

Hunsley Primary, Bluebird Way, Brough, HU15 1XB

DRAFT SCHOOL TRAVEL PLAN 2019-20

Draft Timeline

1.2	Author: L Hudson	Proposed date for school review: July 2020	Date for LGB: Autumn 2019
-----	----------------------------	--	------------------------------------

Contents

Abbreviations

School Travel Plan – STP

School Travel Plan Co-ordinator - STPC

1 INTRODUCTION

Context and Aims of Travel Plan
Development Overview
Location
Travel Plan Structure

2 SITE AUDIT AND ACCESSIBILITY BY SUSTAINABLE TRAVEL MODES

Introduction
Pupil and Staff Numbers
Pupil Catchment Area and Current Admissions Reach
School Opening Times
Car Parking
Cycle Parking
Travel Issues
Accessibility by Sustainable Travel Modes

3 OBJECTIVES, TARGETS, OUTCOMES AND INDICATORS

Travel Plan Objectives
Travel Plan Targets
Key Outcomes
Key Performance Indicators
Timetable for Delivery

4 SCHOOL TRAVEL PLAN CO-ORDINATOR

Appointment
Duties
Support

5 PACKAGE OF MEASURES

Measures to promote Walking to School
Measures to promote Cycling to School

6 MONITORING AND REVIEW PROPOSALS

- Monitoring
- Review
- Remedial Measures

7 ACTION PLAN

- Timetable for Implementation
- Sign off

Tables and Figures

- Figure 1.1 Strategic Site Location Plan
- Table 2.1 Notional walk distances and journey times
- Table 7.1 Provisional Action Plan Timetable

Appendices

- Appendix A Site Layout

1 Introduction

CONTEXT AND AIMS OF THE TRAVEL PLAN

- 1.1 This travel plan aims to set down the school's intentions to investigate and promote sustainable travel options which have been considered by the Trust (The Education Alliance) as part of longer term strategic plans relating to Hunsley Primary's site on the Brough South development. The Travel Plan aims to predict and anticipate the demands placed on the operation of the school by local traffic and other vehicles accessing and operating upon the development site, as well as aiming to ensure that key infrastructure is in place to promote viable alternatives to the private car to staff, pupils and their parents accessing the school. This School Travel Plan also provides a framework from which school leaders can develop a fully operational Travel Plan once the school is fully occupied in 2022, based on the actual travel patterns of staff, pupils and visitors, as well as pupil travel surveys and site-specific transport issues arising in the future as the school population and the local built area evolves and develops over time.

Hunsley Primary is located in a brand new, bespoke building on the Brough South development. The school currently has 5 year groups (Reception and Years 1, 2 3 and 4). When it is full, the school will have 7 year groups. The school is popular and oversubscribed in Reception each year, with very few spaces becoming available across the year groups during the school year.

Due to the current position of the school on the A63 (a commuter route into Hull and Leeds) and its current limitation in terms of designated catchment housing (it is set to serve houses currently being built on the Brough South site), the school has a pupil population presently drawn from a range of geographical areas, from Hull and Hessle to the east to Sancton and South Cave to the west. A small proportion of the school's pupil and staff population travels from across the Humber in North East Lincs. This wide range leads to a number of children driving into school with parents, as well as those who are locally based in Welton, Melton and Brough. Families also increasingly drop off older siblings at South Hunsley and then bring the younger aged primary siblings to Hunsley Primary. This is a more unusual model than the school was originally set to operate, and must be considered as a key part of the school context when exploring models of travel for the school community. Finally, the school operates a wraparound provision via a local partner, Building Bricks. This allows access to the site to be staggered across a period of time before and after school.

Since moving into the new school building in December 2018, a number of parents who did drive to school when the location was in Melton, now walk or scoot / cycle with their child now that the location of the school is where it originally was meant to be.

- The arrival of other house-building and businesses on the Brough South development in the coming year will undoubtedly alter the travel arrangements for families yet again.
- 1.2 The local planning and highway authority is East Riding of Yorkshire Council (ERYC), a unitary authority.

DEVELOPMENT OVERVIEW



Figure 1.1 Strategic Site Location

- 1.3 Hunsley Primary is a one form entry (1FE) primary free school established to serve the demand for school primary school places arising due to significant residential units secured under approval of the outline planning permission for Brough South Masterplan. The school opened in 2015 with a Reception class only on a temporary site located in Melton, East Yorkshire, in the grounds of South Hunsley School and Sixth Form College. It has recruited to Reception class each year since then and will continue to grow by one form, year on year. Once fully operational, the primary school will provide 210 pupil places across seven academic year groups from Reception to Year 6.
- 1.4 The site plan for school on the Brough South development is provided at **Appendix A** and includes separate access and egress junctions to reduce the risk of vehicle conflict during peak pupil drop-off and pick-up periods.
- 1.5 The site layout also includes on-site parking, servicing and a designated 'drop off' area which will be used for older pupils (upper Key Stage 2) when the current classes have progressed to this stage. The justification for parking provision is based on Local Plan SPD parking guidelines. In summary, the parking and 'drop-off' provision is as follows:
- 18 standard car parking bays
 - 5 parallel car parking bays in a designated 'drop-off' area
 - 10 'Sheffield' style cycle stands
 - 2 accessible bays for Blue Badge holders
 - 1 scooter stand

LOCATION

- 1.6 The primary school is located within the Brough South Masterplan area. The strategic site location is shown in **Figure 1.1** above. The location for the primary school within the wider Brough South Masterplan is shown in **Appendix A**

TRAVEL PLAN STRUCTURE

1.7 Following this introductory section, the travel plan is structured as follows:

- **Part 2: Site Audit and Sustainable Travel Options** – provides information on operational aspects of the primary school, which will be further updated annually thereafter, as the development is furthered and the school becomes fully operational. The sustainable travel options proposed as part of the wider Brough South Masterplan are also identified.
- **Part 3: Objectives, Targets, Outcomes and Indicators** – sets out the key draft objectives of the School Travel Plan, provisional mode shift targets for staff and pupil travel along with potential indicators for measuring the success and performance of the plan.
- **Part 4: Travel Plan Co-ordinator** – sets out the key duties to be undertaken by the person(s) responsible.
- **Part 5: Package of Measures** - identifies the physical measures designed into the site layout to encourage the use of sustainable travel modes and outlines a list of marketing and awareness raising measures that should be promoted on an on-going basis by the appointed Travel Plan Co-ordinator.
- **Part 6: Monitoring and Enforcement** – sets out a programme for how the STP is proposed to be monitored and enforced.
- **Part 7: Action Plan** – identifies the actions to be undertaken to ensure the successful initial implementation and on-going performance of the STP and also the persons responsible.

2 Site Audit and Accessibility by Sustainable Travel Modes

INTRODUCTION

2.1 This section of the Travel Plan outlines existing sustainable travel infrastructure and that which is proposed as part of the delivery of the Brough South Masterplan. In summary, an overview of possible school operations is provided and will be updated annually by the School Travel Plan Co-ordinator to reflect actual conditions.

PUPIL AND STAFF NUMBERS

2.2 A 1 Form Entry school, Hunsley Primary will have capacity for 210 pupils once it becomes fully occupied after seven years, as new intake filters through the school years. This is based on maximum class capacity (30 pupils) between new intakes into Reception up to Year 6. Based on the operation of similar 1FE primary schools in the area it is estimated that up to 24 staff will be on-site at any one time, including teaching, support and administrative staff. The school also houses a wraparound care service before and after school hours and it is estimated that, at full capacity, this may bring up to an additional 6 members of staff on site at any point in the extended school day.

PUPIL CATCHMENT AREA AND CURRENT ADMISSIONS REACH

- 2.3 The primary school has opened to meet the needs of the growing Brough population as the current facilities are already nearing maximum capacity. More importantly, it is needed to meet the additional increased demand for educational provision which the additional Brough South Masterplan will create.
- 2.4 Based on the above information, the school is expected to increasingly cater for a relatively local catchment area, predominantly within the Brough South residential area, with the potential to cater for a number of pupils from existing residential areas outside of this area in Brough.
- The report is to be updated to review travel distances and changes in patterns of postcodes, for both pupils and staff, as the school grows and develops.

SCHOOL OPENING TIMES

- 2.5 The school day begins at 9am, with doors opening for access at 8.50am. The school closes at 3.30pm for all pupils, with extra-curricular activities running beyond this time. Extended wraparound care provided on site by Building Bricks @ Hunsley Primary runs 5 days per week from 7.30am – 8.50am and from 3.30pm to 6pm. It may also run on selected days during school holidays although this is not currently demanded by the families using the service.

CAR PARKING

- 2.6 The school site at Brough South has 18 standard car parking bays, five 'drop-off' car bays and two accessible car bays for Blue Badge holders. Parents and visitors are advised how to use these spaces for pick-up and drop-off. It is the responsibility of the Travel Plan Co-ordinator to report any dangerous parking activity to the Local Authority so that this can be addressed accordingly.

CYCLE / SCOOTER PARKING

- 2.7 The school site layout includes a covered cycle shelter with 10 'Sheffield' style cycle stands capable of parking up to 20 cycles and a scooter parking rail. The utilisation and maintenance of this cycle and scooter parking will be monitored and updated with each review of the Travel Plan.

TRAVEL ISSUES

- 2.8 The annual travel plan report will include a description of any travel and transport issues that arise at or surrounding the site. This shall include evidence of how they were identified, and when e.g. previous/current STP action plan, surveys, observations etc.

ACCESSIBILITY BY SUSTAINABLE TRAVEL MODES

Overview

- 2.9 This section of the report reviews the accessibility to the school by sustainable travel modes from the existing residential areas and those approved as part of the Brough South Masterplan.

Walking

- 2.10 With reference to the Chartered Institution of Highways and Transportation (CIHT) publication 'Guidelines for Providing Journeys on Foot' (2000), it is suggested that approximately 80% of pedestrian journeys are less than one mile (1600 metres). The guidance also provides 'suggested acceptable walking distances'. **Table 2.1** presents these walking thresholds for 'Commuting, Walking to School and Recreation'.

Table 2.1 Walk distances and journey times

	Distance (m)	Walking time (mins)
“Desirable”	500	6.25
“Acceptable”	1,000	12.5
“Considered”	2,000	25

Source: 'Guidelines for Providing for Journeys on Foot' (CIHT, 2000)

- 2.11 From the plan enclosed at **Appendix A**, it can be seen that a significant number of existing and Brough South Masterplan-approved residential dwellings are located within a desirable and acceptable walking distances from the proposed school location.
- 2.12 Ings Lane runs through the Masterplan area and will be retained in its current form of Bridleway. The number of points where access roads cross Ings Lane will be kept to a minimum to limit the potential for conflict between pedestrians and vehicles.

Cycling

- 2.13 With reference to the *Local Transport Note 01/04*, Section 3.10 states that '*generally a 4km cycle distance is considered acceptable*'. Assuming an average cycling speed of 12kmph the maximum accepted time for a cycling journey is 20 minutes.
- 2.14 It is considered that cycling to the primary school will only be a viable option for older pupils and staff, and only younger pupils under supervision. A number of children already use cycles under supervision to come to school, which is actively encouraged with the aim that, when these children are in the upper Key Stage 2 year groups, they will already be in the habit of cycling to school. A number of residential dwellings are located within the acceptable cycling distance. As agreed under the outline planning consent for Brough South Masterplan, the surrounding road network will include cycle measures and crossings to make it suitable for use by all cyclists who have had a small amount of training.

Public Transport

- 2.15 As noted in the Comprehensive Transport Assessment (2012) for Brough South Masterplan, there is proposed to be significant improvements to public transport in the area to support the delivery of the overall development. This will help to influence transport choice and provide improved access to public transport for all.
- 2.16 The improvements include a new public transport interchange close to the existing Brough rail station, which will enable buses to pick-up and drop-off passengers clear of the public highway. The new interchange will be located within the 400m walk distance threshold for access to the nearest bus stop as recommended in the IHT guidance. Therefore, it is considered that the primary school will be well located for access by public transport.

3 Objectives, Targets, Outcomes and Indicators

- 3.1 The aims and objectives of this Travel Plan reflect those outlined in EROYC's 'Draft Sustainable Modes of Travel to School Strategy' and area-specific travel patterns projected in the Brough South Masterplan Transport Assessment report.
- 3.2 The aim of this STP is to bring about a lifetime change in the habits of pupils, parents, teachers and the wider community, so they are more likely to take up healthy and sustainable travel modes including walking, cycling, public transport and car sharing. This will help reduce the problems of congestion and environmental damage, improve safety and security, and benefit the local community and economy.

TRAVEL PLAN OBJECTIVES

- 3.3 The objectives of this School Travel Plan and future reiterations are to:
- Improve travel safety;
 - Encourage travel modes other than the private car;
 - Improve travel choice and raise awareness of different travel options;
 - Provide relevant and up to date travel information for pupils and parents in time for admissions; and
 - Improve air quality and have greater regard to climate change through encouraging sustainable modes of travel.

TRAVEL PLAN OBSERVATIONS AND TARGETS

- 3.4 In the 9 months since the primary school relocated from Melton to the Brough South location, it has been possible to determine the general mode split of pupil and staff journeys to school although this has been seasonal and a full year's observations are required to see how shifts in weather and also in the age of the pupils alters the travel patterns of parents. The range of pupils applying to the school is still diverse, however increasingly local to the estate. The school has begun to have in-year applications from families moving into the area. Accurate data will be determined from the results of Annual Travel Surveys (ATS), which are the responsibility of the School Travel Plan Coordinator. The first ATS will take place in Autumn 2019, to capture the new cohort of pupils coming into EYFS.
- 3.5 It is important to note that targets will need to be SMART (Specific, Measurable, Achievable, Realistic and Time-bound).
- 3.6 It is important to note that the targets will need to be decided upon receipt of the initial staff and pupil survey results. Smart targets may include absolute numbers of trips rather than percentage increases or decreases.

KEY OUTCOMES

- 3.7 Upon initial and on-going implementation of the School Travel Plan as the school and the housing development grow, it is envisaged that the following key outcomes will be realised compared to a school without an STP:
- Fewer vulnerable road users injured in road traffic collisions;
 - More journeys by cycle, walking and public transport;
 - Less congestion;
 - Fewer school journeys made by private car;
 - Healthier children;

- Increased independence for children;
- Less social exclusion;
- Improved accessibility to services;
- Less pollution from school journeys;
- Increased awareness of sustainable travel choices;
- Reduced congestion around school site; and
- Increased participation in car sharing schemes.

KEY PERFORMANCE INDICATORS

3.8 The following key indicators are examples of those to be used to assess the performance of the STP:

- The proportion of pupils travelling to school on foot;
- The proportion of pupils travelling to school by cycle;
- The proportion of pupils travelling to school by private car; and
- The number of children injured on their journey to and from school.

TIMETABLE FOR DELIVERY

3.9 An Action Plan for the implementation of the STP is provided at Part 7 of this document. It outlines approximate timescales for the delivery of measures in the new school building and the parties responsible for implementing and funding these.

4 School Travel Plan Coordinator

SCHOOL TRAVEL PLAN CO-ORDINATOR 2019-20

- 4.1 The designated member of Hunsley Primary staff undertaking the role of School Travel Plan Co-ordinator (STPC) for the year 2019-20 will be Lucy Hudson, Headteacher, shadowed by Stuart Sutherland, Caretaker. The STPC will maintain contact with the Local Authority.
- 4.2 The STPC role is as follows:
- The nature of the role is to promote and champion alternatives to car. The STPC will lead by example.
 - Part of the role will be helping staff and parents of pupils to explore their transport options so the STPC will need to be willing to assist others.
 - The STPC will need to confidently communicate with individuals and groups of people. They will need to respond to objections too, as not everyone will agree to the aims of the School Travel Plan.

DUTIES

- 4.3 The following list outlines the main duties of the Co-ordinator:
- Maintain up to date knowledge of the development in sustainable travel planning;
 - Coordinate travel options with staff and parents of pupils;
 - Promote the Travel Plan measures to staff and parents of pupils;
 - Liaise with stakeholders to ensure that suitable travel plan measures are developed and implemented at the site;
 - Attend the Brough South Masterplan Steering Group as invited to discuss area-wide matters;
 - Promoting travel awareness events (e.g. national events such as Bike Week);
 - Monitoring and reviewing the Travel Plan; and
 - Providing monitoring feedback / performance reports to ERoYC

SUPPORT

- 4.4 Hunsley Primary and The Education Alliance will monitor and support to ensure that the STP is organised to meet targets.

5 Package of Measures

- 5.1 To encourage staff and parents of pupils to travel to and from the site via alternative means other than the car it is particularly important that they are made aware of the sustainable transport alternatives that are available and of aspects of the local infrastructure that have been designed to assist and encourage their use.
- 5.2 A key aspect of delivering successful change is the provision of adequate and up-to-date information. If parents and staff are to be encouraged to either change their mode of travel or to participate in a car sharing scheme they need to be aware of the availability of these alternatives and updated on any changes or improvements.

MEASURES TO PROMOTE WALKING TO SCHOOL

School Crossing Patrol

- 5.3 The implementation of a school crossing patrol will be investigated to assist pupils and parents crossing the road at the frontage of the site. This would be sited at the location of a formal crossing point on the key pedestrian line and could be patrolled by a 'lollipop' attendant during peak hours associated with pupil arrivals and departures from the school. The duties of the attendant would be to assess when it is safe to stop traffic, help children and adults to cross the road safely.

Management of Road Treatments in Icy / Hazardous Winter Weather

- 5.4 The school will investigate the responsibility holder for management of road treatments in icy or snowy weather. The school will maintain contact with the ERYCC and Horncastle to ensure that the roads are gritted and concerns raised by school users are shared.

Walking Zone

- 5.5 The school will investigate the possibility of defining and promoting an informal Walking Zone in the area surrounding the school with reference to 'Living Streets' in their guidance 'Setting up a Walking Zone'. This involves developing a map of the area defined within the Walking Zone and sharing it with the families of pupils, encouraging them to walk more within the Walking Zone.

Promotional Material

- 5.6 The STPC will distribute promotional material outlining the benefits of walking to school to pupils and their parents in class assembly, bulletins and the school website.

Walk to School Events / Activities

- 5.7 The STPC will organise and lead events which promote walking to school on a regular basis. These might include WoW Badge initiatives and Walk to School Weeks.
- 5.7i The Travel Plan Co-Ordinator will invite road safety and cycle / walking schemes into school to encourage safe use of cycles and scooters, as well as safe use of the roads and other local transport providers, e.g. rail.
- 5.7ii The school will encourage children to take responsibility for their own cycles and scooters with annual cycle checks or 'cycle-wash' sessions.

MEASURES TO PROMOTE CYCLING TO SCHOOL

Cycle Infrastructure

- 5.8 The Hunsley Primary site plan includes a sheltered cycle store with 10 'Sheffield' style cycle stands. The use of these stands will be promoted by the STPC and monitored accordingly.

Cycle Training

- 5.9 The STPC will organise cycle training for staff, pupils and parents. The school will also investigate the possibility of staff being facilitated to deliver training directly to pupils.

Cycle Events

- 5.10 The STPC will aim to organise at least one cycling promotional event or activity each term to promote the uptake of cycling to school by pupils.

Cycle to Work Scheme

- 5.11 The school, where possible, will explore available national and local schemes to promote cycling to work for employees and promote these with the staff team.

GENERAL TRAVEL PLAN MEASURES

Rewards and Awards Schemes

- 5.12 The Travel Plan Coordinator will investigate joining rewards and awards schemes and initiatives, such as Modeshift STARS, upon the school opening at the new site.

6 Monitoring and Review Proposals

MONITORING

6.1 The School Travel Plan will be monitored throughout the year and will be the responsibility of the School Travel Plan Coordinator. This will include:

- Head counts of all school site users to measure progress towards targets and objectives;
- Monitoring the extent of uptake of initiatives;
- Commitment to undertake an Annual Travel Survey in the same month each year (of pupils and staff) – in order to measure year-on-year modal shift comparisons against baseline data.

REVIEW

6.2 The performance of the STP will be reviewed as follows to ensure it is on track to meet targets set:

- The STP will be reviewed by staff and governors.
- The STPC will prepare an Annual Travel Plan Review report
- The STP will be reviewed annually by a panel comprising of key stakeholders (to be decided by the Local Governing Body)

REMEDIAL MEASURES

6.3 Should the Annual Review report show that the agreed STP targets are not being met, the STPC will assess the situation and raise the issue with colleagues, senior Trust management staff and local governors. The issue will also be communicated to the parents of pupils via the school Newsletter.

7 Action Plan

TIMETABLE FOR IMPLEMENTATION

7.1 **Table 7.1** is the school's Action Plan and sets out the programme for delivering the package of measures. It shows how the measures relate to the objectives of the STP and suggests trigger dates for implementation and the parties responsible.

7.2 Amendments to this Action Plan should be considered by the STPC following the results of the surveys and as the school develops and grows.

Table 7.1 Draft Action Plan Timetable

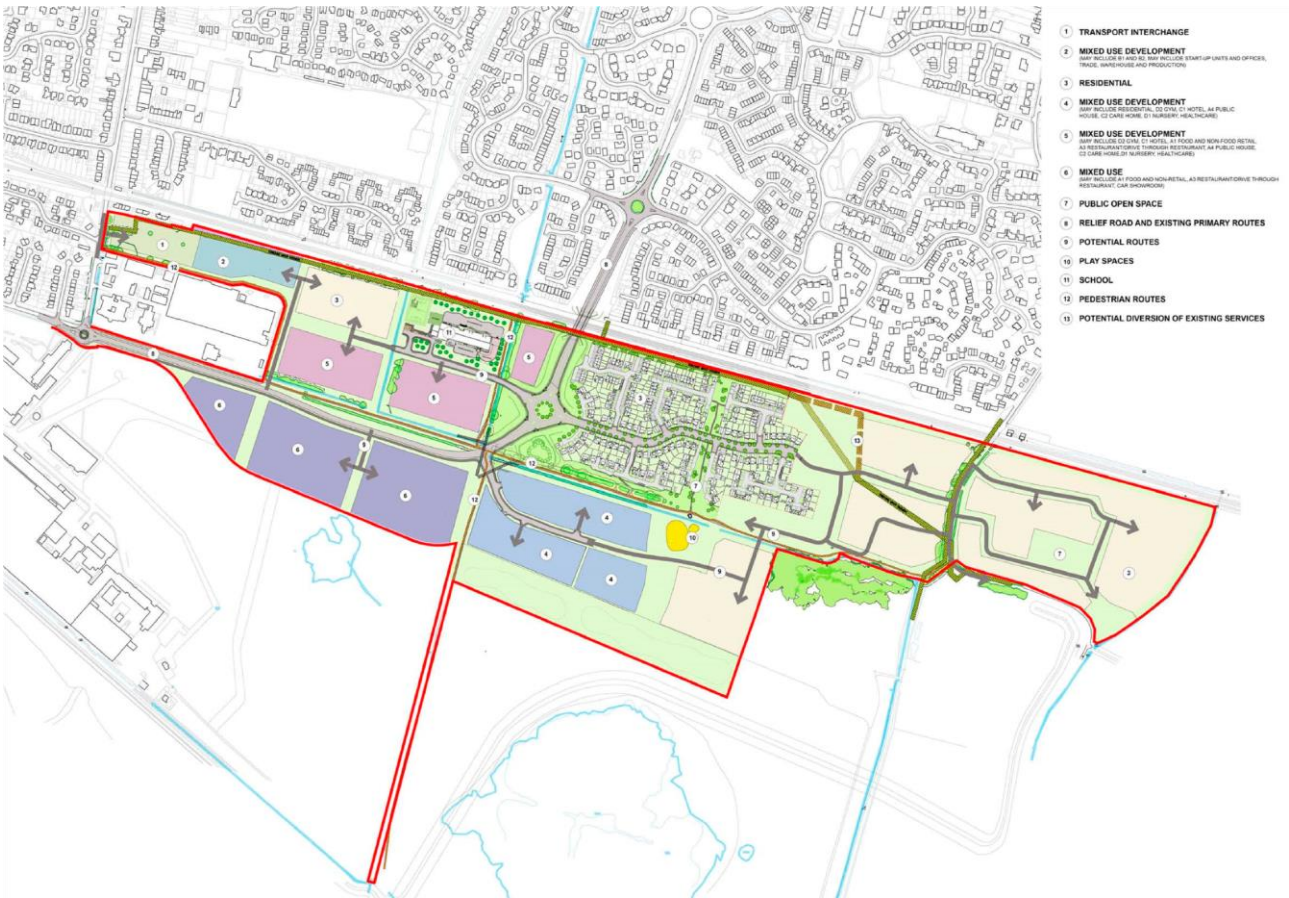
Objective	Action	Timescale	Indicator of success	Person(s) responsible	Funding
To improve travel safety	Distribute road safety materials to all pupils.	Spring Term (annually)	Order material from http://www.thinkroadsafely.gov.uk/	School Travel Plan Coordinator (STPC)	N/A (free resources)

	Identify curriculum links for road safety and travel	Annually via the PSHE curriculum	Create meaningful links between subjects and travel safety: curriculum planning shows clear outline of topic coverage and progression. Pupils have strong understanding of the key aspects of road safety, e.g. green cross code	STPC / All teachers / curriculum leaders (Key Stage leaders)	N/A
	Invite speakers to talk to pupils about personal and road safety in assemblies / classes	Annually	Guests visit school at least three times a year to present assembly e.g. LA Road Safety Officer, Local Police Officer or PCO, Travel Plan Officer	STPC / Head Teacher	N/A
	Audit existing sustainable travel infrastructure around site e.g. crossings, street lighting etc.	At the start of each term	Report and record all travel issues, concerns or problems to LA and record in STP report. Review internally on a termly basis and report annually to LGB.	STPC	N/A
To improve travel modes other than the private car	Promote available cycle to work (tax-free) scheme to staff	Annually and upon induction.	Number of locally based staff cycling or walking to school is at least 50%.	STPC / Headteacher	Apply for funding / school funds
To provide improved travel choice	Cycle training to be organised for pupils with bikes	Annually	Number of locally based pupils cycling, scooting or walking to school is at least 50% in the first year with an increasing trend as the children move into upper KS2.	STPC	Sports Premium or alternative funding
To ensure that all Hunsley Primary children understand the link between walking or cycling to school and environmental conservation	School ECO group to work the SHS Eco group and Trust leaders to identify best practice for sustainable travel to school and promote this to all families in the HP community.	Throughout the year	All Eco-group meetings have the Travel Plan as a standing item on the agenda.	STPC and Eco-Group Lead	N/A
To provide up to date travel information	Travel information packs to be produced and submitted alongside school prospectus	Upon receipt of school place enquiries. Travel information updated annually.	At least 70% of locally-based (Brough-based) pupils' parents show awareness of sustainable travel options when surveyed and choose the 'Yes' tick box for the question: Will you include walking or cycling to school in your travel options?	STPC	Paper / printing costs borne by school

	Maintain a clear understanding of the issues and challenges identified by local road users in Brough, especially those linked to the growth of the Brough South development	Updated as required - ongoing	School in the circulation loop for local information, e.g. residents' groups, parents groups, local council	STPC	NA
	Distribute Walk to School Week promotional material	Annually	At least 50% of locally-based (Brough-based) pupils choose walking to school at least 3 times per week.	STPC / All teachers	Paper / printing costs

- 7.3 The School Travel Plan and annual updates will be agreed and signed off by the Chair of Hunsley Primary Local Governors, the Head of Hunsley Primary and the School Travel Plan Co-ordinator, should they be a different member of staff.
- 7.4 The STP will be included within the School Development Plan review cycle and displayed in summary on the school website for the whole school community.
- 7.5 Evidence of any consultation actions that took place during the formulation of the updated full STP and subsequent annual updates should be appended to the STP report for information.

Appendix A SITE LAYOUT A1



SITE LAYOUT Aii

Please refer to the diagram and numbered locations detailed below for drop off and collection.



- | |
|---|
| <p>1) Pedestrian Gate – Parents/Carers access and leave the school site through this pedestrian gate</p> |
| <p>2) Internal school gate – Parent/Carers should enter through these gates. Please leave scooters and cycles in the designated cycle / scooter racks. Please walk around to the back of the school by using the steps or ramp to the right. Children line up with their Parents/Carers on the tarmac outside their classroom doors in the locations highlighted above (EYFS, Y1, Y2, Y3, Y4) and the Teachers will open the doors at 8.50am to greet the pupils. At 3.30pm the children will be dismissed by the Teachers to the parents/carers from these classroom doors.</p> |
| <p>3) Main office entrance – If a child arrives late to school they should be brought in through this entrance and signed into school at the main office. This is also where parents will need to go if they need to speak with someone in the office or pass any medicines/messages on. Parking in Blue Badge bays: Parents or carers in possession of a Blue Badge will locate two blue badge bays on the right hand side of the main vehicular access gate.</p> |
| <p>4) Building Bricks – If parents/carers are using the wraparound care provision they will drop off and collect their child/ren from here. Building Bricks will operate at the usual times.</p> |

Important Information: We encourage all parents who can to walk to school with their child. If arriving at the school by vehicle, please park outside of the school grounds appropriately and thoughtfully. Parent/Carer vehicles should not be parked within the school site/car park, unless in the Blue Bays. The designated drop off zone within the school car park will be utilised in the future by parents/carers of Year 5 and Year 6 pupils only.