
<u>Park Grove</u>	14:38	14:56	15:11	15:26	15:41	15:56	16:11	16:26	16:41	16:56	17:11	17:28	17:43	18:01
<u>Meadway Precinct</u>	14:39	14:57	15:12	15:27	15:42	15:57	16:12	16:27	16:42	16:57	17:12	17:29	17:44	18:02
<u>Stoneham Close Footpath</u>	14:40	14:57	15:12	15:27	15:42	15:57	16:12	16:27	16:42	16:57	17:12	17:29	17:44	18:02
<u>Usk Road</u>	14:40	14:58	15:13	15:28	15:43	15:58	16:13	16:28	16:43	16:58	17:13	17:30	17:45	18:03
<u>Dee Road top</u>	14:41	14:58	15:13	15:28	15:43	15:58	16:13	16:28	16:43	16:58	17:13	17:30	17:45	18:03
<u>Dryland House</u>	14:41	14:59	15:14	15:29	15:44	15:59	16:14	16:29	16:44	16:59	17:14	17:31	17:46	18:04

MONDAYS TO FRIDAYS

[illegible]

London Paddington	⑤ a	1039	1106	1112	1136	1136	1141	1208	1212	1238	1240	1306	1311	1338	1341	.	1405	1414	1436	1442	1508	1512	1536
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London Paddington	1541	1607	1609	1636	1641	1707	1715	1735	1743	1804	1822	1838	1842	1909	1914	1939	1942	2007	2014
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OutwardReading to
Tilehurst

Thu 14 Jan 2021



^ Earlier

Dep	Arr	Chg	Dur	Single	Return	
06:22	06:26	0	4m	£2.80	£3.60	(i)
06:54	06:58	0	4m	£2.80	£3.60	(i)
07:25	07:29	0	4m	£2.80	£3.60	(i)
07:51	07:55	0	4m	£2.80	£3.60	(i)
08:26	08:30	0	4m	£2.80	£3.60	(i)
08:54	08:58	0	4m	£2.80	£3.60	(i)

ReturnTilehurst to
Reading

Thu 14 Jan 2021



^ Earlier

Dep	Arr	Chg	Dur	Select return time	
12:54	13:01	0	7m		(i)
13:57	14:03	0	6m		(i)
14:54	14:59	0	5m		(i)
15:56	16:02	0	6m		(i)
16:56	17:01	0	5m		(i)
17:58	18:03	0	5m		(i)
18:22	18:28	0	6m		(i)

v Later

School Travel Survey – Pupil & Parent Questionnaire

Reading Borough Council is carrying out a school travel survey in partnership with **Ranikhet Academy Primary School**. We are asking parents and pupils to complete this survey about how they travel to and from school. Your answers will help us to review school travel, identify potential measures to reduce traffic outside the school, with an aim to make it easier and safer for pupils, parents and staff to use public transport, walk and cycle.

Please hand this form back to your school once it has been completed.

Q1 What is your home postcode?

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This information will be treated as

confidential and used for mapping purposes

Q2 Which year group are you in?

- | | | | |
|--------|-----------------------|--------|-----------------------|
| Year R | ☐ | Year 4 | ☐ |
| Year 1 | ☐ | Year 5 | ☐ |
| Year 2 | ☐ | Year 6 | ☐ |
| Year 3 | ☐ | | |

Q3 How do you travel to and from School? And how would you like to?

	Walk 	Car Alone * 	Cycle 	Scoot 	Taxi 	Car Share** 	Bus 	Park and Stride ***  	Other (please state)
a) I usually travel to school by:	☐	☐	☐	☐	☐	☐	☐	☐	_____
b) I sometimes (1-2 times a week) travel by:	☐	☐	☐	☐	☐	☐	☐	☐	_____
c) I usually travel home by:	☐	☐	☐	☐	☐	☐	☐	☐	_____
d) I would like to travel to and from school by:	☐	☐	☐	☐	☐	☐	☐	☐	_____

*just your family in the car

** your family and another family travel together

*** Parked and walked 10 mins to school

Q4 If you travel to/from the school by car, what are the main reasons for doing so? (Please choose up to 3)

Parent/Guardian decision	
Live too far away from the school to walk or cycle	
No alternative available	
Time constraints	
Faster journey time compared to other ways to travel	
Dropped off at the school by parent/guardian on their way to work	
Dropping siblings to another school	
Concerns about road safety	
Concerns about personal safety	
Other (please state):	

Q5 If you travel to school by car do you share the journey with anyone else from your school?

Yes ☐ No ☐ How many other people? []

Is this someone from your family ☐ Another family ☐

Would you be interested in sharing your journey with another family? YES/NO (delete as appropriate)

Q6 Is there anything that could be done to encourage you and your child(ren) to walk, cycle or scoot to school?

Q7 What concerns (if any) do you have regarding your route/ journey to the school? (Please be specific about any locations where you think there are particular issues)

Q8 What could be done to improve your route/ journey to the school? (please state location)

Q9 Do you own a bicycle? Yes ☐ No ☐
If so, do you wear a cycle helmet? Yes ☐ No ☐

Q10 Have you been involved in an accident on your way to or from school in the last year?

Yes ☐ No ☐

If yes please give details if possible

Q11 How far is your journey to school?

Under 1 mile ☐
1 to 3 miles ☐
3 miles and over ☐

Q12 Parents/Guardians/Carers

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

Privacy Notice 'Hampshire County Council/Reading Borough Council collects information about you to provide you with Travel Planning Services and to inform how our services are delivered. • We will use the information for: - contact if you have won in a competition; - analysing where journeys to school are originating from; - contact you about a service that you have requested further information on; - to support us in writing a travel plan on behalf of the school to summarise travel and access issues, and propose solutions; - if there is a safeguarding matter that we become aware of highlighted in the survey forms, we will need to share this with the Head Teacher for them to action, where appropriate. • The legal basis for our use of this information is where there is consent from the data subject for the purpose for which we are processing • Your consent for us to hold your personal information can be withdrawn at any time. If you wish to do so, please contact travelplans@hants.gov.uk. • We may share your personal information with the organisation named in this survey. Or where there is a competition and the prize is to be given by another agency, we would provide them with your details if you are a winning entry. • We will keep your personal information for up to five years plus the current year. • You have some legal rights in respect of the personal information we collect from you. Please see our website Data Protection page for further details • You can contact the County Council's Data Protection Officer at data.protection@hants.gov.uk • If you have a concern about the way we are collecting or using your personal data, you should raise your concern with us in the first instance or directly to the Information Commissioner's Office at <https://ico.org.uk/concerns/>

Thank you for your time

Ranikhet Academy Primary School Travel Survey – Staff Questionnaire

We are asking all staff to complete this survey about how they travel to and from the school. Your answers will help us develop our School Travel Plan, which will identify measures to reduce traffic and to make it easier and safer to walk and cycle to school.

Q1 What is your home postcode?

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This information will be treated as confidential and used for mapping purposes only.

Q2 How do you usually travel to school (for the main part of your journey)?
(Please mark one of the circles below)

Mode	Share (%)
Walk	10
Cycle	10
Bus	10
Car Share	10
Car Alone	10
Taxi	10
Rail	10
Other	10

Q3 How do you usually travel **from** school (for the main part of your journey)?
(Please mark one of the circles below)

Walk ☐ Cycle ☐ Bus ☐ Car Share ☐

Car Alone ☐ Taxi ☐ Rail ☐ Other:

Q4 How would you **like** to travel to and from school (for the main part of your journey)?
(Please mark one of the circles below)

Walk O Cycle O Bus O Car Share O

Car Alone O Taxi O Rail O Other: _____

Q5 What concerns (if any) do you have regarding your route to school?

--

Please turn over

Q6 What do you think could be done to improve your route to school?

Q7 Would anything make you consider a different mode of travel?

Q7 If you travel to/from school by car, what are your reasons for doing so?
(Please mark the circles below which apply)

- | | |
|--|-----------------------|
| Live too far away from the school to walk or cycle | ☐ |
| Time constraints | ☐ |
| Dropped off at the school by somebody on the way to somewhere else | ☐ |
| Concerns about road safety | ☐ |
| Concerns about personal safety | ☐ |
| Too much to carry (e.g. books, etc) | ☐ |
| Drop my children off on the way to school | ☐ |
| Other (please state): | |

Q8 If you travel to/from school by car, do you travel with pupils or staff from the school?

Yes ☐ No ☐

If yes please give details:

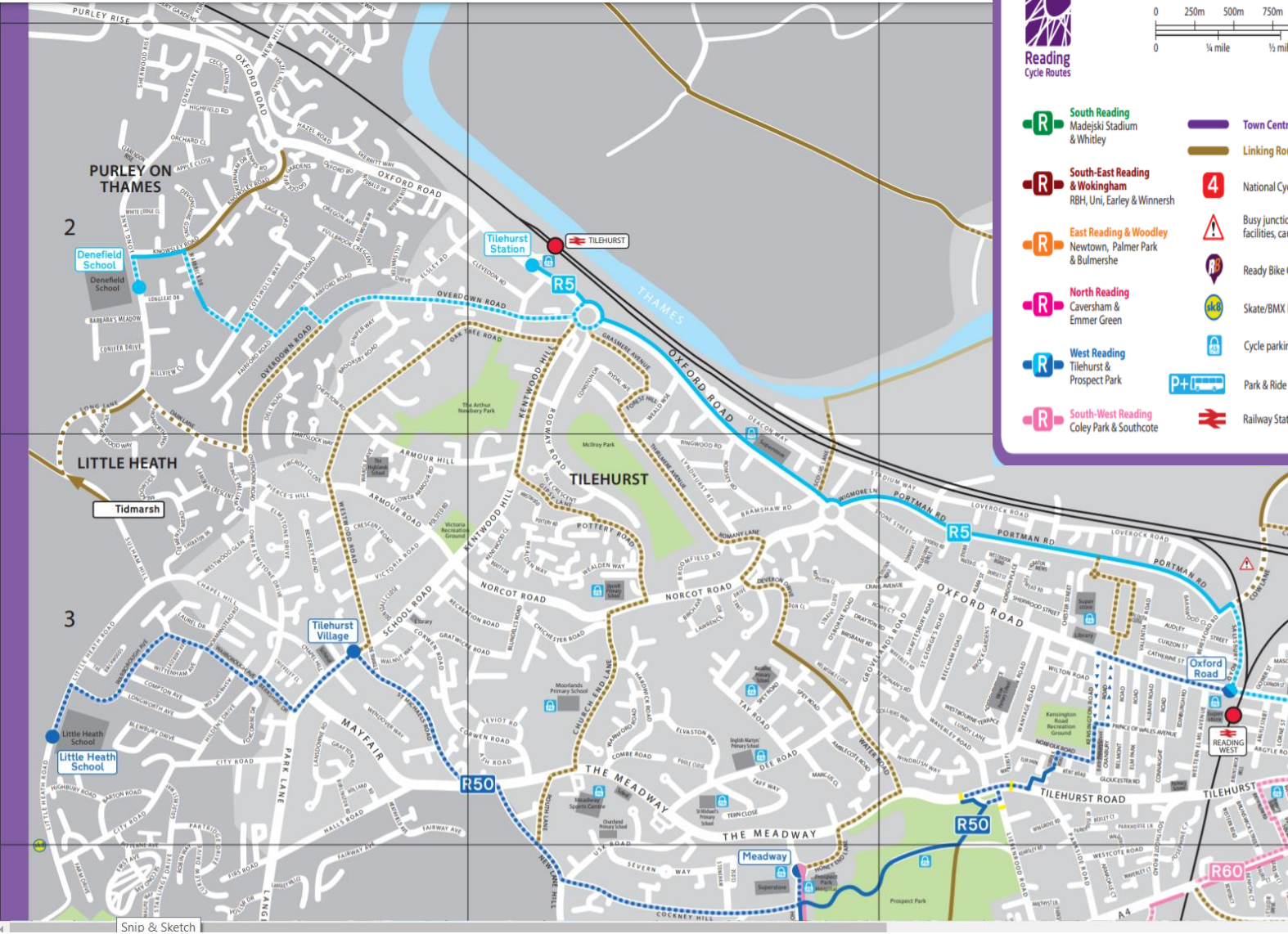
Privacy Notice

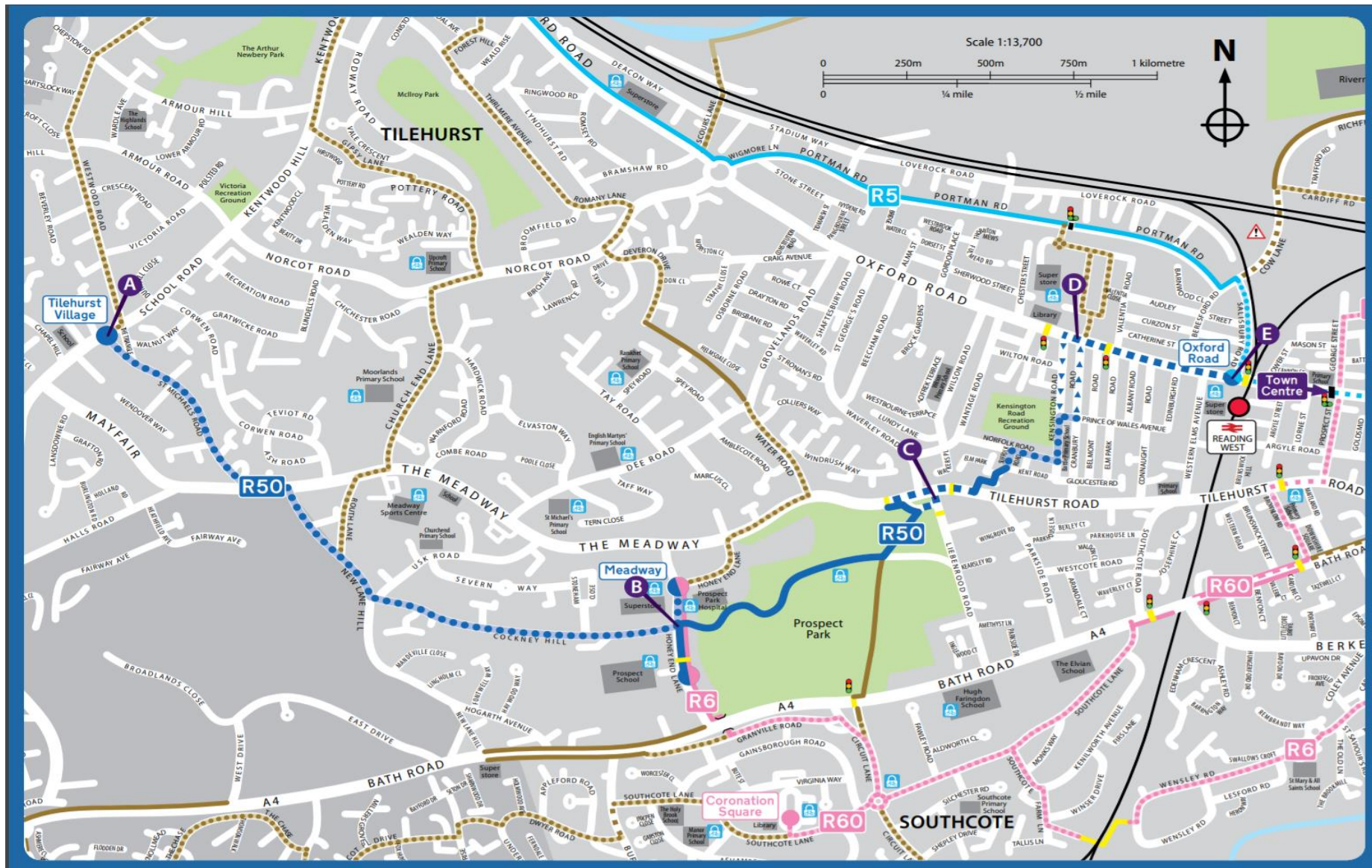
'Hampshire County Council collects information about you to provide you with Travel Planning Services and to inform how our services are delivered. • We will use the information for: - contact if you have won in a competition; - analysing where journeys to school are originating from; - contact you about a service that you have requested further information on; - to support us in writing a travel plan on behalf of the school to summarise travel and access issues, and propose solutions; - if there is a safeguarding matter that we become aware of highlighted in the survey forms, we will need to share this with the Head Teacher for them to action, where appropriate. • The legal basis for our use of this information is where there is consent from the data subject for the purpose for which we are processing • Your consent for us to hold your personal information can be withdrawn at any time. If you wish to do so, please contact travelplans@hants.gov.uk. • We may share your personal information with the organisation named in this survey. Or where there is a competition and the prize is to be given by another agency, we would provide them with your details if you are a winning entry. • We will keep your personal information for up to five years plus the current year. • You have some legal rights in respect of the personal information we collect from you. Please see our website Data Protection page for further details • You can contact the County Council's Data Protection Officer at data.protection@hants.gov.uk • If you have a concern about the way we are collecting or using your personal data, you should raise your concern with us in the first instance or directly to the Information Commissioner's Office at <https://ico.org.uk/concerns/>

Thank you for your time

Appendix 7 – Consultation Responses

Appendix 8 – Cycle Routes





<http://www.reading-travelinfo.co.uk/media/4189/R50-Route-Map.pdf>