



School Travel Plan reviewed
Draft version
awaiting governor approval

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A Brief Description of the School

Aldryngton serves catchment area in the Earley area as determined by Wokingham Borough Council admissions procedures. It has approximately 315 pupils on roll aged between 4 and 11. The standard admission number is 45 pupils per year, admitted on a single form entry basis in September. There are waiting lists for all year groups administered by Wokingham Borough Council admissions department.

The main school day starts at 8.50am and finishes at 3.15pm. Outside these times children may attend the child care facilities as listed below as well as the many extracurricular activities. The school facilities are also hired out for community use such as Brownie meetings.

Vehicles access the site via the Maiden Erlegh School gates. However the gates are closed at peak times of the day 8.30-9.00am and 2.30-3.30pm. At these times the gates are manned by site staff from both schools on a rota basis. When Maiden Erlegh closes its site, access can be achieved via the side road which is a public right of way.

Aldryngton operates a secure site, with electronic gates to the car park / front entrance and pedestrian gates at other key points on the perimeter of the school site. These measures help to ensure a safe school environment for users of the school site.

Child care facilities

Aldryngton Breakfast club

hosted on site for up to 24 pupils. The facility operates from 7.30am every school day and is run by FACEvents.

After School Club

There is a long-established child care facility for pupils from Year 1 upwards that is based at Maiden Erlegh school with a capacity of 40 pupils each school day. Pupils gather in Aldryngton's community room and are walked over to Maiden Erlegh by the After school Club staff. Working hours are up to 6pm.

There is also a new After school club (September 2019 onwards) for up to 24 pupils from F2 upwards. The club is based in the computer suite, with access to other areas of the school premises. The club is run by FACEvents

Holiday club

The club, run by FACEvents, operates between 7.30am-5.30pm during school holidays with the exception of the Christmas/New Year school closure period and the final week of the summer holiday school closure period. The electronic gates are not operational during these times to ensure appropriate levels of access for the Club and taking into account the reduced cover available in the school office.

A brief description of the travel/transport problems faced by the school.

The site is currently occupied by Aldryngton Primary, Maiden Erlegh Secondary School, and Maiden Erlegh pre-school. In total, in excess of 1800 pupils and 150 staff access the site each week day. Staff use various forms of transport but predominantly car, particularly those working at the secondary school; there is limited parking throughout the site. Although the

main thoroughfare on site is marked with double yellow lines these are non-enforceable as it is privately owned land.

Vehicular access to the site is from Silverdale Road, through a narrow road measuring 5 metres, which is accessed through a parade of shops. The majority of pedestrians also access the site along this route. As previously stated, this access is manned during peak times i.e. start and finish of school to slow down oncoming traffic and to stop unnecessary vehicles coming onsite.

There are several pedestrian accesses to the school, the main being two separate gates at the top of the field. The first an alley way between the shop car park and a residential house, this has to be continually maintained by the school's site controller to keep the brambles and weeds at bay, the other is off the main vehicular access through a gate to the left of the main drive. Pupils and parents have to cross the narrow road to get to the correct side to enter the schools grounds. There is an additional pedestrian access point via Maiden Erlegh drive, from the Wokingham Road, whereby the school can be accessed by a side gate. All manual pedestrian gates are opened at 7.30am and closed at 9.00am, then re-opened at 3.00pm through to 5.30pm.

The local neighbourhood is residential with a 20 mph limit in place along the section of Silverdale Road outside the school entrance, there is also a pedestrian crossing set to one side. The minor roads leading onto Silverdale Road are set to 30 mph. Some of the pupils access the school from the Wokingham Road which has a speed limit of 40 mph but as it approaches Maiden Erlegh Drive, there is a pelican crossing and the speed reduces down to 30 mph.

Data analysis

Parents' Travel Survey 2019

1. What year group is your child in?	
	Select one
Reception	39
Year 1	33
Year 2	36
Year 3	34
Year 4	38
Year 5	33
Year 6	28

2. How does your child travel to school most days?	
	Select one
Walk	216
Cycle	6
Scooter/skating	7
Public Bus	0
Taxi	0
Car	12

3. What are the reason/s for this choice?	
	Select all that apply
Proximity to the school	193
Exercise benefits for my child	142
Exercise benefits for the accompanying adult	106
Able / wishes to travel to school with friends	41
On the way to work / other commitments	30
Live too far away	10
Older pupil who can travel unaccompanied to school	13
Reduce pollution	73
Save money	18
Safety	21
Scooter / Bicycle parking at the school	23
Other	16

Travel Plan key outcomes - March 2019

PUPIL SURVEY RESULTS - USUAL MEANS

- Walking is the key method of travelling to school
- Car use varies across year groups with 17.6% regularly using a car and a further 3.5% using the park and stride method. Therefore, cars are used by 20% of the school population to a greater or lesser degree.
- Car sharing is not used by any pupils
- Scooter /skating is used over twice as often as cycling
- Public transport options are rarely used

PREFERRED METHOD RESULTS

- Car option choice reduces greatly
- Walking option choice also reduces greatly
- There is a large increase in the number of pupils wishing to cycle to school (13 up to 118).
- The increase in the number wishing to scoot or skate into school increased but not quite double the actual figure
- There is a marginal increase in the numbers wishing to use public transport

STAFF SURVEY RESULTS - USUAL MEANS

- The majority of staff use a car to travel to school
- Half the number of car users walk to school

STAFF RESULTS - PREFERRED METHOD

- There is a reversal of the above data
- The number of those wishing to use a car halves and the number wishing to walk doubles

FURTHER THOUGHTS:

- What are reasons why so many pupils wish to use cycles but don't?

- If increased numbers opted to cycle to school could the school cope with the storage demands made of it?
- Why is car sharing not used as a vehicle reduction method?
- Do the figures of families living outside the school's designated area reflect the number of car users?

PARENT SURVEY OUTCOMES:

- Responses covered 241 pupils (76% return rate)
Walking -
 - cited as the key means children travel to school. Main reasons given - proximity to the school and exercise benefits for the child and accompanying adult. Reducing pollution was also a significant factor.
 - Numbers were strong across all year groups
- Car -
 - Whilst the pupil survey showed 55 pupils use the car as their main means of travelling to school, only 12 pupils were identified as car users in the parent survey. The majority of car users were in Middle School.
 - Why is there discrepancy in the data?
 - The main reasons given for using a car - drop off was on the way to work or another commitment / live too far away.
- Scooter -
 - Only seven responses named scooters as the main means of travel into school. This figure does not match the pupil survey data which recorded 31 pupils stated they used their scooters for the journey to school. Empirical evidence would also suggest this is under-representation taking into account the number of scooters typically stored behind the PTA garage each day.
 - Why is there a data discrepancy?
- Cycle-
 - Only six parents declared that their child travelled to school using a bicycle. This figure compared more accurately with the pupil survey which showed 13 usually travel to school in this way.
 - All cited the exercise benefits for their child as a key reason for this choice together with the availability of on site storage. A large percentage also cited the reduction in pollution benefits and proximity to the school.

Ongoing issues and planned means of mitigation

Issue	Planned means to address issue	Update
Number of pupils, employees and visitors to the shared site	<p>Access to the shared site is restricted at key drop-off and pick up times. This is a duty shared by both schools</p> <p>Key event dates are shared between the schools in order to reduce the number of occasions when both schools are attracting additional traffic to the shared site.</p>	This system is communicated to prospective / new and existing parents by means of presentations/ meetings, school brochure and newsletter updates
Single vehicular access point to the shared site	<p>See above measures used.</p> <p>Deliveries are encouraged to arrive at non-peak times although this is limited in its impact as companies have little flexibility regarding such requests.</p>	
The number of car users is resistant to positive change	<p>Newsletter updates to parents</p> <p>Healthy Living week in which use of non-vehicular means of travel is included</p> <p>Assemblies</p> <p>New Parent meetings</p> <p>Parent and pupils transport surveys</p>	
Maintain and increase the number of scooter users and cyclists.	<p>Provision of scooter racking</p> <p>Some cycle storage on site but is limited</p> <p>Walk to School weeks</p>	
Questions raised by the data analysis in the March 2019 traffic survey	Further targeted surveys	
Local parking issues	Parent to be reminded of the need to park with due regard to local residents – newsletter item	
Engage with the accreditation process	To take advice and support of the LAs coordinator	