

St. Michael's CofE Travel Plan Policy

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FYI: Version control should be used for all formal documents and managed as:-

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3. 1.0 (Once document has been approved)
4. 1.2 (during review/approval of a lifecycle document i.e. policies)
5. 2.0 (2nd approved document) and so on.

Amendment History

Version	Amendment Date	Author	Amendment Summary
1.1	19/11/24	Pete B	Amended catchment area as well as updated on travel scheme success, staff survey results and Modeshift accreditation
1.2	18/06/25	Pete B	Updated targets and created action plan as well as responded to Maggie's comments

ST MICHAEL'S PRIMARY SCHOOL

TRAVEL PLAN



Reviewed June 2025

Ratcliffe Drive
Stoke Gifford
South Gloucestershire
BS34 8SG

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1.0 INTRODUCTION AND BACKGROUND

1.1 INTRODUCTION

St Michael's Primary School is committed to improving sustainable travel awareness of pupils, parents and staff, and enhancing the travel facilities available. The Travel Plan aims to demonstrate this commitment.

A Travel Plan was first developed at the school in early 2000's and then updated in 2014. Over the years the Travel Plan has been developed with new travel measures added at the school.

This document provides an update on measures and initiatives in place at the school to encourage sustainable travel. Details of additional measures going forward are also discussed.

The 2014 Travel Plan also has been prepared to discharge planning condition 2 of planning permission reference: PT13/0816/R3F for the retention of four temporary classrooms at the school. The condition states:

'An updated School Travel Plan, to include full modal surveys, targets and measures, shall be submitted to and agreed in writing by the Local Planning Authority before 31st July 2014.'

St Michael's School was re-awarded '**Schools for Health**' status in July 2006 with the travel initiatives forming part of the contributing evidence.

The school has achieved 'Eco Schools Status'.

More recently, in 2023 the school achieved the Modeshift 'Bronze' Award for sustainable and safe travel from the Local Authority. In 2024, the school were successful in achieving the 'Silver' Status. In 2025 the school maintained its 'Silver' status.

This Travel Plan will continually be developed going forward with new measures and initiatives added as required.

1.2 AIMS AND OBJECTIVES

St Michael's School seeks to promote walking and cycling to school as a healthy alternative to driving. Walking will reduce the traffic congestion and the pollution caused by exhaust fumes. This is important both locally and globally. Walking teaches children to use the roads correctly, to cross safely and gives them some exercise which is good for their health (and also helps them wake up in the mornings). It promotes relationships and communication within travelling groups.

It is recognised that some parents may choose to use their car, for whatever reason, to

bring or pick up their children from school. Under these circumstances, **the school seeks to encourage drivers to park safely**, away from the school gates and away from the safe crossing zones, and without causing inconvenience to local residents or businesses.

This Travel Plan therefore sets out to:

- promote safe travel to school;
- raise awareness of the health and environmental benefits of walking and cycling to school and encourage more travel by these modes;
- ease congestion around the school and therefore develop increasingly positive relationships with our local community.

The Travel plan will be monitored and reviewed on a regular basis, as it forms part of the overall School Improvement Plan. It is also monitored by the Governor Property Committee.

Review Date: Spring 2015.	Reviewed May 2015
Next review: May 2016	Reviewed May 2016
Next review May 2017	Reviewed June 2017
Reviewed June 2018	Reviewed June 2019
Reviewed June 2020	Reviewed April 2023
Reviewed November 2024	Reviewed June 2025

2.0 LOCATION AND FACILITIES

2.1 SCHOOL LOCATION

St Michael's Primary is to the south east of Ratcliffe Drive in the heart of the residential area of Stoke Gifford. South of the school are the rear of residential properties fronting Beaufort Crescent, and to the east and north are the rear of residential properties fronting Fabian Drive and to the west is the Stoke Gifford Medical Centre and associated car park. The local area around the school is shown below:



Ratcliffe Drive is a residential loop road which also provides access to a number of residential cul-de-sacs. Immediately adjacent to the school a 20mph speed limit is in place, from a rank of shops to the west to Fabian Drive to the north. For the remainder of Ratcliffe Drive the speed limit is 30mph.

Some 150m to the west of the school Ratcliffe Drive meets Hatched Road at a roundabout junction. Hatched Road continues north to Bradley Stoke and south to Filton and Abbey Wood. To the west of the roundabout Sandringham Road provides access to further residential properties. Hatched Road (part 20 and part 30mph) and Sandringham Drive has a 30mph speed limit.

Immediately west of the school between the school and Hatched Road is the Stoke Gifford Medical Centre and a small rank of shops including a Tesco Express, hairdressers, dentist

and a post office.

2.2 SCHOOL ACCESSIBILITY

Walking and Cycling Accessibility

Five pedestrian entrances are provided into the school, four from Ratcliffe Drive to the north of the school.



The main entrance is in the centre of the school site (left). This is the only entrance open between 08.55 and 15.15.

A further entrance is to the west of the main school building (corner of photo below).



Two pedestrian entrances are to the north of the school buildings, one leading directly to the playground (left), and one linking around the edge of the car park (below).

Railings are provided in front of three out of the four pedestrian entrances to prevent pupils running out into the road.



A footpath is provided along the western side of the school site from Ratcliffe Drive to Beaufort Crescent to the south. A fifth pedestrian entrance is provided from this path. This path has now been surfaced, and the bushes are maintained by the school. (Oct 2015). Children are supervised by Playhouse staff whenever they attend directly from school at



the end of the day.

On Ratcliffe Drive adjacent to the central school entrance dropped kerbs and tactile paving are provided on both sides of the road.

Dropped kerbs are provided at all junctions across local cul-de-sacs around Ratcliffe Drive, however few junctions have tactile paving provided.



All the roads in the local area have footways provided along both sides. Street lighting is also provided.



An informal pedestrian crossing is provided across Ratcliffe Drive adjacent to the row of shops to the west of the school. Dropped kerbs and tactile paving are provided along with a central refuge for pedestrians to wait half way across the road.

A number of footpath links from the ends of cul-de-sacs to the next are provided in the local residential area around the school. These routes are street lit although some not overlooked especially the link between Fabian Drive and Beaufort Crescent to the south of the school. The footpaths provide direct links from the local residential areas to Ratcliffe Drive.



provided across Hatchet Lane to the school.



A signalised Puffin crossing is south of

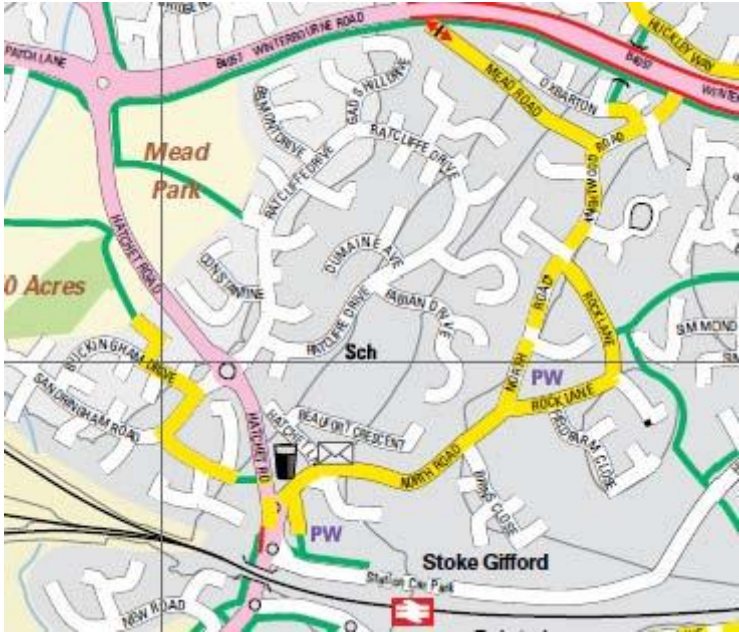
Dropped kerbs are provided on the arms of the Hatchet Lane/Ratcliffe Drive roundabout junction however no tactile paving is provided.

Two zebra crossings are provided on North Road to the south and east of the school. Both link to pedestrian footpaths that connect through to Ratcliffe Road.

Pedestrian/Cycle signage is provided along Hatchet Road providing information on routes and distances to local facilities.



In the immediate vicinity of the school there are no dedicated cycle routes. However in the local area a good network of off-road cycle routes are provided. An extract of the South Gloucestershire Council cycle map is shown to the right. The yellow routes are advisory cycle routes on road with the green routes off-road cycle paths.



Bus Accessibility

The nearest bus stops to the school are on Hatchet Road some 140m and 190m south west of the school. The following bus services stop close to the school:

Hatchet Road Bus Services		
No.	Route	Frequency Mon-Fri
M4	Cribbs Causeway to City Centre	20 mins
18	Emersons Green - Southmead Hospital	30 mins
73	Bristol City Centre - Cribbs Causeway	15 - 20 mins
319	Bath - Bitton - Kingswood - Cribbs Causeway	30 mins
581	Hanham - Chipping Sodbury	60 mins
625	Severn Beach - Cribbs Causeway - UWE	60 mins

Train Accessibility

Parkway train station is around 600m south of the school. Train services to/from Bristol Temple Meads station operate around every 10 minutes in each direction. Train services also operate to other local stations around Bristol and further afield to local towns including Gloucester and Cheltenham to the north, Cardiff and Newport to the west, Bath and Swindon to the east, and Weston and Taunton to the south.

Car Accessibility

Two vehicular access points to the school are provided, both via Ratcliffe Drive to the north. The main vehicle access is to the east of the main school building providing vehicle access to parking for staff, visitors and service vehicles. Parents are not permitted to drive into the school grounds, with the exception of disabled parents or those with disabled children.



The second vehicle access school is provided to the west of the main school building, providing access to a secondary staff only car park.



2.3 OFF-SITE TRAFFIC/PARKING MANAGEMENT

Ratcliffe Drive has a 20mph speed limit in the vicinity of the school. This was implemented in 2006.



'School-Keep-Clear' zig-zag markings are provided along both sides of Ratcliffe Drive in front of the school site. Three sets of speed cushions are also provided along Ratcliffe Drive in the vicinity of the school.



The speed cushions along Ratcliffe drive were installed in 2006.

In 2012 the double yellow lines either-end of the zig-zags were extended to keep vehicle parking further from the school entrances.

Signage is also provided along Ratcliffe Drive informing drivers there is 'No stopping Mon-Fri 8am - 5pm on school entrance markings'.



There have been no major accidents in the area around the school over the past five years. A few near misses have been reported, and traffic

can be occasionally blocked in Ratcliffe Drive due to poor parking. Increasing the double yellow lines has improved the situation.

Parking restrictions are also in place on Beaufort Crescent to the south of the school. This limits parking at lunch time to 30 minutes, which in effect prevents long term commuter parking on this road. This parking is therefore available for parents to utilise at the start and the end of the school day. The signs in place are as below.



2.4 SCHOOL BACKGROUND INFORMATION

Pupil Details

St Michael's Primary School caters for children aged 4-11. The capacity of the school is 630 pupils with three classes in all year groups. Currently (April 2023) there are a total of 631 children in attendance at the school.

The local housing was built in the early 1980s. The present school building was built in 1988 expecting a single form entry. It was extended in 1998 to accommodate a two form entry intake and has since received eight mobile classrooms to enable a three form intake. A further three class room extension was completed in 2013, initially to replace two of the temporary classrooms. However due to additional school places required these have now been retained. This was the first phase of a replacement programme which is due to continue going forward.

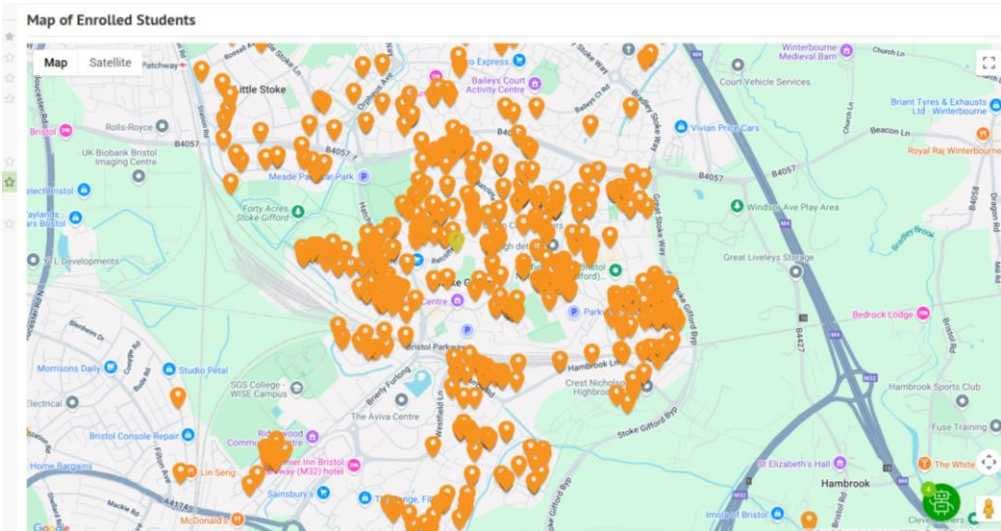
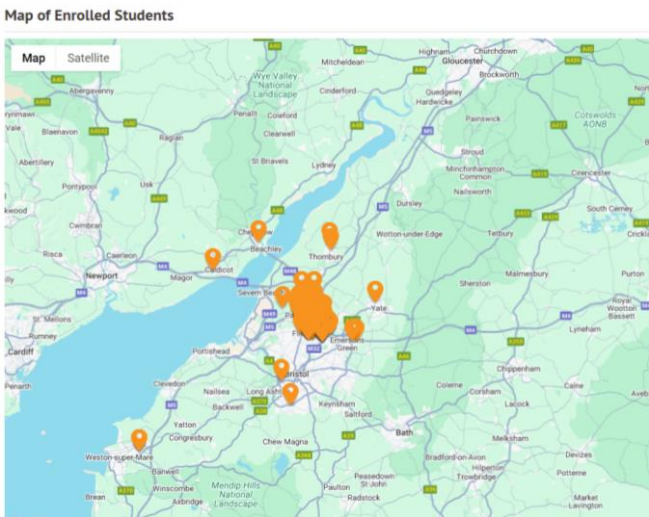
The school day starts at **08.50**, with the school open for children from **08.40**. A breakfast club also operates at the school from 07.15. This is currently used by around **100** children each day.

During the school day the only pedestrian entrance to the school is via the front door in the centre of the main building. There is an entry button and visitors can only enter with the permission of the office staff.

The school day finishes at **15.20**. Reception to Year 2 pupils are required to be picked up from their respective classrooms. The older children are permitted to meet their parents elsewhere however we encourage all parents to meet their children in view of their class teacher.

After school activities also take place on some evenings. Activities include sports, arts and general play.

The majority of the pupils attending the school live in Stoke Gifford. This includes Bakers Ground (to the east) and areas to the south of the railway line - Hambrook Lane, Railton Jones Close, and New Road. Some families travel from Bradley Stoke, Charlton Woods and Patchway. A few children live further away, but parents work close by. The current catchment area of the school is shown in the postcode plot below (June 2017):



Staff Details

The Head teacher for St Michael's Primary is Mr Pete Barnard. Mr Barnard also undertakes the role of Travel Plan Coordinator for the school.

2.5 PARKING AT THE SCHOOL

Cycle Parking

A cycle shelter able to accommodate 10 cycles is provided adjacent to the staff/visitor car park for staff and children to share. This shelter is used by a mixture of cycles and scooters.

Further cycle parking is provided to the west of the main building (shown below) and in the school playground with a total provision for 100 cycles/scooters. This is mainly used by pupil's scooters.



Car parking

To the north of the school buildings a



car park with 16 parking spaces, including two disabled bays and two marked for visitors is provided. A second staff only car park is provided to the west of the buildings able to accommodate around 20 cars. This car park is locked during the school day.

Parents are not permitted to utilise either car park unless their child needs to use the accessible parking facilities.

Deliveries

Delivery vehicles to the school utilise school car park to the north of the school buildings.

Coaches

Coaches are used for school trips. There is a designated space for one coach to park on Ratcliffe Drive adjacent to the school. This is used when collecting/dropping off children. However sometimes two coaches are required at one time.

3.0 TRAVEL RELATED ACTIVITIES

RECENTLY UNDERTAKEN

- Travel information provided to parents;
- Walk to School Scheme (Strider) 2023-25
- Cycle Proficiency cycle training for years 5 and 6;
- Bikeability Level 1 (Year 4)
- Scooter training for year 3
- Road Safety training for all children including roadshows and in class lessons;
- Involvement in road safety week.
- Walk to School Scheme (Travel Tracker) 2023-25
- Golden Lock incentive to scoot to school

Travel Information

Travel information is provided to parents via a range of media including in the school prospectus, on the website, new parents meeting in June, and through regular newsletters.

Walking

The school encourages the parents to walk to school, or if their car is really necessary, to park away from the school at peak times. This is done through:

- newsletters
- the school website
- discussion with parents at the new parents' evening
- occasional events to encourage walking/cycling/scootering
- whole-school bike/scooter celebration days

There are additional parking spaces outside the local fish and chip shop which was previously the Co-op. The travel co-ordinator will supervise this area as part of his site management duties at regular intervals.

Cycling/Scooting

Cycle proficiency is offered to years 5 and 6 to gain levels 1 and 2 of their cycling proficiency award. Bikeability Level 1 is offered to Year 4 children. Scooter training is also now offered by the school to pupils in Year 3.

The school was involved in Bike It from 2009-2012. This initiative has seen cycling increase rapidly, though largely replacing walking, rather than cutting car use. The school has adequate secure cycle and scooter storage. The school has achieved the bronze 'Bike It' award.

Travel Group

Up until 2005 the School Travel Group was led by parents. Parental involvement is still very important, particularly supporting particular initiatives, such as Walk to School. There are

regular consultations with parents and staff. The Headteacher leads the Travel initiatives in the school, supported by the Property Committee of the Governing Body.

Road Safety

School families are encouraged to report any incidents which they encounter and perceive to be dangerous on their school journey. Such incidents may range from "traffic violations" to problems crossing particular roads. These reports are held in an "**incident log**" in the school office and are passed on to the Police or to the Council, as appropriate. We have termly visits from our local PCSOs who are in regular contact with the travel co-ordinator and contact details are also made available to parents.

Road safety is also part of the school curriculum which includes road safety road shows visiting the school.

4.0 TRAVEL SURVEY RESULTS

4.1 TRAVEL SURVEYS UNDERTAKEN

Travel surveys are held regularly at the school and school census data is also collected.

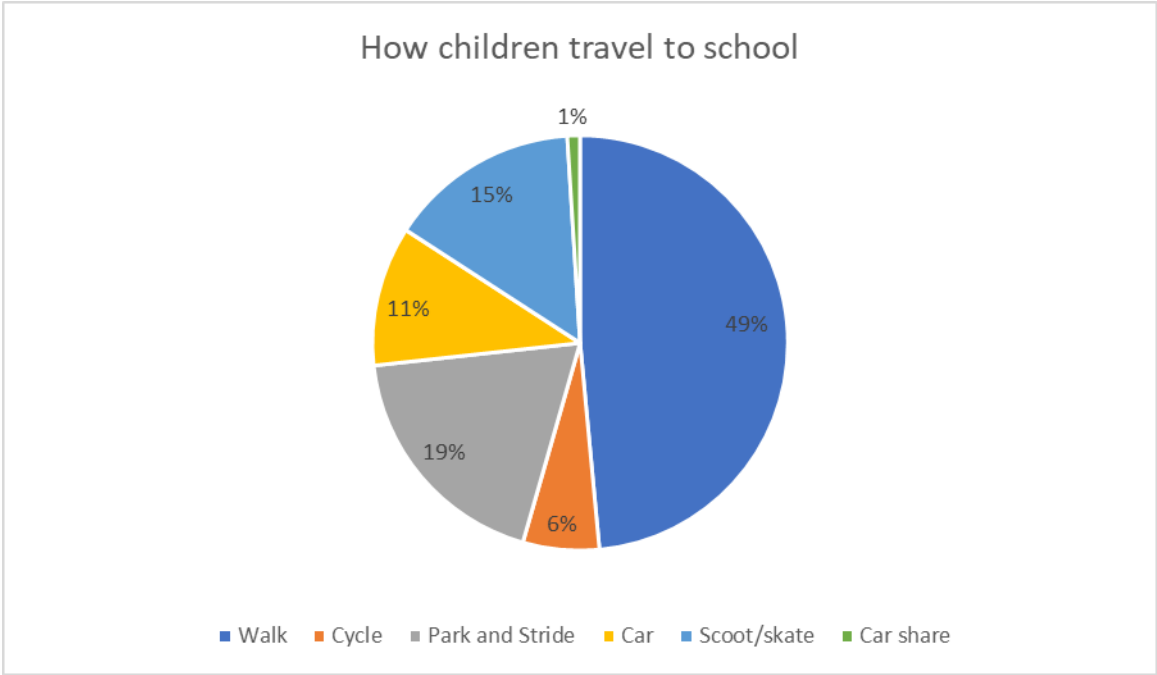
In May 2025 a travel survey was issued to children at St Michaels Primary School. The aim of the survey was to find out how children currently travel to the school and how far they travel. Questions asking about current concerns and suggested improvements to travel and safety were also included.

4.2 2025 PUPIL TRAVEL SURVEY RESULTS

A total of 171 survey responses were received from pupils at the school.

Pupil Mode of Travel

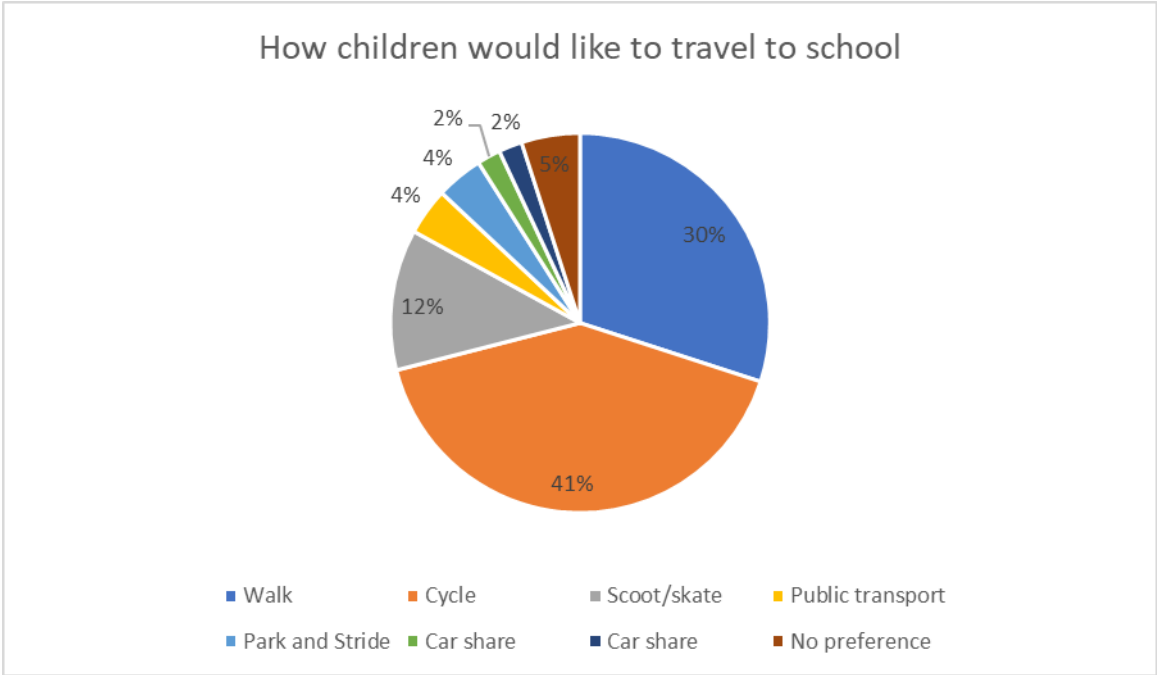
The following graph shows the modes of transport pupils use to travel to school:



A total of 49% of pupils walk to school with or without an adult, 12% of pupils travel to school by car and park outside of the school's gate, 6% cycle, 15% either scoot or skate, 19% park and stride and 1% lift share.

Of the respondents 64% stated they entered the school via one of the entrances on Ratcliffe Drive, with the other 36% utilising the pedestrian entrance on the footpath to the west.

The children were also asked how they would prefer to travel to school. The majority stated that they would like to cycle (41%) or walk (30%). There were also a number who showed no preference.



Promising is the comparison of children who currently use sustainable travel (89%) compared to those who would like to use sustainable travel where a preference was given (98%).

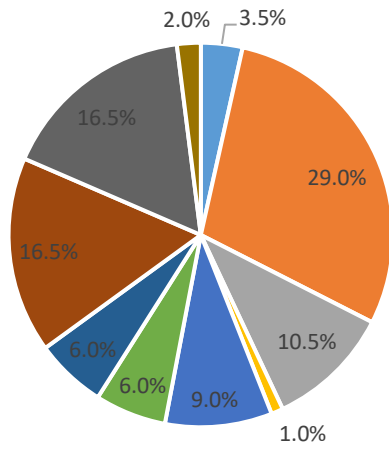
Parents were asked to comment why their child didn't travel by their chosen mode. The main responses with regards walking related to distance from home, time taken to walk, and need to travel by car as part of an onward journey. The main reason for fewer children cycling was in relation to safety.

Of the responses 57% of parents noted that they continued on to work after dropping their children at school, with 40% returning home and 3% other. In the evening only 25% travelled from work with the majority (73%) travelling from home, and 2% other. Therefore there seems to be a greater ability to alter afternoon travel behaviour.

Parent Car Parking

Parents who drove stated that they parked in the following locations around the school:

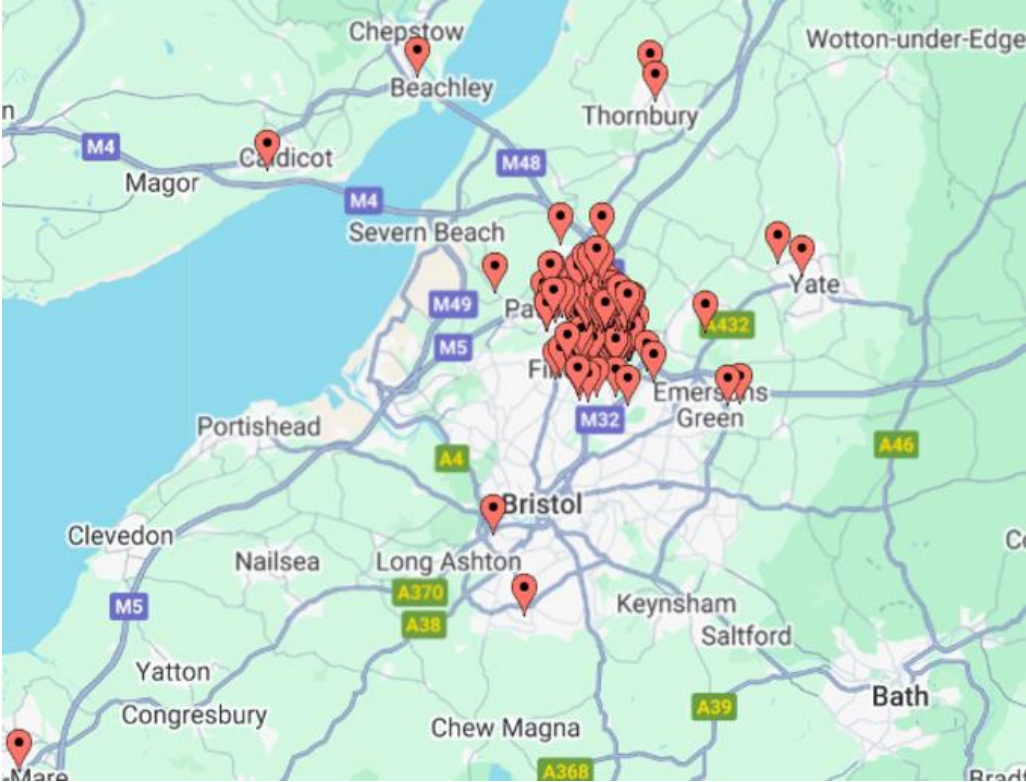
Where Parents Park



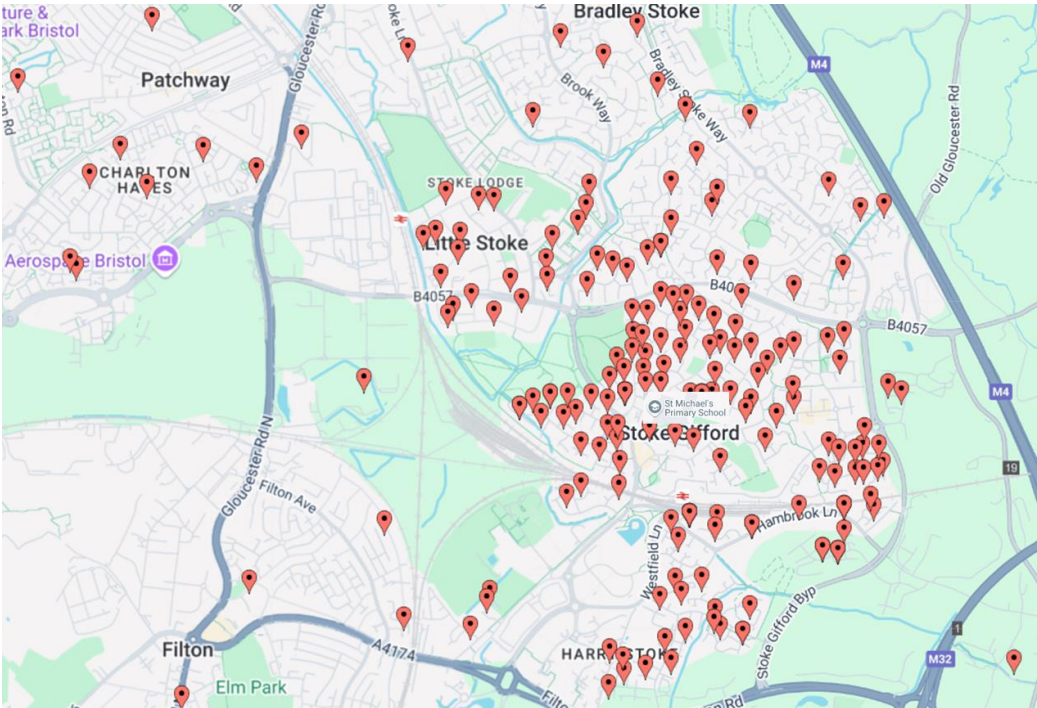
- In school car park
- On-street Ratcliffe Drive
- On-street on Fabian Drive
- On-street on Dumaine Avenue
- On-street on Beaufort Crescent
- On-street on Hatchet Lane
- On-street on other road
- Car park to rear of Tesco Express
- In Co-op car park
- Other

Pupil Postcode Review

A map of all of the postcode locations of the children attending St Michael's Primary is provided below. All postcode addresses are included on the first map. Where there were multiple results for the same postcode, only 1 result was added.



By far, the majority of students that attend St Michael's live within a 2km radius of the school. Again, where a postcode has multiple hits, the postcode was only added once.



4.3 PUPIL TRAVEL SURVEY COMPARISONS

The travel survey results from previous years are set out below.

Pupil Mode	2003	2007	2010	2012	2014	2016	2018	2025
Walking	50%	53%	52%	52%	52%	54%	55%	49%
Cycling/ Scooting	0%	5%	7%	8%	6%	7%	8%	21%
Travel by non-car	50%	58%	59%	60%	59%	62%	63%	70%
Target Non Car			60%	63%	65%	65%	66%	67%

Travelling by Car	50%	42%	41%	40%	41%	38%	37%	30%
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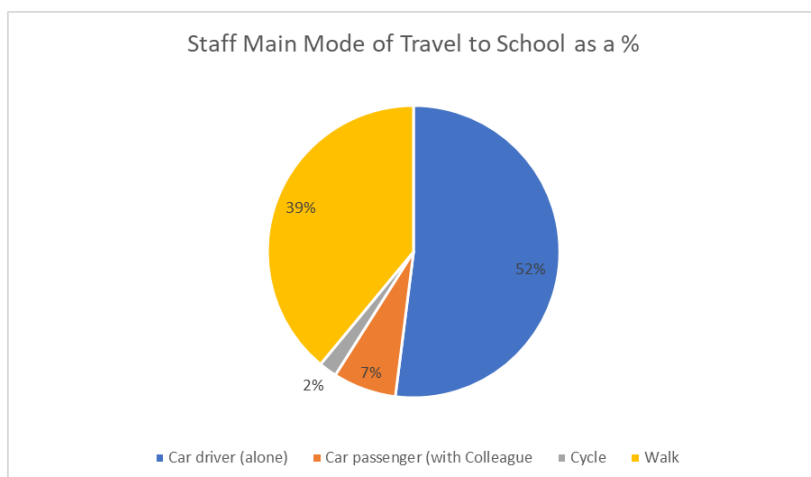
The non-car mode target for 2018 was 66%. The travel surveys undertaken for that year confirmed that amount was not achieved, but the gap was narrowing. For 2025, the target was increase to 67% as the school has invested in additional scooter parking. This has allowed for a big increase in the number of children cycling to school (freeing up cycle parking) giving a result above the Target non-car for the first time since recording.

The percentage of year 6 pupils receiving cycle training has remained high over the years with 95% in 2010, rising to 99% in 2012 and remaining close to 100% in both 2013 and 2014. However, over the past 2 years the % of children achieving proficiency has begun to fall (June 2019). As Covid impacted the ability to provide cycle training for children throughout 2020 and 2021, there was a significant downturn in the number of children provided training.

In June 2025 we surveyed which entrances were used to access the school. The gates by PlayHouse saw 218 children enter, the main gates saw 142, the gate by the Head's office saw 55 and the Gate by the staff car park saw 161 children come through it.

4.4 2025 STAFF TRAVEL SURVEY RESULTS

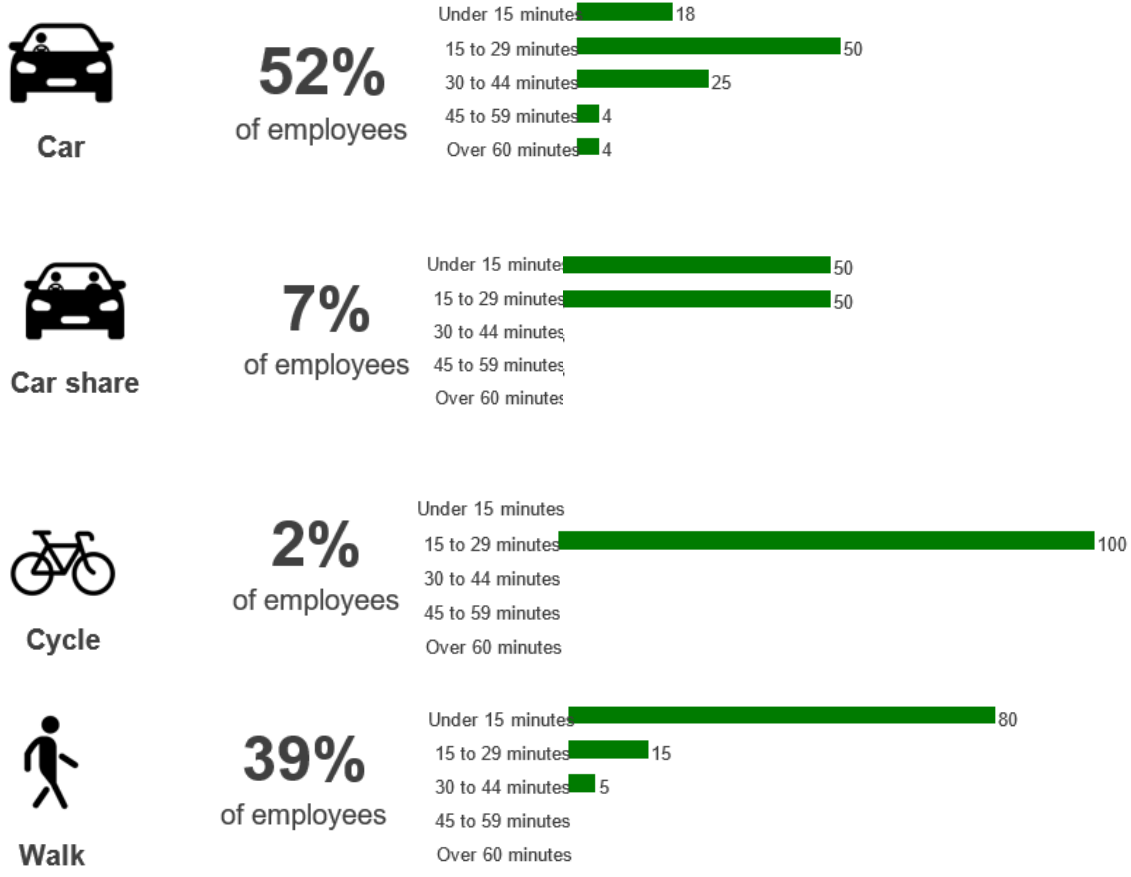
Staff responded to a travel survey in April 2025. The staff split for journeys to work is shown in the following graph:



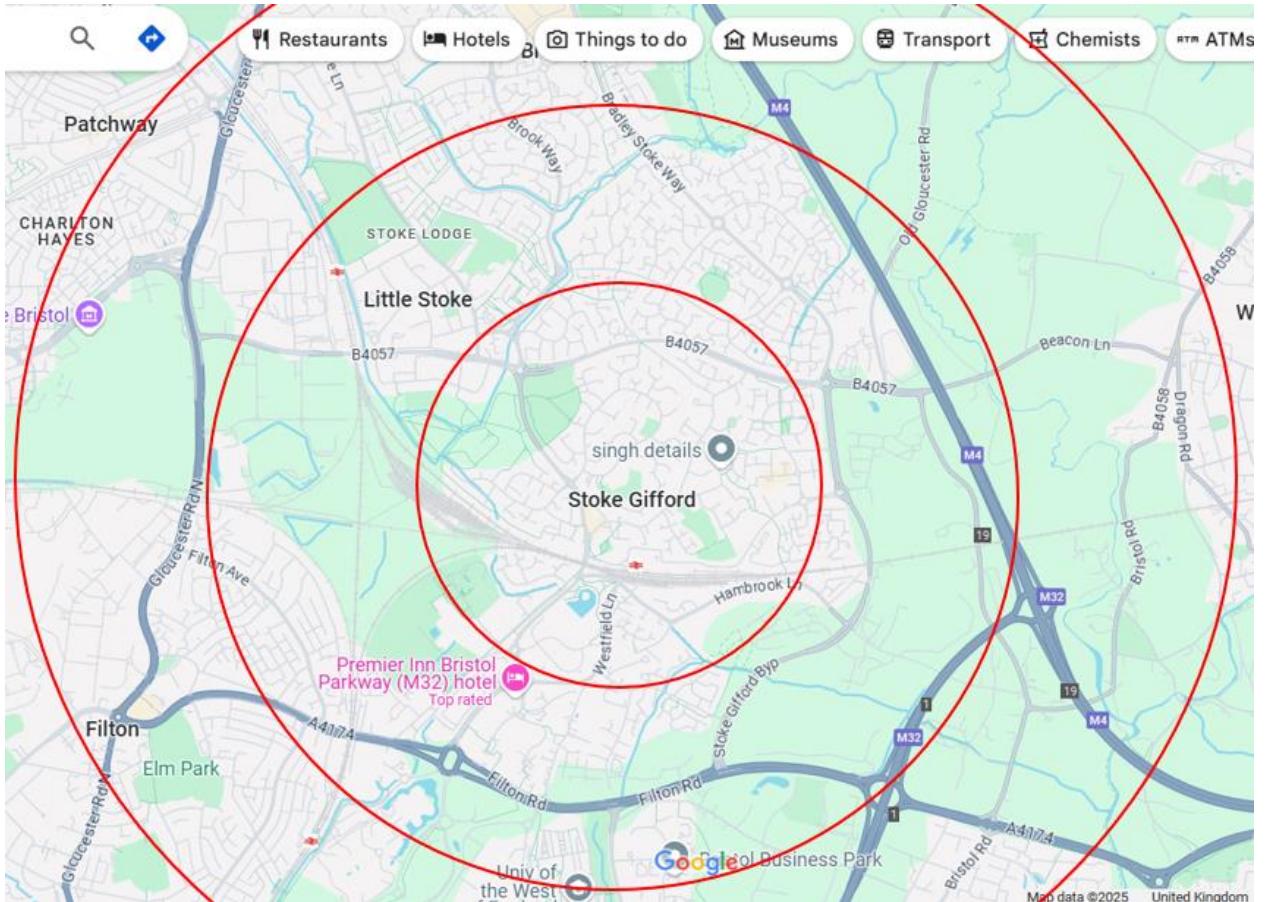
A total of 59% of staff travelled to work by car, either as a lone drive, with passengers or

as a car passenger. Those that drive indicated that the main reasons for driving were that the car was essential for work carrying books etc... to and from the school, dropping off/collecting children and time savings/distance to travel.

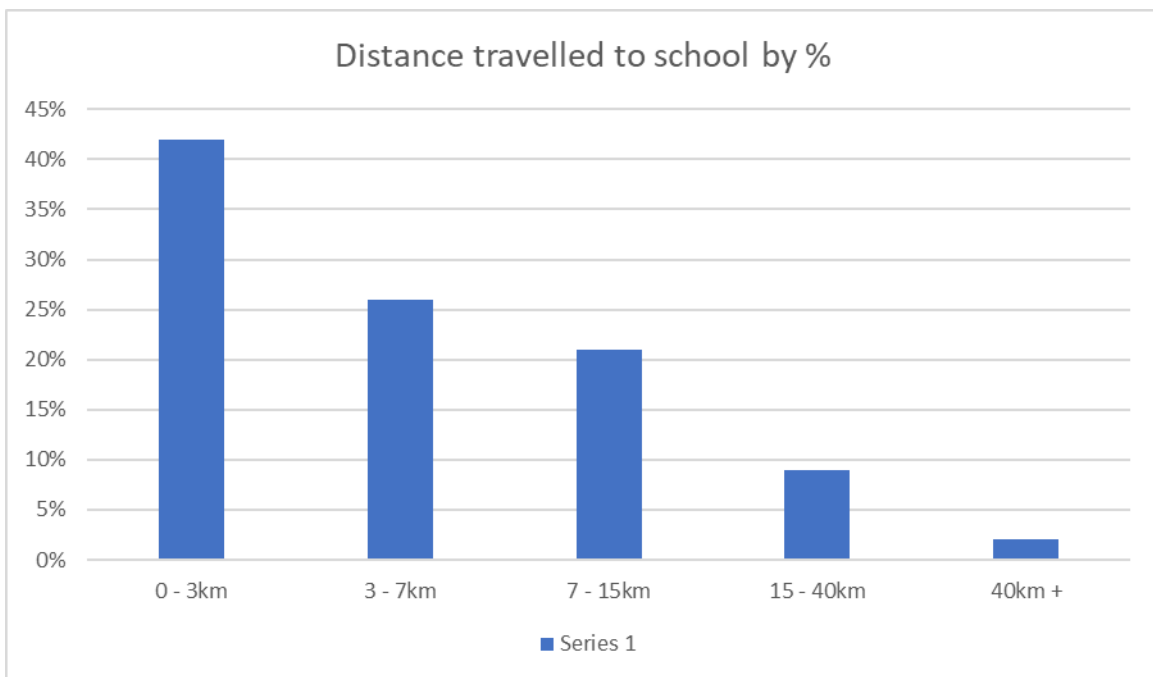
The biggest factor in mode of transport was seen due to distance travelled:



Staff postcode data from the staff travel survey indicates that 22 staff who responded live within 3km of the school. Based on national guidance 1km is the acceptable walk distance for commuting, with 2km being the preferred maximum walk distance. As 39% as those who responded walk, a total of 21 walk and 1 person cycled. The below map highlights a 3km perimeter from the school, using paths as opposed as the crow flies.



Many of the staff living within 3km of the school already walk. However, all staff living within 2km are encouraged to walk whenever possible.



5.0 TRAVEL AND TRANSPORT RELATED ISSUES

This Section sets out details of transport related issues noted national, via a review of on and off- site facilities, and staff and parent travel surveys undertaken.

5.1 NATIONAL CONCERNS

- There has been a doubling of car use to/from school over the past 20 years. This raises issues of congestion, pollution and road safety;
- There is growing concern about the increase in obesity in children, linked to the decline in exercise taken by many children;
- There is a growing demand for cycling provision.

5.2 TRANSPORT ISSUES RAISED

- A few parents violate the zig-sag markings and stop on them;
- Two coaches parking at the school at one time can cause traffic problems on Ratcliffe Drive;
- Cars travel around Ratcliffe Drive too quickly and there are no pedestrian crossings;
- There are problems crossing North Road with poor visibility at the crossing near Court Avenue;
- The path under the railway bridge leading to New Road is narrow and often crowded, with concerns over children's safety;
- The paths around the school are poorly maintained. Undergrowth is not kept cut down, the path between Ratcliffe Drive and Beaufort Crescent is of poor quality and often floods;
- Signposting on the lanes is poor;
- Zebra crossings on North Road have poor visibility, and crossing in other locations on North Road is difficult; and
- Crossing Ratcliffe drive is difficult.

5.3 POTENTIAL SOLUTIONS SUGGESTED

South Gloucestershire Council

South Gloucestershire Council is actively working to reduce car usage. School Travel Plans are promoted and are a requirement for schools planning expansion.

South Gloucestershire is committed to encouraging alternatives to the car, through three key strategies: Road Safety Plan, Cycling Strategy, and Walking Strategy.

WS Atkins Safer Routes to School Survey

The area was subject to a major 'Safer Routes to School' study carried out by WS Atkins on behalf of South Gloucestershire Council (May 2003).

The key findings of the Study were that pedestrian routes to and from the school were

adequate, but that there was a '*suppressed demand to cycle to school*'. This was seen as a key area for growth.

The high priority recommendations of this study were:

- Improvements were needed to various pathways and roads in the immediate vicinity of the school to facilitate pedestrian access (estimated costs £27,500);
- Provision of cycle storage on-site;
- Provision of an additional entrance to the school.

Following this report, considerable improvements have taken place, including:

- Improvements to roads in the vicinity of the school, including a crossing on North Road; Speed Humps; a 20mph zone;
- Three cycle storage areas are now provided on-site;
- Two additional entrances have been provided.

Parent Comments

Comments received from parents include:

- Flashing 20mph signs to make drivers aware of the speed limit;
- School to monitor the parking on zig-zags more frequently or contact traffic wardens to visit school more often;
- Provide more signage indicating the routes to St Michael's;
- Provide zebra crossing or lollipop crossing on Ratcliffe Drive;
- Provide zebra crossing on North Road by northern end of Rock Lane;
- Provide a park and stride location for parents to park and walk;
- Resurface path to side of school.

6.0 OBJECTIVES AND TARGETS

The Objectives and Targets set out in this Travel Plan are linked to the issues raised in Sections 4 and 5 and remain in line with the 2014 plan.

6.1 OBJECTIVES

The continuing priorities/objectives of the travel plan are:

A) For the School

- To improve safety.
- Further develop safer walking and cycling routes.
- Reduce pollution and congestion.
- Improve relationships with the school's neighbours and local community.
- Provide curricular opportunities for learning, especially in citizenship.
- Contribute to an environmental policy.

B) For the children

- Increased travel awareness and improved road and personal safety skills
- Increased knowledge and awareness of the local community and environment.
- Improved fitness through greater walking and cycling.

C) For parents & staff

- Increased community awareness through joint working.
- Improved journey quality, including encouragement for cycling.

D) For the Community

- Reduction in congestion, therefore less noise and pollution.
- Reduced congestion also reduces stress for residents (blocked driveways).

6.2 TARGETS

The specific target areas for the plan are:

- Continued promotion of walking;
- Continued promotion of cycling and scooting;
- Improve paths and road crossings around school to minimise reasons for coming by car;
- Address issues of irresponsible car use: speeding; poor parking; extension of zig-zags;
- Improve road safety awareness.

In terms of percentage modal split targets, the following have been set based on past travel surveys undertaken at the school:

Criteria	Target	2015 survey	2016 survey	2018 survey	2025 Survey
Pupils travelling by non-car modes of travel	65%	63%	62%	63%	70%
Pupils walking	55%	53%	54%	55%	50%
Pupils cycling/ Scooting	8%	9%	7%	8%	20%
Pupils travelling by bus	2%	1%	1%	1%	1%
Staff travel by car	44.5%	x	42%		50%
Pupils receiving cycle training	Maintain above 90% of target year groups	92%	95%	90%	100%
Pupils receiving scooter training	90% of target year group	95%	94%	88%	100%

The Action Plan sets out more detail of how the above objectives and targets can be met.

7.0 ACTION PLAN for TRAVEL PLAN 2025-29

An Action Plan for measures and timescales for the Travel Plan is set out in the following table. Some of these measures already take place within the school. This is indicated where relevant.

Objectives (Targets)	Actions/Resource Provision (incl staff development)	Responsibility	Start & Finish	Outcome: Success Criteria (to be reviewed annually)	Monitor/Review/Evaluate
Maintain % of non-car use at 70%	Bi-Annual Children's survey Bi-Annual Staff survey	Nick Dawson	Ongoing annually	Up to date data available	Undertake biannually and review results
	Continue with 'park and stride' campaign	Pete Barnard and Nick Dawson	Ongoing annually	Focus event in Term 1 carried out	Regular focus ensures message is reinforced
	Ensure new parents are aware: new parent event, newsletter, website	Pete Barnard and Office	Ongoing	All new parents made aware of walk to school focus	
	Promote national travel days i.e. walk to school week (coincide with above) include in curriculum	Nick Dawson	Ongoing annually	Message reinforced	
Maintain % of cycling/ scootering at 20%	Cycling proficiency for all year 5 & 6 Review timing and organisation	Nick Dawson and Office	annually	Encouragement for cycling	Badges presented in summer Success rate:
	Bikeability for Year 4	Nick Dawson	Ongoing annually	Children can ride safely	Success rate:
	Scooter training for all year 3: Check	Nick Dawson	Ongoing annually		Success rate:
Improve routes to school	Ensure lane is well-kept so children can walk and scoot through it	SGC and Site Manager	Annually	Improved routes	Improved routes
Address irresponsible car use	Enforce zig-zags: regular checks and reminders Site Manager and Head patrol on a daily basis Bi-termly visit from Council Camera	School/PCSOs	Ongoing	Parents park safely	

	squad Termly reminders of safe parking in the school newsletter				
Improve road safety awareness	Road safety road shows	Nick Dawson and Sustrans	Ongoing	Y3/Y6 to have safety shows Y3- Clean Air Kids Y4- Safer Fitter Greener Y5- Air Land and Sea Y6- Active travel quiz to Secondary school	Road safety awareness:
	Road safety education in curriculum	Nick Dawson and Sustrans	Ongoing	Y6 PCSO annual visit	
	Scooter and cycle training	Nick Dawson and Office	Ongoing annually	All Y5/6 to have cycle training Y4 Bikeability Y3 Scooter	
Improve Staff non-car use	Encourage walking/cycling (eg encourage cycle scheme)	Staff	Ongoing	Lower car use by staff	
Engage with National Award Scheme	Apply to Modeshift Stars Scheme Have obtained Bronze and Silver and will maintain Silver standard	Nick Dawson		Continue to raise profile of non-car travel to school by including it in every newsletter	Evaluate level achieved

8.0 MONITORING AND REVIEW

Each year a review of the Objectives and Targets will be undertaken and the Action Plan developed further. The proposed monitoring and review timetable is set out below:

Monitoring and Review Timetable			
What we will measure	Who will be responsible	How	When
How pupils travel to school.	Nick Dawson	Annual School Travel Survey	Summer term
How staff travel to school	Nick Dawson	Annual school travel survey	Summer term
The amount of Parents parking inappropriately outside the school	Pete Barnard/Site Manager	Member of staff to do spot check monitoring on Parents/staff parking.	Spots checks to take place once a term.
The number of children receiving scooter and cycle training	Nick Dawson	Review scooter/cycle training records	Autumn Term.
Progress made on our action plan, objectives and targets.	Pete Barnard		Action plan to be reviewed annually. Next review June 2027

The Travel plan will be monitored and reviewed on a regular basis, as it now forms part of the overall School Improvement Plan. It is also monitored by the Governor Property Committee.

Review Date: June 2029

9.0 USEFUL CONTACTS/DATES

General

TRAVEL BUSTER - Calculate the Carbon Footprint for your journey to school

Web: www.travelbuster.org.uk

ROAD SAFETY -

South Glos LA - [Road safety education | BETA - South Gloucestershire Council \(southglos.gov.uk\)](http://southglos.gov.uk)
[Road safety education | BETA - South Gloucestershire Council \(southglos.gov.uk\)](http://southglos.gov.uk)

GENERAL TRAVEL INFORMATION FOR THE LOCAL AREA

Web: www.travelwest.info

Walking

WALK TO SCHOOL WEEK - Typically every May

Web: www.walktoschool.org.uk

Cycling

SUSTRANS - Cycle Information

Tel: 0845 113 00 65

E-Mail: info@sustrans.org.uk

Web: www.sustrans.org

CYCLE WEST - Cycle Information in the West Country

Web: www.cyclewest.co.uk

NATIONAL BIKE WEEK - Typically every June

Web: www.bikeweek.org.uk

Public Transport

TRAVELINE - Public Transport Information

Tel: 0871 200 22 33

Web: www.traveline.org.uk

BRISTOL TRAVEL INFORMATION

Web: www.travelbristol.org

Car

BRISTOL WIDE CAR SHARE SCHEMES

Web: www.travelwest.info or

www.2carshare.com