

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



Full School Travel Plan for the

**Moorlands Primary School
81 Church End Lane
Reading
RG30 4UR**

April 2018

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 an expansion of the existing school buildings. This is to enable an increase from a two form entry to three form entry (equivalent to an additional 210 places at the 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.

Moorlands Primary School and Nursery DfE number: 870/2034

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Section 1 - School Background

Moorlands Primary School is located in Church End Lane in Tilehurst, Reading. Church End Lane is bordered by Norcot Road to the north and The Meadway to the south and lies within Reading Borough Council boundaries, and the school admissions are administered by Reading Borough Council.

The school is due to be expanded from September 2019 to increase from a two form entry school with a published admission number (PAN) of 60, accommodating 420 pupils to a three form entry school with a PAN of 90 which can accommodate 630 pupils. The school currently has two bulge years in key stage two, in years four and five. In addition, the school has a nursery provision on site for children aged three to five years.

The school expansion is required 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 Moorlands Primary School will come from a set of new developments predominantly in a two mile walking radius. A map detailing the new developments can be seen in Appendix 2.

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

“Creating a Community of Excellence”

Moorlands School is a learning community that:

Nurtures in every learner the core values of equality, fairness and self-belief in a safe and secure environment

Develops enquiring and independent learners who are motivated to gain the skills and attitudes to make responsible choices in order to achieve their full potential

Celebrates diversity and works collaboratively within a climate of respect and integrity

Inspires all to be life-long learners at the heart of our global community

SCHOOL AIMS

- We will provide for the needs of every child.
- We will provide high quality teaching and learning opportunities within an exciting and stimulating learning environment.
- We will provide a broad and well taught curriculum where children have many wide and varied experiences.
- We will ensure that children acquire knowledge, skills, attributes and values which enable them to develop into active and caring citizens of the future.
- We will continue to work in partnership with children, parents and the wider community.
- We will maintain a happy, caring environment where children feel safe and secure to grow and develop to their full potential.

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

Current Facilities

The existing school consists of a two storey building which is the key stage two teaching block housing a number of classrooms and small group room, plus a single storey key stage one teaching block, along with offices, a staff room, and a hall. There is also a separate single storey building currently used for Reception class and a double temporary classroom. In total, the school currently has 19 classrooms, a small hall, a large hall and a dining room.

Outside the school has a small shady outdoor area, a large adventure play area for the older children, and a small 'trim trail' for the younger children. There are three playgrounds. The playgrounds are separate for Foundation stage children, Key Stage 1 children and Key Stage 2 children.

Proposed Facilities

As the school expands it will gain ten additional classrooms, additional group working spaces, additional staff accommodation and the refurbishment of some of the existing areas. The single modular classroom on site will be demolished, the double modular building housing the current reception class will be refurbished and become the new nursery provision and the double modular in Key Stage 2 will be retained to be a new unit for Special Educational Needs.

Externally, the Key Stage 2 playground will be extended, and there will be enhancements made to the Early Years' external spaces.

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 one accessible space and a tarmac surface which is unmarked but can accommodate 15 standard spaces, plus a further eight spaces on an eco grid surface. Car parking spills onto a grassy area adjacent to the hard surface as demonstrated below:



As part of the expansion, the car park will be expanded and reconfigured to accommodate 22 spaces on-site of which three will be accessible bays. In addition, a further 24 parking spaces will be created off-site by the expansion of the car park in the adjacent recreation ground, to allow for the inadequate provision of parking on site currently.

Cycle and Scooter Storage

The school currently has two covered cycle stores: one in the entrance forecourt next to the staff car park and a second on the key stage one playground. These two covered stores can house a total of 22 bicycles. The shelter on the playground store is in need of repair.



In addition to the covered storage, there are also four uncovered hoops next to one of the buildings, allowing storage for a further eight bicycles. There currently is no separate storage for scooters.



As part of the expansion, a further 15 spaces for pupil cycles should be provided and an additional three staff cycle spaces. As scootering to school has become popular it would be advisable to install some scooter storage too.

Pupils and Staff

Pupils

The school currently has capacity to take 420 pupils but actually has 434 on roll aged 4 to 11 years. As the school is expanding to a three form entry school it will have capacity for 90 pupils in each year group meaning that once it is fully expanded the total capacity will be for 630 pupils.

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 four children on roll with statements of special educational needs and a further two with ECHPs. All of these children travel to school with their parents there is therefore no impact on school run.

Staff

The staff members currently consist of 38 full time staff which includes the Executive Head Teacher, two Heads of School, teaching staff and office staff. In addition, there are 42 part-time staff; giving a total staff of 80 and a full time equivalent of 59.4 staff.

Once expanded the table below details the predicted staffing numbers:

	Current	Predicted	Increase
Part Time	42	57	15
Full Time	38	45	7
Full Time Equivalent	59.4	73.2	22

School Day and Extended School Day

School day starts at 8:55am and the infants finish at 3:10pm followed by the juniors at 3:15pm.

The school operates a number of before and after school clubs and these are detailed in the table below:

CLUB	RUN BY	DAY & TIME	CHILDREN ELIGIBLE
CHOIR	Mrs. Fletcher/Mrs. Bennett & Miss Smith	TUESDAYS- 3.15 – 4.00PM	Spaces available for new members. Free
CHESS (BEGINNERS)	Mr. Purvis	TUESDAYS- 3.15-4.15pm	Years 2 Upwards.
GARDENING CLUB	Mrs. Mills & Mrs. Fletcher	THURSDAYS- 3.15-4.15pm Until half term last day 19th October	Years 2,3,4,5&6 only Current children only
SEWING CLUB	Mrs. Mills & Mrs. Fletcher	Starts 2nd November THURSDAYS 3.15 – 4.15PM	Year 4 work room STARTS 2ND NOVEMBER
MULTI- SPORTS	ABSOLUTE SPORTS (EXTERNAL club)	MONDAYS – 3.15 – 4.15pm	All ages £48.00 per for 12 weeks complete application form attached
FOOTBALL WITH ABSOLUTE SPORTS	ABSOLUTE SPORTS	TUESDAYS – 3.15 – 4.15PM	ALL AGES £48.00 FOR 12 WEEKS complete application form attached
PERFORMERS/SINGING	THE PERFORMERS CLUB- MR. GOFF (EXTERNAL club)	WEDNESDAYS- 8.00 – 8.45AM MORNING CLUB	All ages. £40 per child. Complete application form attached
DANCE	ABSOLUTE SPORTS	WEDNESDAYS – 3.15 – 4.00PM	All ages. £48 for 12 weeks. – complete application form attached
HOMEWORK CLUB	Mrs. Jacobs & Mrs. Maslen	THURSDAYS – 3.15 – 4.15PM	By Invitation TO YEAR GROUPS 1 TO 6
FOOTBALL CLUB	Mrs. Love	THURSDAYS 3.15 – 4.00pm	Year groups 1 and 2 only FREE Maximum 16

COOKERY CLUB (LET'S GET COOKING WITH TESCO)	Mrs. Haley & Miss Lawrence	THURSDAY 3.15 – 4.15PM Starts on 14th September until 19th October .	YEAR 3,4 & 5 only. Total £11.50 Per child. This includes BUS FARE FOR a school visit to the Tesco or Pizza express store. Place: TBA Maximum 10 children
CAKE DECORATING CLUB	Mrs. Haley & Miss Lawrence	THURSDAYS 3.15- 4.00PM Starts on 16th November until 7th December – 4 weeks only	Years 1 & 2 only. For 4 weeks only Total £10.00 per pupil- Maximum 12 children INTERVENTION ROOM Please Note: The new Reception children will be invited to take part in the last session (7th Dec) This session is very popular!
CREATIVE DRAWING /COLOURING CLUB	Mrs. Hutley	THURSDAYS 3.15 – 4.15PM	Mrs Hutley's class room

The school site is open daily from 6:30am until 6pm or 5:30pm on a Friday.

The school office is open from 8:30am until 3:45pm. There is no community use of the school site.

School Initiatives/Curriculum Activities

On Thursday 29th June 2017 pupils from years 5 and 6 took part in a bicycle repair workshop run by Halfords who also provided water bottles, pumps and inner tyres.



Stay safe on the railways

Year 2 – 6 took part in a live broadcast assembly about how to stay safe around the railways – this included the additional dangers of electrification.

See link for the safety rap: <https://vimeo.com/222494335>

As part of residential trip to Abernant, the year six pupils do an orienteering activity.

Moorlands Race for Life

On Monday, 17th July 2017 all Moorlands children from Reception to Year 6 took part in the race for life to raise money for Cancer Research. Reception, year 1 and Year 2 did two laps, Year 3 and 4 did three laps whilst Year 5 and 6 did four laps.

Walk to the Dentist and trip to Tesco

In October 2017, the Year 4 classes took it in turns to walk to Gentle Dental to learn about the importance of teeth cleaning and healthy eating.

When possible the school walks or uses the local public bus service for other educational trips to encourage the pupils in sustainable travel. In June 2017, the Year 2 pupils caught the bus to Tesco to learn about how the food travels from the farmers' field to the shops.

Life Bus Visit

The school was delighted to welcome the Life-Bus to its site for a week. During the time it was with them, all children from Years 1 to 6 had a session in the bus learning about topics such as healthy eating, their body, keeping safe and making good life choices.



They learned all sorts of ways to help themselves in The Life Bus.

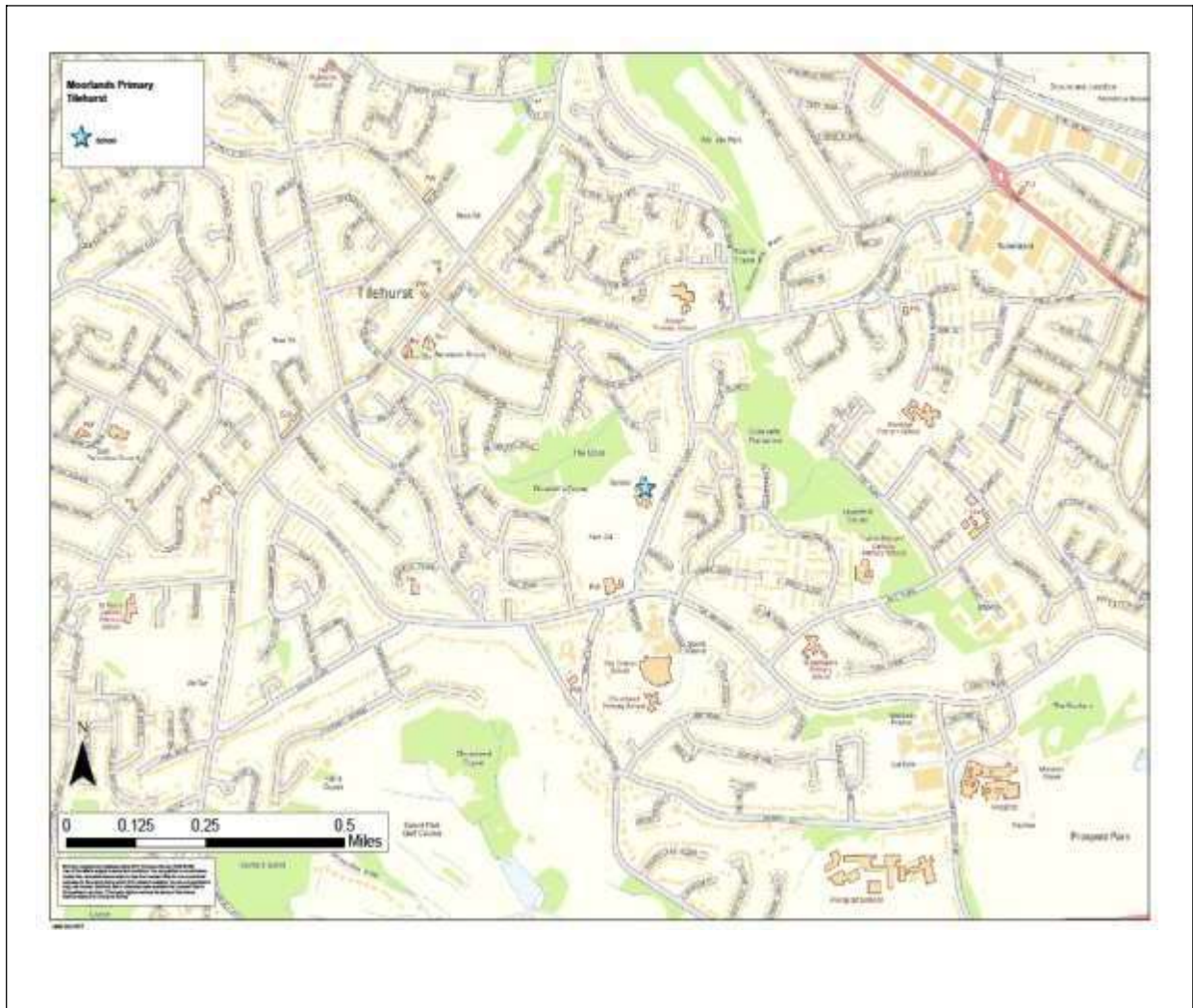
Bikeability

In March 2017, Year 5 participated in Bikeability.

Other Initiatives

All children have permission to do local walks and different year groups visit the local shops, the library and the local copse behind the school as part of their curriculum studies. When possible the school also has visits from the local Road Safety Team and the local Police Community Support Officer comes into school to talk about safety.

Location Map

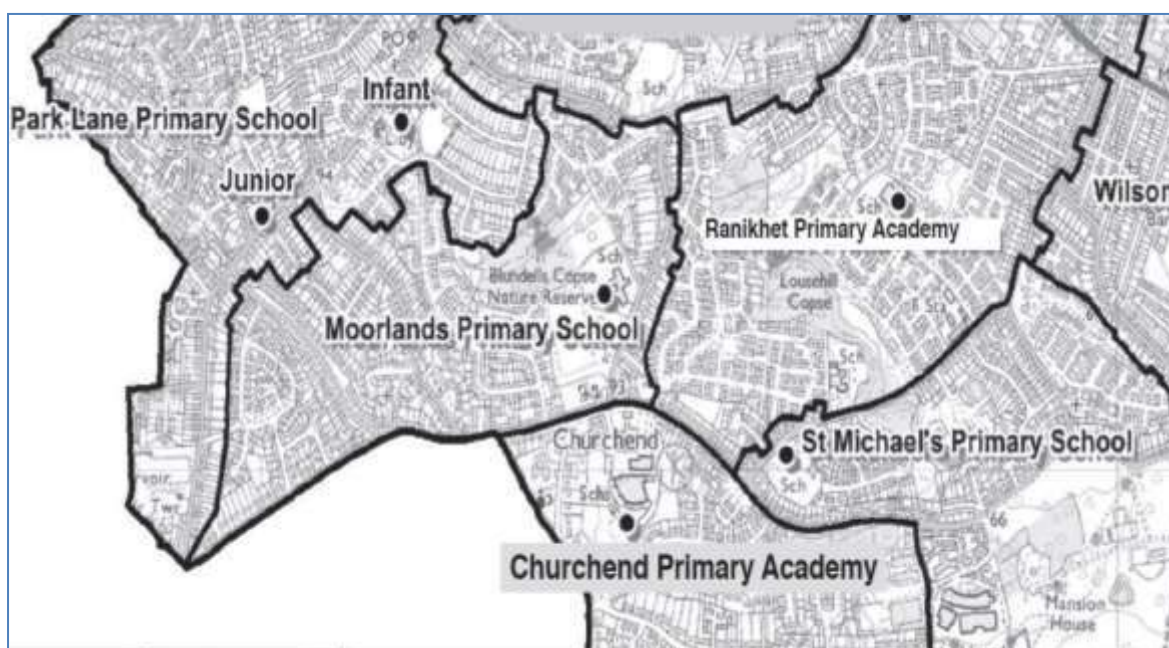
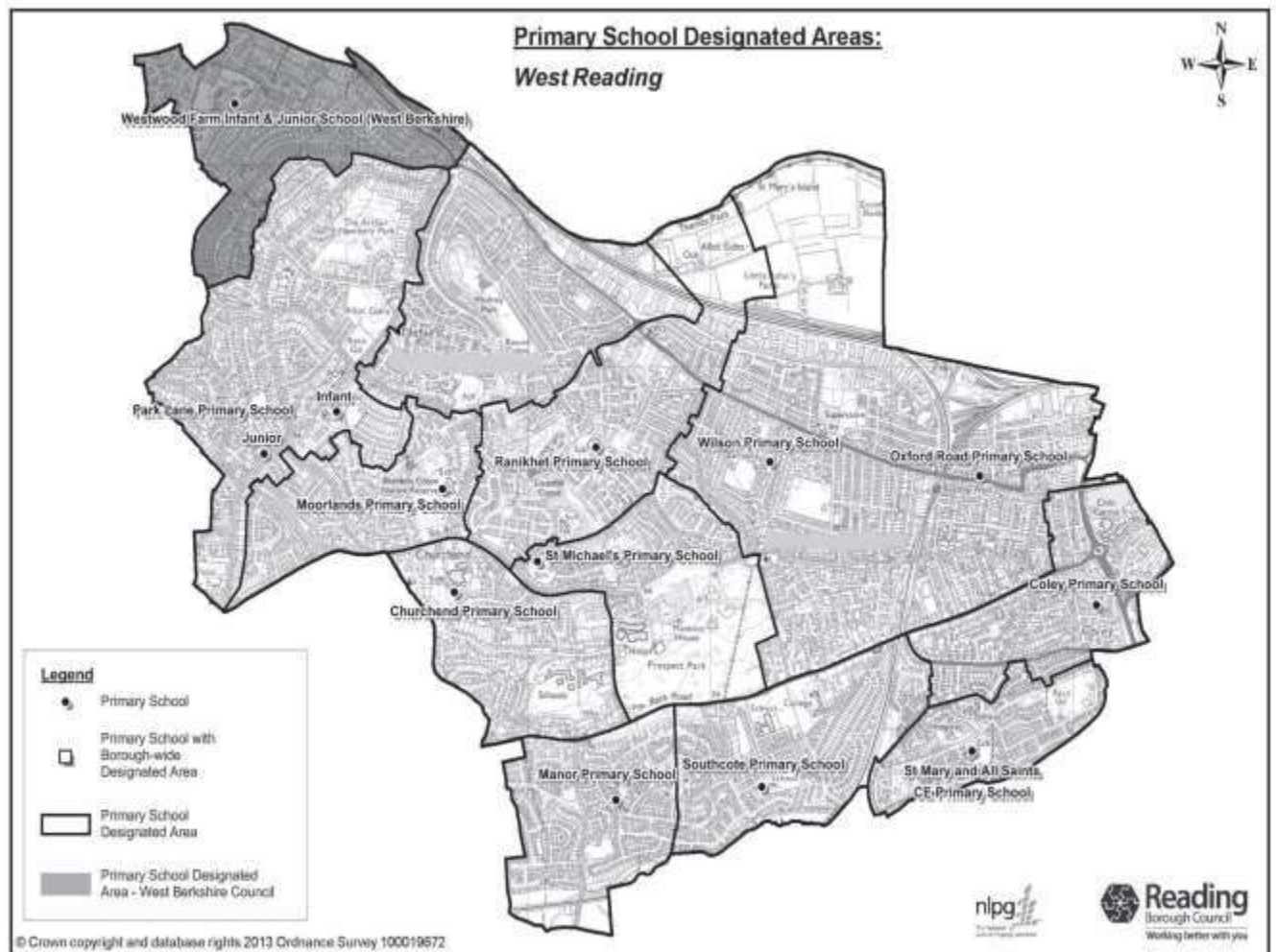


Description of the School Locality

Moorlands Primary School is located on Church End Lane in a residential area of the village of Tilehurst, which forms part of the western edge of the town of Reading. The school is bordered by housing and a recreational area. Church End Lane is a two-way residential road accessed via The Meadway and Norcot Road, both of which are primary distributor roads and are therefore heavily trafficked throughout the day. Church End Lane experiences significant traffic flows at peak times as it is a through road that links the two distributor roads.

School Catchment area

The school catchment is in the western edge of the Reading Borough Council area, as shown on the maps below.



Catchment Area

A large proportion of pupils attending this school come from within the catchment area, however a sizable number of pupils come from out of catchment as there are four other primary schools which fall within two mile walking radius of this school. The post code plot detailing where pupils come from is in Appendix 2.

Site Accessibility and Transport Links

The school has one vehicle access point off of Church End Lane. There are three pedestrian access points – one shared with the vehicles on east side of site, another south of the nursery and the third one is on the north east boundary path. There is a further gate into the copse behind the school. This is however only used by the school during the school day to access the copse for lessons. Pupils do also come in from the field to the west and come in through the south western access near the nursery.

Currently, 46% of the children walk, cycle or scoot to school and 7% of the pupils use the public bus services, the remainder travel by car. There are no dedicated school buses for this school for travel to and from school.

Walking

Church End Lane is a through road from Norcot Road to the north to The Meadway in the south. As such this has traffic calming measures such as a 20mph speed limit in front of the school site and there are also some raised tables, with aligning gaps in the railings to allow crossing. There are footpaths on both sides of the carriageway which are of a reasonable width and quality for walking to school.

There are many walking routes to the school. Most pupils approach the school via Church End Lane. However, some do cross the recreation ground to the main side gate and others access the school via the side gate from the alleyway which leads to Calder Close and Chichester Road. Only a few pupils enter the school via the front entrance on Church End Lane.

Approach to school from Meadway



Alley way leading to Calder Close and side entrance

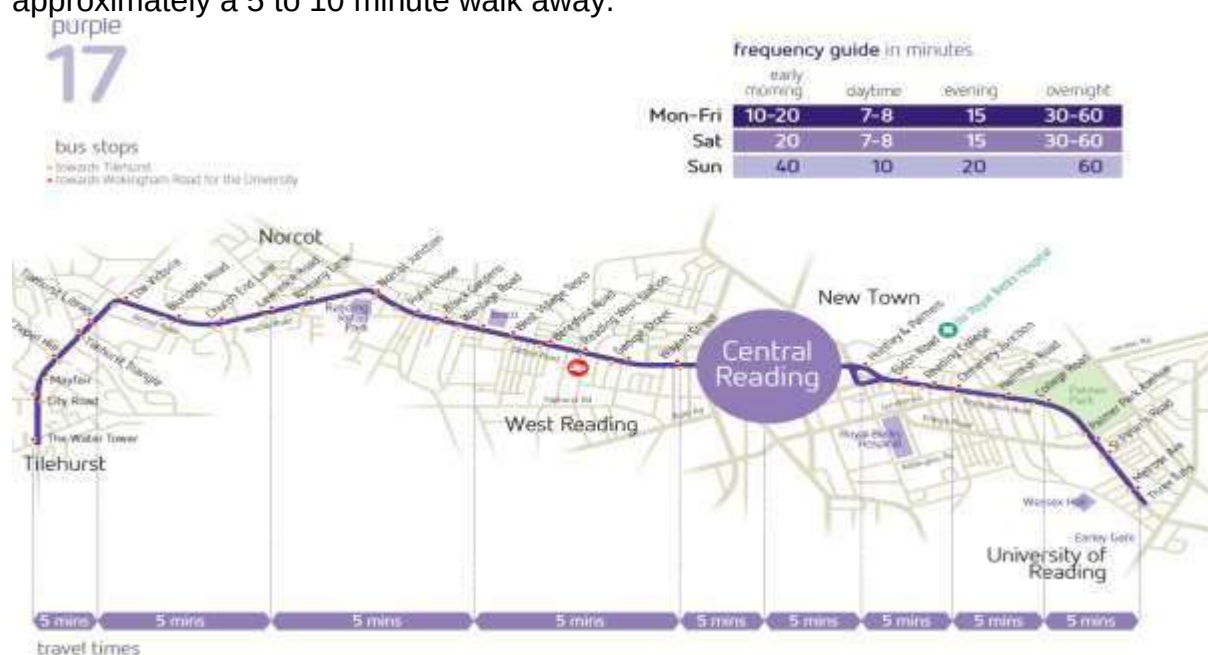


Cycling

There is an on road cycle road which goes along Church End Lane and links the Reading R50 route to the Reading R5 route; these routes link Tilehurst with the Reading Town Centre. See the map in Appendix 8. This cycle path provides a good link through to Tilehurst train station to the north west of the school site.

Buses

No bus services serve Church End Lane, however, Norcot Road to the north is served by the Purple 17 bus service which has frequent services throughout the day, and Meadway at the southern end is served by Royal Blue 33 and Sky blue 15 services. The bus stops are either side of each end of Church End Lane and are approximately a 5 to 10 minute walk away.



Rail

The nearest railway station is Tilehurst station which is approximately 1.5 miles away using the most direct walking route, so a 30 minute walk 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 time table 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 Moorlands Primary School, a travel plan is required as it does not currently have a recent/active travel plan. It is required to meet the planning requirements for the planning submission to expand, so as to outline the long term plan to assist mitigating against the travel impact of the expansion.

School Travel Plan Working Group

Lesley Charlesworth	Head of School - Academic & School Travel Champion
Mike Wall	Chair of Governors
Mark Cole	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

9 March 2017	Site Strategy Workshop
20 September 2017	Principle of enlargement consultation event attended by parents, pupils, staff, governors and LEA Officers.
17 October 2017	School Travel Plan initial meeting
13 December 2017	Pre-Planning public consultation event
11 April 2018	Meeting to discuss and agree the Action Plan

Section 2 – Policy

National Planning Policy Framework (NPPF) March 2012

- Department for Communities and Local Government (2012)

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

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

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

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

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

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

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

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

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

Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.'

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

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

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

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

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 relevant initiatives:

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.
- **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.
- **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 Moorlands 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 Site strategy workshop	October 2017	Copy questionnaire in Appendix 6, results are in Section 4. Site Strategy report in Appendix 10
Staff	Travel Behaviour	Travel Survey Questionnaire Site strategy workshop	October 2017	Copy questionnaire in Appendix 6, results in Section 4. Appendix 10
Governors	Travel survey results	Governors Meeting/email	March 2018 April 2018	
Local residents	The impact of the school run	Consultation Events	September and 13 December 2017	Full comments in Appendix 7

School Travel Survey

Moorlands Primary School 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 hard copy format in October 2017 with a covering letter. A hands up survey was also carried out with pupils to obtain good baseline data.

Staff members were also provided with a simple survey to complete, to gather general information about staff travel trends and any issues or barriers they may have if they wish to travel sustainably.

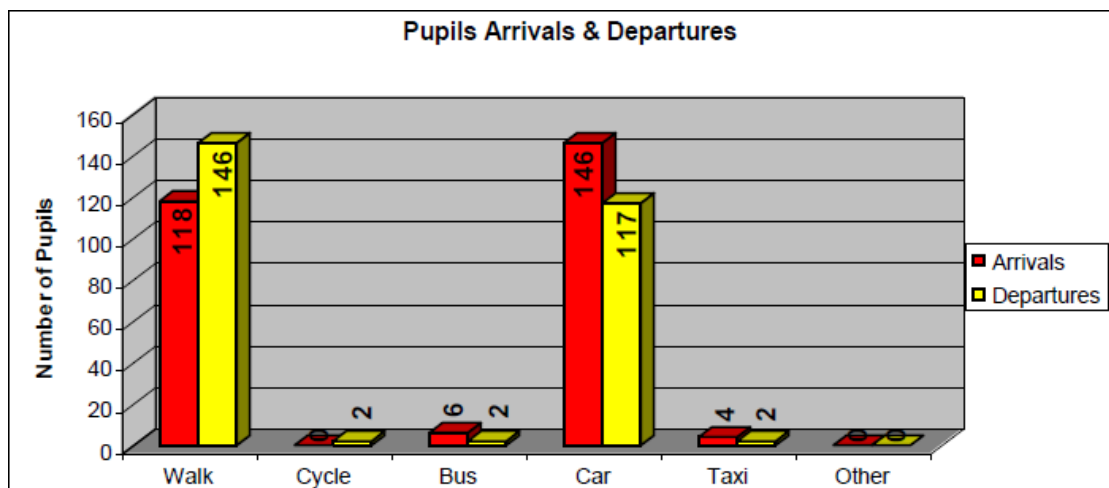
Key Partners

It is important to engage with the whole school community as the impact of travel to and from school is often felt by residents and businesses. Therefore, as part of the wider expansion plans, letters were sent to residents inviting them to a consultation event on 20 September 2017, whereby residents could view and listen to the proposals, and share their views and concerns on the building and wider impacts. A number of officers were available at the event and survey forms were provided for residents to formalise their thoughts on the impact of the school journey on the local environment.

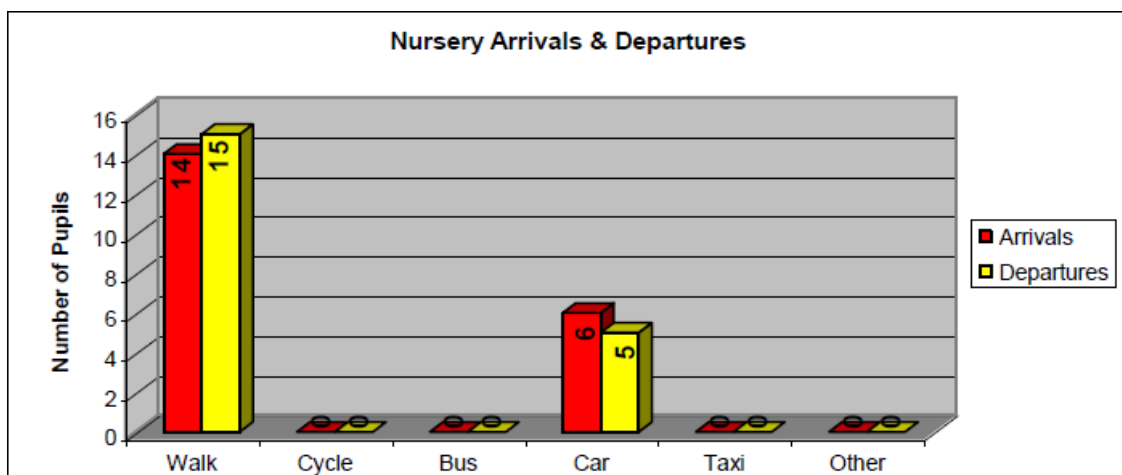
Section 4 - Survey Information

The last travel surveys carried out at this school were in May 2003 when there were 445 pupils on roll and the 2004 travel plan data showed the following:

74% of pupils participated in the survey and from that it was deduced that 43% of the primary school children walked to school and 53% were driven by car.



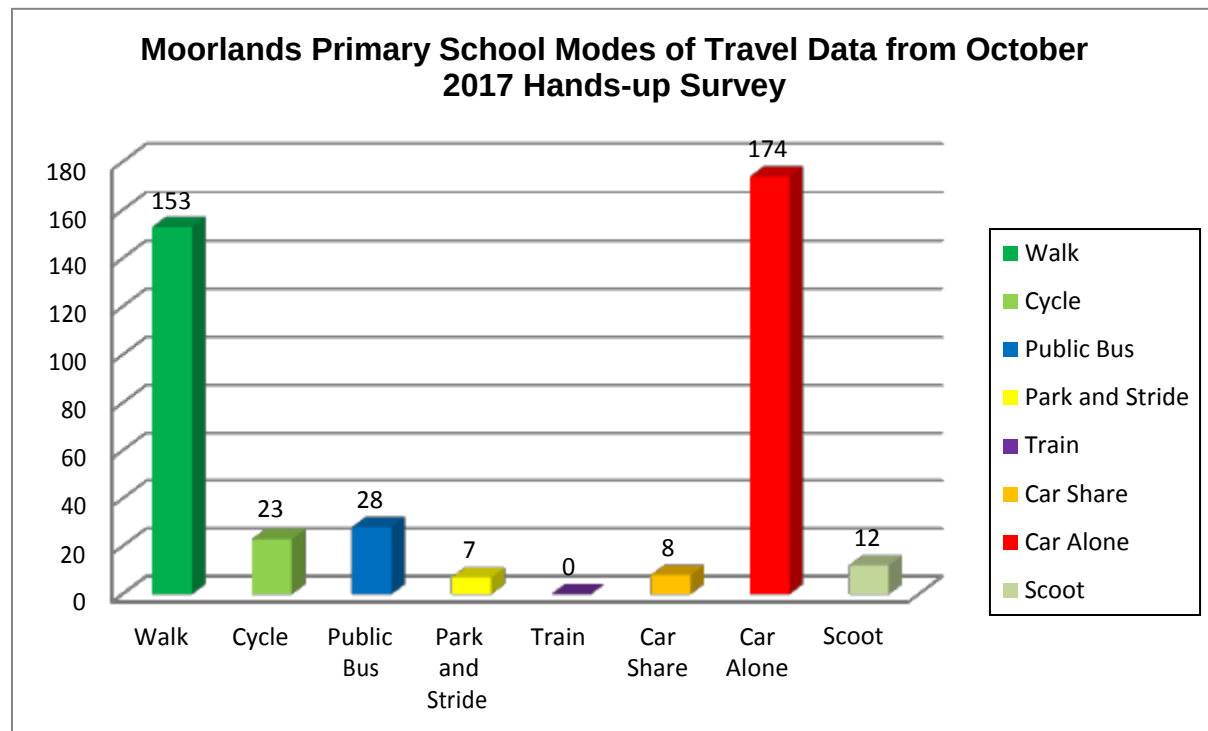
The survey results for nursery pupils showed that all either walked or travelled by car. Walking accounted for 70% of arrivals and 75% of departures



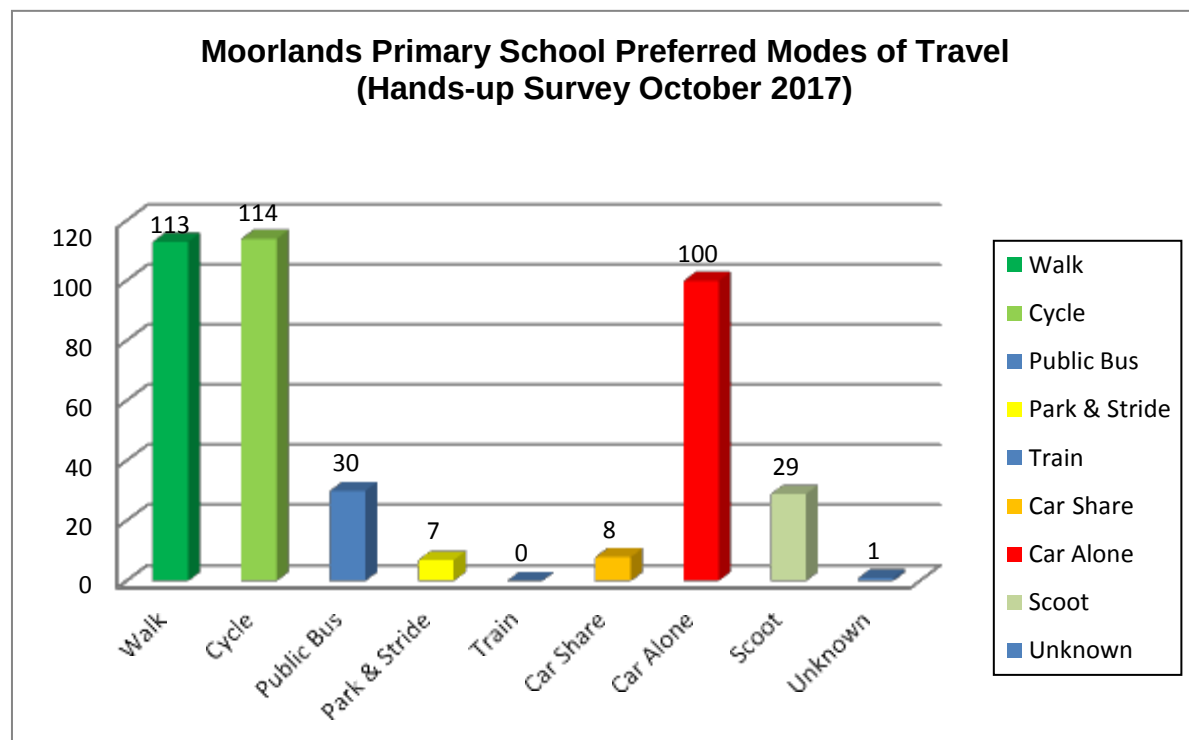
In October 2017, the pupils completed a hands-up survey to see how they currently travel to school and how they would like to travel to school. 405 out of 461 (87.9%) pupils took part in this survey and the results showed the following:

The first graph overleaf, shows the usual mode of travel to school for the children, followed by how they would like to travel:

Usual mode of travel



How would you like to travel?



No of pupils	Walk	Cycle	Public Bus	Park & Stride	Train	Car Share	Car Alone	Scoot	Unknown	Total
Usual mode of Travel	153 37.8%	23 5.6%	28 6.9%	7 1.7%	0 0.0%	8 2.0%	174 43.0%	12 3.0%	0 0.0%	405 100.0%
How they would like to	113 28.0%	114 28.2%	30 7.4%	7 1.7%	3 0.7%	8 2.0%	100 24.5%	29 7.3%	1 0.2%	405 100.0%

In addition to the hands up survey, a travel survey questionnaire was sent home with all pupils in October 2017, to ascertain the travel patterns and the reasons behind them. A total of 80 responses out of 461 were received giving a response rate of 17%.

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 51.

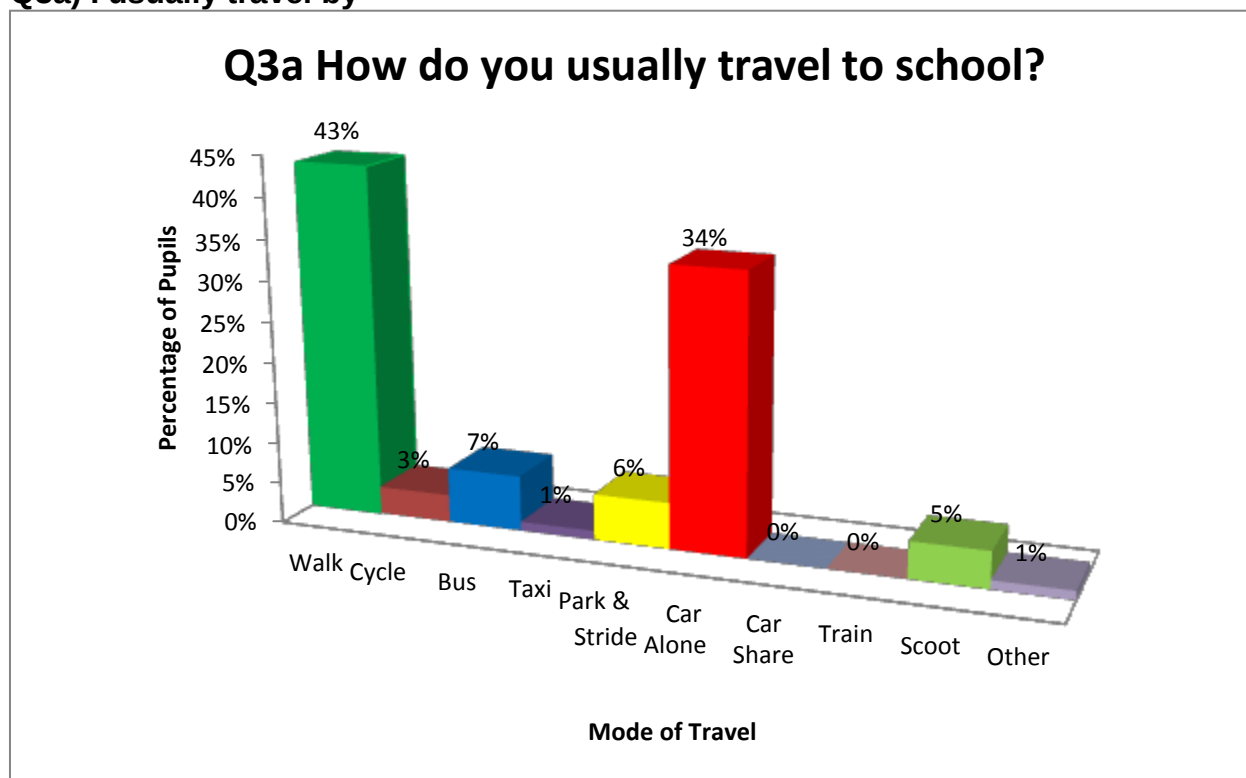
The results of the full survey are detailed below:

Q3) 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.....

Q3a) I usually travel by



Walk	Cycle	Bus	Taxi	Park & Stride	Car Alone	Car Share	Train	Scoot	Other	Total
38	3	6	1	5	30	0	0	4	1	88
43%	3%	7%	1%	6%	34%	0%	0%	5%	1%	100%

The numbers totalled 88 as some pupils gave more than one answer to this question, the following multiple answers were given:

Walk, cycle or scoot	1
Bus or Taxi	1
Walk or Scoot	1
Walk or Car Alone	2
Car Alone or Other	1

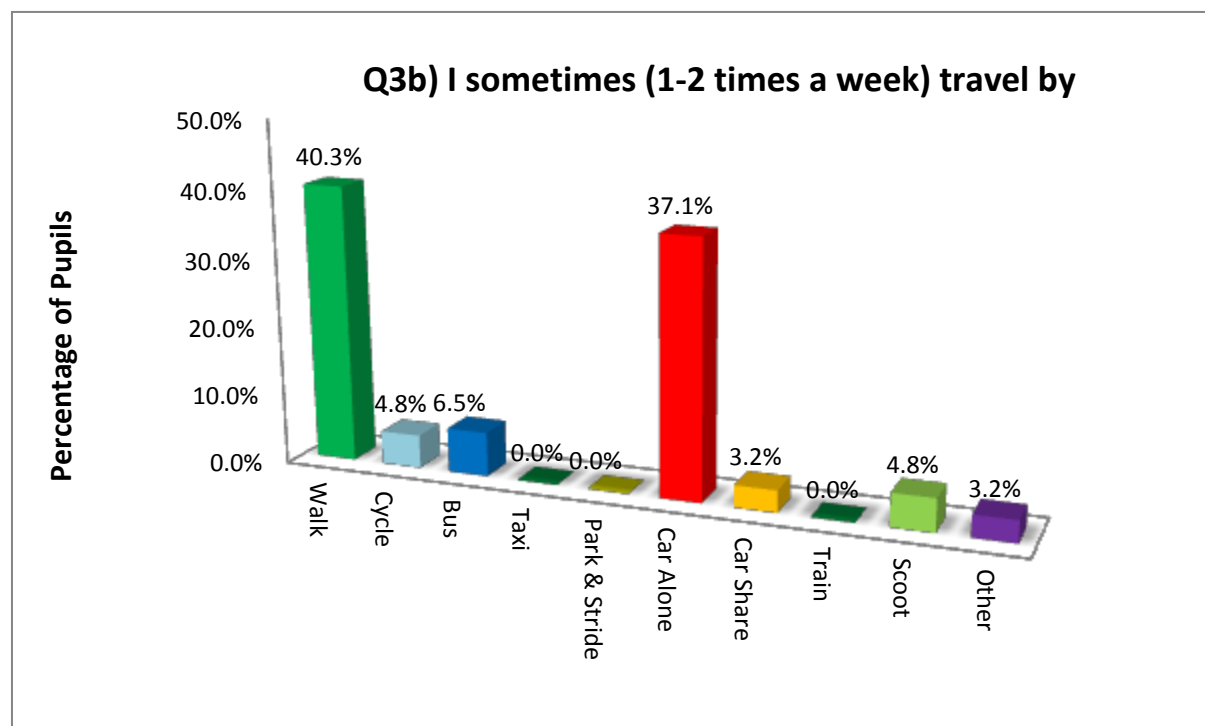
The person who answered "other" stated that on the days they came from their Nan's house they walked to school instead of coming by car.

It can be seen from this survey that the percentage of pupils walking to school has remained static since 2003/4, and the majority (63%) who responded to the survey travel sustainably.

Q3b) I sometimes (1 – 2 times a week) travel by:

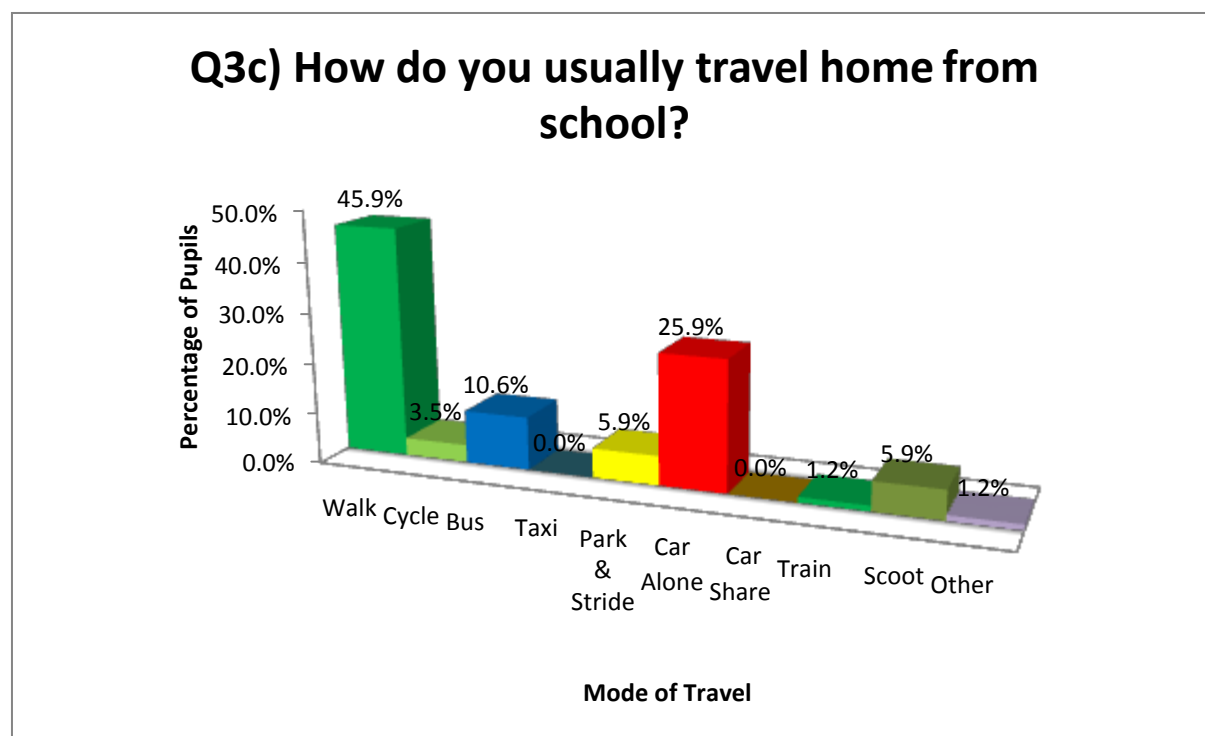
Q1b I sometimes travel by...										
Walk	Cycle	Bus	Taxi	Park & Stride	Car Alone	Car Share	Train	Scoot	Other	Total
25	3	4	0	0	23	2	0	3	2	62
40.3%	4.8%	6.5%	0.0%	0.0%	37.1%	3.2%	0.0%	4.8%	3.2%	100.0%

21 people chose not to respond to this question and three gave multiple answers such as Car Alone and Other (two responses) and Car Alone or cycle.



Those who answered “other” stated:
“Car Alone on Fridays only” and “On Mummy’s bike”

3c) I usually travel home by:



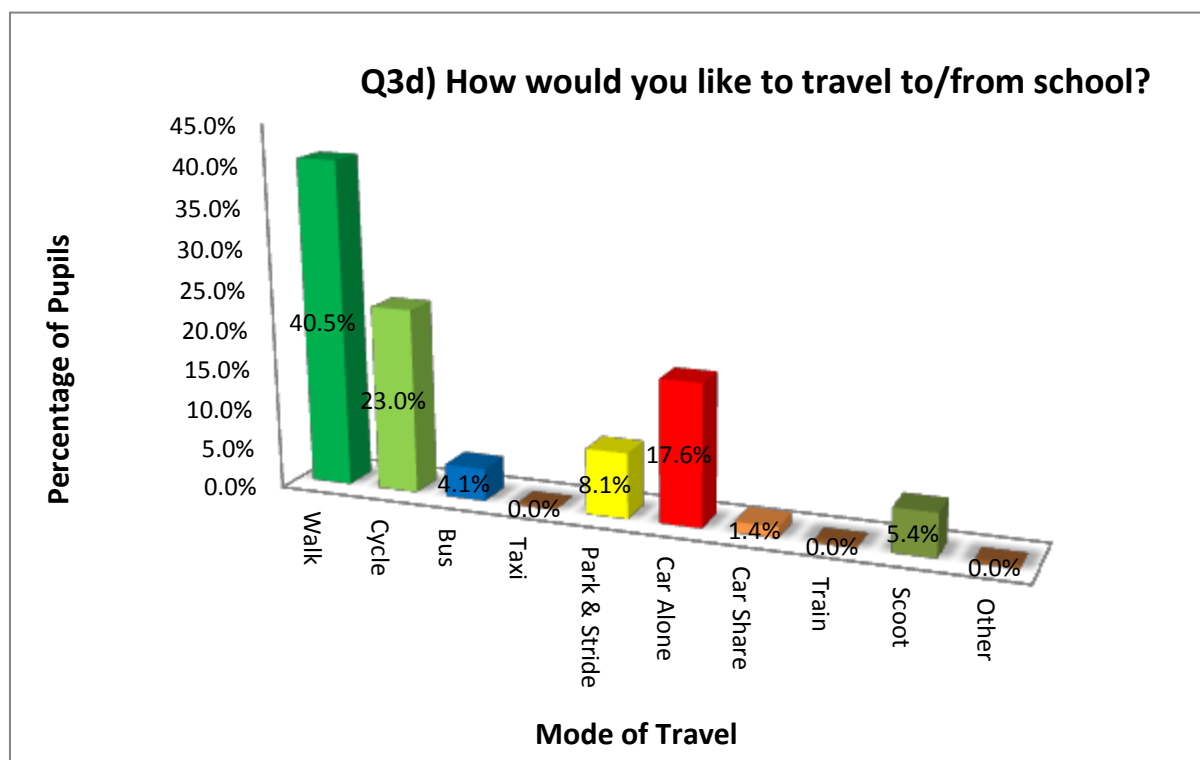
Q3c How do you usually travel home from school?										
Walk	Cycle	Bus	Taxi	Park & Stride	Car Alone	Car Share	Train	Scoot	Other	Total
39	3	9	0	5	22	0	1	5	1	85
45.9%	3.5%	10.6%	0.0%	5.9%	25.9%	0.0%	1.2%	5.9%	1.2%	100.0%

The person who responded "other" said that they use the Globe Child Care Bus. Three pupils chose not to respond to this question and six gave multiple answers. The multiple answers given were:

Walk or Scoot	2
Walk or Car alone	3
Walk, cycle or scoot	1

It is encouraging that the results indicate that most pupils (73%) travel sustainably. It is also interesting to note that 2.9% more pupils walk home from school compared to those that walk to school, cycling remains the same and 3.6% more pupils use the bus to travel home. Overall use of the car drops by 8% on the journey home compared to the journey to school.

3d) I would like to travel to and from school by:

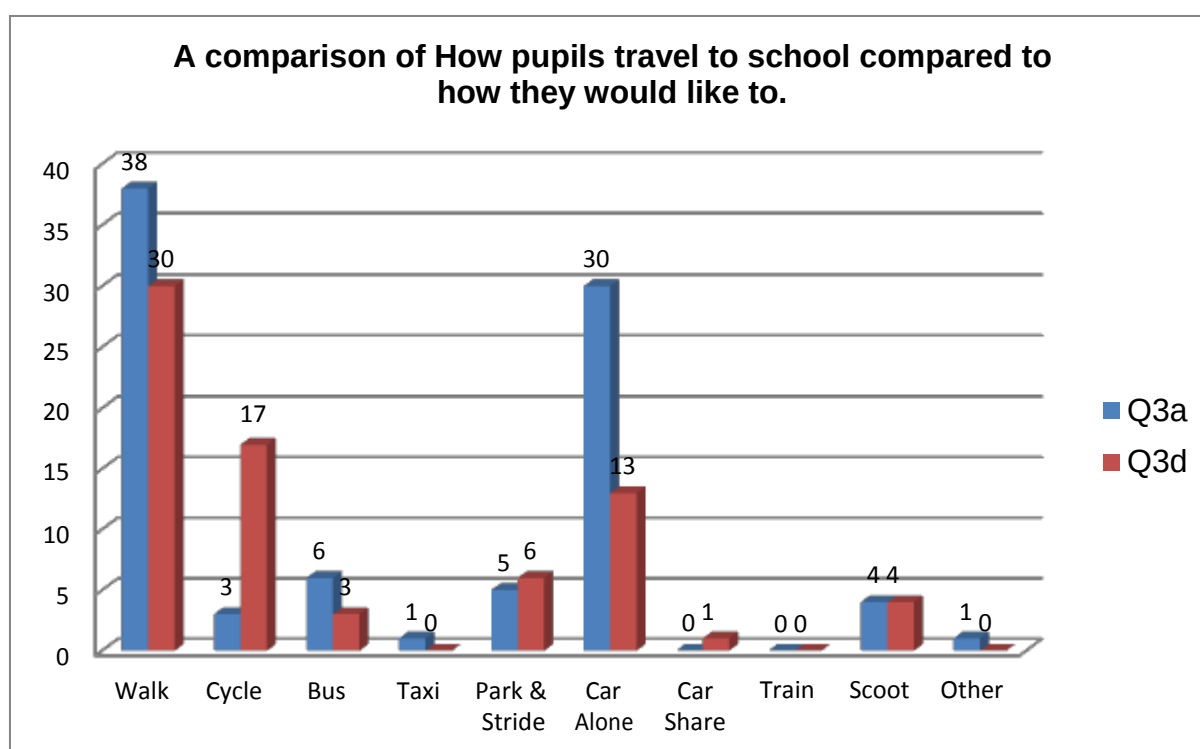


Q3d How would you like to travel to and from School?										
Walk	Cycle	Bus	Taxi	Park & Stride	Car Alone	Car Share	Train	Scoot	Other	Total
30	17	3	0	6	13	1	0	4	0	74
40.5%	23.0%	4.1%	0.0%	8.1%	17.6%	1.4%	0.0%	5.3%	0.0%	100.0%

14 people chose not to respond to this question where as seven gave multiple answers. The multiples given were:

Walk or Cycle	3
Walk or Car Alone	3
Walk, Cycle or Scoot	1

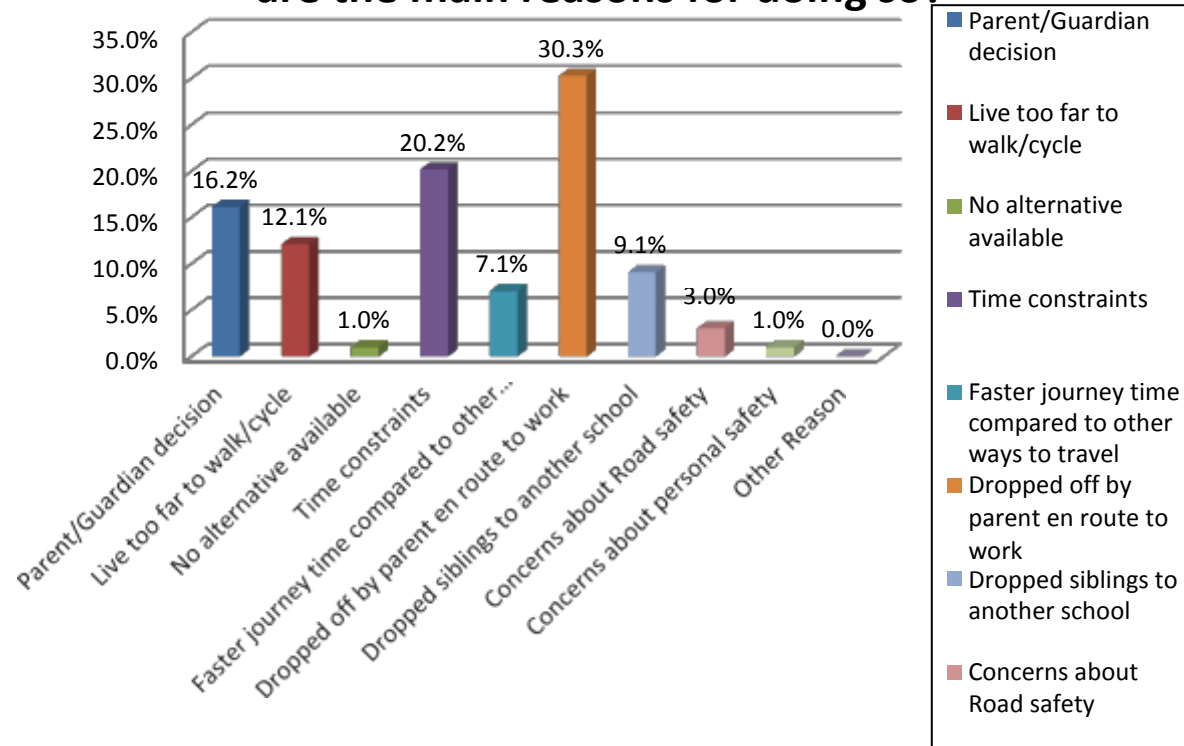
It is pleasing to see that there is an appetite for change and moving away from the car (82%) and initiatives should be put in place to encourage this. In particular, there is a high interest in cycling and whilst this may not be viable for all children, there maybe opportunities for some, or perhaps scooting as an alternative. The graph below demonstrates this:



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

If you travel to/from school by car what are the main reasons for doing so?										
Parent/Guardian decision	Live too far to walk/cycle	No alternative available	Time constraints	Faster journey time compared to other ways to travel	Dropped off by parent en route to work	Dropped siblings to another school	Concerns about Road safety	Concerns about personal safety	Other Reason	Total
16	12	1	20	7	30	9	3	1	0	99
16.2%	12.1%	1.0%	20.2%	7.1%	30.3%	9.1%	3.0%	1.0%	0.0%	100%

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



It can be seen from the responses to this question that the biggest influences on the way that pupils travel to and from school are: time constraints, onward travel to work for parents and the parent's decisions. Many parents also feel that they live too far away to travel sustainably. By looking into possible sites for Park and Stride and providing parents with a map of the location with distance rings, may help with perception of distance to the school and provide a viable alternative to driving all the way to school.

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

Yes	No
19	34
35.8%	64.2%

If yes, with how many other people?

	With someone from your family			With another family			
Number of other people in the car	1	2	3	1	2	3	Total
Total responses	10	2	5	1	0	1	19

It can be seen that in the majority of cases the pupils are being driven to school alone with a parent/carer.

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

Yes	No	Total
5	38	43
11.6%	88.4%	100.0%

There is a small appetite to car sharing, so the school could consider setting up a coffee morning for any interested parties. If the positive response rate of 12% were applied to the full school population this could potentially result in more than 50 parents wanting to share and the corresponding drop in single car use could have a positive impact in the vicinity of the school gate.

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

Q6) Is there anything that could be done to encourage your child(ren) to walk, cycle or scooter to school?	Number of similar response
Put a zebra crossing outside school	5
Moving house	2
Not possible. School is too far away.	2
A Cycle route and better crossing i.e. zebra on Church End Road. Also a barrier at the end of Church End Lane	
This is not possible due to needing a car for work/Need to get to work	2
If school was closer to us we would walk	
No, we live too far away. My son is dropped at a local childminders Mon to Thursday and walks from there	
We either walk or scoot as I do not drive and the school is close. Walking is good exercise	
Timing is the issue for us at the moment, plus weather. In summer we sometimes walk	2
No I already scoot to school	
Good weather	
Already car share	
Short walk	
No. We walk as much as possible, but are not always able to because of parents work	2
My son is dropped off by his childminder who does 2 school drops in the morning - Moorlands and Meadow Park. Car is the only option	
Allow child to lock bike/scooter at the front of the school as gates are closed when dropping off and picking up from breakfast club and afterschool club	
We live in Coley, it's a 10-15 minute drive and then we walk. I have to get straight to work after so there's no choice	2

The comments indicate that a safe crossing on Church End Lane near to the school would help; otherwise another key barrier is distance.

Q7) 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)

Q7) Concerns	Number of similar response
Gets very muddy and wet in the autumn/winter in Meadway Recreation ground	
Church End Lane can be quite busy most mornings with cars. There isn't really a safe place to cross the road. A zebra crossing or lollipop is needed, this would help people crossing and drivers	14
Road works under Cow Lane bridges	
There needs to be a barrier where Church End Lane meets Norcot hill going down to the traffic lights	
There should be more parking areas outside the school/Lack of Parking on Church End Lane	4
I have serious concerns crossing Church End Lane, there is no safe crossing and the road has heavy traffic and a lot of parked cars making it sometimes impossible to cross.	2
Congestion along Tilehurst Road and Bath Road.	
Outside the school is very busy along Church End Lane. No-one stops to let you cross. Have to wait a long time to cross. I have to walk out into the middle of the road while my child stays on the path so I can see traffic clear. As it is so busy a lot of parked and speeding cars, it would help if there was a crossing	
Corwen Road is a dangerous road to cross as you have to look three ways, this is difficult for a child to cross by themselves. A pedestrian crossing at the junction would be beneficial (junction with Meadway) near the bus stop?	2
Church End Lane/Norcot Road junction extremely busy. Lots of cars turning in and out of Church End Lane. Outside Moorlands lots of parked cars, hard to see if traffic is coming to cross the road safely	2
Gets very muddy and wet in the autumn/winter in Meadway Recreation ground	
Crossing the road to get to the bus stop (top of Cranbury Rd) when its busy with traffic heading into town, cars coming out of town cannot see us waiting to cross and so drive straight on, or if we get to the middle crossing we have to stop in the road until the cars see us and slow down	
safety issues	
There is no pedestrian crossing anywhere on our route to school from home (10 mins walk)	
Two larger roads to cross. People parking on the zig zags when dropping off pupils. Inconsiderate drivers blocking other residents driveways and pathways	2
Crossing the roads with the very busy fast traffic. As we crossed Neath Gardens opposite the school one day, a car/parent mounted the path to park on the grass verge and nearly hit my daughter	

My child would like cycling to school from spring time, but I'm concerned about traffic (very busy road)/ no cycling road	
A zebra crossing, close to home, can be dangerous in the morning when traffic is heavy as cars do not stop. Crossing safely at the school, the road is very busy with cars in both directions	
The main concern when I walk my child to school is the amount of dog mess there is up Calder Close off Chichester Road. So many children walk that route to school	
Extremely busy on Church End Lane for crossing. I park in the church car park so usually ok.	
I don't mind not parking outside school but everyone else seems to and its very dangerous. I've seen many near misses. A zebra crossing would help	
It's extremely dangerous outside the school. Everyone is parked up and people get very bad road rage. I witnessed a jeep drive all the way down the pavement once. A zebra crossing and parking restrictions are needed urgently	

Parking outside the school gates and the lack of a crossing is a clear concern. The school should try to establish a park and stride agreement nearby and lobby their local councillor for support for a crossing.

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

	Number of similar response
Q8) Improvements	
A pathway around the edge of the park to make it easier for pushchairs, and the children wouldn't get wet and muddy shoes and trousers	3
A pavement cycle path	
A crossing on Church End Lane, outside school, either a zebra or lollipop	13
A car park where parents can park to make Church End Lane safer	
A pedestrian crossing at the T junction on Corwen Rd at the Meadway End. This would ensure the safety of children crossing this road.	
Thirlmere Ave. We usually pass through the cut through when walking, sometimes bushes are long and prickly	
Outside Moorlands Primary possible zebra crossing or zig zags to prevent motorists on street outside houses/school	2
An island at the crossing at the top of Cranbury Rd, so if we have to stop we have somewhere safe to stand.	
A cycle route. Rewards for children who don't take the car or who are not late	2
Traffic control/warden. Crossing/lollipop. Stop cars parking up on the verge and the corner of Neath Gardens	
Moving house!	

Dog owners to clear up after their dogs!	2
20 mph speed limit on Church End Lane? Often read about near misses of people/cars	

Improved parking and a crossing are a key theme again in these responses.

Q9) Do you own a bicycle?

Bike Yes	Bike No	Total
53	21	74
71.6%	28.4%	100.0%

Six people did not respond to this question.

If so, do you wear a cycle helmet?

Helmet Yes	Helmet No	Total
42	29	71
59.2%	40.8%	100.0%

It is reassuring to see that the majority of pupils who do own a bicycle wear a helmet, however, some promotion of wearing helmets should be considered when teaching safety in the curriculum.

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

Yes	No	Total
1	75	76
1.3%	98.7%	100.0%

Four people did not respond to this question.

If yes, please give details:

The person who responded “yes” gave the following details:

“I was crossing the road in front of the school and a car hit me”

This is a very grave situation that happened outside the school gates and luckily the pupil was not seriously injured.

In addition, parents made the following comments in response to this question:

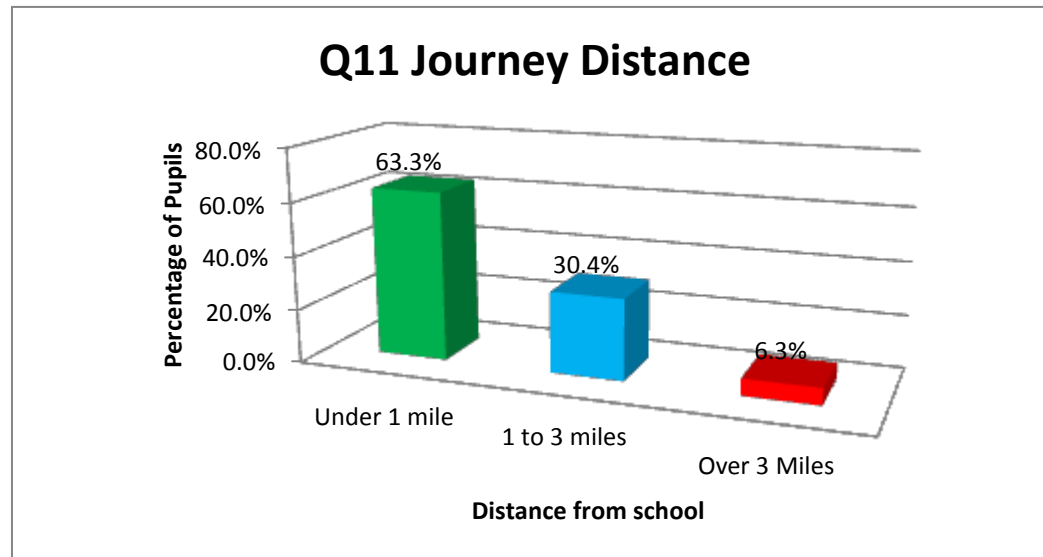
I have witnessed 1 serious and one near miss
But there has been several times that there has nearly been one, as you cannot see cars as so many are parked on Church End Lane

But a near miss outside school gates where difficult to see traffic due to all the parked cars (x 2)

A parent parked across the zebra crossing, a child jumped out, ran behind another car into my husbands passing car. Luckily my husband was well below the limit so all were ok. Police told parent off for their actions

A near miss when a parent mounted the pavement to park and nearly hit my daughter

Q11) How far is your journey to school?



Q11 Journey Distance			
Under 1 mile	1 to 3 miles	Over 3 Miles	Total
50	24	5	79
63.3%	30.4%	6.3%	100%

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

Mode	0 - 1 mile	1 - 3 miles	over 3 miles	total
walk	35	0	1	36
Car	21	6	3	30
Bus	1	4	1	6
Cycle or Scoot	3	0	0	3
Park & Stride	0	5	0	5

TOTAL

80

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

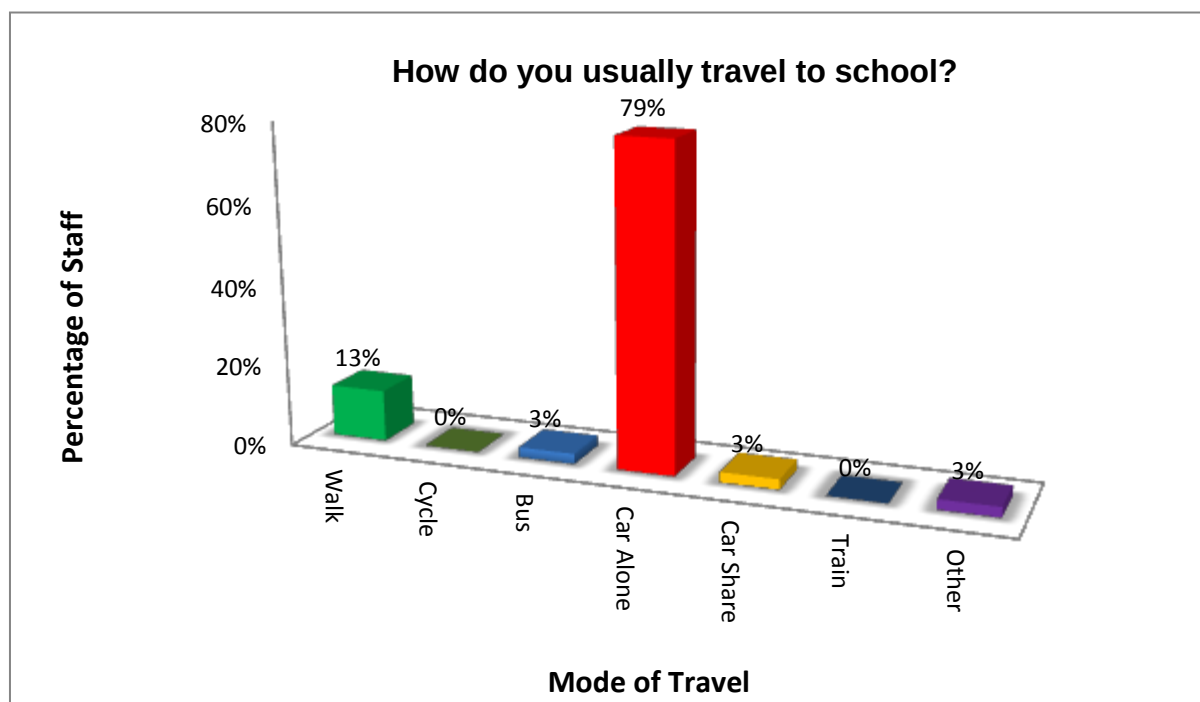
Q12) Do you have any additional comments you would like to make about your child's journey to school?

Q12 Additional Comments	Number of similar response
Put a zebra crossing outside the school. Stop or report drug dealers hanging around outside and drug users. Send a message to ask all parents to respect everyone else.	2
I am happy that my son can ride his bike to and from school. The journey could be made a lot safer for families with some minor adjustments.	
There should be a zebra crossing in Church End Lane to make it safer	6
She only has one road to cross on her way to school, so she has a safe journey to and from school	
Nowhere to cross safely outside Moorlands School	
When able to walk we do. We have to drive to school as I have to go straight to work	
My eldest is cycling to and from school most days not but as its getting darker it's a concern. I've purchased reflective wheel spoke lights and a high viz vest. I would like a bike for myself but they cost a lot of money and I cannot afford it right now. i would cycle more if not going straight to work.	2
I would like my child to walk on her own in year 6 in preparation for secondary school but feel crossing Church End Lane is too dangerous	
Safer crossing outside of school. More places to lock up my child's bike	
It's very dangerous crossing the roads. Car's parking on the grass verges and corners. Speed of traffic	
Other people always block my car in, in the car park (council car park next to school) If there is no space they just park in front of you and block you in!! Then I have to wait for them to return before I can leave.	
Trying to move closer to school - living in temporary accommodation	
Safety for the children - I would never let her walk on her own to school due to no safe place to cross	
No space left in car to car share with another family	3
A pathway is needed from Teviot Road entrance across the field to Moorlands. I'm sure many more parents would walk this route to school rather than drive round.	

Results of the Staff Travel Surveys for Moorlands Primary School

In October 2017, the full staff members of Moorlands Primary 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. 39 responses out of a possible 80 staff responded, giving a response rate of 48.9%. The results were as follows:

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



How do you usually travel to school?							
Walk	Cycle	Bus	Car Alone	Car Share	Train	Other	Total
5	0	1	31	1	0	1	39
12.8%	0%	2.6%	79.4%	2.6%	0%	2.6%	100.0%

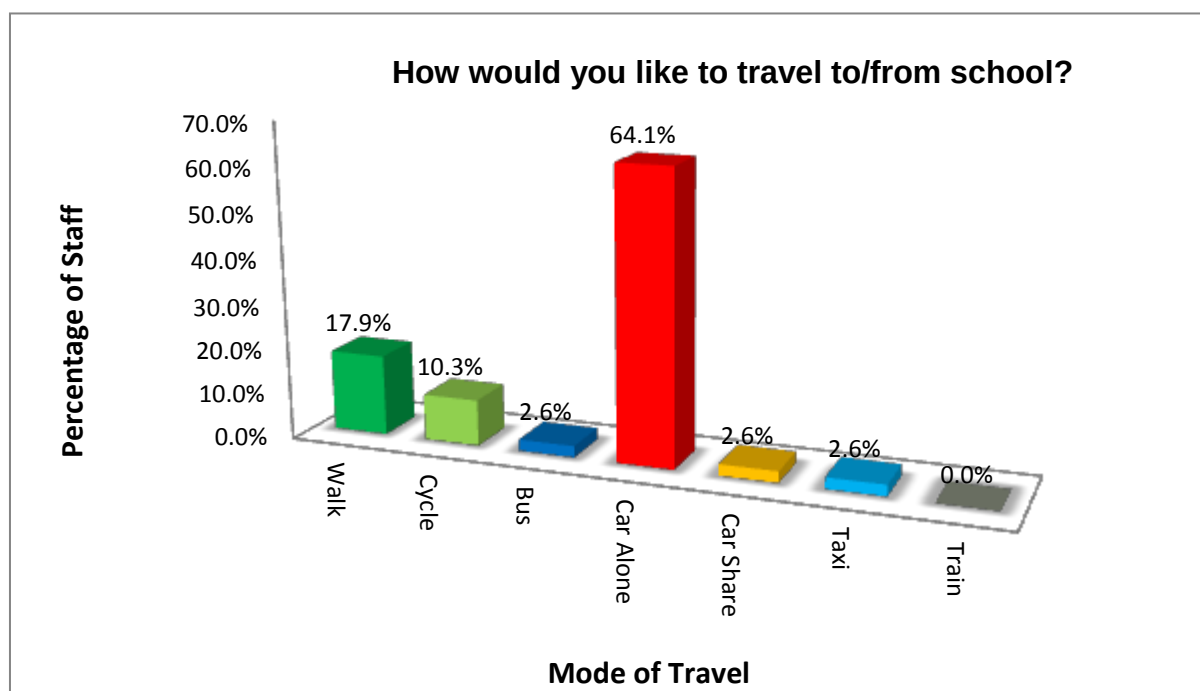
As you might expect the majority of staff travel to school by car as they will tend to live further away from school than the pupils. However, 18% of staff do still travel sustainably.

How do you usually travel from school?

How do you usually travel from school?								
Walk	Cycle	Bus	Car Alone	Car share	Taxi	Train	Other	Total
5	0	1	31	1	0	0	1	39
12.8%	0.0%	2.6%	79.4%	2.6%	0.0%	0.0%	2.6%	100.0%

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?



How would you like to travel to/from school?								
Walk	Cycle	Bus	Car Alone	Car Share	Taxi	Train	Other	Total
7	4	1	25	1	1	0	0	39
17.9%	10.2%	2.6%	64.1%	2.6%	2.6%	0.0%	0.0%	100.0%

It is pleasing to see that there is an appetite for change to sustainable travel (a 15% increase) and initiatives should be put in place to encourage this.

What concerns do you have about your route to school?

Concerns about the route to school	Number of Similar Responses
Parking spaces/traffic on Churchend Road	
The amount of dog mess in the alley by the school	
Traffic	4
Littered pavements covered in branches from overhanging trees. Broken/warped pavements	
Very busy	
Situation of the 33 bus stops causing traffic jams, (either opposite islands or bad piece of road for visibility to get round)	
Poorly lit alleyway	
Insufficient parking	
Church End Lane clogged with parents parking and lorries trying to get through	
Being able to find a suitable parking space on arrival	2
No zebra crossing/lights outside the school	
Cost of fuel - running a car. Environment.	
Traffic, roadworks, congestion and accidents on the M4 motorway	
Traffic/roadworks (Cow Lane Bridge). Accidents.	

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

What improvements?	Number of Similar Responses
I have emailed the local MP to complain of the dog mess. I have also emailed the dog warden about the mess	
Get rid of the traffic!/Less traffic	2
Zebra crossing/ crossing on Church End Lane	2
Nothing it's a nice journey	
Resurfaced pavements/trimmed trees -cleared from debris. Cycle/Skateboard lane added to pavement	
Bus lanes all the way	
Cycle routes	
Bus laybys	
Upkeep of roads/less potholes in the road	2
Up keep of alleyway and less dog mess	
Working lights on the lamp post	
Additional parking	

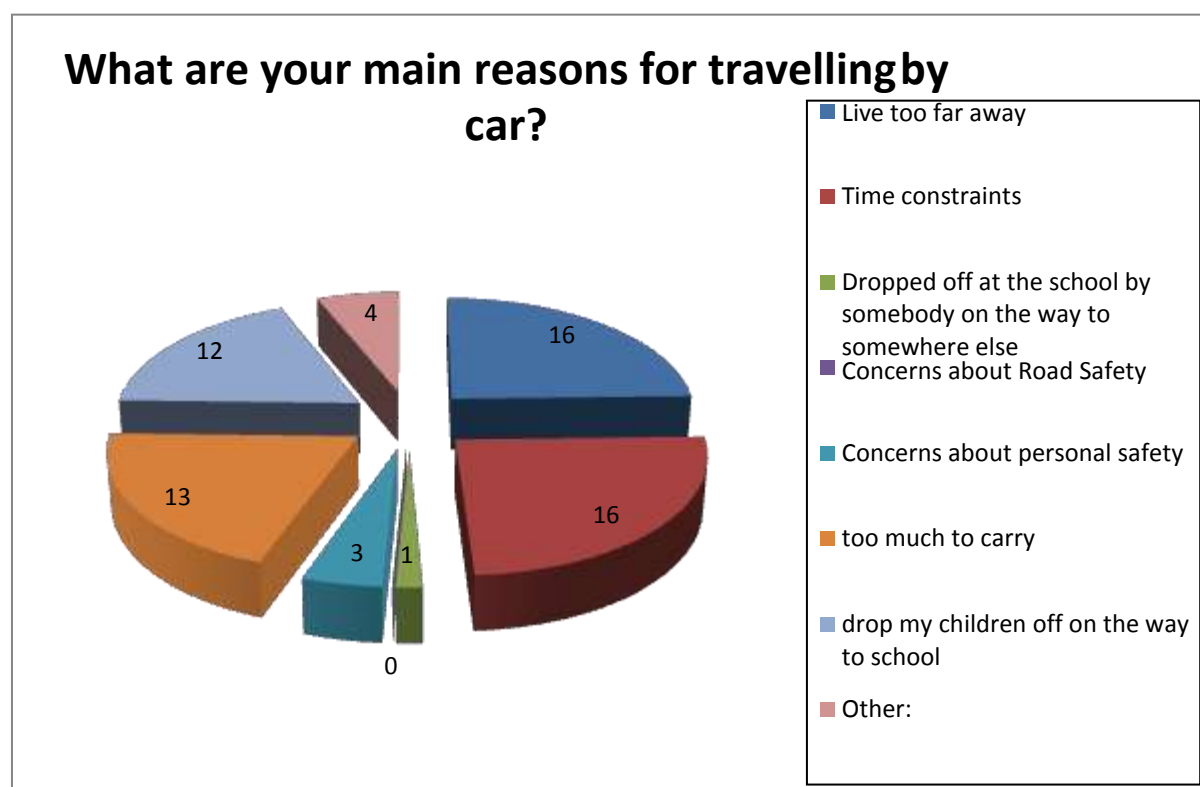
Parking around the school can be managed more efficiently as access to school becomes difficult	
Mayfair needs attention as the quality of the road is terrible. Car parking at school needs improving	
Better parking facilities on-site and local roads	
Less traffic lights/roadworks in peak times	2

Would anything make you consider a different mode of travel?

Would anything make you consider a different mode of travel	Number of Similar Responses
No. I walk because its 10 minutes up the road.	
Due to distance n/a except car share	
No - I need to drive between sites within the day	
No distance too far	2
Cycle to work scheme. Somewhere secure at home to lock up a bike	
More regular bus service- poor from Woodley. Direct route. Cheaper cost	
Cycle routes	
Moving house! / Moving closer to work	2
No, I have to pick my children up from another school	
I have to come to work by car as I have to take my daughter to school in the morning and pick her up in the afternoon.	
No I'm not on a public transport route. I am essential car user (13 miles each way)	
No, live too far away and not on a bus route. Collect granddaughter and bring her to school also	
Less to carry to and from school	
Not always possible to change as sometimes need to go to other places from work so need the car	
Sometimes I cycle if weather is very hot or very cold	

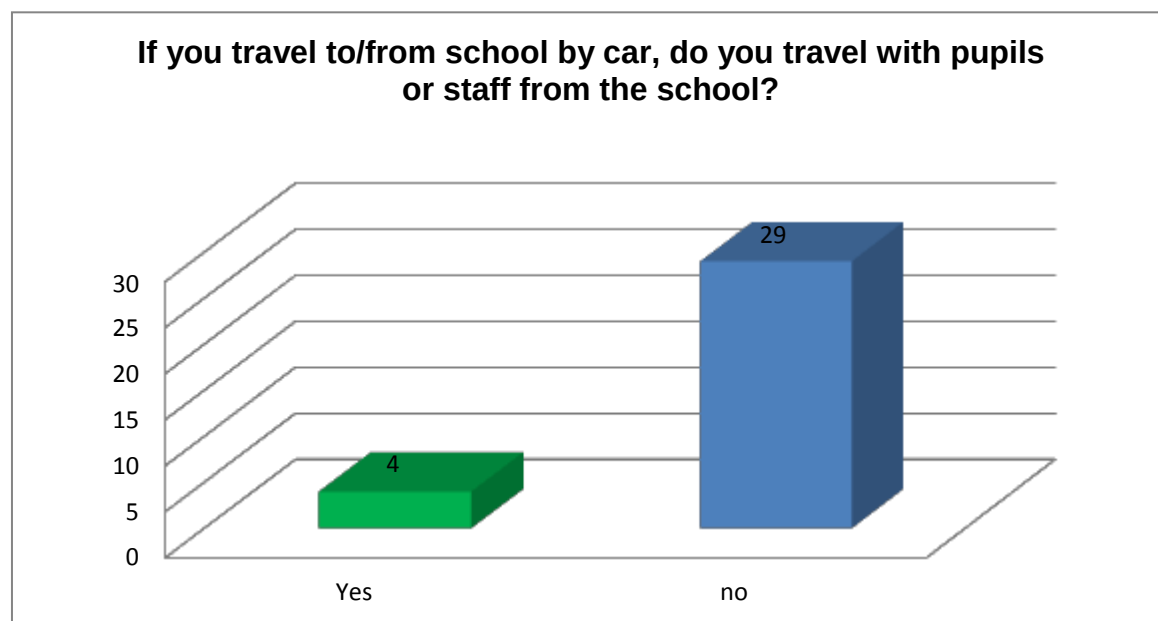
If you travel to and from school by car, what are your main reasons for doing so?

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
16	16	1	0	3	13	12	4	65
24.6%	24.6%	1.5%	0.0%	4.6%	20.0%	18.5%	6.2%	100.0%



As you would expect with staff, the distance travelled and the time constraints are the largest influencers, closely followed by the amounts that they have to carry and dropping off their own children on the way to work.

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



Yes	no	Total
4	29	33
12.1%	87.9%	100.0%

This demonstrates that the majority of staff members travel to school by car on their own.

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 2017 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. Capacity surveys of the local roads have also been undertaken so as to anticipate whether there is sufficient provision in the local area.

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.

In preparation for the Principle of Enlargement and the pre-app consultation, letters were sent to residents in the most likely affected roads (the statutory 50m radius of the school), inviting them to a consultation event on 20 September 2017 (Principle of Enlargement) whereby residents could share their views and concerns on traffic, the building and the wider impacts. Subsequently there was another consultation event on 13 December 2017 (Pre-Planning) to find out the proposals and have one final opportunity to comment informally before submission for planning. A number of officers were available at the event and survey forms were provided for residents and parents to formalise their thoughts on the impact of the school journey on the local environment. A number residents attended each consultation officially responded to the principle of expansion.

A summary of those who responded and their responses are detailed below. The full responses can be seen in Appendix 7 to this document.

Area of Concern	Issue Raised
Local Roads (5 responses)	• Need a new car park/more parking as many “near misses” have been witnessed • Volume of traffic, lack of police enforcement and safe places to cross need addressing • Need a zebra/crossing outside the school gates
School Expansion (7 responses)	• Great benefit to an expanding community • Yes to renew and update school facilities but no more pupils please • Agree with expansion as long as it is done carefully to retain open spaces • RBC should consider expanding schools closer to the proposed housing • Appreciate the need for expansion but issues regarding traffic, and illegal and poor parking need sorting to ensure safety of the children • Need more staff parking provision
Calder Close (4 responses)	• Hazardous parking and congestion. No consideration given to the neighbouring residents and driveways frequently blocked

	• Erratic and dangerous driving by parents • Concerns regarding proximity of the new building to residential homes
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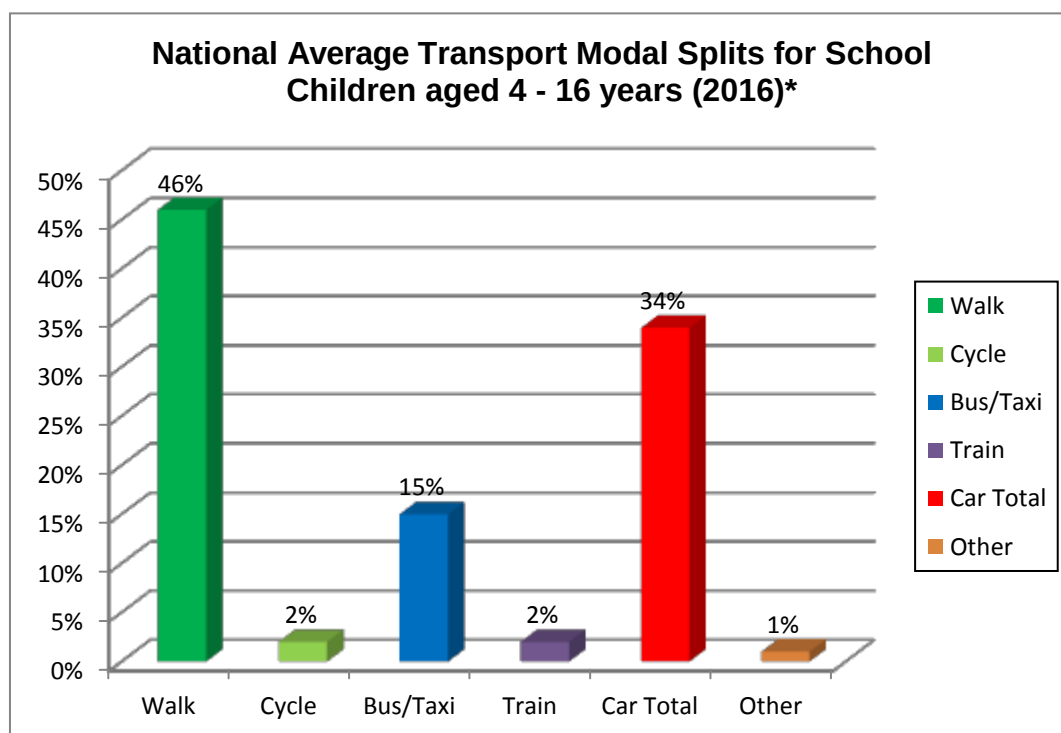
National Travel Survey – Modes of Travel 1995/97 – 2016, 5 – 16 year olds.

	Percentage																
Main mode	1995/97	1998/00	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Aged 5-16 years:																	
Walk ^{2,3}	47	49	43	45	45	47	46	46	44	44	42	43	41	42	42	41	46
Bicycle	1	1	2	2	2	2	2	1	2	2	2	2	2	1	2	2	2
Car / van	30	29	34	33	33	32	31	31	32	31	33	33	36	34	35	37	34
Private bus	4	5	5	5	5	6	4	6	7	5	5	5	4	5	4	4	3
Local bus	15	14	14	13	14	12	14	13	14	14	16	14	14	15	13	13	12
Surface rail	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
Other transport ⁴	2	2	2	2	1	1	1	2	1	1	2	1	2	2	2	1	1
All modes	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Average trip length (miles) ¹	2.0	2.1	2.5	2.4	2.4	2.3	2.4	2.3	2.6	2.4	2.5	2.5	2.7	2.7	2.5	2.4	2.3
% travelling to school alone ⁵	24	24	25	24	25	25	25	23	21	21	21	23	21	22	22	21	23
Unweighted sample size:																	
Individuals	3,166	2,950	2,237	2,751	2,744	2,701	2,563	2,557	2,478	2,633	2,525	2,286	2,320	2,350	2,518	2,287	2,372
Trips	19,434	18,554	13,059	17,243	17,744	17,191	15,987	16,045	15,023	16,501	15,441	13,185	14,619	14,270	16,114	14,248	15,388

Table NTS0613

Trips to and from school¹ per child per year by main mode: England, 1995/97 to 2016

National Travel Trends



	Walk	Cycle	Bus/Taxi	Train	Car Total	Other
National Average	46%	2%	15%	2%	34%	1%

This graph demonstrates that Moorlands Primary School with a walking rate of 37.8% has below average numbers of pupils walking compared to the national average, and with car alone use at 43%, car share of 2% and park and stride of 1.7%, its car use is 12.7% above the national average, therefore, measures should be introduced to try to rectify this.

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;

- **Congestion**

All parties consulted were concerned about the amount of traffic and congestion on Church End Road at the start and end of the day and the safety issues this poses. There were also concerns raised about the lack of enforcement of illegally and poorly parked vehicles and the resulting erratic drivers trying to negotiate the poorly parked vehicles.

Enquiries should be made to see if the bollards to prevent parking in certain areas can be replaced.

- **Parking**

A lack of safe parking for both parents and staff. A reasonable number of parents are traveling further than a mile and therefore more inclined to travel by car, and more often than not, many parents will park quite close to the school and not seek parking elsewhere.

In addition, staff often travel long distances and have a lot to carry and find it frustrating not being able to park close to school.

Parking frustrates the local residents too as many experience parents blocking driveways and generally parking inconsiderately.

- **A Lack of a Safe Crossing Place**

All parties were concerned that there is not an official crossing point on Church End Lane to ensure the safety of the children crossing. The council should be contacted to establish if a school crossing patrol post as a minimum could be justified.

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 Moorlands 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. Increase walking levels from 38% to 40% by October 2021 and Reduce car alone use from 43% to 28% by October 2021 and Increase park and stride from 2% to 5% by October 2021 (baseline Hands Up Survey October 2017)	Promote initiatives such as Walk to School Week in May 2018 and annually thereafter	High	Promote to parents via the school newsletter and reminders to be put on the school blog. April 2018 and annually thereafter	School Travel champion / Admin Office	June 2018
			Promote the initiative to pupils in assemblies with the help of the school council April and May 2018 and annually thereafter	Headteacher & School Council	
			Promote the initiative to parents via newsletters, texts and blogs April & May 2018 and annually thereafter	Admin Office / Web manager	
	Seek out potential car parks for Park and Stride and promote to parents September 2018 and annually thereafter	High	Speak to the Church of Jesus Christ Latter Day Saints re. option of using their car park for park and stride July 2018	School Travel Plan Working Group & Sarah Lees	December 2018
			Promote general capacity in the local roads and create a five minute walking zone, using map from HCC School Travel Team July 2018		

	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 2018		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 2018 Organise a coffee morning to put families in touch with each other to enable a Park on My Drive scheme in place. November 2018	School Travel Champion	December 2018
	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 2018 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	
	Investigate the possibility of a Safe Crossing on Church End Lane in front of Moorlands Primary School. January 2019	High	Contact Reading Borough Council Road Safety Team/Traffic Management Team for a Site survey April 2018		
	In the event a Safe Crossing is not justified petition the local MP for support for a crossing March 2019		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 Church End Road January 2019	English Curriculum Leader	

	Keep the local footpaths clean from Dog fouling and other litter February 2019 and ongoing		Advise parents to report Dog fouling to Reading Borough council by following the enclosed link: http://www.reading.gov.uk/street_care February 2019 and ongoing	Admin Office	
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Aim : Encourage alternative transport to car use

Objective 1) : Encourage and enable more pupils who have bicycles or scooters to consider cycling/scootering 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 5% (October 2017 Hands Up survey) to 10 % or choosing to scooter to school 3.% (October 2017 Hands-up survey) to 8% on a regular basis by October 2020	Continue to provide Bikeability Level 2 training on the playground as part of the PE curriculum March 2018 and annually thereafter	High	Make contact with RBC's Road Safety Team to book Bikeability training. January 2018 and annually thereafter Training for 2018 booked	PE Leader	December 2018
	Install more cycle and scooter parking at school as part of the expansion project September 2018	High	Liaise with HCC Architects team to ensure more cycle and scooter provision is provided January 2018 Completed	Headteacher	December 2018
	Provide scooter training to all pupils as part of the PE curriculum September 2018 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	PE Curriculum leader	December 2019

			/sites/default/files/MJ%20Scooter%20toolkit_FINAL.pdf June 2018		
	Take part in the Big Pedal event March/April 2019		Obtain an information pack from Sustrans. http://www.sustrans.org.uk/our-services/who-we-work/teachers/big-pedal February 2018	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 2019		Contact RBC for a cycling routes map. Contact a local bicycle store for advice re bike maintenance, and the local Police re cycle coding/wrapping June 2019	Admin Office	
Make Car Sharing an option available to all those who would like to by May 2019	Display a map in the reception area showing the areas from which pupils travel, updating annually as the school grows. October 2019	Low	Contact the RBC education team for a postcode location map. March 2019	School Travel Champion	December 2020
			Set up a coffee morning for parents who are interested in car sharing, with a view to setting up a car share club December 2019		

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 2019 and each year after.	Incorporate Road Safety training into the curriculum July 2019	High	Contact the Road Safety Team to book the Road Safety Roadshow for the Autumn term 2018 June 2018	Headteacher	January 2020
			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 2018		
	Investigate having Junior Travel Ambassadors who may be able to run Road Safety activities at wet break and assemblies January 2019	Medium	Download the Junior Travel Ambassador Resource Kit from Modeshift STARS https://modeshiftstars.org/admin/resources.php#JTA_YTA September 2018	Head of School/ Executive Headteacher	January 2020
	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.	Curriculum Leaders/ Head of School	January 2020

	school run January 2020		(Now on the website) Ensure all new starters are provided with a copy of the leaflet in their new starter pack October 2019		
	Work with local enforcement agencies to ensure parents park safely and sensibly October 2018	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 2018 and annually thereafter (PCSO visited November 2017)	Headteacher & School Travel Champion	January 2020

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 2019 and onwards to keep all new parents and pupils informed and involved on a 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 2019 and ongoing.	Promote the travel plan to the whole school community by September 2018	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 2018	School Website Manager	December 2019
	Include in the curriculum work on sustainable travel linking in with the Healthy Schools September 2019		Discuss with teachers the ways in which sustainable travel can be included in the curriculum making use of pupil postcode maps April 2019	Headteacher and Leadership Team	
	Include the School Travel Plan as an aspect of the school Self Evaluation Plan (SEP) (with regards to the building expansion) July 2019		Create and update SEP as appropriate as the school expands. April 2019 onwards		
	Communicate development of school site and travel matters with local community through newsletter, distribute to residents on Calder Close and Church End Lane		Discuss with Governing Body options of communicating with residents and other stakeholders developments on the travel plan and school expansion. June 2018	Executive Headteacher & Business Manager	

	December 2018		Distribute flyers to residents on key roads to alert them to whole school events. March 2019 and ongoing		
To register on Modeshift STARS and create a STARS travel plan to keep travel planning current by July 2018	Arrange training with HCC School Travel Team and or RBC and create STARS school travel plan May 2018	High	Register on https://modeshiftstars.org/ And contact HCC School Travel Team for training and guidance April 2018 Completed Work towards, achieve and maintain Bronze STAR level by carrying out annual hands up surveys of staff and pupils May 2018 and annually thereafter Bronze Star achieved April 2018	School Travel Champion	December 2018

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 2018 and annually thereafter	Encourage and enable staff to car share September 2018	Low	Provide maps to staff, at staff meetings of approximate staff home locations Sept 2018 onwards	Business Manager	December 2019
			Inform staff of the car sharing website www.liftshare.com September 2018 onwards		
			Consider providing Priority Car Park Bays for staff who car share September 2018	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 2019	Low	Request maps and timetables from RBC. By April 2019	School Travel Champion	December 2019
			Create into a pack and make staff aware of info April 2019		

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 2020 by the School Travel Champion. The next full review will be carried out in February 2021 by the School Travel Champion and working group.

There will be an interim review of the travel plan in October 2019 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

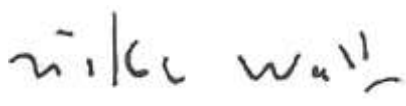
The principles detailed in the School Travel Plan for Moorlands Primary School are endorsed by the Head Teacher and governors.

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.

Signed: 
Executive Headteacher, Moorlands Primary School

Date: 13.4.18

Signed: 
Chair of Governors, Moorlands Primary School

Date: 13.4.18