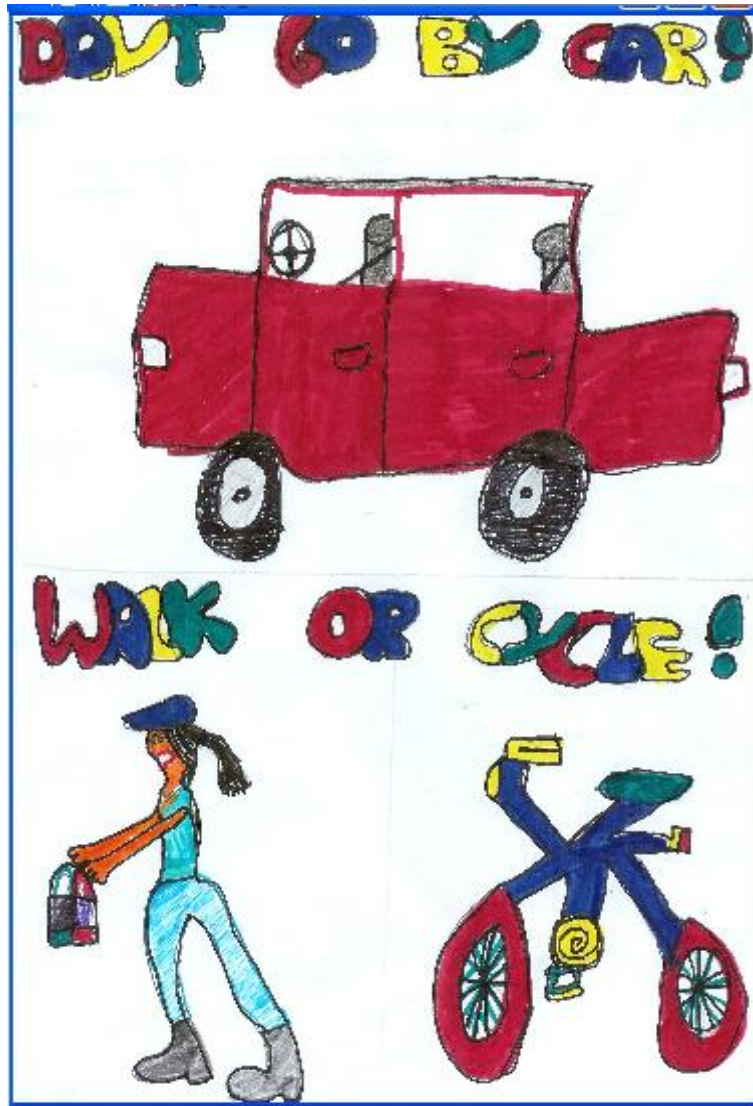




BOSMERE JUNIOR SCHOOL

SCHOOL TRAVEL PLAN

December 2007



Winning poster in STP Art Competition

South Street, Havant, Hampshire PO9 1DA; Tel no. 023 92 482988

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Section 1 : Introductions

1.1 Our School Travel Plan : an introduction

Bosmere is committed to promoting healthy lifestyles and to the Every Child Matters agenda; it is conscious of its place within the wider Havant community and the environmental consequences of motorised school travel. The School Improvement Plan therefore includes a commitment to develop a School Travel Plan following consultation with parents.

Our School Travel Plan has the following aims:

- 1 To encourage children and staff to walk, cycle or use public transport on their journey to and from school.
- 2 To improve road safety around the school
- 3 To use educational programmes to promote safer and healthier lifestyles

When looking at the specific issues surrounding our school, it becomes clear that the whole South Street/ Juniper Square/ turning circle area is astonishingly unregulated. There is one solitary sign in South Street to warn approaching motorists and just some road markings on the roundabout to remind them that they are in a school zone. The lack of structure and regulation, particularly on the turning circle, has led to a casual attitude towards road safety at best, a free-for-all at worst. This clashes badly with Bosmere's ethos of respect and consideration for others and undermines the public profile of the school.

We need a safe, well-defined route for pedestrians; improved provision for cyclists; a reduction in cars coming daily to the school and a generally calmer, healthier and more considerate atmosphere at the school gate.

The primary objectives of the Plan are therefore:

- 1) to promote and encourage cycling and walking at Bosmere School**
- 2) to improve road safety in the immediate school vicinity**
- 3) to reduce the number of cars coming down South Street each day**

Lucy Flannery, School Travel Plan 'Champion'.

1.2 School Profile, Location and Ethos

Bosmere Junior School is an urban community junior school with pupils between the ages of seven and eleven (Years 3 to 6); its DCSF number is 850/2116. Number on roll at September 2007 was 360, of whom approximately 50% live outside the catchment area (see Appendix 4). There are currently no pupils with statements at Bosmere. School begins at 8.50 am and finishes at 3.30. A number of after-school clubs take place Monday-Thursday and their finishing times vary between 4.15 p.m and 6.00 p.m.

The school believes that well balanced, well mannered and happy children will become well educated when encouraged to develop in a school which encourages academic rigour within the framework of a caring environment. These achievements are underpinned at Bosmere by mutual support and good communications between the school, children and parents. Everyone associated with the school is justifiably proud of Bosmere, proud of the school's name and reputation; proud of the many achievements of children both past and present. This pride, and enviable record, are the forces which generate the excellent ethos and high quality of work found at Bosmere School.



The school (enclosed in yellow above) is situated in an urban location at the bottom of South Street, in central Havant. Vehicular access to the school (and to Juniper Square and Slindon Gardens) is solely via South Street. At school drop off and collection times, the junction of South Street and Juniper Square and the turning circle immediately outside the school become heavily congested. No Traffic Road Order (TRO) is currently in force on the turning circle although it is in Havant Borough Council's scheduled works.

Apart from special permissions granted for disabled access there is no parking provision for parents in the school's car park, which is barely sufficient for the needs of staff and visitors. Parents are encouraged to use Tesco car park in the afternoon, but some park in Juniper Square or on both sides of the turning circle.



A typical scene as 3.30 approaches

Although parents are expected to collect their children from the playground, many wait in their vehicles with the result that the turning circle becomes congested (see above). This is hazardous for pedestrians and other traffic alike, and blocks potential access to the school by emergency service vehicles. Lone children frequently wander across the road island, or cross South Street at its most hazardous point. (Many parents with children also cross at this point.)

The only other school exit is on Park Road South, a busy, five lane road. There is a pelican crossing about twenty metres north of the gate which is staffed by two school crossing patrols. This is the route taken by parents who use Tesco's car park; Tesco management waive parking fees for parents at school collection time.

There is no dedicated cycle path from any direction to the school but a copy of Havant's cycle network is in Appendix 5. The bicycle racks are currently uncovered and inconveniently situated, at the opposite side of the school from the main entrance and playground (see photograph, page 15).

"I would like more cycle lanes and safer storage to keep your bikes safe". Yr 6 child

Section 2 : Evidence & Inputs

2.1 Consultation Process

We have consulted with:

| | |
|---------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <u>Children</u> | Whole school survey, September 2006 Yr 5 Traffic in our Town Project School Council Healthy Schools Club Yrs 3, 4 & 5 timed walk to Tesco - 'Park & Stride' |
| <u>Parents</u> | Whole school survey, September 2006 Bosmere School PTA Yr 2 Parents Meeting, summer term 2007 Parent's Evening, 17 October 2007 |
| <u>Staff</u> | Whole Staff Survey, May 2007 Mrs Barnard, Healthy Schools Award Coordinator Mr Longyear, Site Manager School Crossing Patrol officers, East Street and Park Road South |
| <u>Governors</u> | STP Working Party Informal discussions & GB meetings |
| <u>Residents</u> | Juniper Square, Slindon Gardens, South Street, The Parchments, Grove Road, Rectory Road, Regent's Court, |
| <u>Havant Borough Council</u> | Traffic Warden section, Parking Services Road Traffic Management |
| <u>Hampshire County Council</u> | Helen Willis, HCC STP team Allen Harris. Mott Gifford (consultant Highway Engineers) |
| <u>Neighbouring Schools</u> | Fairfield School Travel Plan Warblington School has no Travel Plan as yet |
| <u>Hampshire Police</u> | P.C. Smith, community beat officer. |

We also conducted a traffic census to ascertain the average numbers of parents' cars coming down South Street every afternoon; wet and fair findings were taken.

It should be stressed that in addition to the consultation process, all members of the Working Party have had myriad informal conversations with children, parents, staff, residents, governors and traffic wardens and these too have informed the preparation of the Travel Plan. This includes long standing problems like the parking on the turning circle which has been the subject of campaigns by the PTA and Governors in the past, with little success.

2.2 Children's & Parents' Survey

Children and parents were surveyed in September 2007; 50% of children live between 1 and 5 miles away, 42% live less than one mile and the remaining 8% live further than 5 miles away. 44% of children travelled to school and 48% travelled home from school by car, compared to 43% in Hampshire and 39% nationally. (Source: Hands-up Survey 2005). When asked how they would like to travel to and from school, 59% of children said they would like to cycle; only 2% currently use this method.

These results are similar to those from the Hands-up survey of Bosmere held in Sept 2005 : -

| Survey Type | Month | Year | Walk | Cycle | Bus/Taxi | Train | Car alone | Car share | Other | Pupils in survey |
|-------------|------------|------|------|-------|----------|-------|-----------|-----------|-------|------------------|
| Hands up | Sept | 2005 | 139 | 8 | 7 | 0 | 137 | 54 | | 345 |
| | Percentage | | 40.1 | 2.3 | 2 | 0 | 39.5 | 15.6 | | |

"Improved footpaths and cycling training so it's safe." Yr 6

Parents were concerned about parking on the turning circle causing a hazard and pollution, the lack of safe cycle routes and the heavy traffic down South Street. There were also complaints about East Street zebra crossing and the Wessex site.

Many parents said they would like to walk but lived too far away or needed to get children to other schools and themselves to work on time, making this option impractical. A small minority of parents indicated an interest in car-sharing and walking buses.

"Car sharing would be great! Sometimes it's difficult to ask other parents?" Yr 6 parent

When asked what would make your journey easier or safer, **children** overwhelmingly cited safe cycle routes and footpaths, cycling proficiency training and better bike shelters. They also identified a need for a crossing or traffic warden at Juniper Square. On their current journey, they disliked the heavy traffic, pollution, inconsiderate parking and lack of exercise involved in car travel.

"Mum getting cross in traffic." Yr 4

"I don't like travelling in the car because you have to sit in traffic and I do not get exercise." Yr 6

"Crossing at Juniper Square." Yr 5

"Proper cycle way, South St very busy and dangerous. I would like proper training on my bike about road safety." Yr 3

Although a tiny minority disliked walking, many more found the daily car journey boring, especially if they regularly get stuck at level crossings or traffic lights and 5% of children had been involved in an accident or 'near miss'.

"I fell off my bike on a bump." Yr 3

"Another parent reversed into our car". Yr 4

"Near miss, brushed by car, didn't fall off." Yr 5

"I went into a parked car (where it isn't allowed to park) and almost broke my thumb." Yr 6

No pupils use the train service to Havant railway station, which is a seven minute walk from the school, and only one travels by bus to Havant bus station which is a five minute walk. The alternative bus stops are on Park Road South and Town Hall Road. (See Appendix 6 for map)

Number of questionnaires sent out: 360

Number returned: 326

See Appendix 1 for detailed breakdown of results

2.3 Staff Survey

The school employs a total of 44 staff and these were all consulted in May 2007. Staff were concerned about parents using the staff-only car park spaces and restricted access to the school for emergency vehicles, caused by parents parking on the roundabout and in the common area of the car park. They also wanted improved cycle storage.

Number of questionnaires sent out: 44

Number returned: 33

Usually walk: 8

Usually travel by car: 22

Usually cycle: 5 (Some walk or cycle in summer , but drive in winter.)

2.4 Residents' Survey

Residents' primary concern is congestion at drop off and collection times; many have missed or been late for appointments due to being unable to exit Juniper Square and complaints were made about refuse collection being disrupted. Some residents were also worried about restricted access for fire engines and ambulances. There were several vehement complaints about garages and driveways being blocked, and parents' abusive attitude when challenged. There were repeated requests for children to walk or cycle to school wherever possible.

"The way parents park is sometimes thoughtless and dangerous." Juniper Square resident

Many responses included the opinion that the situation had deteriorated over the last couple of years.

"There is an increasing problem with people cycling on pavements and pedestrian areas generally in Havant." Juniper Square resident

Several residents expressed concern about the safety of children (and parents) crossing from the school to South Street at its most hazardous point, just north of the junction with Juniper Square. Another issue which repeatedly featured was parking on the single yellow lines at the top of South Street.

A resident in Grove Road recommended a voluntary dropping-off scheme for upper-school parents at the junction of Grove Road and South Street; this would mean vehicles would then exit right out of Grove Road, leading to less congestion around the school in the mornings. It was agreed that this could be tried on an experimental basis next year.

Most residents praised the children, ie "*children are polite*". A letter of thanks, giving updated information about the STP was sent to all residents in summer 2007 (see evidence).

| | | | |
|------------------------------------|-----|--------------------|----|
| Number of questionnaires sent out: | 210 | Number returned: | 41 |
| Number affected by school: | 34 | Number unaffected: | 7 |

2.5 Traffic Census

STP working party members conducted a traffic census on two occasions, once on a wet day and once on a dry day, to gather data on the impact that school traffic has on South Street.

The results were that on a wet day the number of cars coming down South Street and parking in the area between 3.15 and 3.45, was sixty one, of which only five were definitely unconnected with the school. On the dry day that the census was taken, the number was fifty three.

One of our prime objectives is to reduce this number by encouraging alternatives, and we will conduct further censuses twelve months after the first with a target of reducing traffic by at least 10%.

2.6 Havant Borough Council Initiatives

The Traffic Warden section of Havant Borough Council's Parking Services takes road safety extremely seriously. They maintain a regular presence at all Havant primary schools and a leaflet '**Have I Parked Responsibly?**' is handed out where applicable; Bosmere's version specifically mentions the Park & Stride scheme, see Appendix 2 for example. The fine for improper parking is £60, although it reduces to £30 if paid within fourteen days.

On days when traffic wardens are absent, it is common to see up to sixteen vehicles parked illegally around the turning circle, with the first ones arriving before three o'clock.

A consultation process is currently under way for the introduction of a **residents' parking scheme** in all the roads included in the survey. A final decision has yet to be taken, but the likelihood is that waiting will be restricted to two hours; the new regulations could be introduced as early as spring 2008. Clearly, the residents' parking scheme will have an impact upon the patterns of parking and careful monitoring will be needed.

H.B.C's Environmental Health Department has erected an **air monitoring** tube on a lamp post in the school car park in order to monitor air quality with reference to the Langstone roundabout development ; they have agreed to

supply the school with the qualitative results, which will be an invaluable aid to the Travel Plan's monitoring and evaluation process. The first result will be made available to the school in February 2008.

2.7 Interlock with Disability Discrimination Act review

The school has recently completed a review under the new DDA regulations. This identified that current access for wheelchair users is poor; there are no dedicated parking spaces; signage to the school entrances is inadequate and there is no dropped kerb on the school side of South Street. A clearly delineated route from newly-created parking bays will form part of our Action Plan.

Section 3 : Proposals

3.1 South Street

The school wants to see a twenty miles an hour speed limit introduced in South Street and in Juniper Square. There is currently only one road sign on the approach to the school; more are clearly needed, preferably with flashing yellow lights. The school is actively seeking sponsorship for the erection of two '20 is Plenty' signs on existing lamp posts. The '20 is Plenty' campaign is a voluntary scheme encouraging motorists to drive at a maximum of 20mph outside schools. It cannot be enforced by the police.

In addition, coloured road markings could be introduced to remind motorists of the need to reduce their speed and be aware of children. Other traffic calming measures may be necessary to reinforce the message, but the school would not want to inconvenience South Street residents by restricting their on-street parking.

"I think corner South St + Juniper Sq v. dangerous for children crossing – needs traffic warden." South Street resident

A dropped kerb is also required at the side entrance of the school to facilitate wheelchair access. There is already a dropped kerb on the residential side of the street; both sides will need white t-bar road markings.

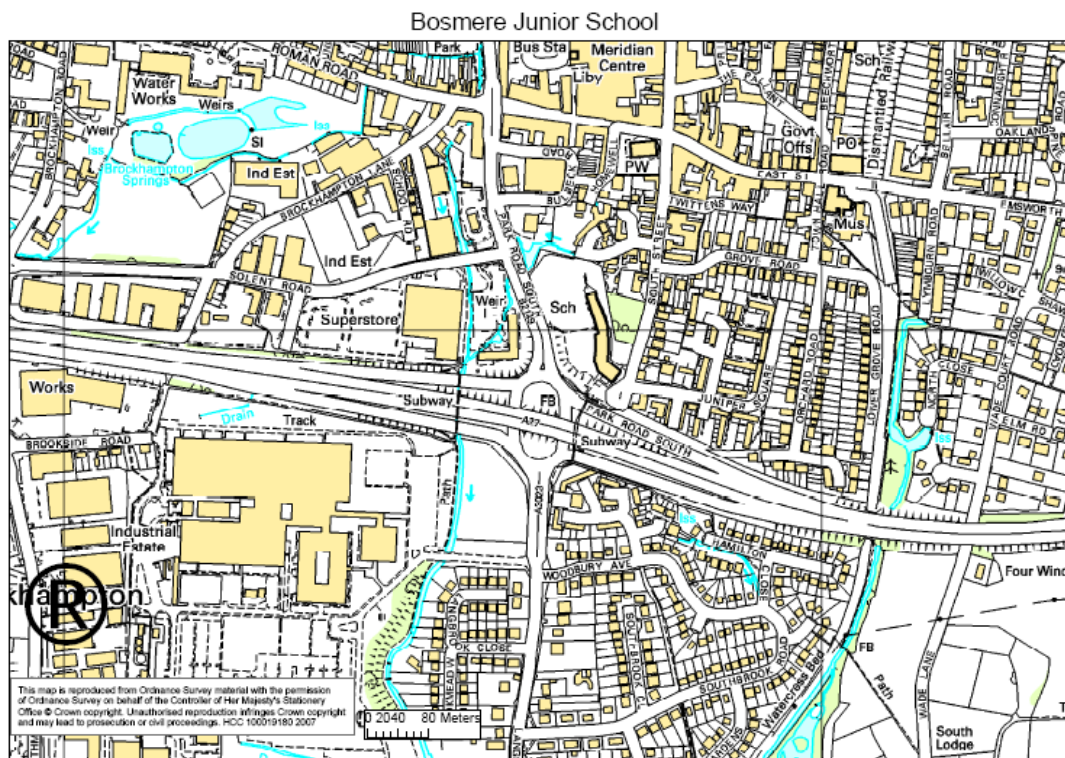
3.2 Juniper Square/ South Street Junction

"When I come out of school people are parked on the double yellow lines blocking my way and we can't cross the road easily". Yr 3

The junction layout will be re-designed in accordance with the recommendations from Safe Routes to School, and a designated crossing point will be created. Features include:

- Raised paving to accommodate pushchairs, wheelchairs and blind pedestrians, and to reinforce visually the impression to motorists of a residential area.
- A new location for the crossing, set further to the east, to improve visibility for pedestrians.
- Railings around the corners of the junction to improve safety and discourage anti-social parking.

Our intention is that this crossing will be staffed by a School Crossing Patrol - a Site Survey request has already been submitted. [See evidence file.] This is in response to many requests from children, parents and governors. It is recognised that SCP vacancies are often difficult to fill, but once the position has been authorised, an appeal will be made directly to the local community for someone to fill this role. The school has already actively publicised the SCP vacancy at Fairfield School, as this affects many of our children with younger siblings.



Map showing location of school and immediate surroundings

3.3 Turning Circle

"The worst part of our school journey is getting past the mass of cars ALWAYS parked outside the school - it's a disgrace". Yr 3 parent.

The turning circle will be re-designed in accordance with the recommendations from Safe Routes to School.

Features include:

- A road-narrowing build-out at the access to the roundabout to provide a visual check to motorists;
- A re-shaped traffic island;
- A reduction in width of the carriageway itself making it impossible to park but still allowing access to the school for coaches and emergency vehicles;
- At least two new disabled parking spaces;
- Railings along both the Juniper Square pavement, and the school frontage, to prevent children and parents crossing South Street. Pedestrian access to the school will only be via the main footpath at the base of South Street along a clear, well defined and well-signposted route.

In addition to this, new signage will be necessary and the school will need to monitor the maintenance of the pathway as it is prone to over-growth.

See diagram on next page for more details.

"A sign on the roundabout saying no parking." Yr 3

"Pavements too crowded." Yr 5

"Pavement barriers." Yr 5

"They walk with friends and another adult. Unfortunately they cannot cycle as the road is treacherous am/pm by irresponsible parents " Yr 6 parent

"The cars are all around the school and way too much traffic." Yr 3

"Lazy parents parking on roundabout and pulling into layby. Punish & fine them. More parents should use Tesco's". Yr 4 parent.

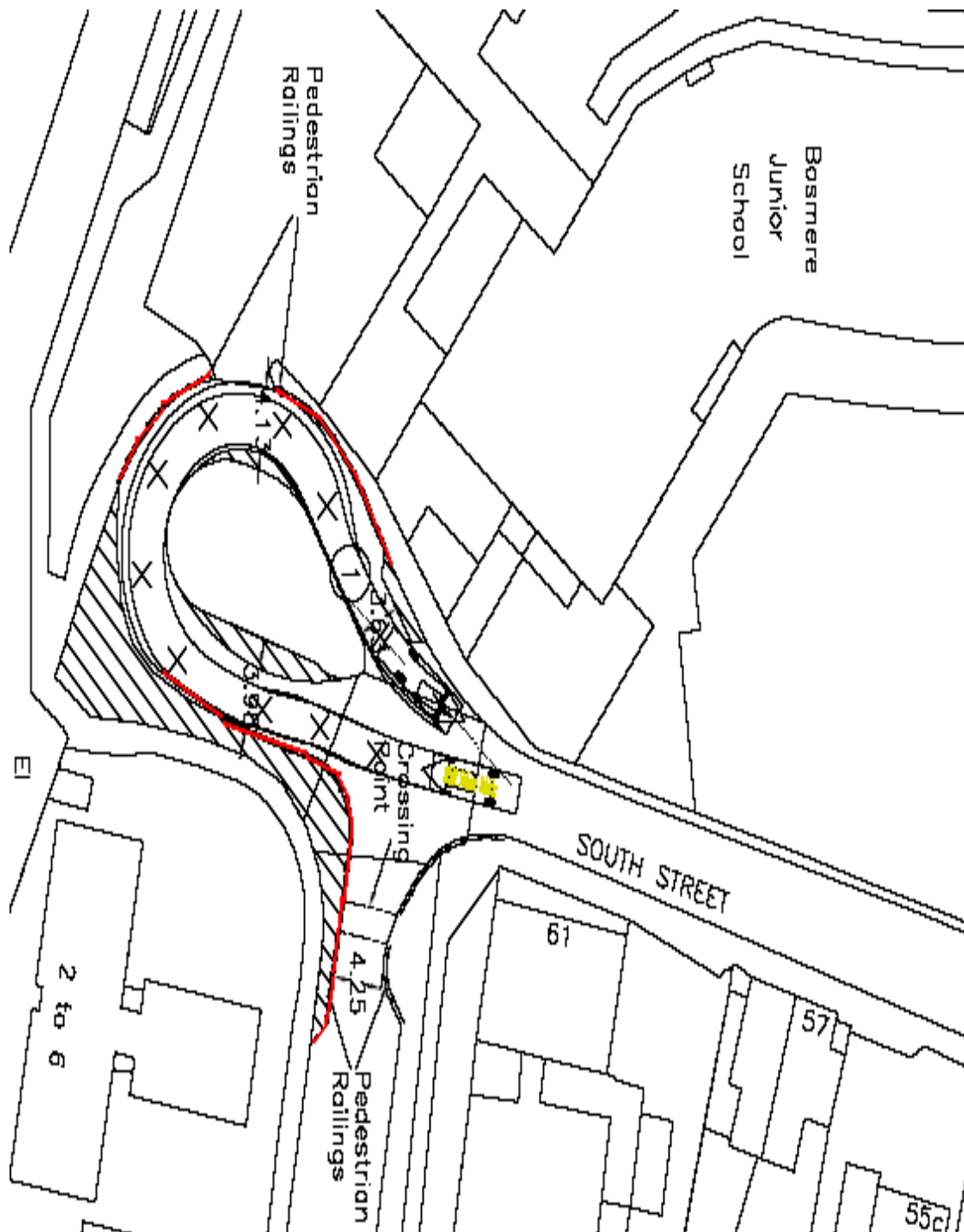


Diagram showing the proposed narrowing of the highway (shaded) and new safety railings (in red)

3.4 Cycling

The school's policy is that children should only cycle to school if they wear a helmet and are accompanied by an adult. Year 6 pupils expressed a desire, through the school council, that they should be allowed to travel alone. Parental opinion was canvassed – arranged by the children themselves – and the overwhelming response was that parents would not be in favour of this on the grounds of safety. (See evidence file).

The children's survey highlighted the need for a new, covered shelter for bicycles in a better position. Currently there are unsheltered racks sufficient for 24 bicycles, 14 of which provide a chain for locking purposes.



The current cycle rack provision.

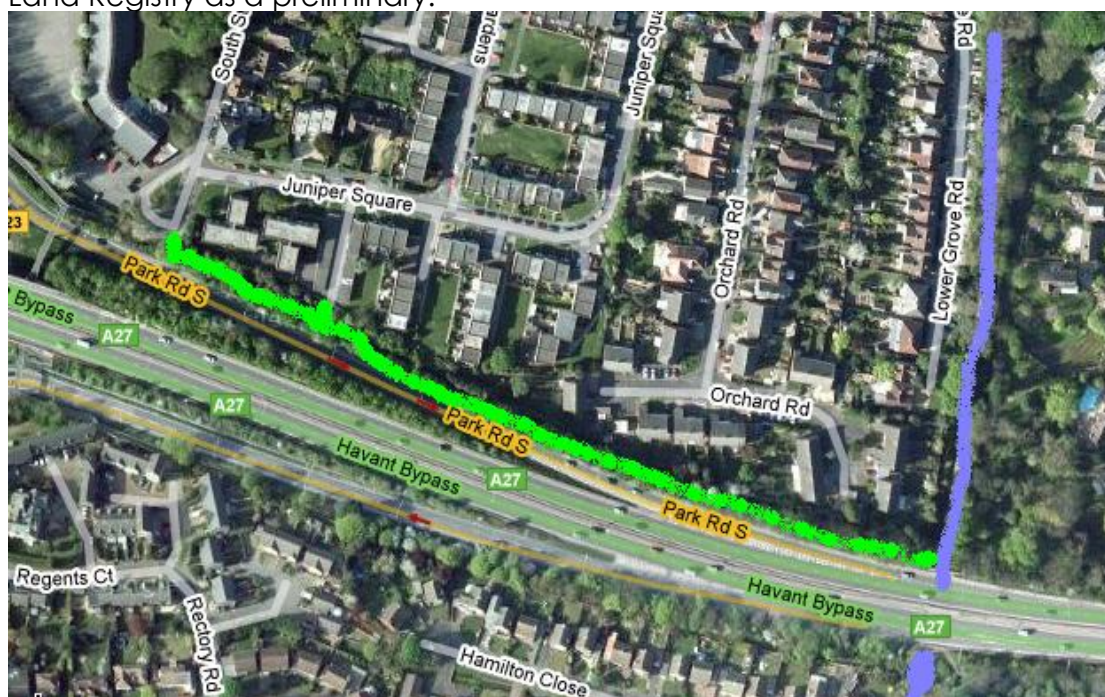
A new location for the shelter has been identified on the existing grass area in the playground, immediately to the left inside the entrance. This is a good use of space which was otherwise undefined, and will provide prominent and safe storage for bikes. Most significantly, cyclists will no longer have to use the narrow and partially blocked pavement on the South Street frontage to access the school. It is hoped that this improved and more public location will promote awareness of cycle use in the school and encourage other parents and children to consider this form of transport.

A member of the School Travel Plan Working Party has completed his training and Cycling Proficiency classes have been offered from the summer term 2007, in direct response to requests from children in the survey and from the School Council. The classes are all fully subscribed. We need to attract a further volunteer or volunteers to help run the scheme in order to keep up with demand. The STP Working Party recognise that not all children who complete the training may choose to cycle to school now, but they have

gained skills which will stand them in good stead when they move on to secondary school.

It has not been possible to identify a safe cycle route to school which the School Travel Plan Working Party feel they can whole-heartedly recommend. However, once the road safety improvements are in place we propose to monitor the situation in the hope that we can have more confidence in the South Street route.

The school has identified a possible future cycle path (see diagram on next page) which would connect with the existing Sustrans route on the Hayling Billy pathway and which would serve pupils living to the south, east and north of the school; this route runs between the carriageway of the A27 and the rear of properties in Juniper Square and Orchard Road. The creation of this route may be impracticable due to road safety, drainage and land ownership issues, but details of land ownership have been requested from the Land Registry as a preliminary.



Possible cycle path (shown in green) from the Billy Line path (shown in blue)

We plan to request the guidance and support of Sustrans for this proposal.

"Cycle storage, training, crossings." Yr 5

"Cycle lanes." Yr4

"Bike shed." Yr 3

3.5 Walking

3.5.1 South Street

"Traffic, end of South Street not safe." Yr 5

"Crossing at Juniper Square, Mrs Howe finds it hard to cross." Yr 5

"I would like a better path." Yr 3

"More lollipop men/ladies." Yr 3

"Proper footpaths." Yr 3

"My only concern is the road crossing at Juniper Square. You often have to step into the road to see traffic coming down the road due to all the parked cars." Parent

The proposed improvements to the junction and turning circle, new signage and the presence of a School Crossing Patrol, will create a structured environment in which all pedestrians, including wheelchair users and the partially-sighted, can feel confident and safe.

Several parents mentioned that the footpaths at the bottom of South Street become very overgrown during the spring and summer terms. Complaints were made of brambles at both eye level and push-chair level, and weeds encroaching on the pathway itself; regular pruning is needed to keep the path in good order and prevent obstruction.

A small number of parents have shown interest in Walking Buses and the PTA have agreed to co-ordinate this if there is sufficient commitment. There is already a twice-daily walking bus between the school and Havant Nursery, which we believe was the first walking bus in Hampshire.

There are some other factors affecting road safety which are outlined in the section: "Road safety in the wider Havant environment", page 21.

3.5.2 Park & Stride

"More people should use Tesco's car park." Juniper Square resident

Bosmere parents are permitted to park for free at Tesco car park in the afternoon while collecting their children. This facility was under-used and perceived as quite a good idea, but 'too far away and too much trouble . . .' rather than as the outstanding resource that it truly is.

PARK & STRIDE

FOUR AND A HALF MINUTES IS THE AVERAGE
TIME IT TAKES A CHILD TO WALK FROM THE
SCHOOL GATE TO TESCO CAR PARK. IT'S FREE.
IT'S SAFE. THERE ARE TWO LOLLIPOP MEN ON
THE MAIN ROAD. IF YOU HAVE TO TRAVEL BY
CAR, PARKING AT TESCO EASES CONGESTION AT
THE SCHOOL GATE - AND YOUR CHILD GETS A
FEW MINUTES EXTRA EXERCISE EVERY DAY.
PLEASE USE IT!

**IT ONLY TAKES
4½ MINUTES!**

PARK & STRIDE

**It's free!
It's safe!
SO USE IT!**

As a consequence, the school publicised – and continues to promote – a *Park & Stride* campaign, the first part of which was the *It Only Takes 4½ Minutes* flyer (above), circulated to all parents with the Walk to School Week literature. An identical poster was also displayed at the school entrance; during Parents' Evening; and at the Year 2 Parents' Meeting; details of the scheme are regularly included in Bosmere News, the school's two-weekly newsletter for parents.



Children from years 4 and 5 who took part in the timed walks

Benefits of *Park & Stride* include:

- No fee – the scheme is completely free of charge;
- Convenience to parents – the average time it takes a child to walk from the school gate to the Tesco car park is four and a half minutes;
- Safety – although the route crosses a busy five lane road, it has a pelican crossing staffed by two School Crossing Patrols, and it is well-lit and direct;
- It helps to keep the school entrance congestion-free;
- It avoids parking in local roads and inconveniencing residents;
- Independence – as it is such a safe route, many upper school parents wait in the car park and allow their children to walk unaccompanied;
- Exercise – the school recognises that some children have to travel by car to and from school; *Park & Stride* gives them a few minutes extra exercise and fresh air every day.

A further letter was sent to all parents in the summer term 2007 (see Evidence file), updating them on the Travel Plan, and further encouraging them to use the Tesco facility.

We know that it only takes four and a half minutes because we timed it! Groups from years three, four and five timed their journey and the average calculated. If you're lucky at the crossing, you can do it in three and a half!

To make the scheme even more attractive to parents, we hope that Tesco will agree to an incentive scheme involving Green Clubcard Points for parents who commit to *Park & Stride* on a termly basis. At the time of writing, we are still awaiting a decision from Tesco.



Park Road South, part of the *Park & Stride* route

3.6 Road Safety in the Wider Havant Environment

Several areas of concern outside the immediate school area were identified by the Year 5 Traffic in our Town Project. We have selected three of those for further consideration, all of which were supported by comments from children and parents alike in the whole school survey.

1 'Look Both Ways' signs or road markings are required at the crossing at the top of South Street.



The children were confused as to the status of this 'crossing'.

2. The zebra crossing at East Street (outside Cubitt & West) needs relocating further away from the junction with South St/North St



Many of the children use this crossing every day, with cars turning the corner having no advance warning of the existence of the crossing. However, a School Crossing Patrol officer has now been appointed to this location, which has alleviated the problem somewhat.

3. The area around the old Wessex site and level crossing needs to be made safer for pedestrians.

This area was highlighted by both children and parents in the survey as dangerous, and again by the year 5 project studying road safety in the town.

Of particular concern were :-

- The lack of a raised pavement to the north of the gates, an area often flooded or muddy.
- The narrow road to the south of the gates where cars and cyclists are forced to mount the pavement when two large vehicles try to pass.
- Cars speeding up to avoid the gates when the warning sounds.
- The busy nature of this area, especially in the morning with Fairfield, Warblington, Glenhurst & Bosmere schoolchildren all using the area. Congestion occurs when the gates are down for any length of time; this results in the pavements being most crowded at the very time that most cars pass through as the gates re-open.



The lack of pavement is shown in the foreground, and in the distance the narrow passing space on the road.

The school has been informed of plans to add a new access road to this area to feed a proposed housing development on land currently part of the Warblington playing field. The STP working party objects to this proposal because the area is already very dangerous without adding more traffic and more roads to cross.

"It is always really noisy and it stinks of car fumes. " Yr 6

"Better pavements at Wessex." Yr 3

"The Wessex plant makes us feel dirty". Yr 3

"Cars parked on pavement outside Wessex mean we often have to walk on the road. Post Office vans are the worst." Yr 6 Parent.

Section 4 : Curriculum links

4.1 ECM & Curriculum

We stated at the beginning of this document that the primary objectives of the Plan are:

- 1) to promote and encourage cycling and walking at Bosmere School**
- 2) to improve road safety in the immediate school vicinity**
- 3) to reduce the number of cars coming down South Street each day**

To achieve these, we need to add a fourth objective:

- 4) to involve the children fully in realising these goals**

We recognise that the children hold the key to the changes we need to make and that their involvement, ideas, inspiration and example are crucial to the success of the School Travel Plan.

In the same way that the children's enthusiasm, initiatives and commitment helped us achieve our recent Healthy School Award, we look to them now to raise awareness of the issues around road safety, exercise, environmental impact and social responsibility outlined above. The enthusiasm with which they approached the STP survey and the year 5 Traffic in our Town project indicate that they will not let us down.

In the years 2008/2009, we will request that all subject managers explore ways to allow the children to address these areas: PSHE, drama, geography, literacy, art and ICT are examples of the curriculum that lend themselves readily to this function, and we expect the children to perform assemblies, undertake projects and produce artwork, in support of the process. Encouraging children to make this positive contribution to the ongoing implementation of the Plan is one of the ways Bosmere's commitment to *Every Child Matters* outcomes is demonstrated. The very first thing we will do is ask them to come up with a design for the cover of the STP, once it has been agreed and can be made public!

Section 5 : Action Plan

The following Action Plan lists all the actions required over the next two years for the success of the School Travel Plan, along with timescale, personnel and monitoring requirements. This action plan, along with the whole Travel Plan document will be available on the school website as soon as a new section can be created to host it.

Action plan for **BOSMERE JUNIOR SCHOOL**

Aim : **to increase safety of children on their journey to and from school**

| Objective: To promote and encourage cycling and walking at Bosmere School | | | | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|-----------------------------------------------------|-----------------------------------------------------------------------|----------------------------------------------------------------------|------------------------------------|------------------------------------------------------|
| SMART Target | Measures/Initiatives and Completion Date | Priority of Initiative (High, Medium or Low) | Tasks/Actions | Responsibility (Specify role) | Timescale of Tasks/ Actions | Review Progress of Actions with Working Party |
| To promote and increase cycling from 2% to greater than 5% by July 2010, subject to improved safety measures on South Street route | Provide covered shelter for bicycles in playground area Completion date – July 2009 | High | Investigate types of shelters | Buildings, Safety & Security Committee/ Management Partnership (HCC) | July 2008 | Oct 2008 |
| | | | Invite tenders | Buildings, Safety & Security Committee/ Management Partnership (HCC) | March 2009 | July 2009 |
| | | | When funding permits, contact chosen company to arrange installation. | Headteacher Site Manager | March 2009 | July 2009 |
| | | | Install shelter | Successful shelter company | July 2009 | Oct 2009 |
| | Offer Cycling Proficiency Training through trained | High | Community Governor volunteer | Community Governor volunteer | Complete | Complete |

| | | | | | | |
|--|---------------------------------------------------------------------------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------------------------------------|------------------------------|------------|----------|
| | volunteer to all Bosmere children Completion date – October 2008 and onwards | | to complete training (May 2007) | | | |
| | | | Attract volunteer or volunteers to undertake Cycling Proficiency Training and co-run courses | Community Governor volunteer | June 2008 | Oct 2008 |
| | | | Run courses (from June 2007) - and repeat annually for new intake | Community Governor volunteer | Oct 2008 | Jan 2008 |
| | Monitor South Street route after improvements have been introduced. Completion date – April 2010 | Medium | Safety audit undertaken | HCC's Safety Engineering | April 2010 | Sep 2010 |
| | | | Assess whether STPWP can recommend this route and therefore further promote cycling throughout school | STPWP | April 2010 | Sep 2010 |
| | Assess viability of direct cycle route from Hayling Billy path to bottom of South St. and if feasible, implement. Completion date – April 2011 | High | Guidance and advice requested from Sustrans to assess viability – response received Jan 2008 | STP Coordinator | Complete | Complete |
| | | | Decision to proceed or abandon scheme. Update action plan | HCC's STP team STPWP | July 2008 | Oct 2008 |

| | | | | | | |
|-----------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|----------------------------------------------------------------------------------------------|--------------------------------|------------------------------------|----------------|
| To promote and increase walking from 38.5% to 50% by July 2010 | Apply to HCC for site survey for new School Crossing Patrol at Juniper Square Completion date – April 2010 | High | Request site survey by HCC's School Crossing Patrol Team (SCPT) | STP Coordinator | Complete [May 2007] | Complete |
| | | | Carry out survey | HCC SCPT | Complete [June 2007] | Complete |
| | | | Review following modifications to Juniper Square | HCC SCPT | April 2010 | July 2010 |
| | | | Recruit volunteers | HCC SCPT/STPWP/GB | April 2010 | July 2010 |
| | Monitor and maintain over-growth of shrubs, brambles, etc around footpath at base of South Street Completion date – July 2008 and annually during spring/summer months | Medium | Carry out regular checks | STP Coordinator / site manager | Monthly: April – July 2008 | September 2008 |
| | | | Alert Highways Agency if area is not being well maintained | STP Coordinator / site manager | When necessary (April – July 2008) | Sept 2008 |
| | Promote Walk to School Week and similar initiatives (consider house points/ class points scheme; request input/ideas from children) Completion date – July 2008 and ongoing | High | Distribute WTSW materials | Teaching staff | July 2008 | Oct 2008 |
| | | | Discuss other options with School Council | PSHE Manager | May 2008 | July 2008 |
| | | | Update action plan with outcomes | STPWP | Sep 2008 | March 2009 |
| | Monitor air quality in the vicinity of the school Completion date – February 2008 and ongoing | Medium | Take readings of air quality monitoring and feedback to schools | Environmental Control, (HBC) | Feb 2008 | April 2008 |
| | | | Pass on results to parents, staff, GB, through agenda items GB; staff meetings; Bosmere News | Headteacher / STP Coordinator | Sep 2008, ongoing | Sep 2009 |

| | | | | | | |
|--|-----------------------------------------------------------------|--------|-----------------------------------|------------|-----------|-----------|
| | Publicise walking bus to parents Completion date – July 2008 | Medium | Bosmere News PTA newsletter | PTA/ STPWP | July 2008 | Jan 2009 |
| | | | Review route annually, if adopted | PTA/ STPWP | July 2009 | July 2010 |

Aim: To improve road safety around the school

Objective: To improve road safety in the immediate school vicinity

| | | | | | | |
|------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|--------|------------------------------------------|-------------------------------------------------------------------------------------------|------------|------------|
| To reduce the number of accidents on and around the school vicinity from 1 to 0 by March 2010 | Replace missing official school sign. Completion date – April 2008 | High | Agree location of sign. Place order | Buildings, Safety & Security Committee/ Management Partnership (HCC) GB Headteacher | April 2008 | July 2008 |
| | Install new 'arrow' signs clearly indicating the pedestrian route into the school entrance Completion date – Dec 09 | High | Submit travel plan | STP coordinator | Jan 2008 | Jan 2008 |
| | | | Consideration for HCC's SRTS funding | HCC's STP team | March 2009 | July 2009 |
| | | | When funding permits, implement measures | HCC's SRTS | Dec 2009 | July 2010 |
| | Minimum of two disabled parking spaces included in new turning circle design Completion date – Dec 09 | Medium | Submit travel plan | STP coordinator | Jan 2008 | Jan 2008 |
| | | | Consideration for HCC's SRTS funding | HCC's STP team | March 2009 | July 2009 |
| | | | When funding permits, implement measures | HCC's SRTS | Dec 2009 | July 2010 |
| | Signage indicating route from disabled parking spaces to side access to school for wheelchair users Completion date – Dec 09 | Medium | Submit travel plan | STP coordinator | March 2008 | July 2008 |
| | | | Consideration for HCC's SRTS funding | HCC's STP team | March 2009 | July 2009 |
| | | | When funding permits, implement measures | HCC's SRTS | Dec 2009 | March 2010 |

| | | | | | | |
|-------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|------------------------------------------|-----------------|------------|-----------|
| | Dropped kerb on school side of South Street to allow access for wheelchair users [a dropped kerb is already in existence on residential side of road] Both sides will need t-bar road markings. Completion date – Dec 09 | High | Submit travel plan | STP coordinator | Jan 2008 | Jan 2008 |
| | | | Consideration for HCC's SRTS funding | HCC's STP team | March 2009 | July 2009 |
| | | | When funding permits, implement measures | HCC's SRTS | Dec 2009 | July 2010 |
| To reduce the number of accidents on the school journey from 1 to 0 by March 2010. | Attract a sponsor for 20 is Plenty signs in South Street Completion date – March 2008 | High | Approaches to local businesses | STPWP | March 2008 | July 2008 |
| | School approach signs and road markings in South Street Completion date – Dec 09 | Medium | Submit travel plan | STP coordinator | Jan 2008 | Jan 2008 |
| | | | Consideration for HCC's SRTS funding | HCC's STP team | March 2009 | July 2009 |
| | | | When funding permits, implement measures | HCC's SRTS | Dec 2009 | July 2010 |
| | Request re-design of Juniper Square/ South Street junction in accordance with the proposals from SRTS Completion date – Dec 09 | High | Submit travel plan | STP coordinator | Jan 2008 | Jan 2008 |
| | | | Consideration for HCC's SRTS funding | HCC's STP team | March 2009 | July 2009 |
| | | | When funding permits, implement measures | HCC's SRTS | Dec 2009 | July 2010 |
| | Request raised paved crossing across Juniper Square, in accordance with the proposals from SRTS Completion date – Dec 09 | Medium | Submit travel plan | STP coordinator | Jan 2008 | Jan 2008 |
| | | | Consideration for HCC's SRTS funding | HCC's STP team | March 2009 | July 2009 |
| | | | When funding permits, implement measures | HCC's SRTS | Dec 2009 | July 2010 |

| | | | | | | |
|------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|---------------------------------------------------------------------------------------------------------------------------------------------|-----------------|------------------------|------------------------|
| | Request 'Look Both Ways' signs or road markings at the crossing point at the top of South Street Completion date – Dec 09 | Low | Submit travel plan | STP coordinator | Jan 2008 | Jan 2008 |
| | | | Consideration for HCC's SRTS funding | HCC's STP team | March 2009 | July 2009 |
| | | | When funding permits, implement measures | HCC's SRTS | Dec 2009 | July 2010 |
| | Request relocation of the zebra crossing at East Street (outside Cubitt & West), further away from the junction of South St/North St Completion date – Dec 09 | Low | Submit travel plan | STP coordinator | Jan 2008 | Jan 2008 |
| | | | Consideration for HCC's SRTS funding | HCC's STP team | March 2009 | July 2009 |
| | | | When funding permits, implement measures | HCC's SRTS | Dec 2009 | July 2010 |
| | Request improved conditions for pedestrians around the level crossing and former Wessex site, including better differentiation between pavement and road. Completion date – Dec 09 | Medium | Submit travel plan | STP coordinator | Jan 2008 | Jan 2008 |
| | | | Consideration for HCC's SRTS funding | HCC's STP team | March 2009 | July 2009 |
| | | | When funding permits, implement measures | HCC's SRTS | Dec 2009 | July 2010 |
| Objective: To reduce the number of cars coming down South Street each day | | | | | | |
| Reduce number of cars coming down South Street by 10% from 53 to 48 by April 2010 | Conduct Traffic Census Completion date – Nov 2007 (complete) and annually | High | Fair and wet weather readings taken | STPWP | Complete (Nov 2007) | Complete |
| | | | Repeat census | STPWP | Nov 2008 and annually | Jan 2008 |
| | Promote <i>Park & Stride</i> . Continue to publicise the fact that <i>It Only Takes 4½ Minutes!</i> through: Bosmere News Leaflets/posters parents' evenings Completion date – July 2008, and ongoing | High | Promote <i>P & S</i> To each new Year 2's intake And regular reminders from time to time, including annual parents' evening displays | STPWP | June 2008 and annually | July 2008 and annually |

| | | | | | | |
|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|-------------------------------------------------------------------|-------------------------------|----------|----------|
| | Request Tesco Green Clubcard points for parents committing to <i>Park & Stride</i> Completion date – May 2007 and ongoing | High | Meeting requested to consider fine points of scheme | STPWP/ Tesco Langstone Branch | Apr 2008 | Sep 2008 |
| | Request sponsorship for <i>Park & Stride</i> fluorescent items (bags, badges, flashes, etc) for further 'visibility'! Completion date – Feb 2008 | Medium | Request for consideration by Tesco community fund budget | STPWP/ Tesco Langstone Branch | Feb 2008 | Sep 2008 |
| | Experimental, voluntary scheme for Upper School parents to drop off their children at the junction of Grove Road and South Street, keeping the school gate clear. Completion date – May 2008 | High | Publicise scheme and recruit parents. Monitor success of take-up. | STPWP | May 2008 | Sep 2008 |

Aim: To use educational programmes to promote safer and healthier lifestyles

Objective: To fully involve children in achieving objectives, using all areas of the curriculum

| | | | | | | |
|---------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|------|-------------------------------------------------------------------------------------------------------------------------------------------|-------------------|------------|----------|
| Every child to be involved, through the curriculum, in travel to school issues by September 2009 | Competition to design a front cover for the Travel Plan, illustrating the issues surrounding school travel Completion date – Feb 2008 (complete) | High | Classroom sessions with STP Coordinator. Competition judged by Cycling Proficiency Trainer. In-school displays of entries. Feb/March 2008 | STPWP Art Manager | Complete | Complete |
| | Discussion by School Council on ways to discourage anti-social parking, promote <i>Park & Stride</i> Completion date – April 2008 | High | Include item on School Council agenda | PSHE Manager | April 2008 | Sep 2008 |

| | | | | | | |
|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|--------------------------------------------------------------------------------------|--------------------------------------------------------------|----------|----------|
| | Incorporate work on STP issues in all areas across the curriculum Completion date – Mar 2009 | High | Assemblies Projects | Subject managers Teaching staff Subject Link governors | Mar 2009 | Oct 2009 |
| | Healthy Lifestyles noticeboard established Completion date – May 2008 and ongoing | Medium | Well-maintained, up to date displays | Healthy Lifestyles Coordinator | May 2008 | Sep 2008 |
| | Invite children to submit ideas for further promotion of cycling, walking and P & S; ie house points and class points for school-based Walk to School Week-type initiatives. Completion date – Jan 2009 | High | School Council Ideas Box Class discussion Healthy Lifestyles Noticeboard | Teaching Staff STPWP | Jan 2009 | May 2009 |
| | | | Update action plan | STP Coordinator | Mar 2009 | Mar 2009 |

Key

GB – Governing Body

HCC – Hampshire County Council

STPWP – School Travel Plan Working Party

SRTS – Safer Routes to Schools

HBC – Havant Borough Council

PTA – Parent Teacher Association

SCPT – School Crossing Patrol Team

Section 6 : Acknowledgements and approvals

This STP was prepared by The School Travel Plan Working Party in November, 2007. The School Travel Plan Working Party are:

Lucy Flannery, Travel Plan Coordinator, Parent, Governor, Local Resident
Nick Durkee, Chair of Governors, Havant Resident
Helen Heaton, Governor, Chair - Buildings, Safety & Security Committee, Havant Resident
Marion Howe, Governor, PTA Member, Owner Havant Nursery, Juniper Square Resident
Mark Hughes, Parent, Governor, Havant Resident, Cycling Proficiency Trainer
Hedley Underwood, Headteacher

We would like to thank the following people, for their assistance in preparing this Plan and for helping us to realise our goals:

Mrs Opie, Deputy Head Teacher and SENCO
Mrs Barnard, Healthy Schools Co-ordinator
Mr & Mrs Bunn of Newnham Court, Juniper Square
Helen Willis and **Alan Harris** of SRTS, HCC
Tracey Ford, Road Traffic Management, Havant Borough Council
Michelle Green, Assistant Parking Services Team Leader, Havant Borough Council
Robina Hatchett and **Chalky White**, Road Safety Environment Department, Hampshire County Council
P.C. Smith, Community beat officer.
The School Crossing Patrol officers on East Street and Park Road South.
All the children on the timed walk
All the **children, parents, staff** and **local residents** who completed the surveys.

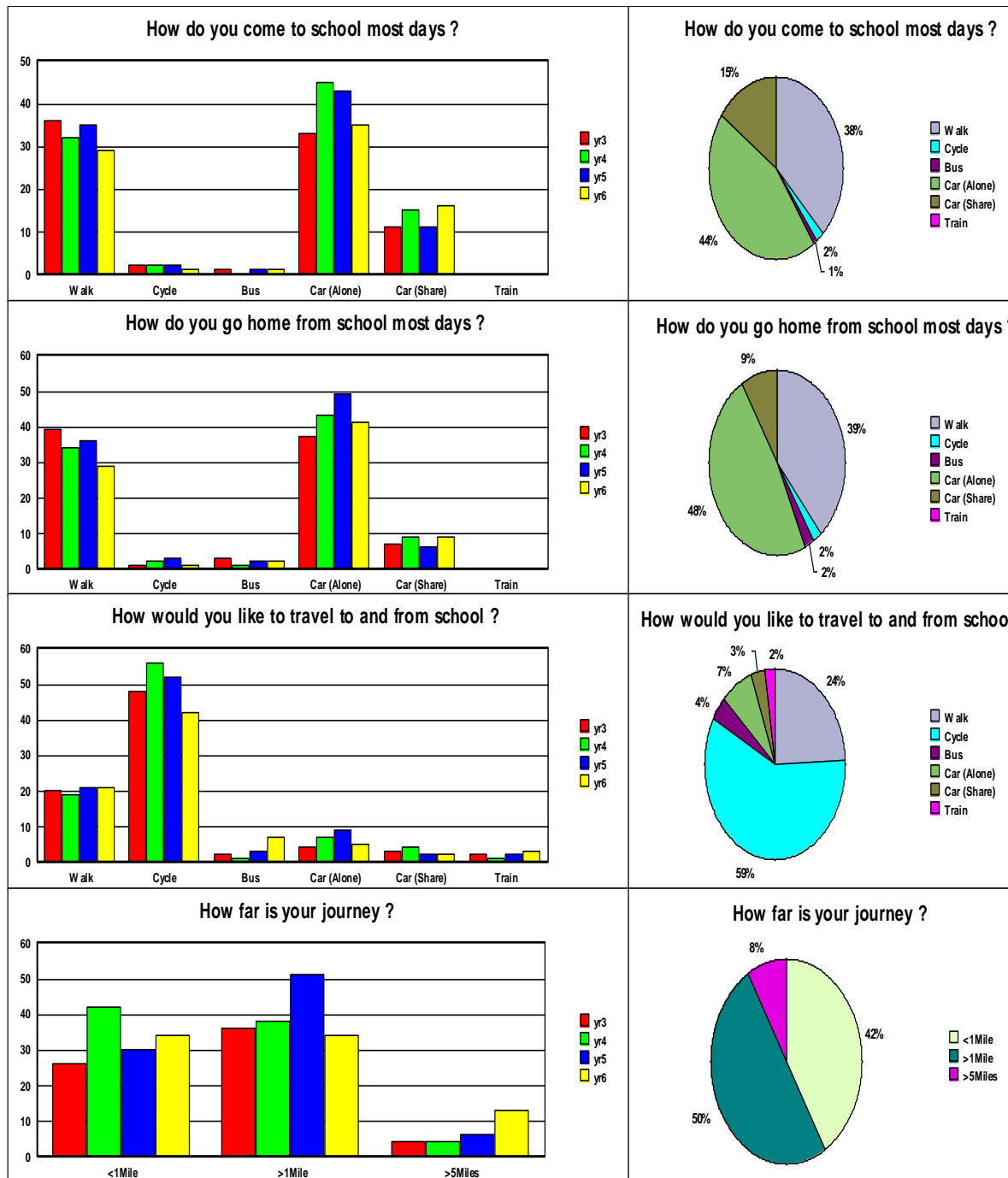
Future monitoring and evaluation of the plan

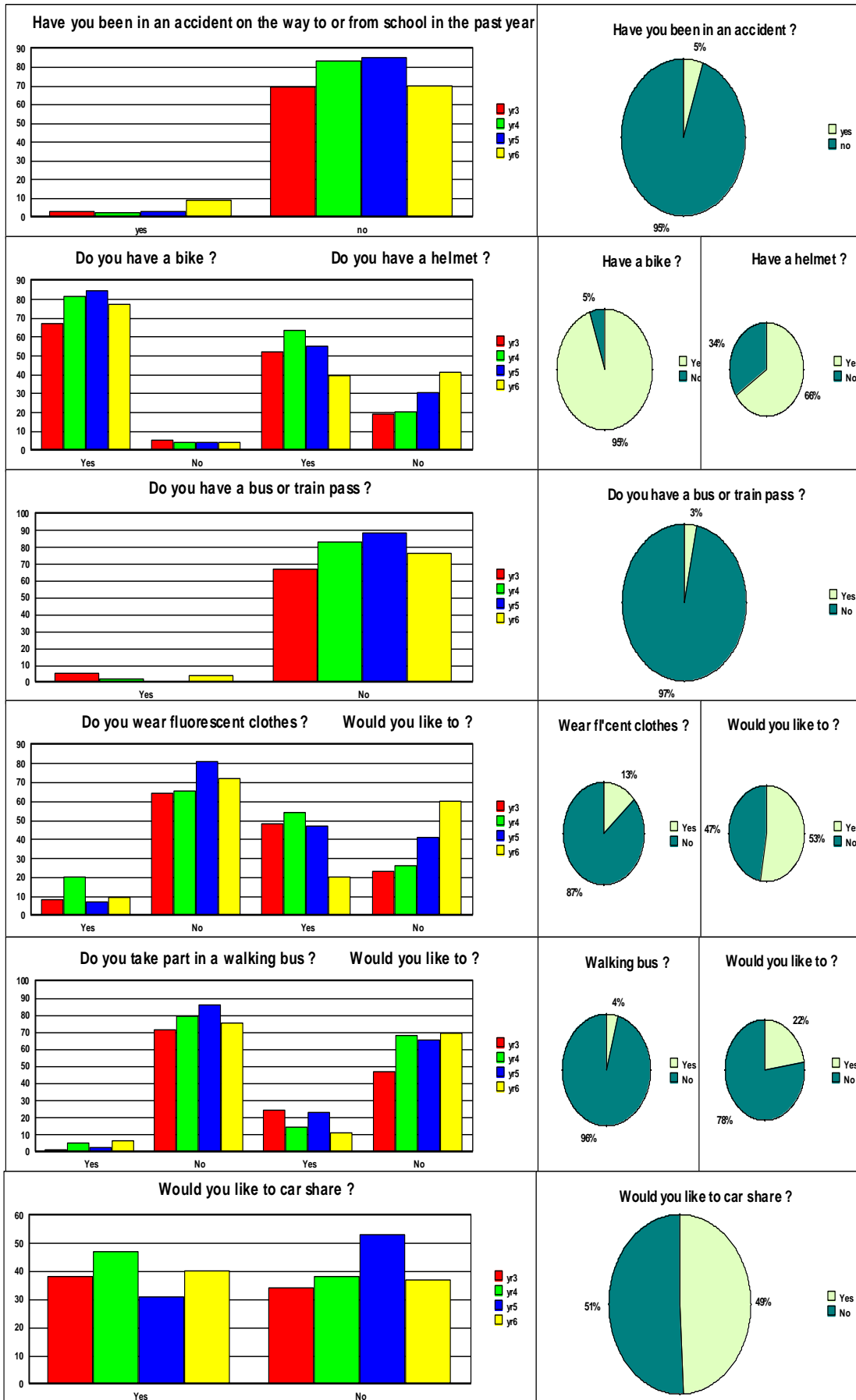
Our Travel Plan is a living document and will be reviewed and updated annually by the STP Coordinator and the STP working party. The full review will be in March 2010 to monitor progress and achievements and will consider if any updates are required due to any changes in education or transport provision affecting staff or pupils.

A full travel survey will be held every two years. The next survey will therefore be held in September 2. Prior to that the STPWP will conduct an interim review in September 2009. In addition to this the school will participate in the annual submission of mode of travel data for all pupils as part of the school census, which is compulsory for all schools with travel plans.

The School Travel Plan will be made available when approved to parents via the new school website.

Appendix 1 : Survey results





Survey results in tabular form

| | yr3 | yr4 | yr5 | yr6 | total | | yr3 | yr4 | yr5 | yr6 | total |
|------------------|-----|-----|-----|-----|-------|--|------|------|------|------|-------|
| Q | | | | | | | | | | | |
| 1 Walk | 36 | 32 | 35 | 29 | 132 | | 43% | 34% | 38% | 35% | 38% |
| 1 Cycle | 2 | 2 | 2 | 1 | 7 | | 2% | 2% | 2% | 1% | 2% |
| 1 Bus | 1 | 0 | 1 | 1 | 3 | | 1% | 0% | 1% | 1% | 1% |
| 1 Car (Alone) | 33 | 45 | 43 | 35 | 156 | | 40% | 48% | 47% | 43% | 44% |
| 1 Car (Share) | 11 | 15 | 11 | 16 | 53 | | 13% | 16% | 12% | 20% | 15% |
| 1 Train | 0 | 0 | 0 | 0 | 0 | | 0% | 0% | 0% | 0% | 0% |
| | 83 | 94 | 92 | 82 | 351 | | 100% | 100% | 100% | 100% | 100% |
| 2 Easy | 22 | 38 | 34 | 40 | 134 | | 16% | 28% | 25% | 30% | 100% |
| 2 Distance near | 27 | 22 | 23 | 23 | 95 | | 28% | 23% | 24% | 24% | 100% |
| 2 Distance Far | 25 | 21 | 26 | 30 | 102 | | 25% | 21% | 25% | 29% | 100% |
| 2 No Bus / Train | 3 | 1 | 1 | 0 | 5 | | 60% | 20% | 20% | 0% | 100% |
| 2 Cheap | 1 | 7 | 7 | 6 | 21 | | 5% | 33% | 33% | 29% | 100% |
| 2 No routes | 0 | 1 | 1 | 2 | 4 | | 0% | 25% | 25% | 50% | 100% |
| 2 Safety | 3 | 5 | 5 | 9 | 22 | | 14% | 23% | 23% | 41% | 100% |
| 2 Route to job | 12 | 22 | 17 | 16 | 67 | | 18% | 33% | 25% | 24% | 100% |
| | 93 | 117 | 114 | 126 | 450 | | 121% | 154% | 152% | 173% | 600% |
| 3 Walk | 39 | 34 | 36 | 29 | 138 | | 45% | 38% | 38% | 35% | 39% |
| 3 Cycle | 1 | 2 | 3 | 1 | 7 | | 1% | 2% | 3% | 1% | 2% |
| 3 Bus | 3 | 1 | 2 | 2 | 8 | | 3% | 1% | 2% | 2% | 2% |
| 3 Car (Alone) | 37 | 43 | 49 | 41 | 170 | | 43% | 48% | 51% | 50% | 48% |
| 3 Car (Share) | 7 | 9 | 6 | 9 | 31 | | 8% | 10% | 6% | 11% | 9% |
| 3 Train | 0 | 0 | 0 | 0 | 0 | | 0% | 0% | 0% | 0% | 0% |
| | 87 | 89 | 96 | 82 | 354 | | 100% | 100% | 100% | 100% | 100% |
| 4 Easy | 25 | 37 | 35 | 34 | 131 | | 19% | 28% | 27% | 26% | 100% |
| 4 Distance near | 18 | 26 | 20 | 21 | 85 | | 21% | 31% | 24% | 25% | 100% |
| 4 Distance Far | 22 | 23 | 24 | 30 | 99 | | 22% | 23% | 24% | 30% | 100% |
| 4 No Bus / Train | 2 | 1 | 2 | 0 | 5 | | 40% | 20% | 40% | 0% | 100% |
| 4 Cheap | 2 | 5 | 6 | 5 | 18 | | 11% | 28% | 33% | 28% | 100% |
| 4 No routes | 0 | 1 | 1 | 2 | 4 | | 0% | 25% | 25% | 50% | 100% |
| 4 Safety | 4 | 6 | 6 | 11 | 27 | | 15% | 22% | 22% | 41% | 100% |
| 4 Route to job | 6 | 8 | 9 | 5 | 28 | | 21% | 29% | 32% | 18% | 100% |
| 5 Walk | 20 | 19 | 21 | 21 | 81 | | 25% | 22% | 24% | 26% | 24% |
| 5 Cycle | 48 | 56 | 52 | 42 | 198 | | 61% | 64% | 58% | 53% | 59% |
| 5 Bus | 2 | 1 | 3 | 7 | 13 | | 3% | 1% | 3% | 9% | 4% |
| 5 Car (Alone) | 4 | 7 | 9 | 5 | 25 | | 5% | 8% | 10% | 6% | 7% |
| 5 Car (Share) | 3 | 4 | 2 | 2 | 11 | | 4% | 5% | 2% | 3% | 3% |
| 5 Train | 2 | 1 | 2 | 3 | 8 | | 3% | 1% | 2% | 4% | 2% |
| | 79 | 88 | 89 | 80 | 336 | | 100% | 100% | 100% | 100% | 100% |

| | | yr3 | yr4 | yr5 | yr6 | total | | yr3 | yr4 | yr5 | yr6 | total |
|---|---------------------|-----|-----|-----|-----|-------|--|---------|---------|---------|---------|---------|
| Q | | | | | | | | | | | | |
| | 6 <1Mile | 26 | 42 | 30 | 34 | 132 | | 39% | 50% | 34% | 42% | 42% |
| | 6 >1Mile | 36 | 38 | 51 | 34 | 159 | | 55% | 45% | 59% | 42% | 50% |
| | 6 >5Miles | 4 | 4 | 6 | 13 | 27 | | 6% | 5% | 7% | 16% | 8% |
| | | 66 | 84 | 87 | 81 | 318 | | 100% | 100% | 100% | 100% | 100% |
| | 9 accident - yes | 3 | 2 | 3 | 9 | 17 | | 4% | 2% | 3% | 11% | 5% |
| | 9 accident - no | 69 | 83 | 85 | 70 | 307 | | 96% | 98% | 97% | 89% | 95% |
| | | 72 | 85 | 88 | 79 | 324 | | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% |
| | 10 bike- yes | 67 | 81 | 84 | 77 | 309 | | 93% | 95% | 95% | 95% | 95% |
| | 10 bike - no | 5 | 4 | 4 | 4 | 17 | | 7% | 5% | 5% | 5% | 5% |
| | 10 helmet - yes | 52 | 63 | 55 | 39 | 209 | | 73% | 76% | 65% | 49% | 66% |
| | 10 helmet - no | 19 | 20 | 30 | 41 | 110 | | 27% | 24% | 35% | 51% | 34% |
| | | 72 | 85 | 88 | 81 | 326 | | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% |
| | | 71 | 83 | 85 | 80 | 319 | | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% |
| | 11 Pass ? - yes | 5 | 2 | 0 | 4 | 11 | | 7% | 2% | 0% | 5% | 3% |
| | 11 Pass ? - no | 67 | 83 | 88 | 76 | 314 | | 93% | 98% | 100% | 95% | 97% |
| | | 72 | 85 | 88 | 80 | 325 | | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% |
| | Fluorescent - | | | | | | | | | | | |
| | 12 yes | 8 | 20 | 7 | 9 | 44 | | 11% | 24% | 8% | 11% | 13% |
| | 12 Fluorescent -no | 64 | 65 | 81 | 72 | 282 | | 89% | 76% | 92% | 89% | 87% |
| | Like to have - | | | | | | | | | | | |
| | 12b yes | 48 | 54 | 47 | 20 | 169 | | 68% | 68% | 53% | 25% | 53% |
| | Like to have - | | | | | | | | | | | |
| | 12b no | 23 | 26 | 41 | 60 | 150 | | 32% | 33% | 47% | 75% | 47% |
| | | 72 | 85 | 88 | 81 | 326 | | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% |
| | | 71 | 80 | 88 | 80 | 319 | | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% |
| | Walking Bus - | | | | | | | | | | | |
| | 13 yes | 1 | 5 | 2 | 6 | 14 | | 1% | 6% | 2% | 7% | 4% |
| | Walking Bus - | | | | | | | | | | | |
| | 13 no | 71 | 79 | 86 | 75 | 311 | | 99% | 94% | 98% | 93% | 96% |
| | 13b like to ? - yes | 24 | 14 | 23 | 11 | 72 | | 34% | 17% | 26% | 14% | 22% |
| | 13b like to ? - no | 47 | 68 | 65 | 69 | 249 | | 66% | 83% | 74% | 86% | 78% |
| | | 72 | 84 | 88 | 81 | 325 | | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% |
| | | 71 | 82 | 88 | 80 | 321 | | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% |
| | 14 car share - yes | 38 | 47 | 31 | 40 | 156 | | 53% | 55% | 37% | 52% | 49% |
| | 14 car share - no | 34 | 38 | 53 | 37 | 162 | | 47% | 45% | 63% | 48% | 51% |
| | | 72 | 85 | 84 | 77 | 318 | | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% |

Have I parked Responsibly?

Remember...

Parking restrictions are in place for a purpose

- You **MUST NOT** wait or park where restrictions are shown by double/single yellow lines or school entrance markings.
- You **MUST NOT** wait or park on a pedestrian crossing or areas marked by zig zag lines.

**CARELESS PARKING COSTS LIVES AND THAT LIFE COULD
BE YOUR CHILD'S.**

- Havant Borough Council parking attendants patrol this area and have the power to issue a Penalty Charge Notice for contravening parking restrictions.
- Use the **PARK** and **STRIDE** scheme the school promotes. Park in Tesco's Car Park and walk safely to school.
- Use the free unrestricted parking in the surrounding roads.

**DO NOT PARK YOUR VEHICLE WHERE IT WOULD ENDANGER
OR OBSTRUCT PEDESTRIANS AND OTHER ROAD USERS.**



Havant
BOROUGH COUNCIL

PROMOTING SAFER PARKING OUTSIDE SCHOOLS

Appendix 3 : School Cycling Policy

POLICY FOR CYCLING TO SCHOOL

POLICY

- Children may cycle to school ONLY if accompanied by an adult.
- Children who cycle with parents or another adult, who has their parents' permission, may leave their bicycles in the designated area on the school premises during the day.
- A permit is needed for this. Please apply to the school office for a form.
- Bicycles must NOT be left on school premises overnight.
- If a bicycle is persistently left on site it will be removed and the cycle permit will be withdrawn.
- At Bosmere we encourage children to take the Hampshire Cycle Training Scheme, available at school. Passing this course does not give children the right to cycle to school unaccompanied.

Last review date: December 2005

This review date : December 2007

Next review date: December 2009

BOSMERE JUNIOR SCHOOL

CYCLING PERMIT

(Please complete and return to school, a copy will be issued to you).

- The school policy states that children may store their bicycles at school if they cycle to school with a parent or another designated adult.
- Children may not cycle to school unaccompanied.
- The school can take no responsibility for bicycles left on the school premises during the day.
- **Bicycles must NEVER be left on school premises overnight.**

Name(s) of child/children cycling to school

.....

Name(s) of adult(s) accompanying child/children

.....

Bicycles may be stored at the rear of the school building during the day.
Please lock your bicycle.

I wish to take responsibility for the above and will abide by the school's policy and conditions.

Signed

Name

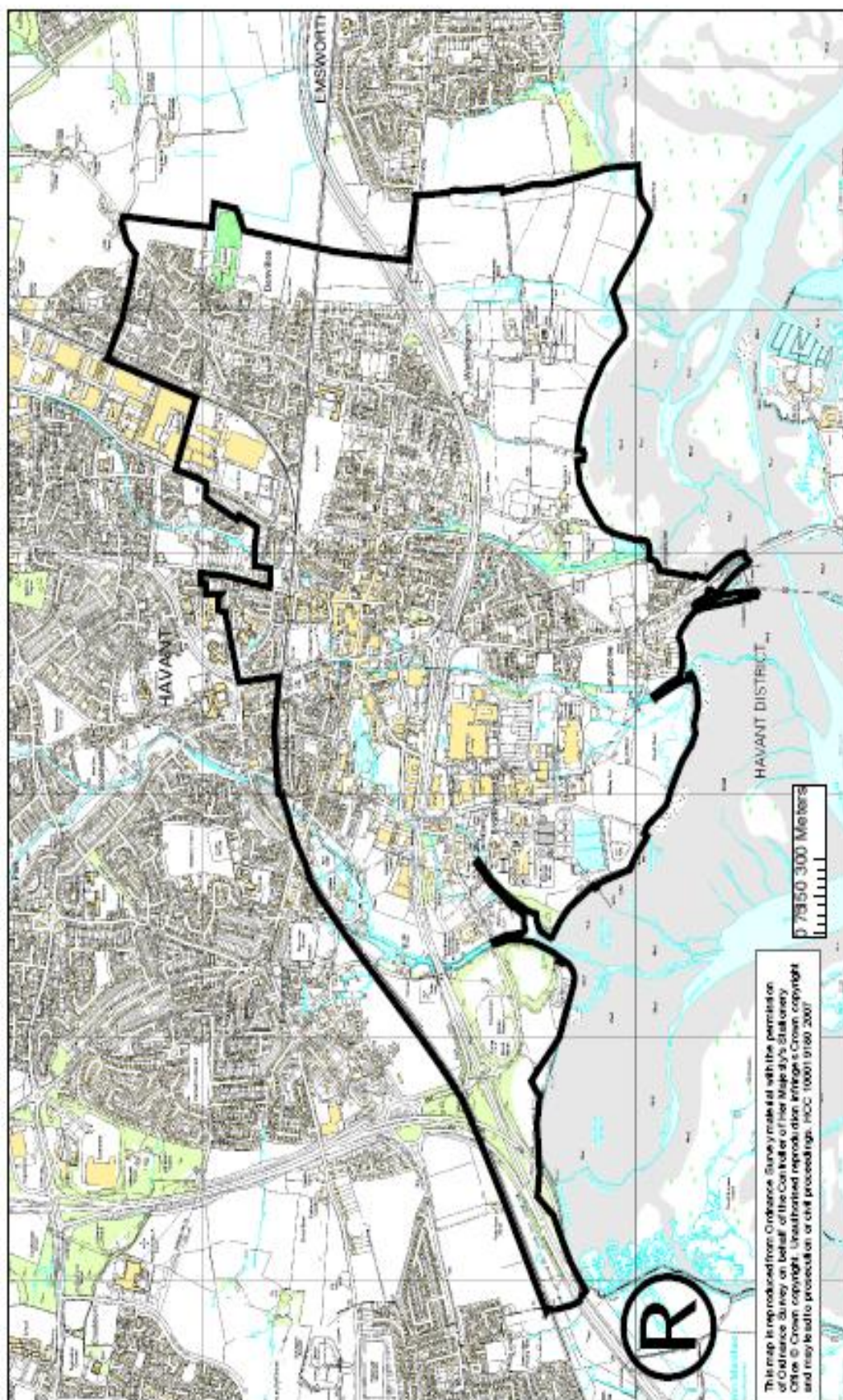
Date

This permit remains valid during the entire time you child attends Bosmere Junior School.

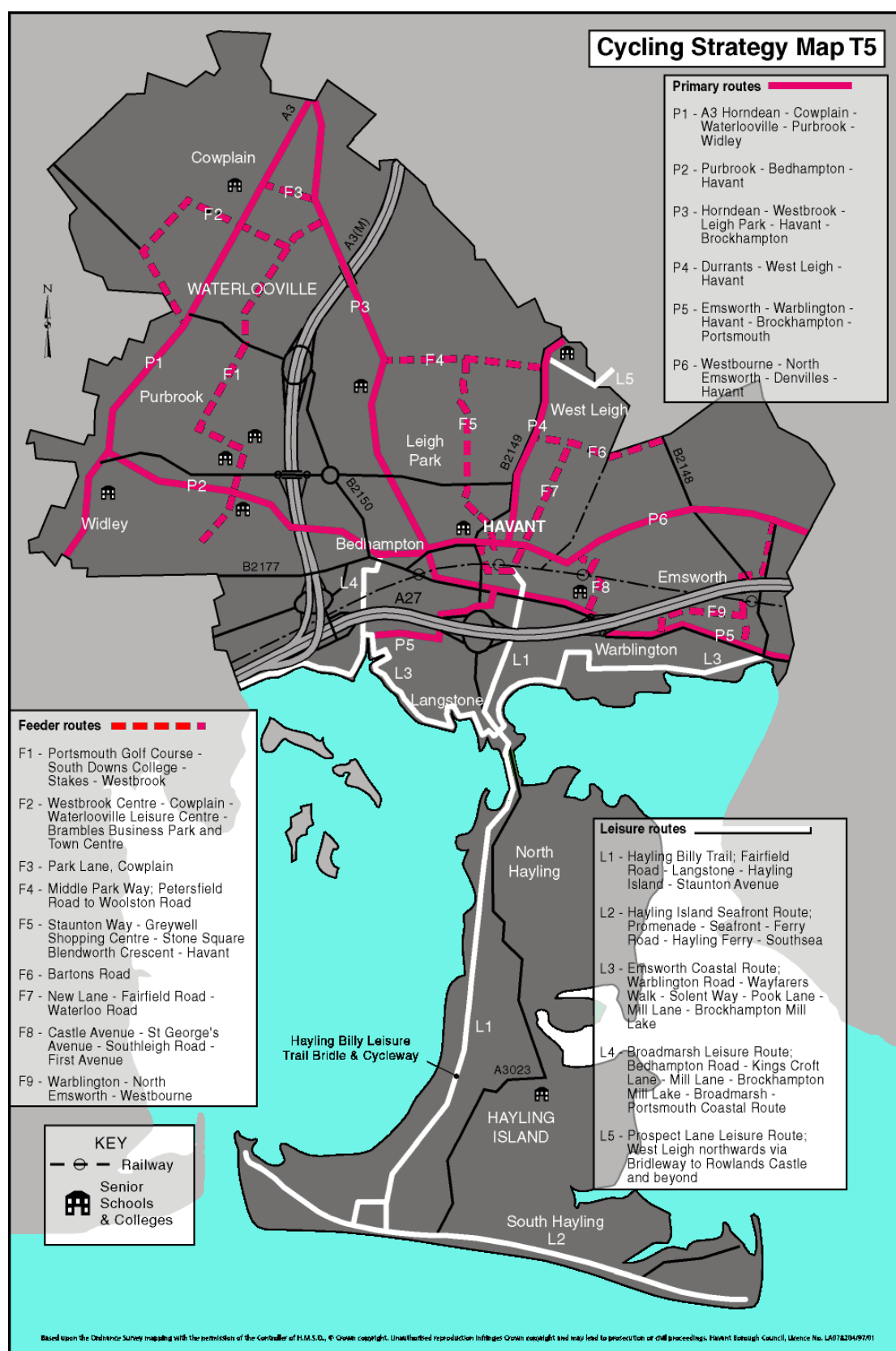
W H Underwood.....

Appendix 4 : School catchment area

Bosmere Junior School



Appendix 5 : Havant's Cycle Network



Appendix 6 : Location of Bus Stops

Appendix 7 : Supporting Evidence

The following documentation is being provided alongside this Travel Plan as further evidence in our application but excluded from the main document to save space : -

1. Notes - Initial areas for consideration for inclusion in STP [March 2007]
2. Minutes of STPWP 17th April 2007
3. Minutes of STPWP 30th April 2007
4. Minutes of STPWP 17th September 2007
5. Example of Children's Survey
6. Letter to Residents, summer term 2007
7. Letter to parents, summer term 2007
8. School Council Minutes, February 2007
9. Copy of Yr 6 Parents Cycling Survey
10. Letter to parents offering cycle safety courses, February 2008
11. Hands-up survey data from 2005.
12. Site Survey application for new SCP, May 2007
13. Full summary of comments from STP survey
14. Year 5 Traffic in our Town presentation
15. Letter to local councillors to gain support for our aims

Please apply to STP Coordinator for copies of these documents, which are held in the school office.

