

TRAVEL PLAN MONITORING REPORT

St. Mary's School, Curzon Street, Calne, Wiltshire

Date: January 2024

Issue No. 1

CONTENTS

SECTION	HEADING	PAGE NO.
1.0	INTRODUCTION	1
2.0	MEASURES UNDERTAKEN TO DATE	2
3.0	BOARDING PUPIL TRAVEL SURVEY RESULTS AND PROGRESS TOWARDS TARGETS	3
4.0	DAY PUPIL TRAVEL SURVEY RESULTS AND PROGRESS TOWARDS TARGETS	6
5.0	STAFF TRAVEL SURVEY RESULTS AND PROGRESS TOWARDS TARGETS	11
6.0	SCHOOL TRAVEL PLAN WORKING GROUP (STPWG) AND WAY FORWARD	22

CONTENTS

(CONTD.)

List of Charts

Chart 3.1	Boarders Travelling from School (By Mode)
Chart 3.2	Boarders Travelling to School (By Mode)
Chart 3.3	Frequency of Boarders Travelling Home
Chart 4.1	Day Pupils Travelling from School (By Mode)
Chart 4.2	Day Pupils Travelling to School (By Mode)
Chart 5.1	Distance Travelled to School
Chart 5.2	Staff Travelling to and from School (By Mode)
Chart 5.3	Mode of Travel to School if unable to use Normal Mode
Chart 5.4	Main Reasons for choosing to travel by Single Occupancy Vehicles
Chart 5.5	Proportion of Single Occupancy Car Users Who Would Consider Car Sharing
Chart 5.6	Barriers Towards Car Sharing
Chart 5.7	Which Sustainable Mode of Transport Would You Consider to and from School
Chart 5.8	Changes to Encourage Sustainable Transport Use
Chart 5.9	Working Patterns - St. Mary's Staff

List of Tables

Table 3.1	Pupil Travel Survey Response Rates by Year
Table 4.1	Surveyed Day Pupil Mode of Travel to School and Comparison to Travel Plan Target
Table 4.2	Performance of Travel Plan Targets
Table 5.1	Staff Travel Survey Response Rates by Year
Table 5.2	Surveyed Staff Mode of Travel to School and Comparison to Travel Plan Target
Table 5.3	Performance of Travel Plan Targets

APPENDICES

Appendix 1 – Anonymous Staff and Pupil Postcode Plots

Appendix 2 – Survey Data

Survey Template for Pupils

Survey Template for Staff

Appendix 3 – Summary of Survey Results from Year to Year

1.0 INTRODUCTION

1.1 This *Travel Plan Monitoring Report* for St. Mary's School has been prepared to summarise the *Travel Plan* actions and initiatives undertaken since the last *Monitoring Report* (January 2023) and presents the results of the latest travel surveys (Winter 2023). Comparisons are made to previous surveys in order to measure progress against the *Travel Plan* targets.

1.2 This Report has been prepared for the School Travel Plan Working Group (STPWG) and the school's management team. The Report is also suitable for submission to Wiltshire Council, should a copy be requested. For the wider school population, it is intended that headline survey results and *Travel Plan* news is disseminated in a different format (e.g. posters, a summary provided on the school's intranet and use of the school's TV screens); these being *Travel Plan* actions in themselves.

1.3 The St. Mary's School *Travel Plan* has the following objectives:

Objective 1: To establish a management regime for the implementation, co-ordination and review of the School *Travel Plan*:

- target: allocate resources (funding and time) for the Travel Plan Co-ordinator role; and
- establish a School *Travel Plan* Steering Group.

Objective 2: To encourage staff, parents, pupils and visitors to practice sustainable travel:

- SMART target (Specific, Measurable, Attainable, Realistic and Timebound);
- for a maximum of 50% of day pupils to travel by car as the sole passenger (Baseline: 68.0%; Target: Max 50.0%); and
- for a maximum of 35% of staff to travel by car alone (Baseline: 48.5%; Target: Max 35.0%).

Objective 3: To raise staff, parents, pupils and visitors awareness in respect of St. Mary's School Transport Policy and the School *Travel Plan*:

- target: to make sure that all staff, parents and pupils are aware of the Transport Policy and *Travel Plan*.

Objective 4: Include road safety, travel choice and sustainable travel in the curriculum:

- target: road safety, travel choice and sustainable travel to be integrated into the curriculum, and in other subject areas where possible.

2.0 MEASURES UNDERTAKEN TO DATE

2.1 Measures undertaken since the last *Travel Plan Monitoring Report* (January 2023) include:

- an increase in the number of school minibus services offered (following a review) and a gradual increase seen in the number of pupils making use of the services. Use of the services will continue to be monitored and it is hoped that further increases in patronage will occur;
- an additional covered cycle shelter will be constructed within the JW car park (within the school grounds), to encourage more staff to cycle to work;
- several electric vehicle charging points have been installed across the sites of St. Mary's, the sports centre and St. Margaret's, which are available for use by staff and parents;
- a Sustainable Activity Weekend is planned for each year group during the summer term across all boarding houses, where pupils will be asked to design an activity that will involve minimal transport use of any kind;
- the STPWG has recommenced meetings, and will try to meet twice a year to discuss progress and further initiatives; and
- staff and pupil travel surveys were undertaken in December 2023, which follow the previous surveys carried out in December 2022.

3.0 BOARDING PUPIL TRAVEL SURVEY RESULTS AND PROGRESS TOWARDS TARGETS

- 3.1 The pupil surveys comprised of in-class hands up responses, co-ordinated and recorded by the teacher. Boarding pupils were asked different questions to day pupils.
- 3.2 The Baseline survey was completed in December 2015 and repeated on an annual basis up to December 2019 (Year 4). Following a break as a result of COVID-19, annual surveys were carried out in October 2021 (Year 5), December 2022 (Year 6) and in December 2023 (Year 7). Please note that references to Year 7 etc. throughout the remainder of this report refer to the relevant survey year and not an academic year group.
- 3.3 A copy of the survey is contained within Appendix 2. From this year onwards, the way the results are presented has been simplified. A comparison is made with the previous year's results and the results from the Baseline and Year 1 surveys (except where stated). Charts showing a summary of the results from year to year are included within Appendix 3 of this Report.

Survey Results

- 3.4 Table 3.1 summarises the response rates for each survey.

Table 3.1: Pupil Travel Survey Response Rates by Year

Participants	Of Which	Survey Year							
		Baseline: Dec 2015	Year 1: Dec 2016	Year 2: Dec 2017	Year 3: Dec 2018	Year 4: Dec 2019	Year 5: Oct 2021	Year 6: Dec 2022	Year 7: Dec 2023
	Boarders	265	260	264	259	278	258	262	284
	Day Pupils	50	63	68	64	65	51	39	49
	Total	315	323	332	323	343	309	301	333
	Total Pupils	352	345	343	332	360	354	344	343
	Response Rate	89.5%	93.6%	96.8%	97.3%	95.3%	87.3%	87.5%	97.1%

Boarders' Mode of Travel to and from Home

- 3.5 The results for these questions are summarised in Charts 3.1 and 3.2. Note that such trips relate to the beginning and end of term, and any exeat or other times they travel to and from home during term time.

TRAVEL PLAN MONITORING REPORT

St. Mary's School
Curzon Street, Calne
Wiltshire

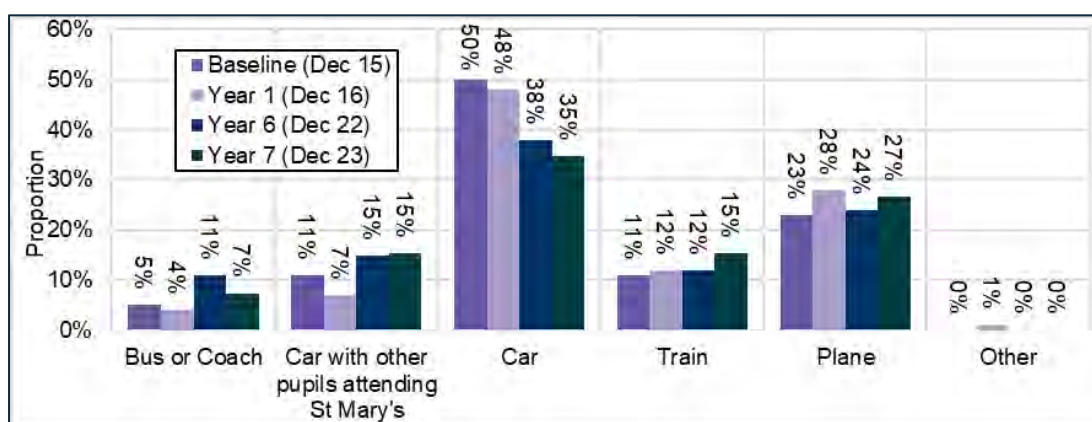


Chart 3.1: Boarders Travelling from School (By Mode)

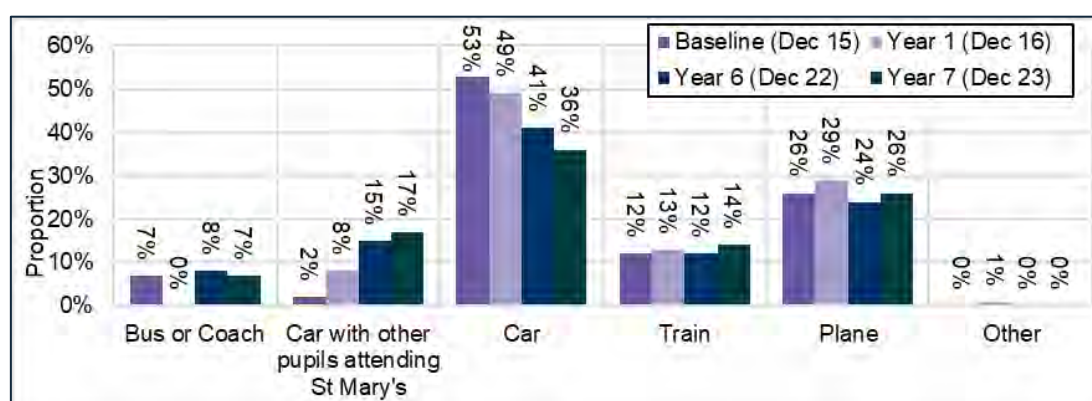


Chart 3.2: Boarders Travelling to School (By Mode)

- 3.6 A further reduction has been seen in the proportion of boarders travelling in a car alone since last year's survey. An increase has been seen in the proportion of boarders travelling to school by car with other pupils, although the proportion remains the same as last year when travelling from school. Based on this data, it is likely that fewer vehicles will be entering and leaving the school, which is a positive result.
- 3.7 A fall has been seen in the proportion of boarders travelling by bus both to and from school, although this is still at a higher rate than at the Baseline survey. An increase has been seen in the proportion of trips made by train and also by plane. This is understandable given the increasing proportion of boarders who come to the school from further afield both nationally and internationally.
- 3.8 *Travel Plan* mode targets have not been set for boarding pupils because their choice is largely dictated by where they live (many come from overseas and almost all live some distance apart from one another), with each pupil travelling with luggage. By definition, boarding pupils tend not to live within walking or cycling distance. The school is proactive in ensuring their pupils

travel safely at the beginning and end of term and at fixed exeat weekends with transport provided to nearby railway stations (usually Chippenham) and airports by coach or taxi.

Frequency of Boarding School Pupils Travelling Home

3.9 The results are summarised in Chart 3.3.

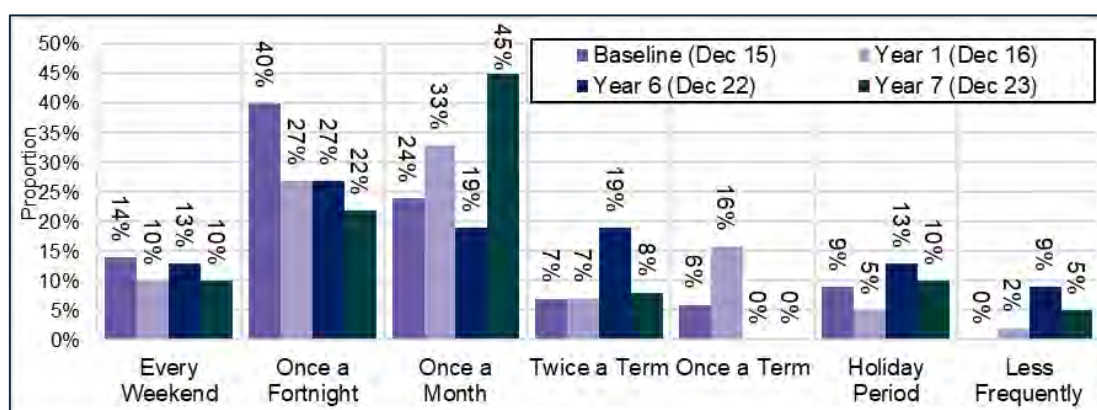


Chart 3.3: Frequency of Boarders Travelling Home

3.10 The Year 7 survey shows a significant increase in the proportion of boarders travelling home just once a month, exceeding the previous peak seen in Year 1. Consequently the proportion of boarders travelling home both more and less frequently than once a month has reduced. 'Once a Term' was removed as an option in the Year 5 (2021) survey, which explains the sharp fall between Year 1 and Year 6.

4.0 DAY PUPIL TRAVEL SURVEY RESULTS AND PROGRESS TOWARDS TARGETS

4.1 Day pupils attend the same classes as their boarding peers. They are present for the same hands-up survey but their questions are phrased slightly differently. The number of day pupils who participated in each survey are summarised in Table 3.1, within Section 3.0 of this Report.

Mode of Travel (Journey to and from School)

4.2 Charts 4.1 and 4.2 summarise how day pupils travel from school and to school respectively.

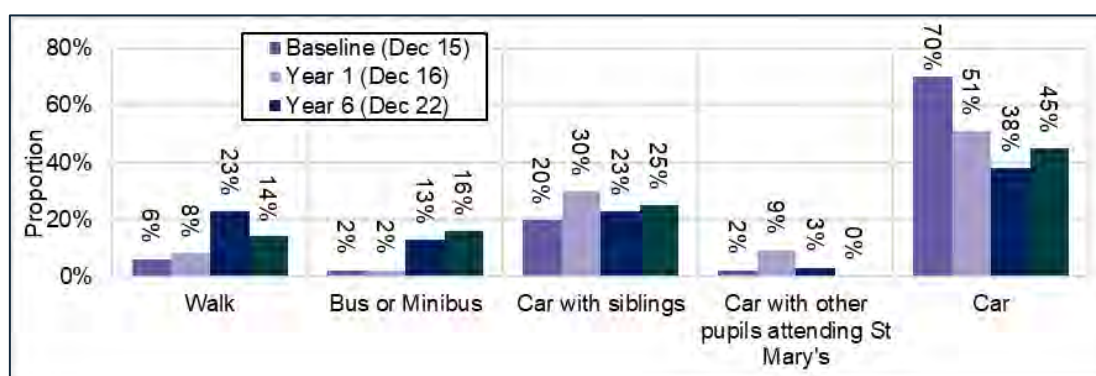


Chart 4.1: Day Pupils Travelling from School (By Mode)

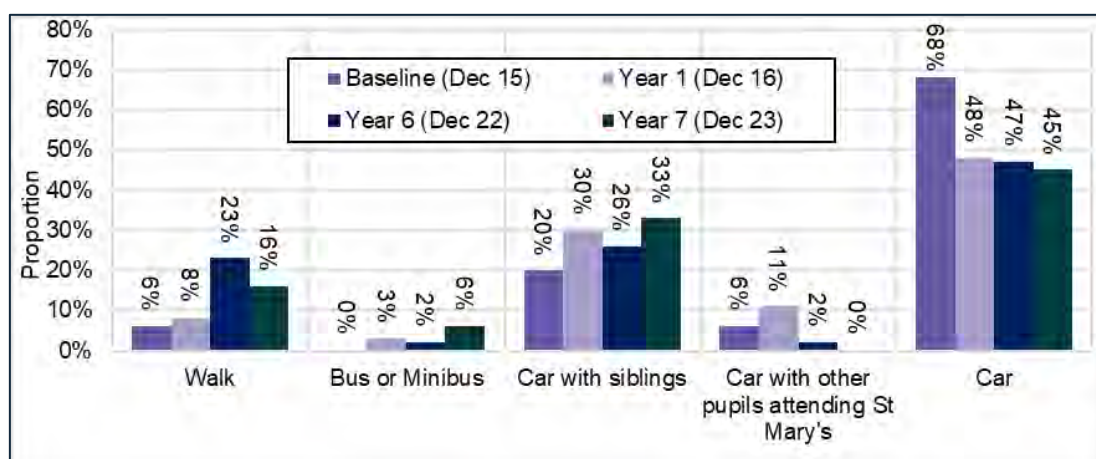


Chart 4.2: Day Pupils Travelling to School (By Mode)

4.3 Compared to last year's survey, there has been an increase in the proportion of pupils travelling by minibus (in both directions). As with last year, the minibus is used more frequently for trips from school. The proportion of trips made by foot has fallen in both directions, but remains significantly higher than at the Baseline.

4.4 A rise has been seen in the overall proportion of pupils travelling by car. This remains higher for trips to school than from school. The lower level of pupils travelling by car from school

corresponds with a higher level of pupils travelling by minibus in this direction. This suggests that children / parents have less (perceived or otherwise) flexibility in their morning routine to 'tie in' with the minibus timetabling.

- 4.5 In both directions there has been an increase in the proportion of pupils travelling by car with siblings, but the increase is higher when travelling to school. This has resulted in a slight reduction in the proportion of pupils travelling without other pupils to school, but an increase from school. This may be down to siblings leaving school at separate times (due to extra-curricular activities etc).
- 4.6 As per previous years, no other modes of travel were recorded by the surveys, including cycling.
- 4.7 Anonymous postcode plots of day pupil home locations are contained within Appendix 1. Their geographical distribution helps to explain the propensity of pupils travelling by car.

[Comparison to Travel Plan Targets](#)

- 4.8 Table 4.1 provides a summary of survey results in relation to the St. Mary's School *Travel Plan* target for day pupils. This target relates to a maximum of 50% of pupils travelling as the sole passenger in a car and a corresponding increase in the use of sustainable modes. Note that those pupils travelling by car (with siblings, other pupils or alone) may not necessarily travel as a passenger and could include sixth form drivers. Table 4.2 confirms whether the *Travel Plan* target has been met in each of the years, and the difference between the latest survey and *Travel Plan* Target.

TRAVEL PLAN MONITORING REPORT

St. Mary's School
Curzon Street, Calne
Wiltshire

Table 4.1: Surveyed Day Pupil Mode of Travel to School and Comparison to Travel Plan Target

Mode	Modal Share from original Travel Plan: January 2012	Baseline Survey: December 2015	Target Modal Split to Achieve Travel Plan Objectives	Survey						
				Year 1 December 2016	Year 2 December 2017	Year 3 December 2018	Year 4 December 2019	Year 5 October 2021	Year 6 December 2022	Year 7 December 2023
Car with siblings	2%	20%	No preference*	30%	6%	15%	35%	31%	26%	33%
Car share with other pupils		6%	No preference*	11%	7%	4%	3%	0%	2%	0%
Car as only pupil	84%	68%	Max 50%	48%	74%	65%	43%	57%	47%	45%
Taxi	N/A	0%	N/A	0%	0%	0%	0%	0%	0%	0%
Train	0%	0%	N/A – Not likely or encouraged	0%	0%	1%	0%	0%	0%	0%
Bus or Minibus	8%	0%	Increase	3%	4%	10%	8%	2%	2%	6%
Cycle	0%	0%	Increase	0%	0%	0%	0%	0%	0%	0%
Walk	4%	6%	Increase	8%	9%	5%	11%	10%	23%	16%
Other	2%	0%	N/A	0%	0%	0%	0%	0%	0%	0%

* whilst travel by car is not encouraged, sharing car travel is preferred to travelling as the sole passenger

TRAVEL PLAN MONITORING REPORT

St. Mary's School
Curzon Street, Calne
Wiltshire

Table 4.2: Performance of Travel Plan Targets

Mode	Target Modal Split to Achieve Travel Plan Objectives	Travel Plan Target Met?							Difference Between Latest Survey and Travel Plan Target
		Year 1 December 2016	Year 2 December 2017	Year 3 December 2018	Year 4 December 2019	Year 5 October 2021	Year 6 December 2022	Year 7 December 2023	
Car with siblings	No preference*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Car share with other pupils	No preference*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Car as only pupil	Max 50%	YES	No	No	YES	No	YES	YES	Exceeding target by 5 percentage points
Taxi	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Train	N/A – Not likely or encouraged	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Bus or Minibus	Increase	YES	YES	YES	YES	YES	YES	YES	Increase in modal share achieved since baseline
Cycle	Increase	No	No	No	No	No	No	No	
Walk	Increase	YES	YES	No	YES	YES	YES	YES	Increase in modal share achieved since baseline
Other	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

* whilst travel by car is not encouraged, sharing car travel is preferred to travelling as the sole passenger

- 4.8 Following the results of this year's survey, St. Mary's School is once again exceeding the target in relation to the proportion of single pupil car trips and by a higher level than in last year's survey. The targets for bus / minibus and walking have also been met, with the modal split for walking being nearly three times that of the Baseline survey. As with previous years the cycling target has not been met, although it is hoped that this will improve following the introduction of additional cycle parking on site.

- 4.9 When the modal split for all car trips are combined (including those pupils travelling with siblings or other pupils), there has been a 16 percentage point reduction in the proportion of trips made since the Baseline survey.

5.0 STAFF TRAVEL SURVEY RESULTS AND PROGRESS TOWARDS TARGETS

- 5.1 Individual staff members were asked to complete a travel survey form (refer to Appendix 2). In recent years, where possible this has been conducted electronically. However, in order to obtain responses from staff who work outside of normal school hours, many of this year's survey responses have been captured manually. As per the pupil surveys, the Baseline staff survey was undertaken in December 2015 and repeated on an annual basis up until December 2019. Last year's survey was carried out in December 2022, which follows the Year 5 survey carried out 12 months previously.

Survey Results

- 5.2 Table 5.1 summarises the response rates for each survey. As with the student surveys, a comparison will be made with the previous year's results and the results from the Baseline and Year 1 surveys (except where stated). Charts showing a summary of the results from year to year are included within Appendix 3 of this Report.

Table 5.1: Staff Travel Survey Response Rates by Year

	Survey Year							
	Baseline Dec 2015	Year 1 Jan 2017	Year 2 Dec 2017	Year 3 Dec 2018	Year 4 Dec 2019	Year 5 Dec 2021	Year 6 Dec 2022	Year 7 Dec 2023
Participating Staff	241	225	161	197	180	189	216	159
Total Staff	313	317	315	358	390	378	366	401
Response Rate	77%	71%	51%	55%	46%	50%	59%	40%

- 5.3 As can be seen from Table 5.1, the response rate has reduced since the last survey. This is the lowest response seen in any of the surveys.

Distance Travelled

- 5.4 St. Mary's School has provided anonymous postcode plots for each member of staff since 2017 (covering the Year 2 survey), which has been used to determine the approximate distance between their homes and the school. The proportion of staff living within 5km of the school has reduced from 62% last year to 58% this year (a similar figure to that seen in Year 2). This does include staff that live on site (between 7% and 12% of staff). These staff all live within a distance where there is potential for trips to be made on foot, by bicycle or by local bus.

5.5 2023 data (covering the Year 7 survey), shows a six percentage point reduction in staff living within 1km of the site. The proportions of staff living between 1-2km and 2-5km of the site have remained consistent since Year 3 (2018).

5.6 The proportions of staff living between 5-10km, 10-15km and more than 15km from the school have varied each year. The 2023 data shows an increase in the proportion of staff living between 5-10km (to its highest level) and between 10-15km, whilst the proportion of staff living more than 15km has remained at the same level (compared to 2022). Refer to Chart 5.1 (which shows the data from each year).

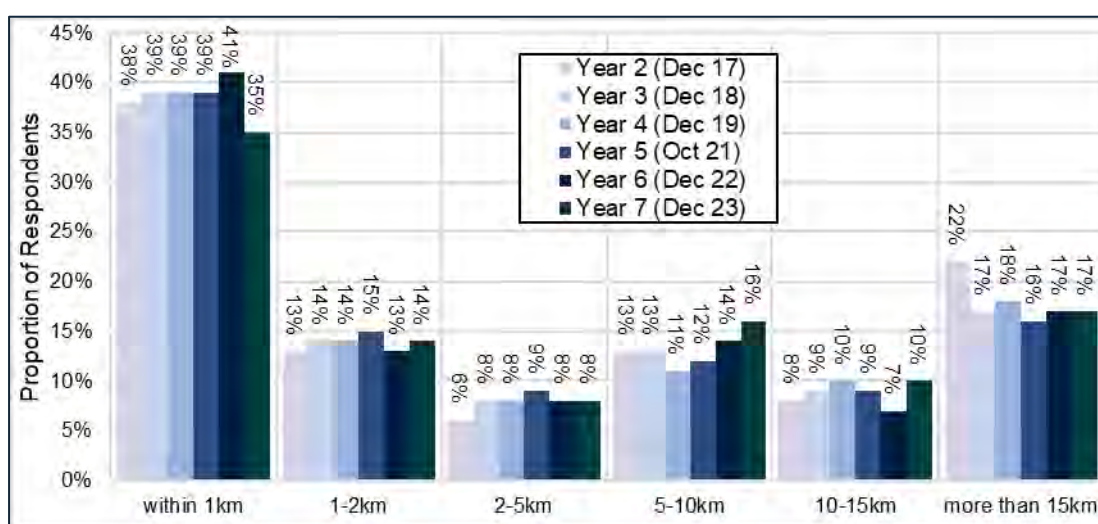


Chart 5.1: Distance Travelled to School

5.7 Postcode plots for this year are contained within Appendix 1 of this Report.

Mode of Travel

5.8 Single occupancy car use remained the predominant choice for staff travel, and although there has been a modest reduction since last year's survey, the proportion of surveyed staff travelling this way has remained fairly consistent since the Baseline survey.

5.9 Walking has been the second most popular choice since the Baseline survey. The proportion of surveyed staff travelling this way has fallen slightly compared to last year, but is still at a higher level than at the Baseline survey. There has been very little change with regards to other modes. A slight reduction in the modal split for car sharing has been offset by an increase in the proportion of staff travelling as a car passenger. The reduction in the proportion of surveyed staff travelling as the single occupant of a car or on foot has been offset by an increase in the proportion of staff living on-site. Refer to Chart 5.2.

TRAVEL PLAN MONITORING REPORT

St. Mary's School
Curzon Street, Calne
Wiltshire

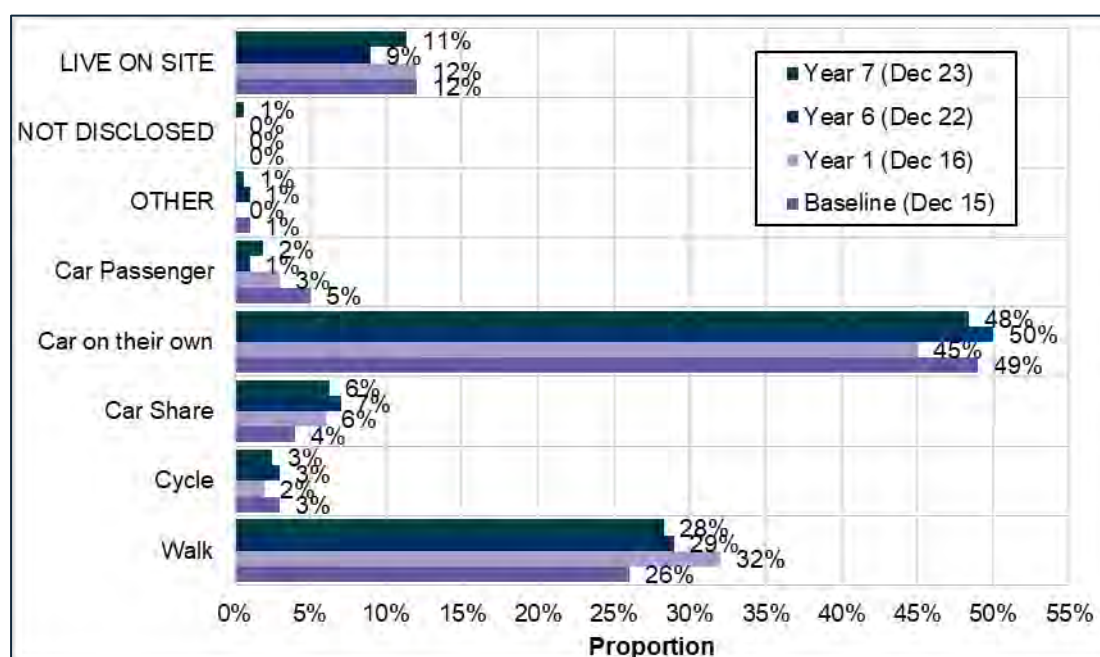


Chart 5.2: Staff Travelling to and from School (By Mode)

5.10 Surveyed staff were also asked what mode they would select if they were unable to travel by their usual mode of choice. Refer to Chart 5.3.

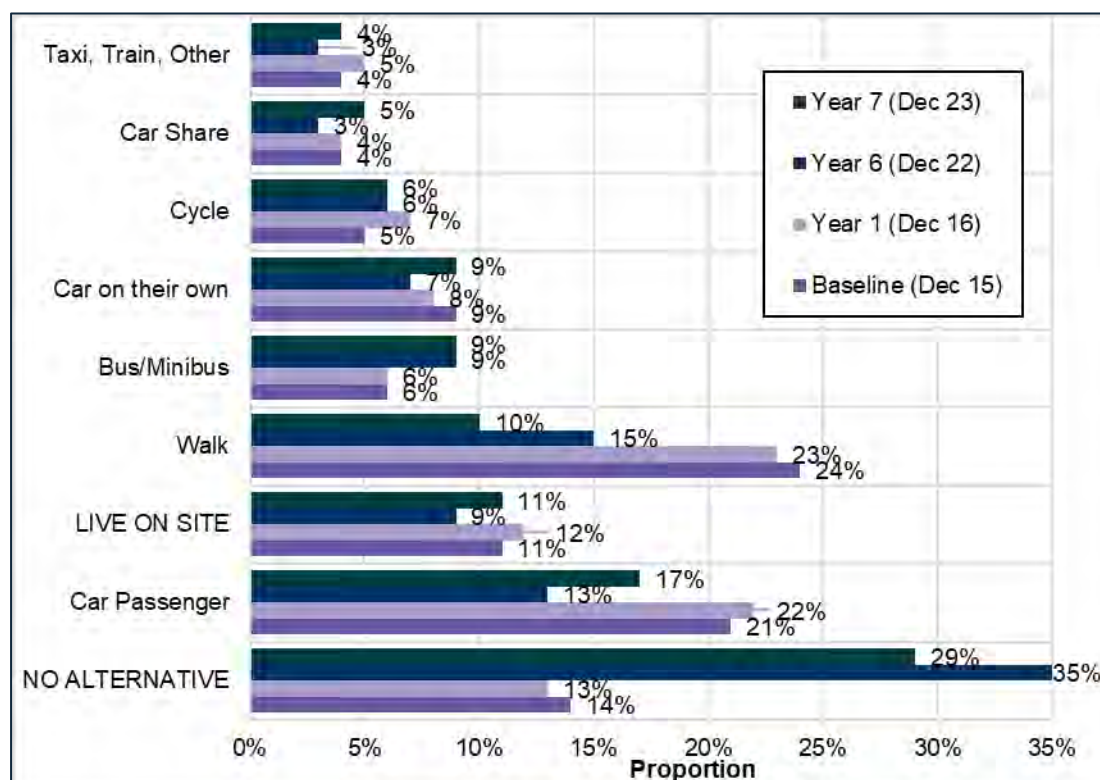


Chart 5.3: Mode of Travel to School if unable to use Normal Mode

- 5.11 A reduction has been seen in the proportion of surveyed staff that felt that there was no alternative mode available from 35% last year to 29% this year, although this is still more than double the response seen in the Baseline survey. This response does not just refer to those surveyed staff that feel unable to change their mode from the car. More than half of those that selected this option (59%) walk to school and whom live less than two miles away from the school (making walking the most effective mode to travel). It is therefore good in those instances that those surveyed staff consider they would always walk.
- 5.12 Car travel (as a single occupant, as a passenger or as a driver with passengers [car share]) remained the most popular back-up choice if surveyed staff were unable to travel by their mode of choice. The proportion of staff that selected car-based options increased from 23% last year to 31% this year. This is still lower than at the Baseline (34%).
- 5.13 The proportion of surveyed staff selecting bus and cycling remained consistent with that of last year's survey and for both modes were at a higher level than at the Baseline survey. The proportion of staff selecting other modes¹ increased slightly, but the proportion of staff selecting walking as an alternative fell from 15% last year to 10%.

Comparison of Travel Plan Targets

- 5.14 Table 5.2 provides a summary of survey results in relation to the St. Mary's School *Travel Plan* target for staff, with Table 5.3 confirming whether targets have been met in each survey year. This target relates to a maximum of 35% of surveyed staff travelling alone by car and a corresponding increase in the use of sustainable modes. Note that this proportion is measured against a dataset that includes staff living on-site.

¹ Including taxi and train

TRAVEL PLAN MONITORING REPORT

St. Mary's School
Curzon Street, Calne
Wiltshire

Table 5.2: Surveyed Staff Mode of Travel to School and Comparison to Travel Plan Target

Mode	Modal Share from original Travel Plan: January 2012	Baseline Survey: December 2015	Target Modal Split to Achieve Travel Plan Objectives	Survey						
				Year 1 December 2016	Year 2 December 2017	Year 3 December 2018	Year 4 December 2019	Year 5 December 2021	Year 6 December 2022	Year 7 December 2023
Car Passenger	3.3%	5.0%	No preference*	2.7%	3.1%	2.0%	2.8%	2.7%	1.4%	1.9%
Car share	8.5%	4.1%	No preference*	5.8%	6.8%	6.1%	3.3%	7.9%	6.9%	6.3%
Car on own	42.2%	48.5%	Max 35%	45.3%	46.0%	48.7%	48.9%	49.8%	49.5%	48.4%
Taxi	0.0%	0.4%	N/A	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Train	0.0%	0.0%	N/A – Not feasible	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%
Bus or Minibus	0.9%	0.8%	Increase	0.4%	0.0%	1.0%	0.6%	0.5%	0.5%	0.6%
Cycle	2.8%	3.3%	Increase	2.2%	3.7%	3.6%	5.5%	4.8%	2.8%	2.6%
Walk	27.5%	26.1%	Increase	32.0%	29.8%	24.9%	31.7%	24.3%	29.1%	28.3%
Other	0.5%	0.0%	N/A	0.0%	0.0%	0.0%	0.5%	0.5%	0.5%	0.6%
Live on Site	14.7%	11.6%	N/A	11.6%	10.6%	12.7%	6.7%	9.5%	9.3%	11.3%

* whilst travel by car is not encouraged, sharing car travel is preferred to travelling as the sole passenger

TRAVEL PLAN MONITORING REPORT

St. Mary's School
Curzon Street, Calne
Wiltshire

Table 5.3: Performance of Travel Plan Targets

Mode	Target Modal Split to Achieve Travel Plan Objectives	Travel Plan Target Met?							Difference Between Latest Survey and Travel Plan Target
		Year 1 December 2016	Year 2 December 2017	Year 3 December 2018	Year 4 December 2019	Year 5 December 2021	Year 6 December 2022	Year 7 December 2023	
Car Passenger	No preference*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Car share	No preference*	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Car on own	Max 35%	No	No	No	No	No	No	No	Missed target by 13.4 percentage points
Taxi	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Train	N/A – Not feasible	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Bus or Minibus	Increase	No	No	YES	No	No	No	No	Missed target by 0.3 percentage points
Cycle	Increase	No	YES	YES	YES	YES	No	No	Missed target by 0.8 percentage points
Walk	Increase	YES	YES	No	YES	No	YES	YES	Increase in modal share achieved since baseline
Other	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Live on Site	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

* Whilst travel by car is not encouraged, sharing car travel is preferred to travelling as the sole passenger

5.15 Measured against the latest survey, the proportion of surveyed staff travelling in a single occupancy car is 13.4 percentage points above (worse than) the target. However, this is a slight improvement on the results seen last year. The modal split for walking continues to be met and now exceeds the target by more than two percentage points. Both the modal split targets for cycling and bus have not been met. However, the modal split is not far from the target set for both, so theoretically these could be achieved in the future and an improvement has been seen in the modal split for bus.

5.16 The following questions only relate to those surveyed staff who selected travelling by car on their own as their main mode of travel. The results from surveyed staff that have selected another mode as their main mode of travel or car on their own as an alternative have been removed for consistency. The responses are shown as a percentage, rather than as a whole number (as in surveys prior to Year 5), due to the varying level of response.

Reasons for Travelling in Single Occupancy Vehicles

5.17 Surveyed staff were asked to select up to three reasons why they travel in single occupancy vehicles. The response rate to this question varied from 6% (in Year 1) to 100% (in Year 4). The response rate for this year's survey was 21%, representing a further reduction in response compared to previous years (99% in Year 5 and 48% last year). The five most popular responses from last year remained the most popular in Year 7 and these are:

- personal comfort and convenience;
- speed of mode compared to others;
- distance travelled from school;
- lack of alternative available; and
- reliability of the mode compared to others.

Refer to Chart 5.4.

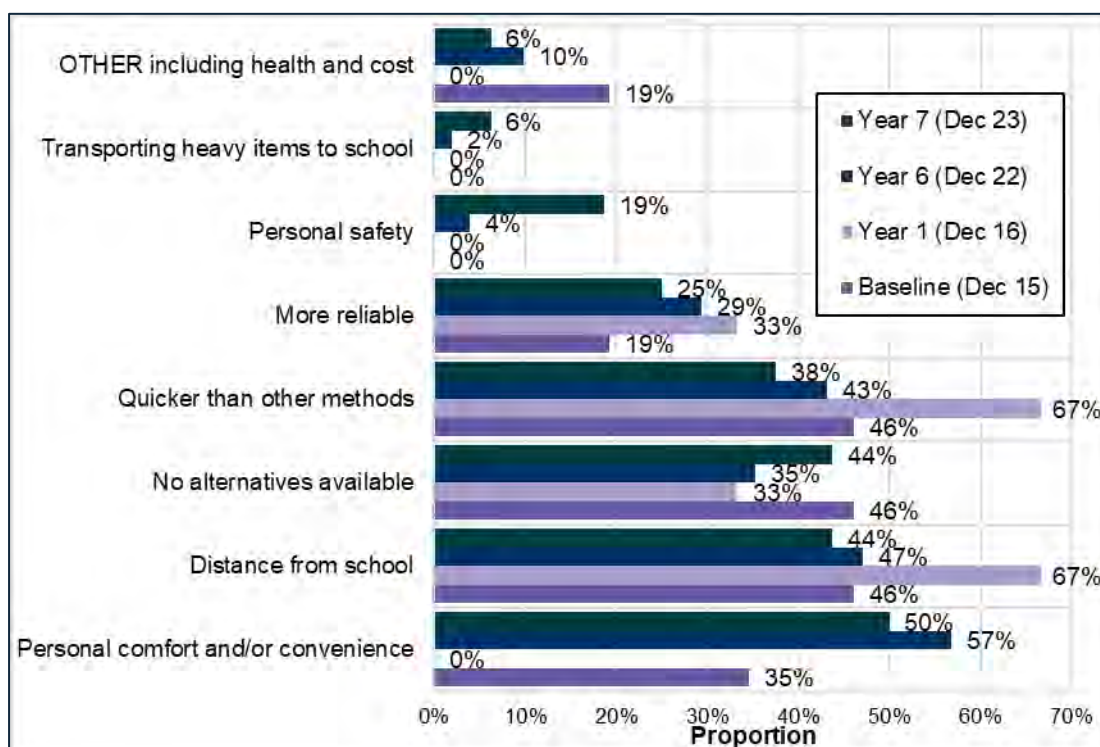


Chart 5.4: Main Reasons for choosing to travel by Single Occupancy Vehicles

Car Sharing

- 5.18 From the Year 5 survey onwards, the proportion of surveyed staff for which this question is not applicable has been separated out from those who said no to car sharing, to present a more realistic picture of who is prepared to car share. After remaining at a fairly consistent level between Year 2 and Year 5 (between 44% and 49%), the proportion of those willing to consider car sharing fell to 6% by this year. Refer to Chart 5.5 (which shows the results for each year).

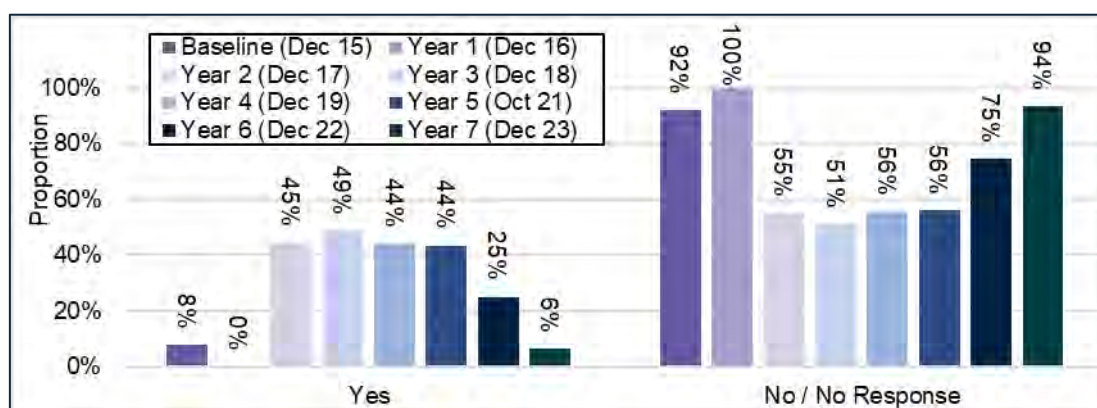


Chart 5.5: Proportion of Single Occupancy Car Users Who Would Consider Car Sharing

- 5.19 The proportion of surveyed staff that were willing to state why they would not consider car sharing fell from 26% to 15% this year. Inflexible work patterns remained the most common reason why staff would not consider car sharing. Refer to Chart 5.6.

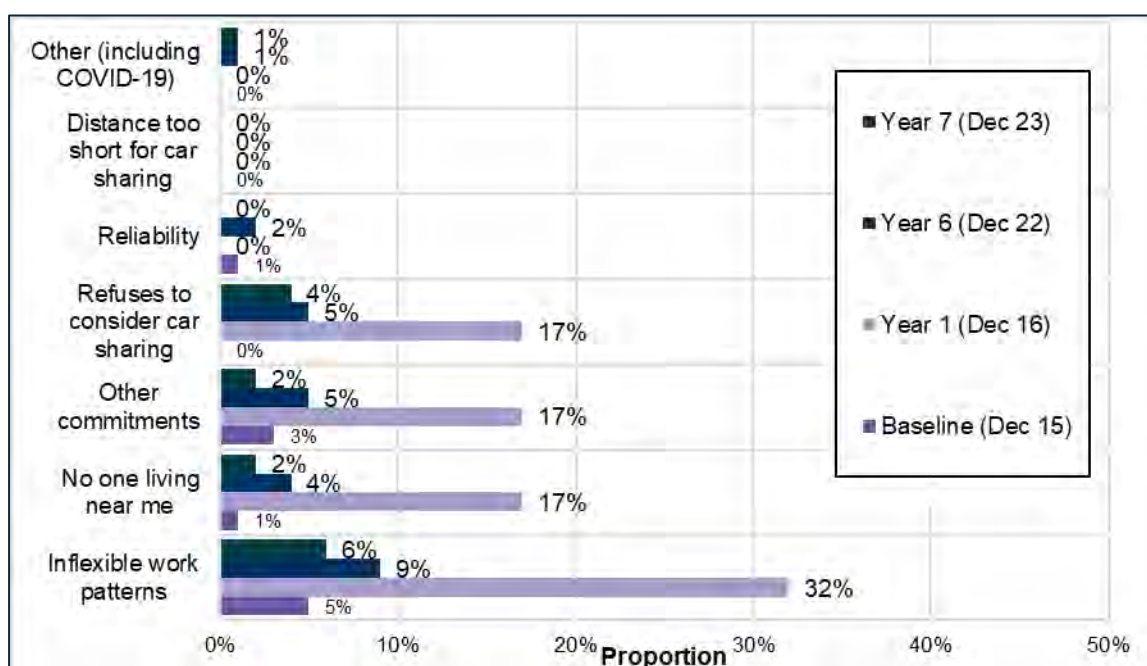


Chart 5.6: Barriers Towards Car Sharing

Considering Other Modes to School

- 5.20 Surveyed staff were asked what sustainable modes they would consider for the journey to school. Response rates for this question varied from 6% (in Year 1) to 100% (last year). This year the response rate was 96%.
- 5.21 As with most years, it is clear that many staff are unwilling to consider alternative more sustainable modes of travel. This increased from 36% of surveyed staff last year to 48% this year. Just over half of surveyed staff would consider a more sustainable mode and of these, car sharing and using the bus are the most popular options. Refer to Chart 5.7.

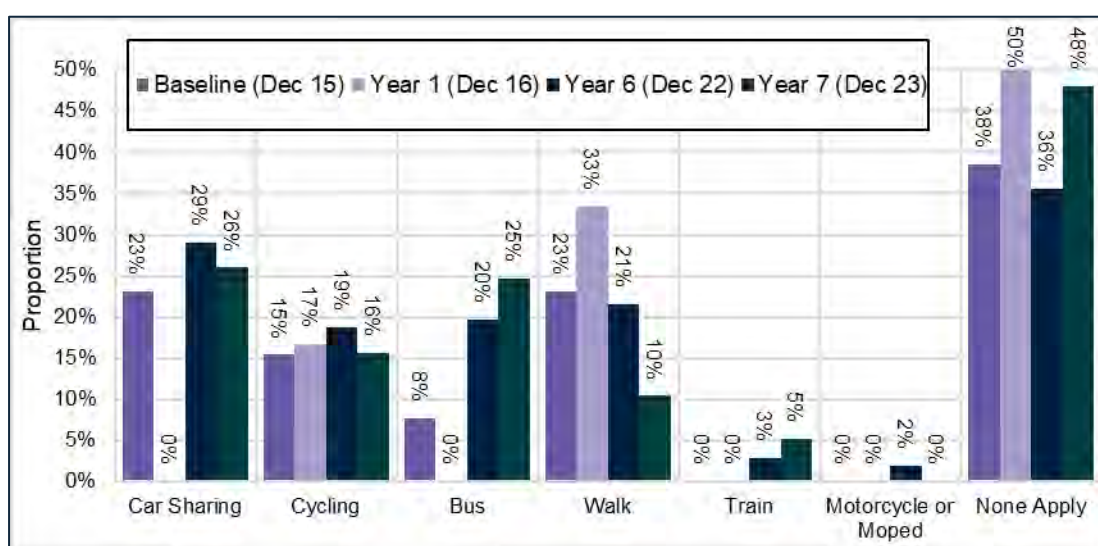


Chart 5.7: Which Sustainable Mode of Transport Would You Consider to and from School

Ways to Encourage Sustainable Transport Use

- 5.22 92% of surveyed staff responded to the question asking what would encourage them to travel by the more sustainable modes discussed in the previous question (an increase to the 88% seen last year).
- 5.23 As with all previous surveys (except for Year 1), the most popular suggestion was to improve public transport. Helping to find car share partners and electric vehicle provision or charging facilities were the second and third most popular suggestions respectively. As noted in Section 2.0 of this Report, investment has recently been made into electric vehicle charging infrastructure. Additionally, the majority of staff live within a distance that is well within the range of the majority of electric vehicles currently available to enable a return journey to be made.

- 5.24 The proportion of surveyed staff that felt that there was nothing that could be done to encourage them to use more sustainable modes of transport fell slightly from 41% last year to 39% this year, which is encouraging. This is also lower than the Baseline and Year 1 surveys. Refer to Chart 5.8.

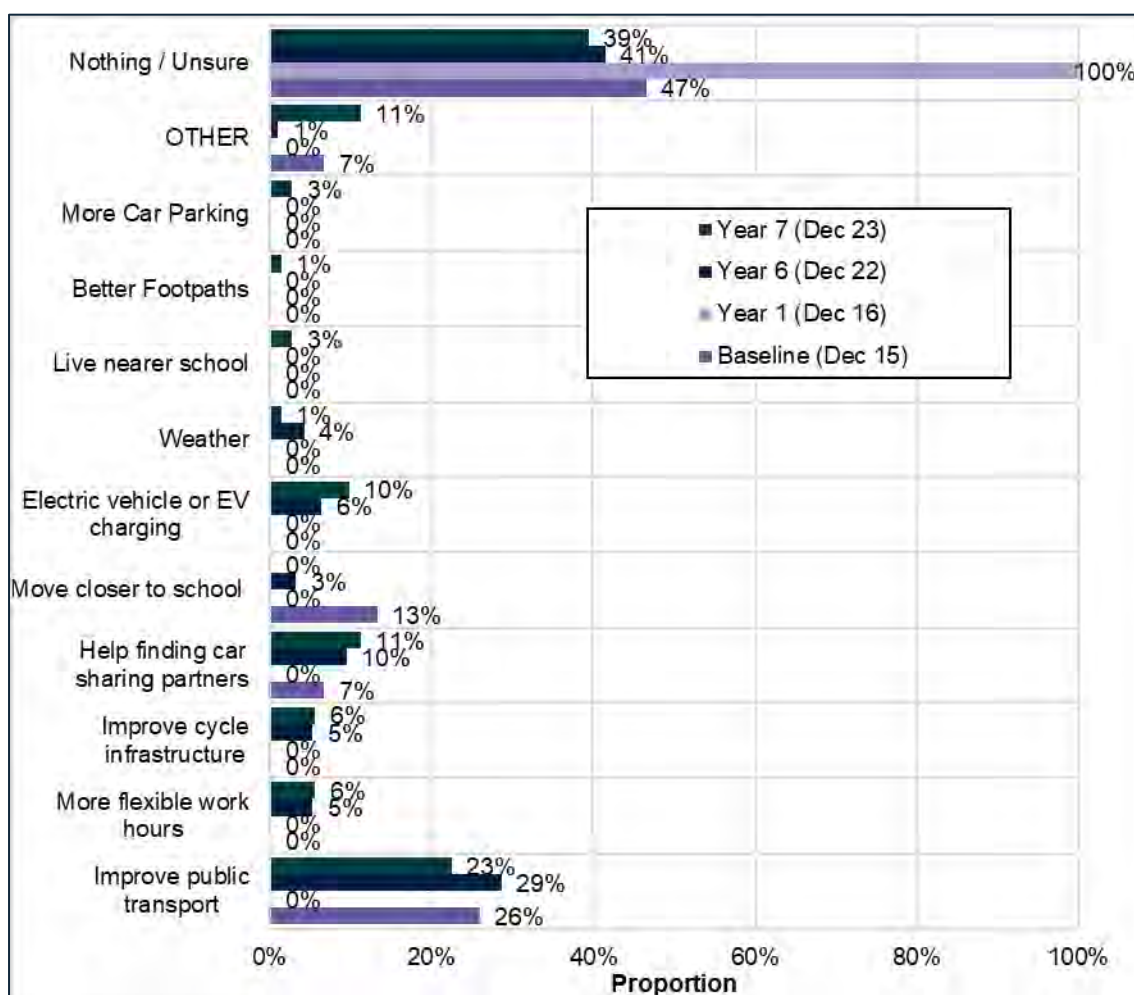


Chart 5.8: Changes to Encourage Sustainable Transport Use

Working Patterns

- 5.25 Surveyed staff were asked to confirm which days of the week they work. The majority work Monday to Friday. The proportion of surveyed staff that work every weekday has varied from 49% (Baseline) to 68% (Year 1). This year it was 56%. On an average weekday between 76% (Baseline) and 90% (Year 1) of surveyed staff would be in school that day. This year it was 76%.
- 5.26 A proportion of staff that are employed during the week will work at least one day during the weekends (between 25-32% of surveyed staff on Saturdays and 10-20% on Sundays). A small

proportion of staff work on a rotating basis. Whilst this may make it more difficult for the staff that work during these periods to car share, car sharing is theoretically possible for many. Refer to Chart 5.9.

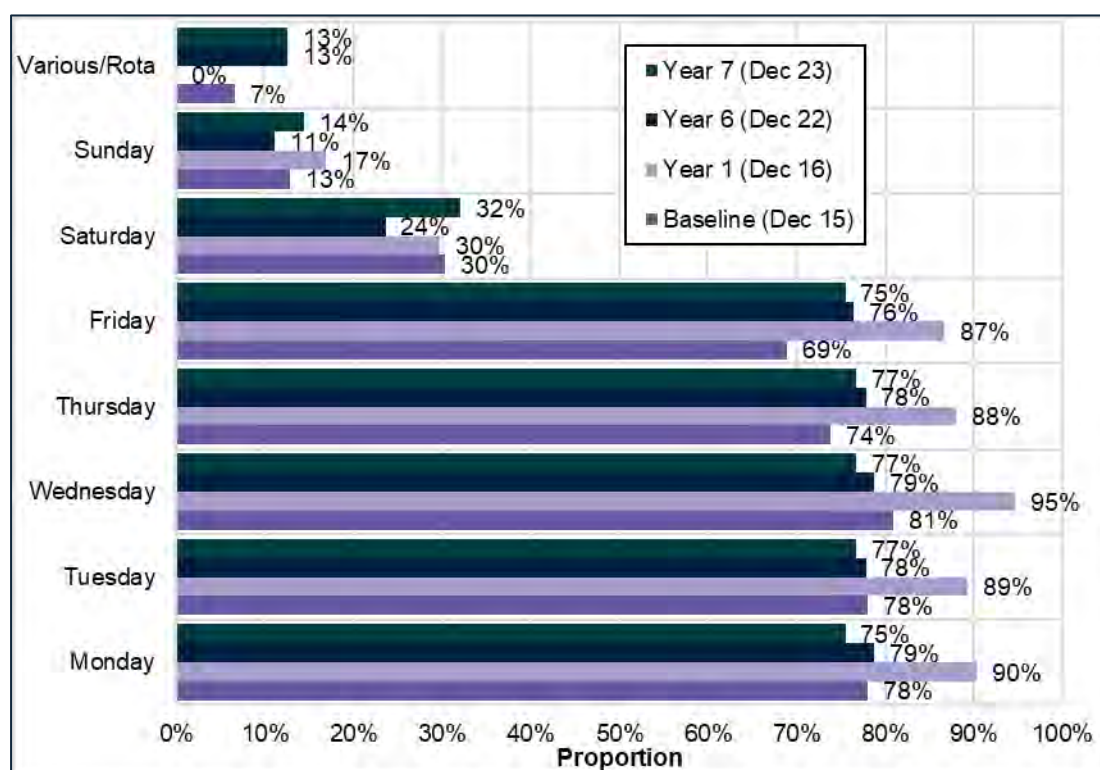


Chart 5.9: Working Patterns – St. Mary's Staff

Future Surveys

- 5.27 It is proposed to run a single survey, which will be introduced in Autumn 2024, covering staff of both St. Mary's Preparatory School and St. Margaret's Preparatory School (as the schools are gradually operating as a single unit) using the survey format currently used for St. Mary's. To maintain consistency where possible, the data from previous surveys will be combined and the targets currently in place for St. Mary's retained. This is likely to have an impact on the progress towards meeting targets as both the Baseline modal share and Target modal share will be altered to reflect the information obtained from the combined data.

6.0 SCHOOL TRAVEL PLAN WORKING GROUP (STPWG) AND WAY FORWARD

6.1 Participants of the STPWG are:

School Logistics Manager and School Travel Plan Co-ordinator – Deb German
Bursar (both Schools) and St Mary's SLT – Ed Hellings (February 2023 to March 2024) and
Dominic St John Parker (from April 2024)
Director of Estates – Bob Lunn
Estates Manager – Julian Davis
St Margaret's Academic Representative and SLT – Juliette Heal
St Mary's Academic Representative – Dan Curran

6.2 Minutes of Meetings held so far are published on Microsoft Teams (Staff Room/Resources/School Travel Plan).

6.3 Agreed actions from Meetings have slowly started to be put into place since the Covid-19 Pandemic. Next Meeting scheduled for April 2024, where completed and outstanding actions will be discussed, along with the newly published Monitoring Reports.

Cole Easdon Consultants Limited
January 2024

Appendix 1

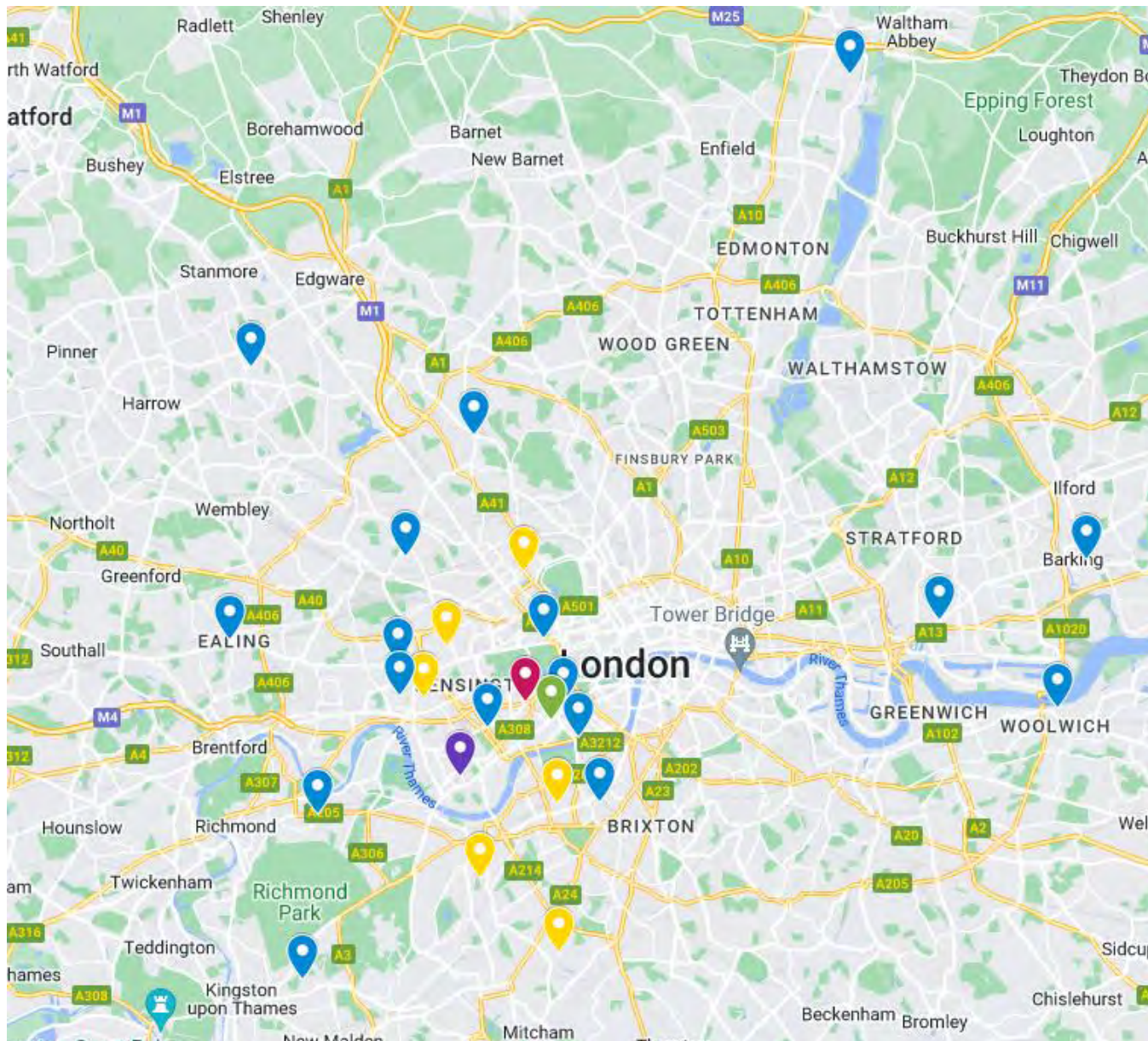


St Mary's Boarders – UK Students

KEY

Green – St Marys
 Yellow – 2x pupil's
 Orange – Oxfordshire (19x pupil's)
 Brown – Hampshire (29x pupil's)
 Olive – London (42x pupil's)

Blue – 1x pupil
 Purple – Gloucestershire (18x pupil's)
 Navy - Berkshire (6x pupil's)
 Black – Wiltshire (46x pupil's)



St Mary's Borders – London

KEY

Blue – 1x pupil
Purple – 4x pupil's

Yellow – 2x pupil's
Lime Green - 6x pupil's

Dark Pink – 3x pupil's

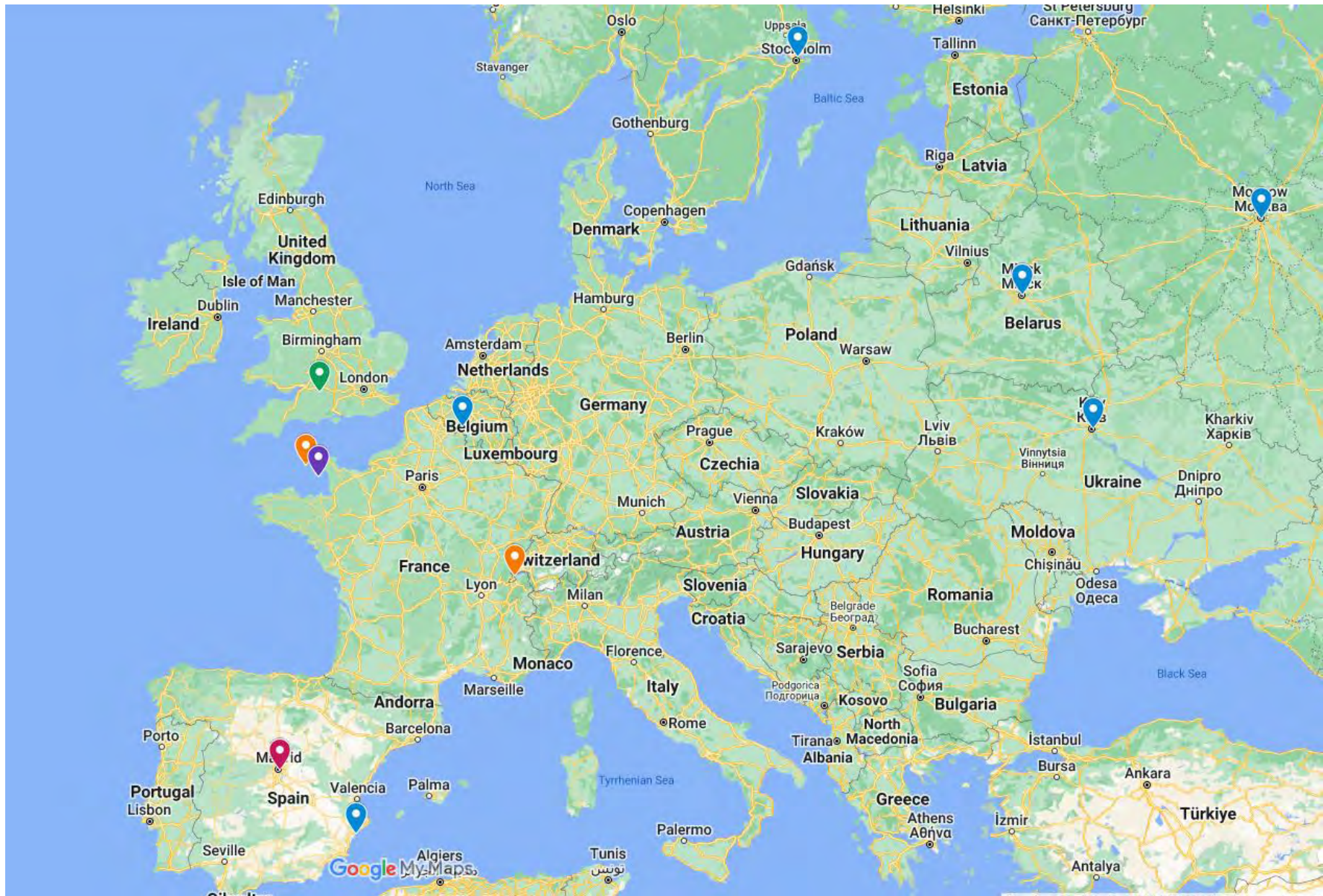


St Mary's Borders – Wiltshire,
Oxfordshire, Gloucestershire,
Berkshire, Hampshire

KEY

Green – St Marys

Blue – 1x pupil
 Yellow – 2x pupil's
 Dark Pink – 3x pupil's
 Purple – 4x pupil's
 Orange – 5x pupil's
 Navy Blue – 6x pupil's
 Lime Green – 7x pupil's
 Brown – 15x pupil's



St Mary's Borders – European Students

KEY

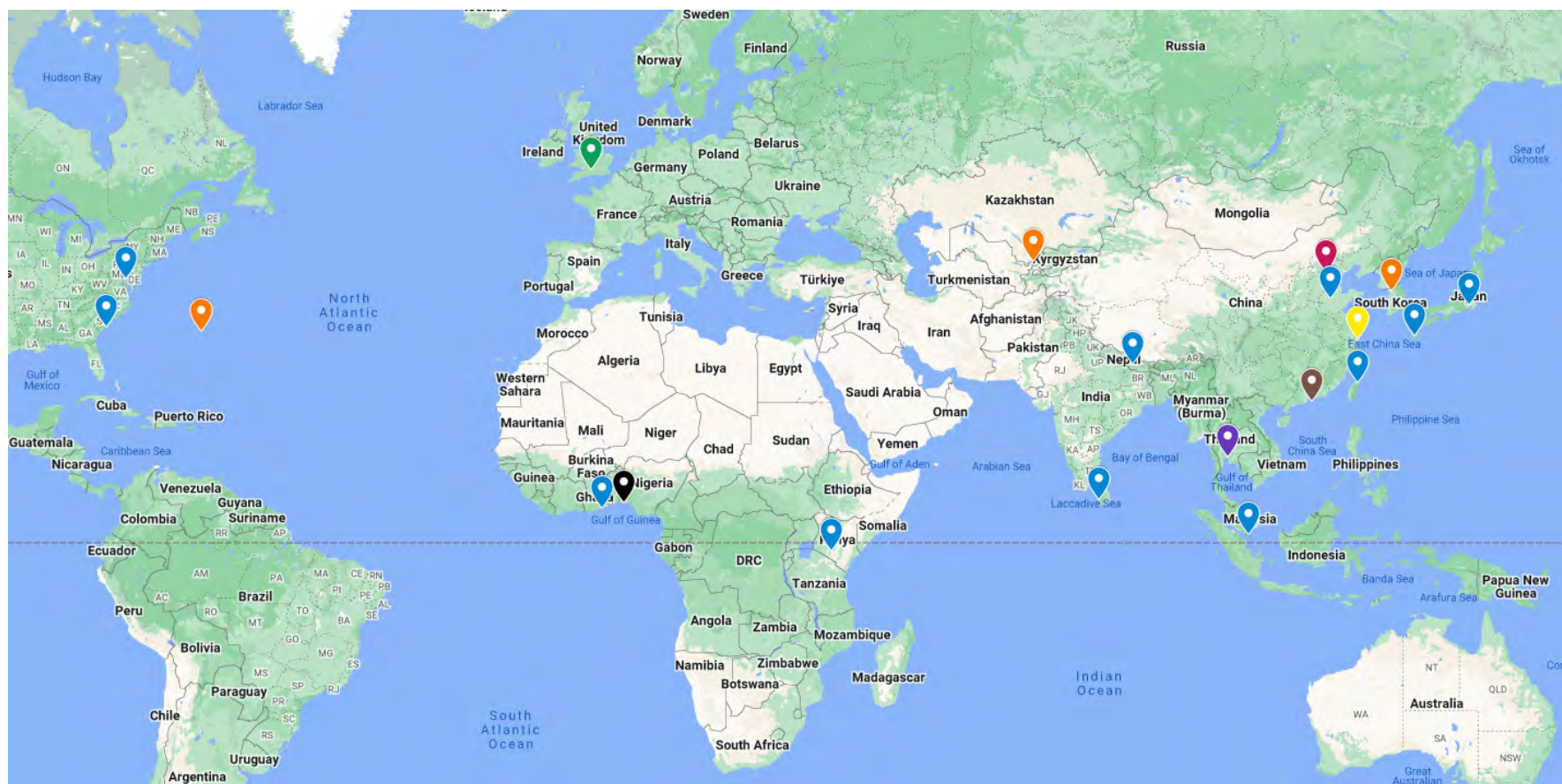
Green – St Mary's

Blue – 1x pupil

Orange – 2x pupil's

Dark Pink – 3x pupil's

Purple – 4x pupil's



St Mary's Borders – International Students (Outside of Europe)

KEY

Green – St Marys
 Dark Pink – 3x pupil's
 Yellow - 15x pupil's

Blue – 1x pupil
 Purple - 6x pupil's
 Brown – 27x pupil's

Orange – 2x pupil's
 Black – 10x pupil's

Note: that the number of pupil's shown at the brown location (Hong Kong), also include one pupil that studies at St Margaret's School.



Day Pupils Living within 1km of St Mary's School

KEY

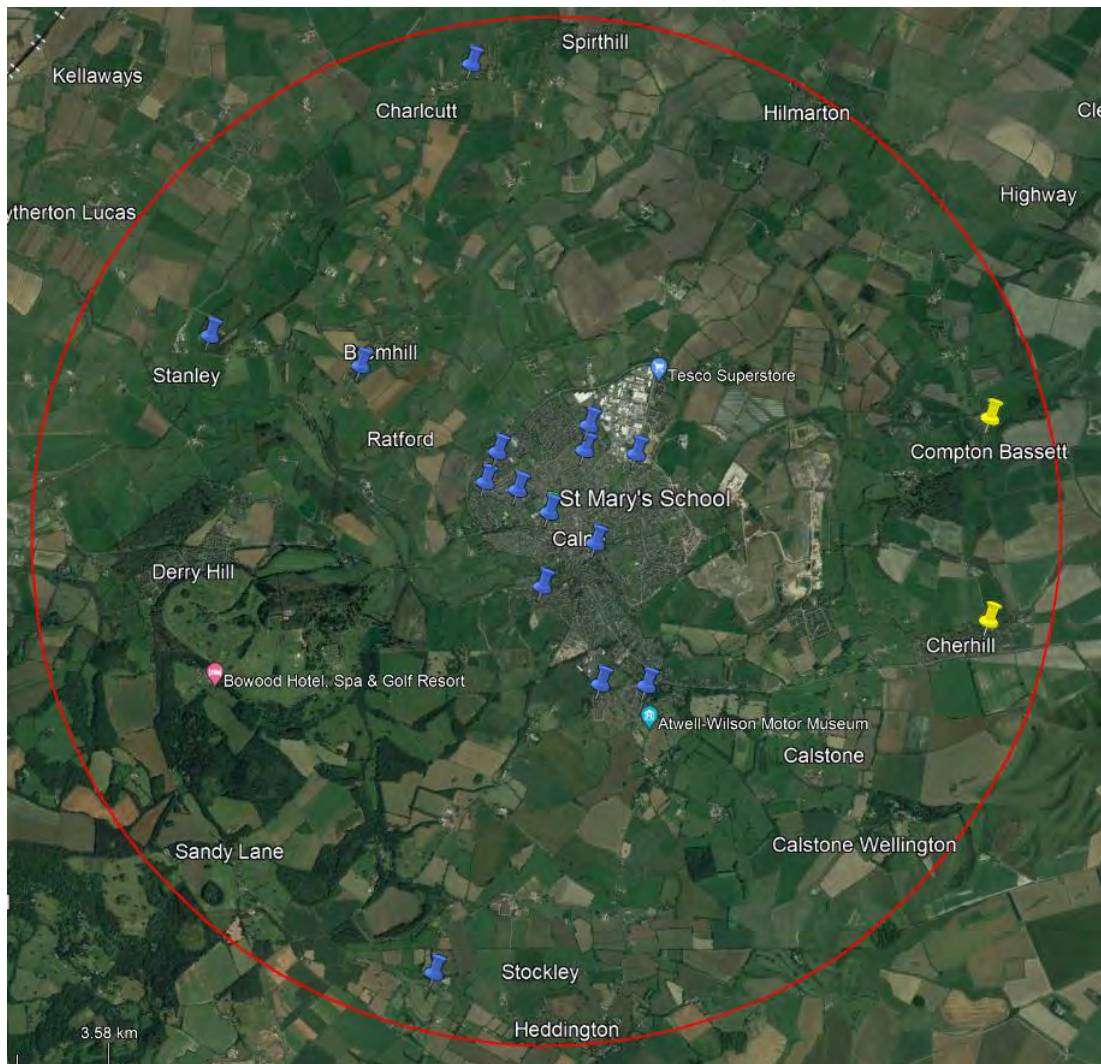
-  St Mary's School
-  1 Pupil
-  2 Pupils
-  3 Pupils



Day Pupil's Living within 2km of St Mary's School

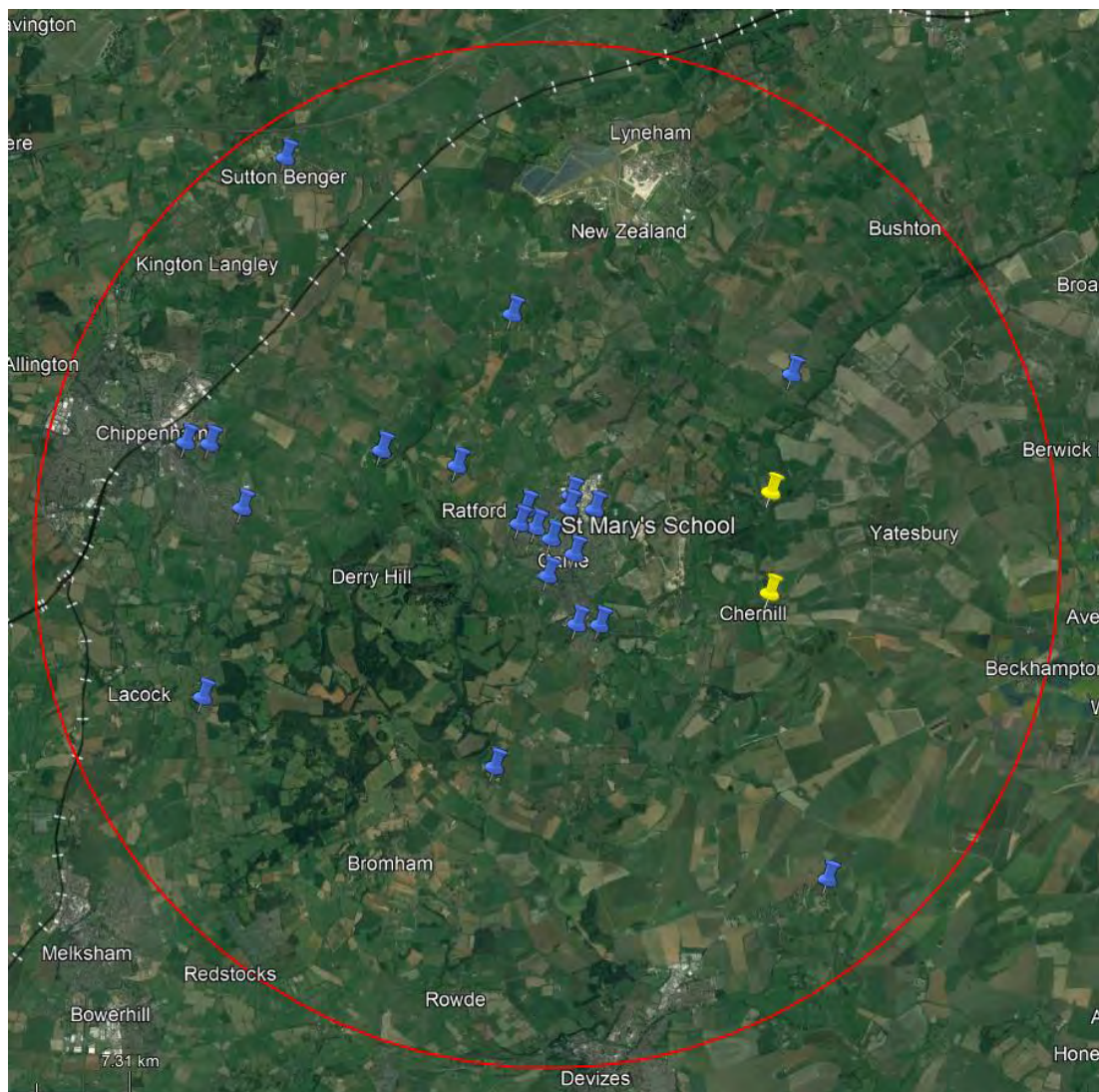
KEY

-  St Mary's School
-  1 Pupil
-  2 Pupils
-  3 Pupils



Day Pupil's Living within 5km of St Mary's School

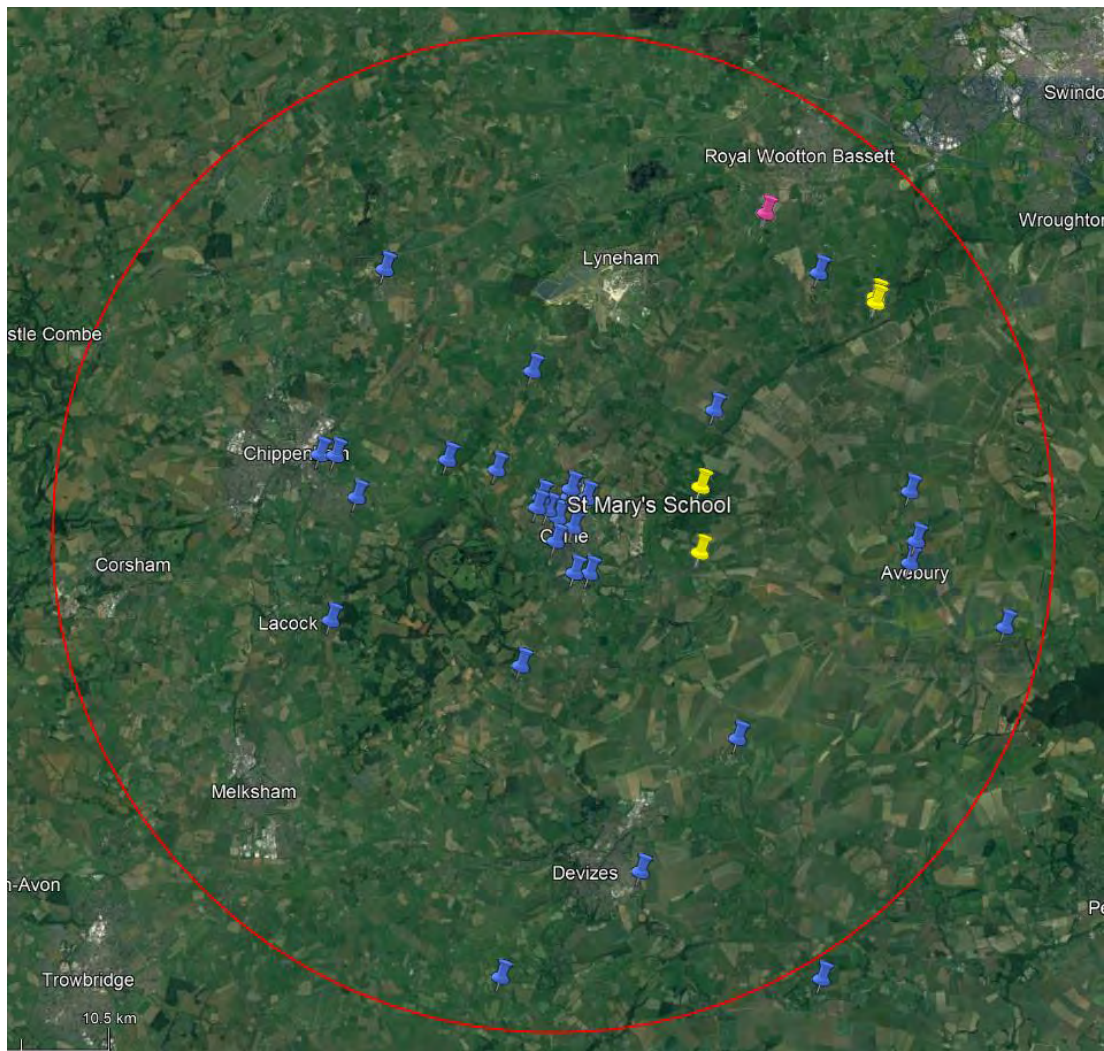




Day Pupil's Living within 10km of St Mary's School

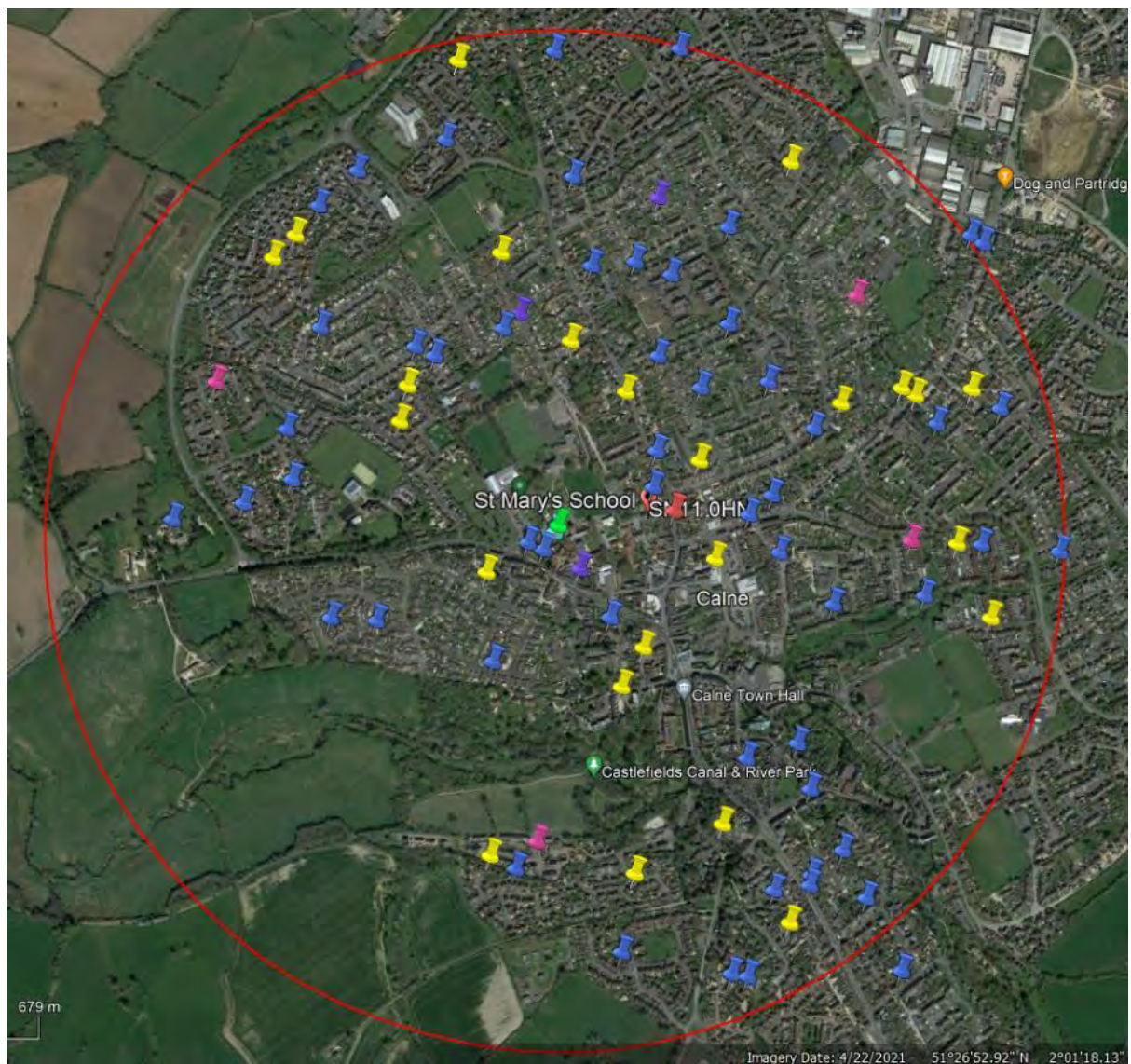
KEY

-  St Mary's School
-  1 Pupil
-  2 Pupils
-  3 Pupils



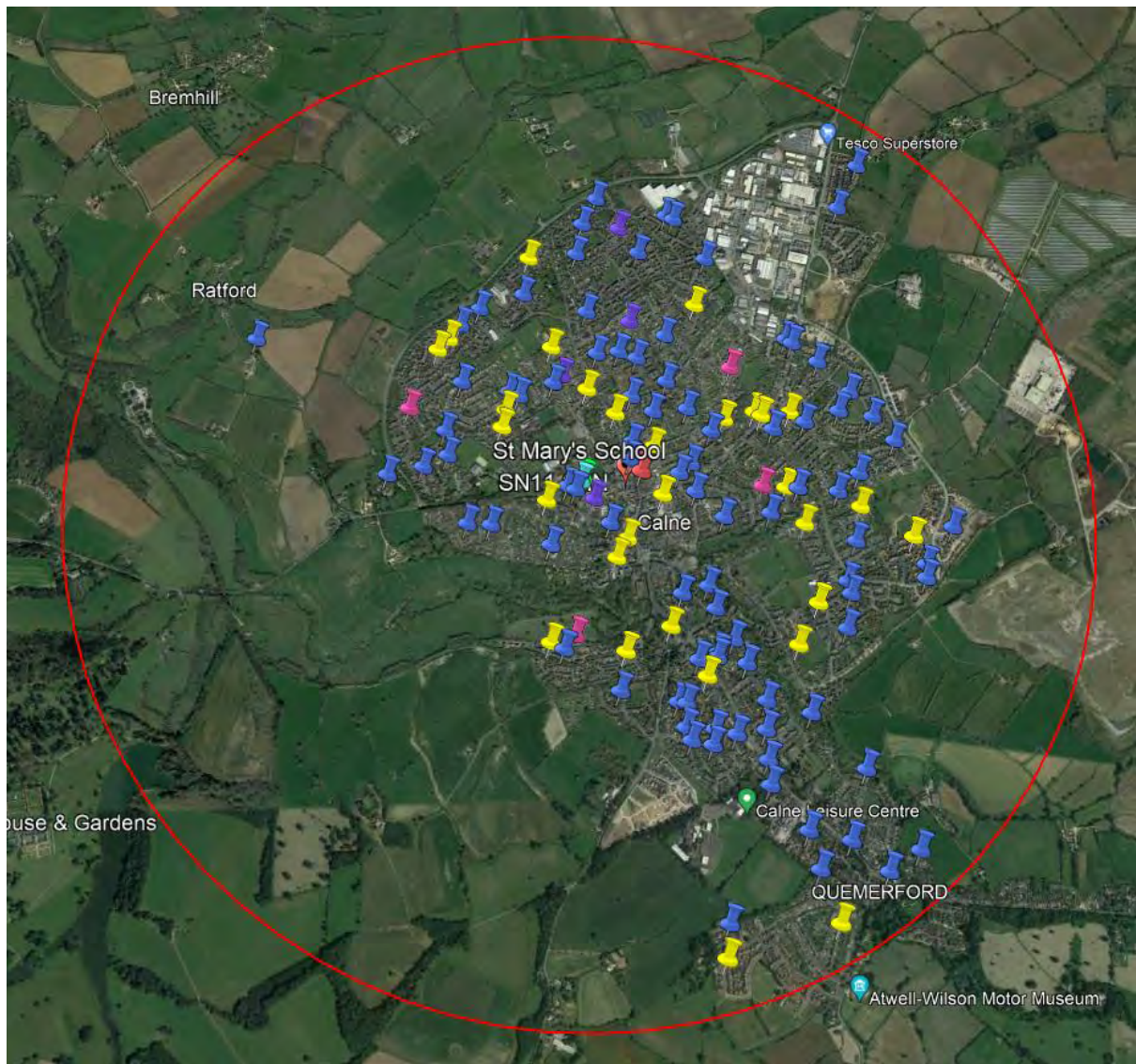
Day Pupil's Living within 15km of St Mary's School





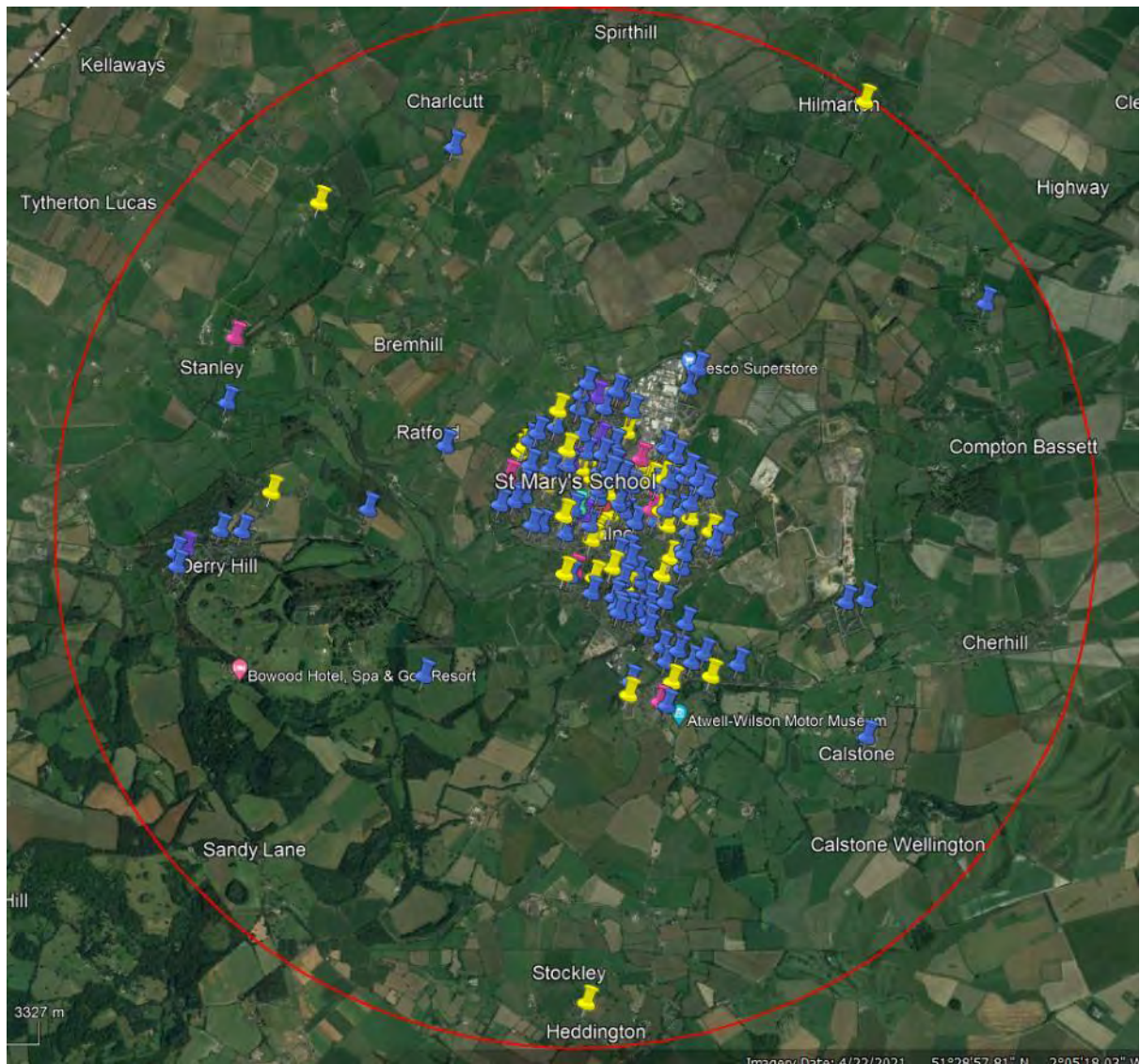
Staff Living within 1km of St Mary's School





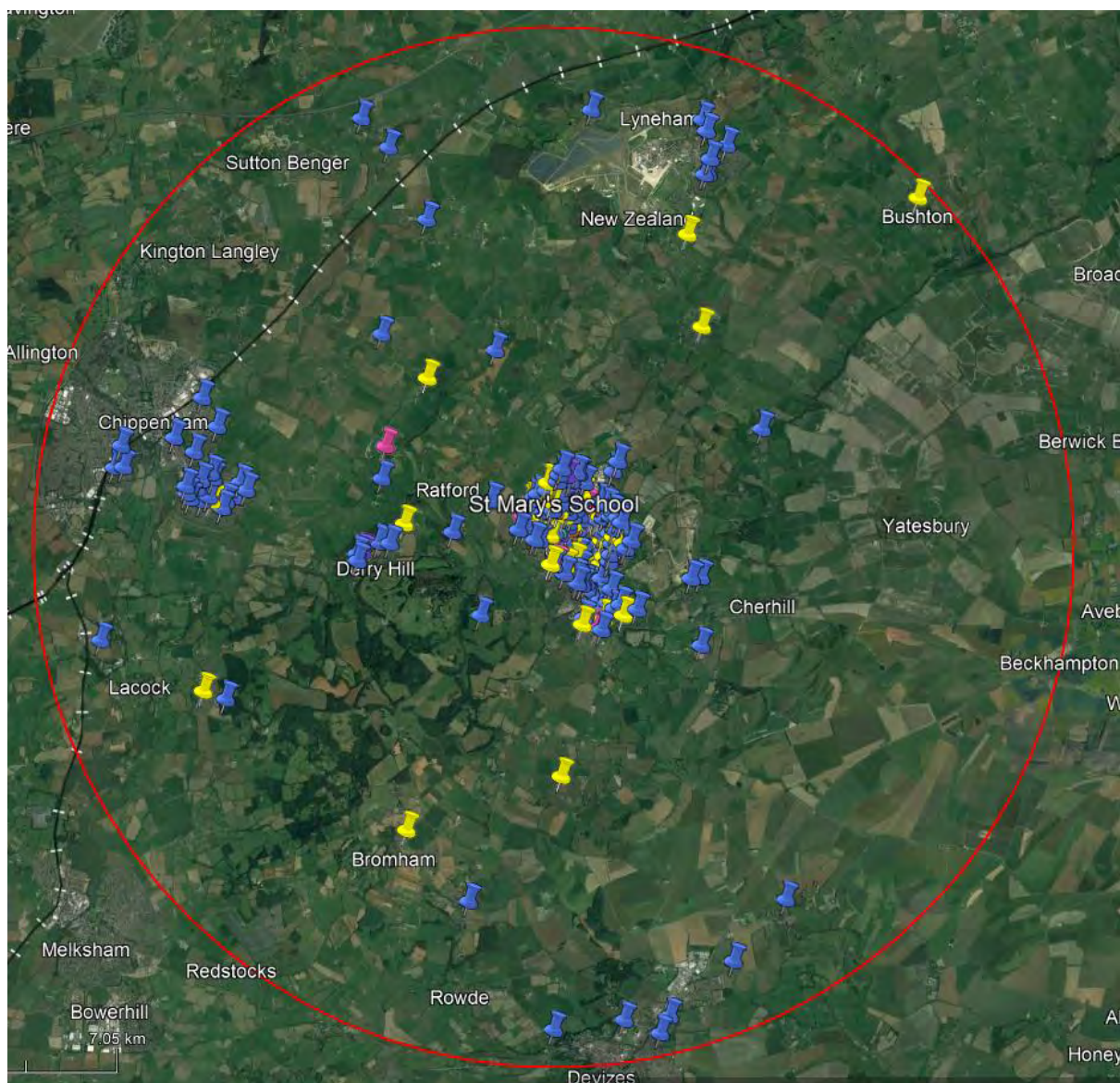
Staff Living within 2km of St Mary's School





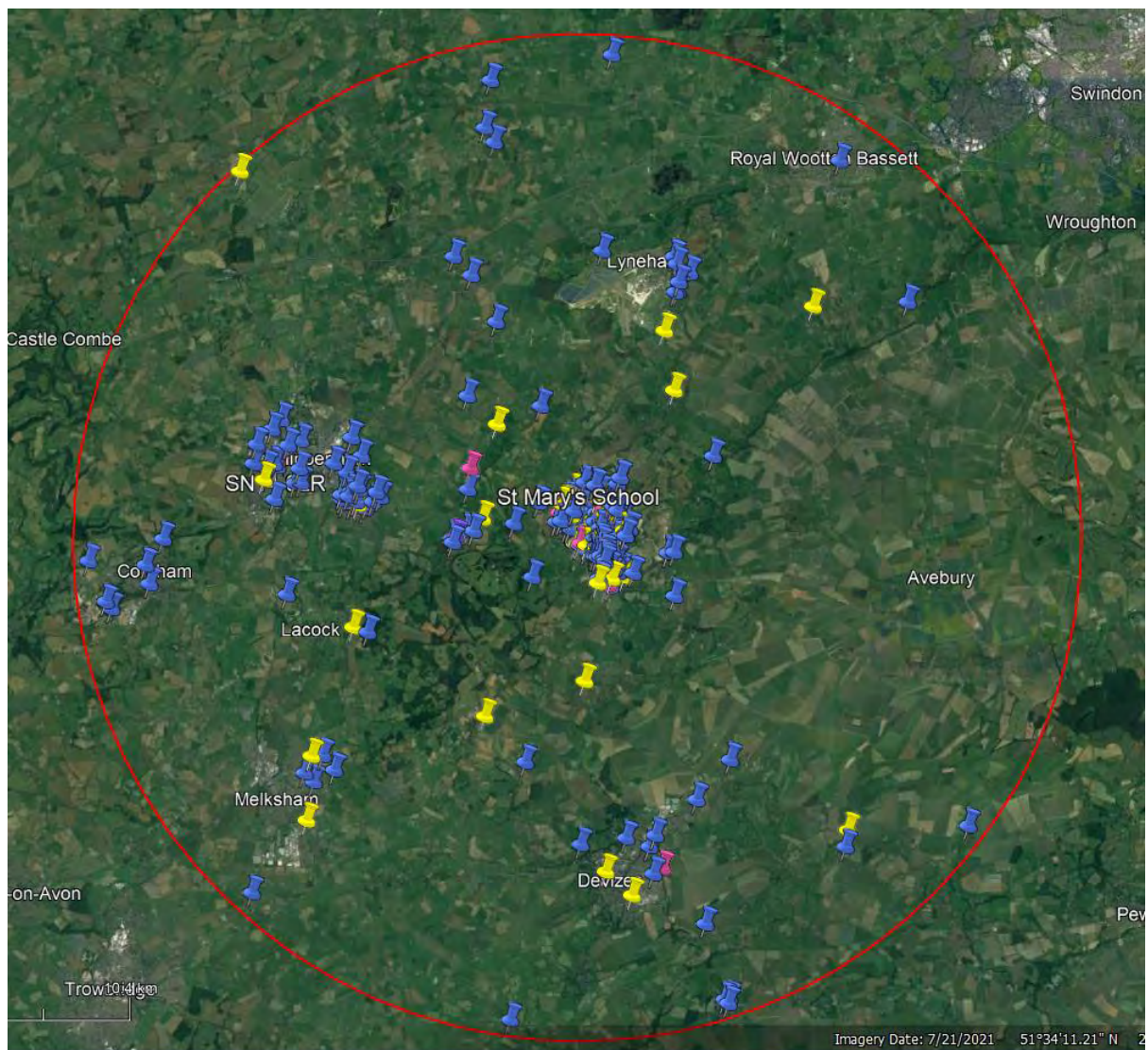
Staff Living within 5km of St Mary's School





Staff Living within 10km of St Mary's School





Staff Living within 15km of St Mary's School



Appendix 2

St. Mary's School, Calne

STUDENT 'Hands Up' Travel Survey

This is to be completed by the tutor for the whole class, by a show of hands. Please indicate the number of students within each category and ensure only **one** answer per student is given per question.

Class Name:

Year Group:

Date:

Number of students present:

Number of students absent:

1. Please indicate the number of boarding and day students in the class:

Number of boarding students

Number of day students

Questions 2 and 3 to be answered by BOARDING STUDENTS ONLY

2. How often do you go home during term time?

Every Weekend

Once a Fortnight

Once a month

Once a term

Twice a term

Holiday periods (end of each term)

Less frequent

Total

3. When you go home, how do you usually travel? (please note that 'to' home and 'from' home is two separate questions)

(Where a student uses more than one mode please record **only** the one which covers the greatest distance)

To Home

Walk

Cycle

Motorcycle / Moped

Bus / Coach

Train

Car

Car share with other students from school

Aeroplane

Other

Total

From Home

Walk

Cycle

Motorcycle / Moped

Bus / Coach

Train

Car

Car share with other students from school

Aeroplane

Other

Total

Questions 4 and 5 to be answered by DAY STUDENTS ONLY

4. How do you usually travel to and from school? (please note that 'to' home and 'from' home is two separate questions)

(Where a student uses more than one mode please record **only** the one which covers the greatest distance)

To Home

Walk

Cycle

Motorcycle / Moped

Bus / Coach

Train

Car

Car share with other students from school

Other

Total

From Home

Walk

Cycle

Motorcycle / Moped

Bus / Coach

Train

Car

Car share with other students from school

Other

Total

5. How many day students travel to school by car with a sibling(s) also attending St Mary's or St Margaret's?

Please ensure all the boxes highlighted in yellow add up to the same number of boarding students and the boxes highlighted in green add up to the same number of day students.



St Mary's School, Calne

STAFF Travel Survey 2022

For Staff who are unable to access the electronic version

Under a governmental instruction to gain planning permission for ongoing projects, we must have a School Travel Plan – to assist us with the Plan please complete this Survey.

This Survey is to be completed by each member of staff within St Mary's School, Calne.

Name Date:

Position:

1. Please indicate your work status at the school:

- ☐ Full Time (those who have a 52 week contract)
- ☐ Part Time (those who have a 52 week contract)
- ☐ Term Time Only (Non Teaching Staff, ie, Housekeeping, Catering, some Admin incl. Term Time + some holidays)

Please tick in the table below the days that you usually work (if you work on a variable shift rota, and not the same days each week, please tick the last column):

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Variable Shift Covering 7 Days

2. Do you live on-site at St Mary's?

2a.	Yes	
-----	-----	--

If you answered Yes,
please go straight to
question 2b below.

No	
----	--

If you answered No, please go
straight to question 3

If yes, do you own a car that is kept parked on-site? (only to be answered by staff that live on-site)

2b.	Yes	
-----	-----	--

No	
----	--

Staff living on site - Thank you. No further input required.

Questions 3 to 9 – Only to be answered by Staff who live OFF-SITE.

3. Please indicate the distance you travel to school: (please tick accordingly)

Less than 1 mile		Between 1-2 miles		Between 2-5 miles	
Between 5-10 miles		Between 10-15 miles		Over 15 miles	

4. How do you usually travel to and from school? (for the main part of the journey – please tick only one answer):

Walk		Car as driver, on your own		Motorcycle / Moped	
Cycle		Car as driver, with other(s)		Train	
Bus		Car as passenger		Taxi	

5. If you were unable to use your main mode of travel for getting to school, what would be your preferred available choice? (please tick only **one** answer):

Walk		Car as driver, on your own		Motorcycle / Moped	
Cycle		Car as driver, with other(s)		Train	
Bus		Car as passenger		Taxi	
None of the above apply					

If you answered 'car as driver on your own' as your main mode of travel to questions 4 or 5 then please continue to questions 6 to 9.

If you answered in any other way, no further input is required.

6. What are your main reasons for choosing to travel to and from school by car on your own? (please tick no more than **three**):

Distance from school		More convenient	
Quicker than other methods		Cheaper than other methods	
Personal comfort		Personal safety	
More reliable		Health reasons	
No alternatives available		Transporting heavy items to/from school	
Not looked at alternatives			

7. Would you be prepared to car share?

Yes		No	
-----	--	----	--

If you answered no, please state why _____

8. Would you consider using any of the following **sustainable modes of transport** to and from school? Please do not select a mode that you currently use (please only select modes which are of interest to you)

Walk		Car sharing		Train	
Cycle		Motorcycle / Moped		Bus	
None apply					

9. What could be done to encourage you to change to a **more sustainable mode of transport** for travel to and from school?

Thank you for completing this Survey
 Deb German
 School Logistics Manager and School Travel Plan Co-ordinator

Appendix 3

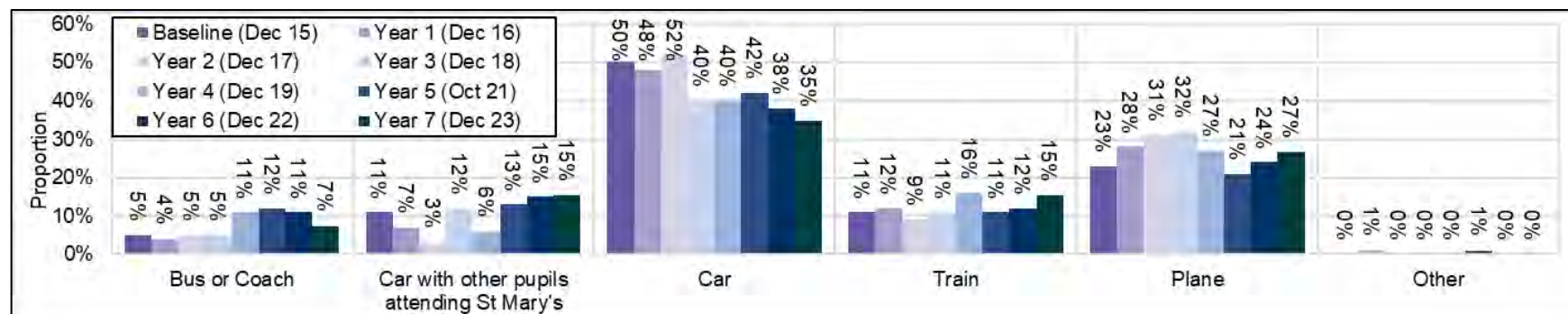


Chart 3.1: Boarders Travelling from School (By Mode)

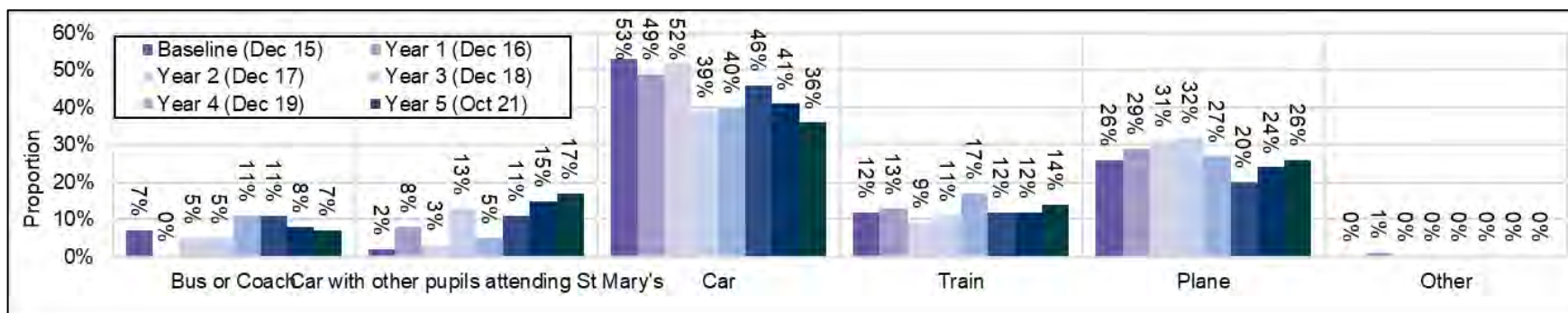


Chart 3.2: Boarders Travelling to School (By Mode)

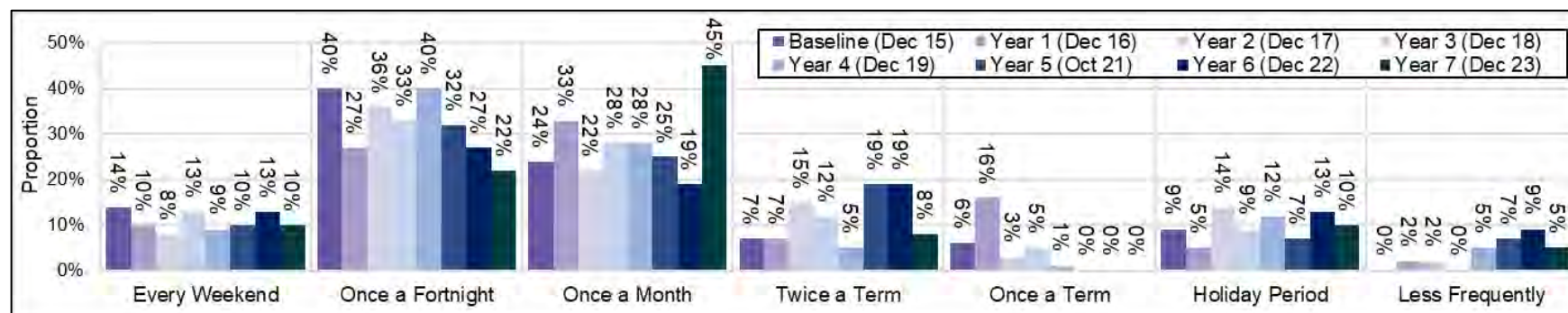


Chart 3.3: Frequency of Boarders Travelling Home

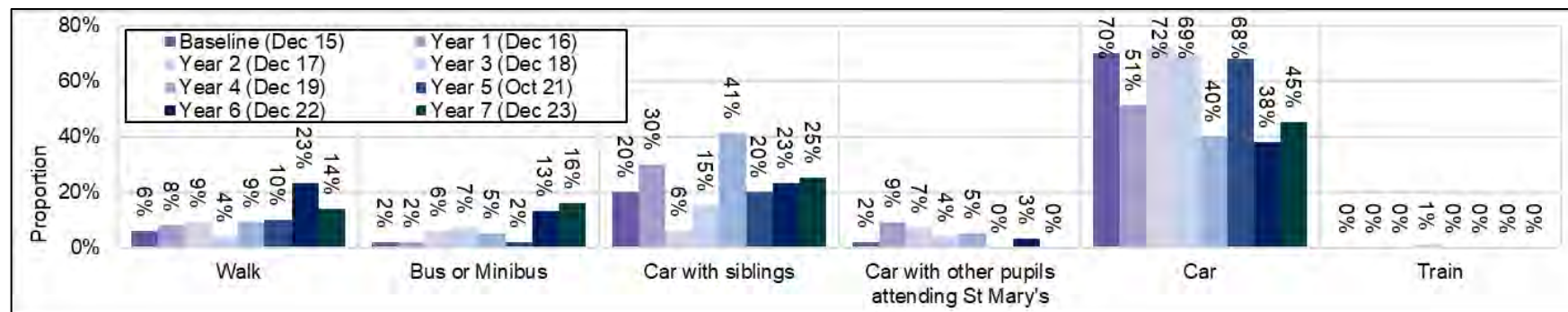


Chart 4.1: Day Pupils Travelling from School (By Mode)

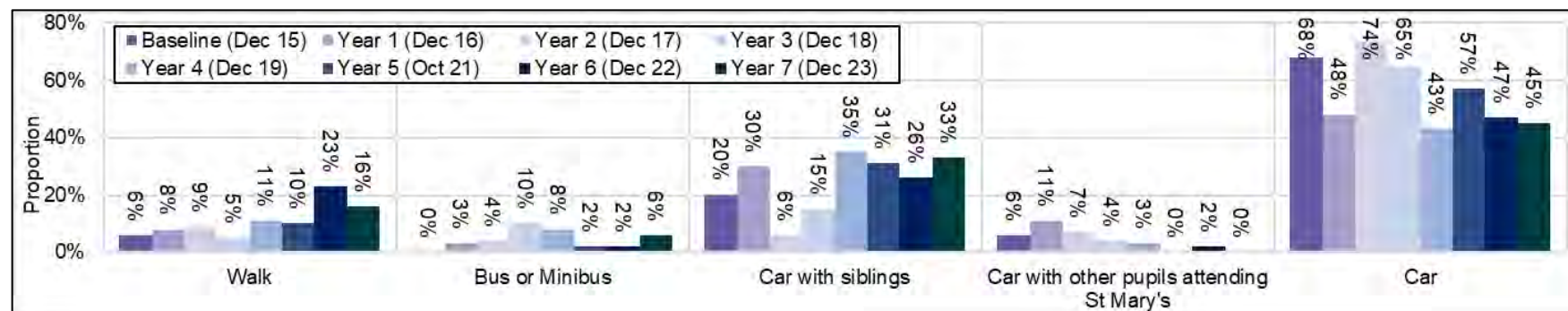


Chart 4.2: Day Pupils Travelling to School (By Mode)

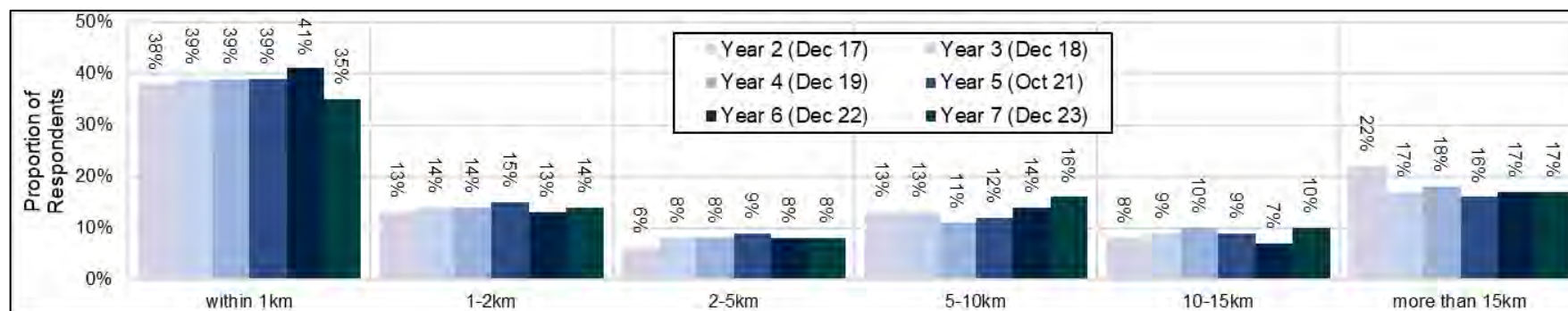


Chart 5.1: Distance Travelled to School

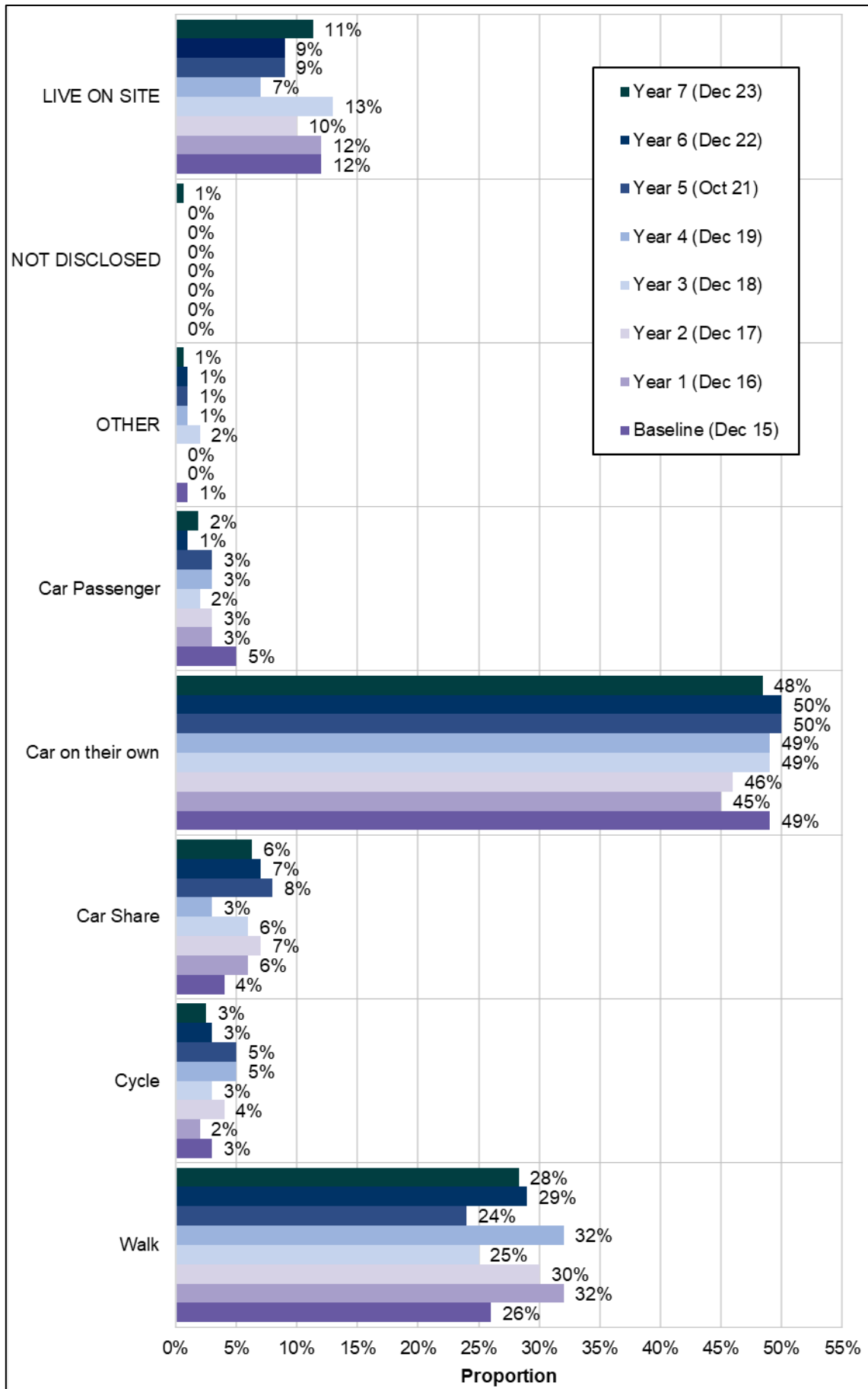


Chart 5.2: Staff Travelling to and from School (By Mode)

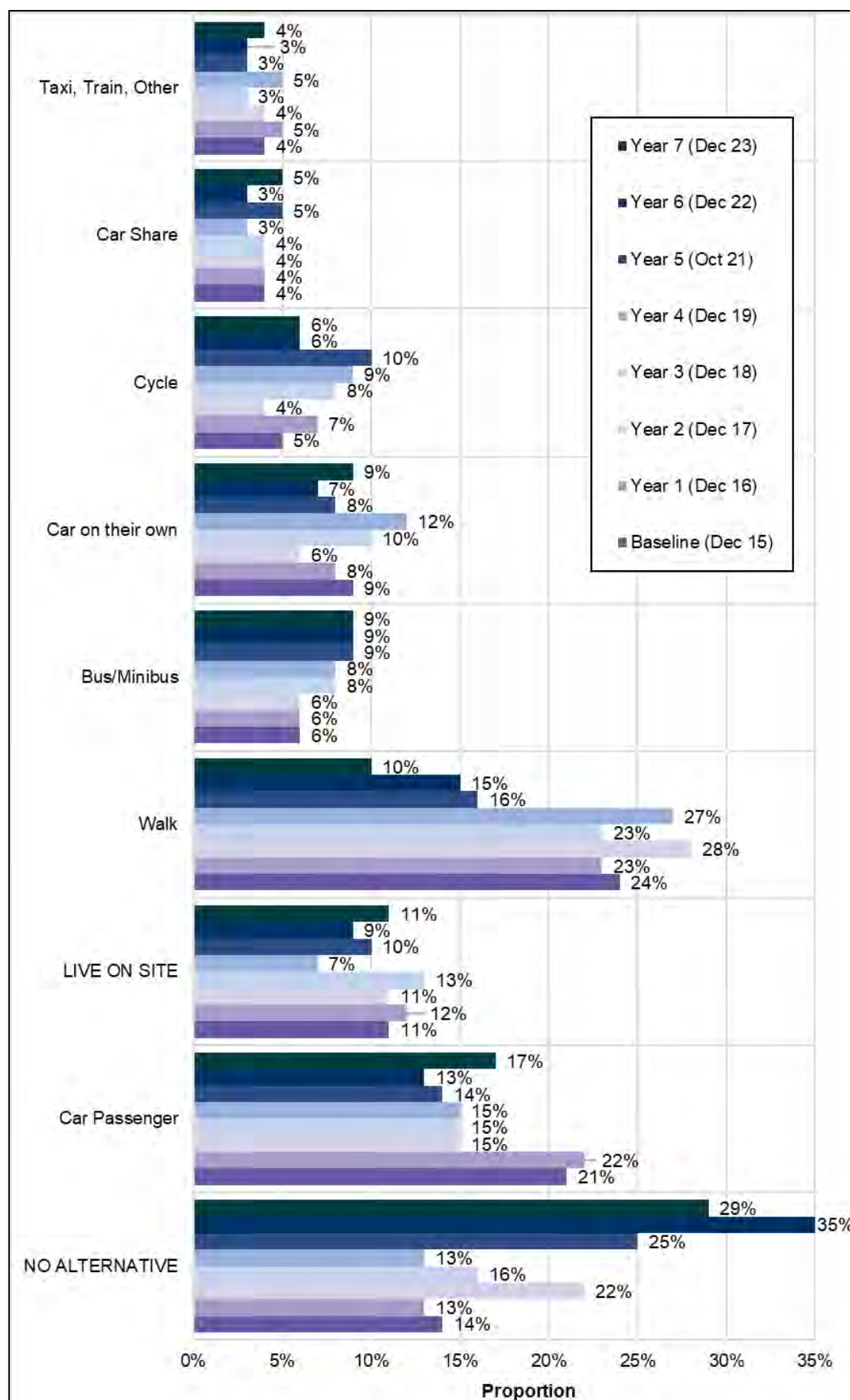


Chart 5.3: Mode of Travel to School if unable to use Normal Mode

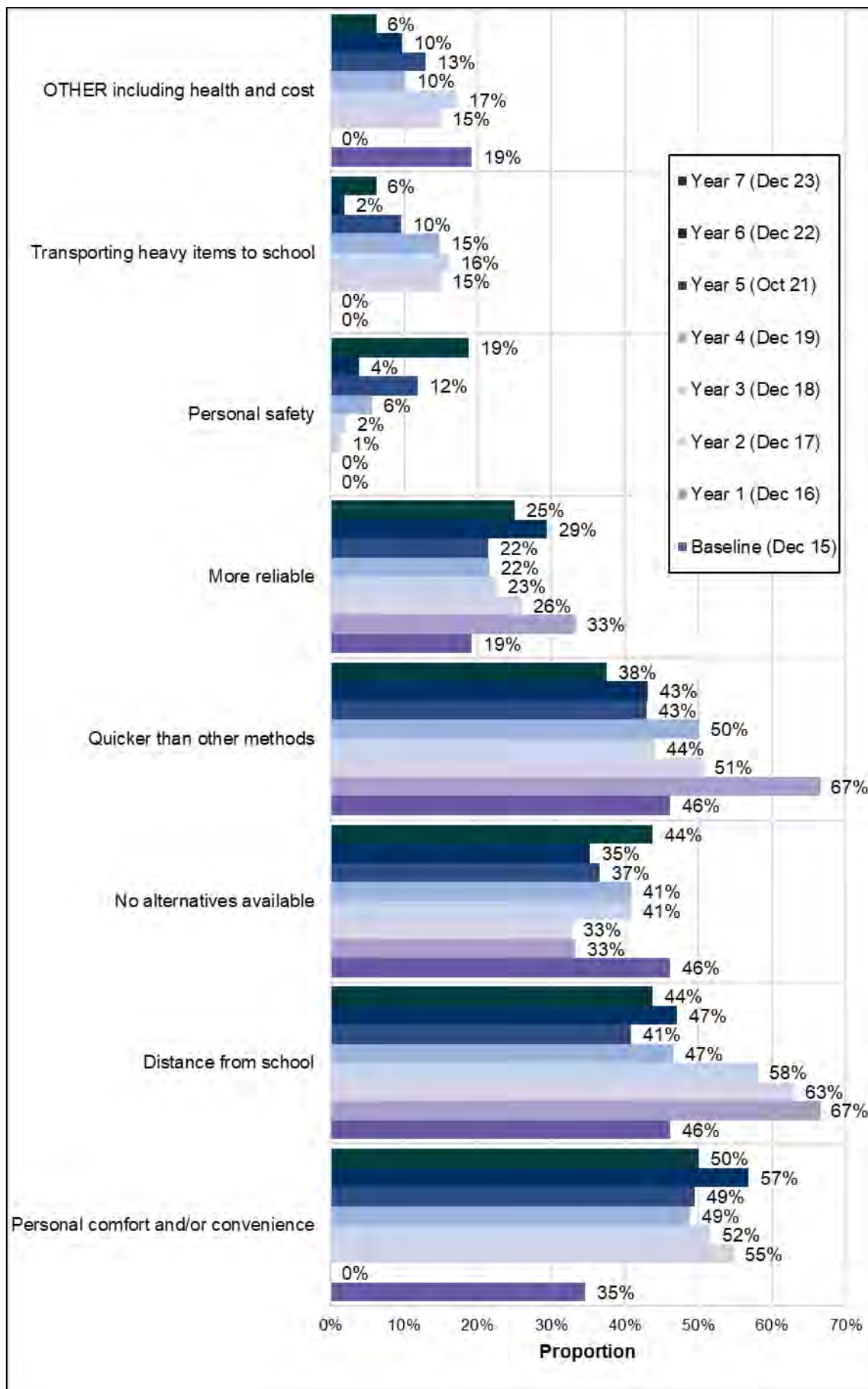


Chart 5.4: Main Reasons for choosing to travel by Single Occupancy Vehicles

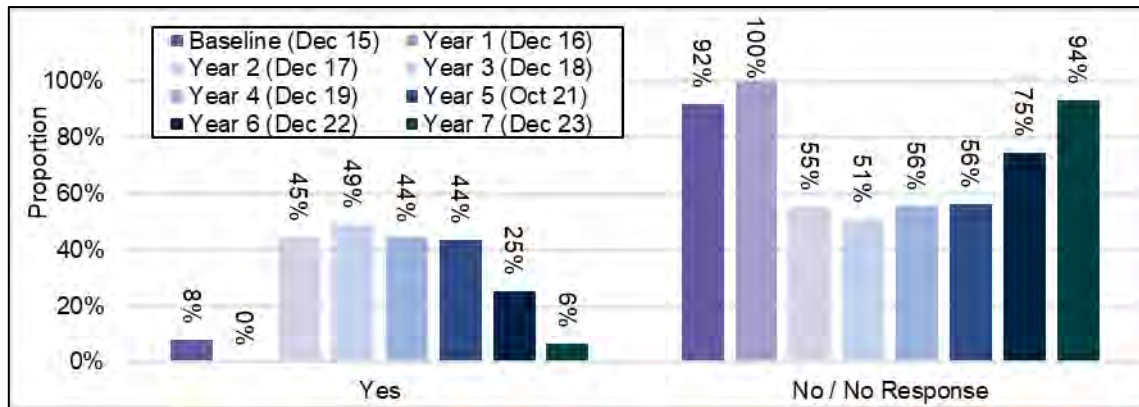


Chart 5.5: Proportion of Single Occupancy Car Users Who Would Consider Car Sharing

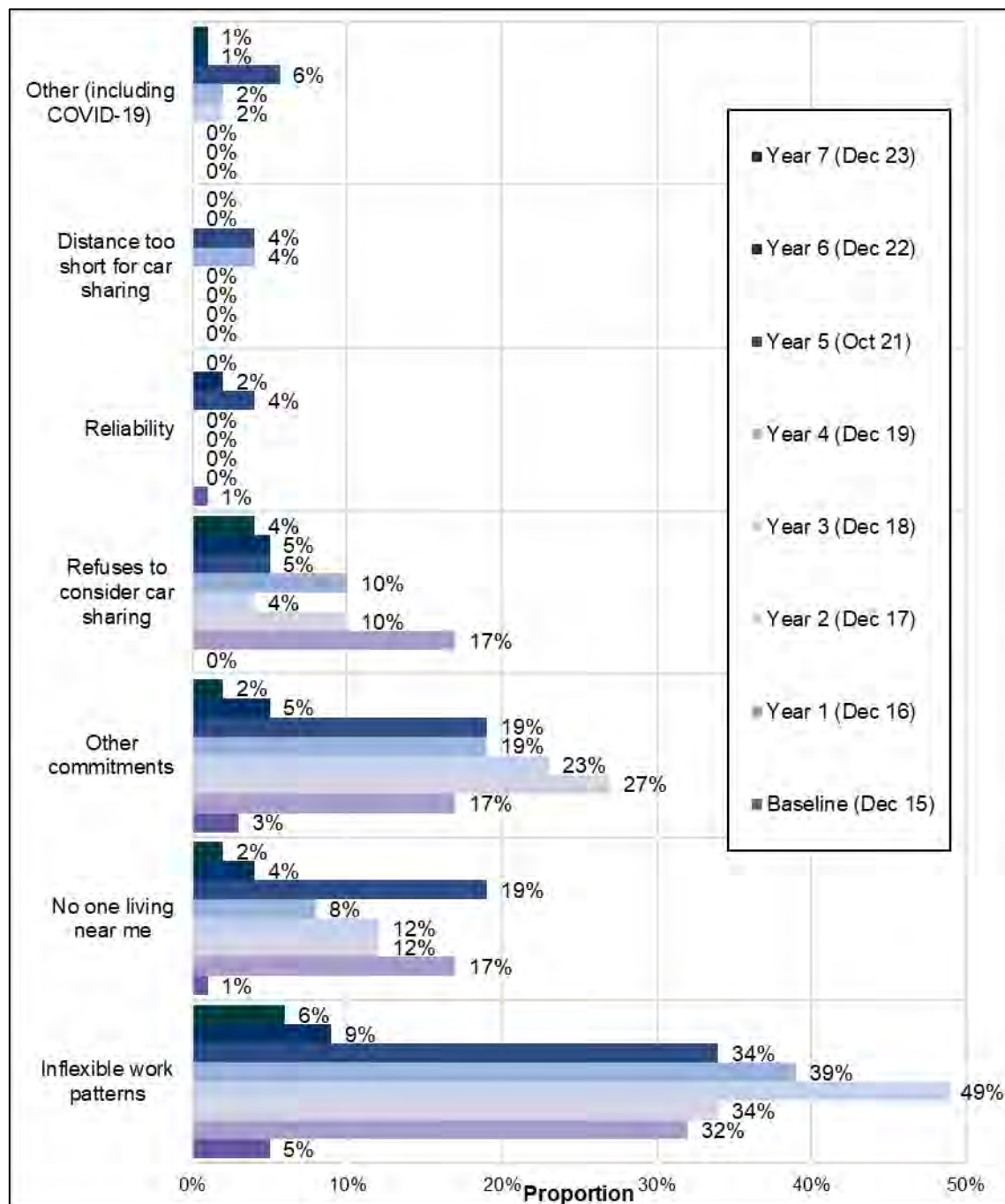


Chart 5.6: Barriers Towards Car Sharing

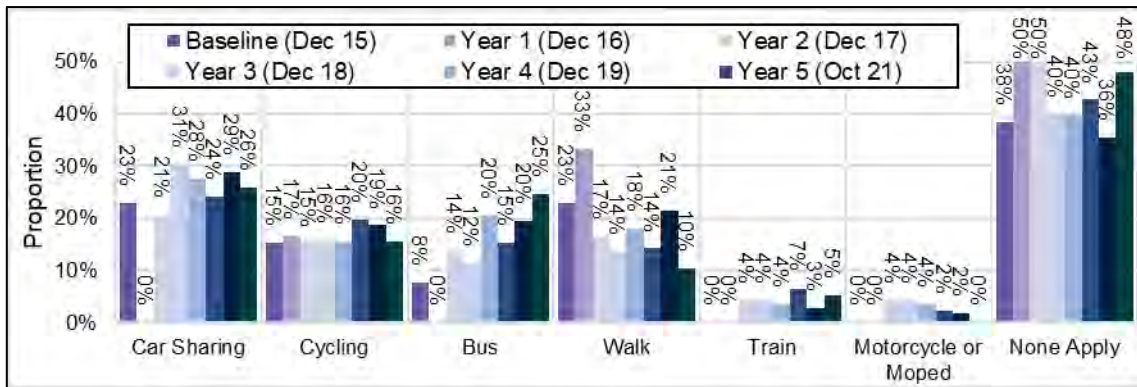


Chart 5.7: Which Sustainable Mode of Transport Would You Consider to and from School

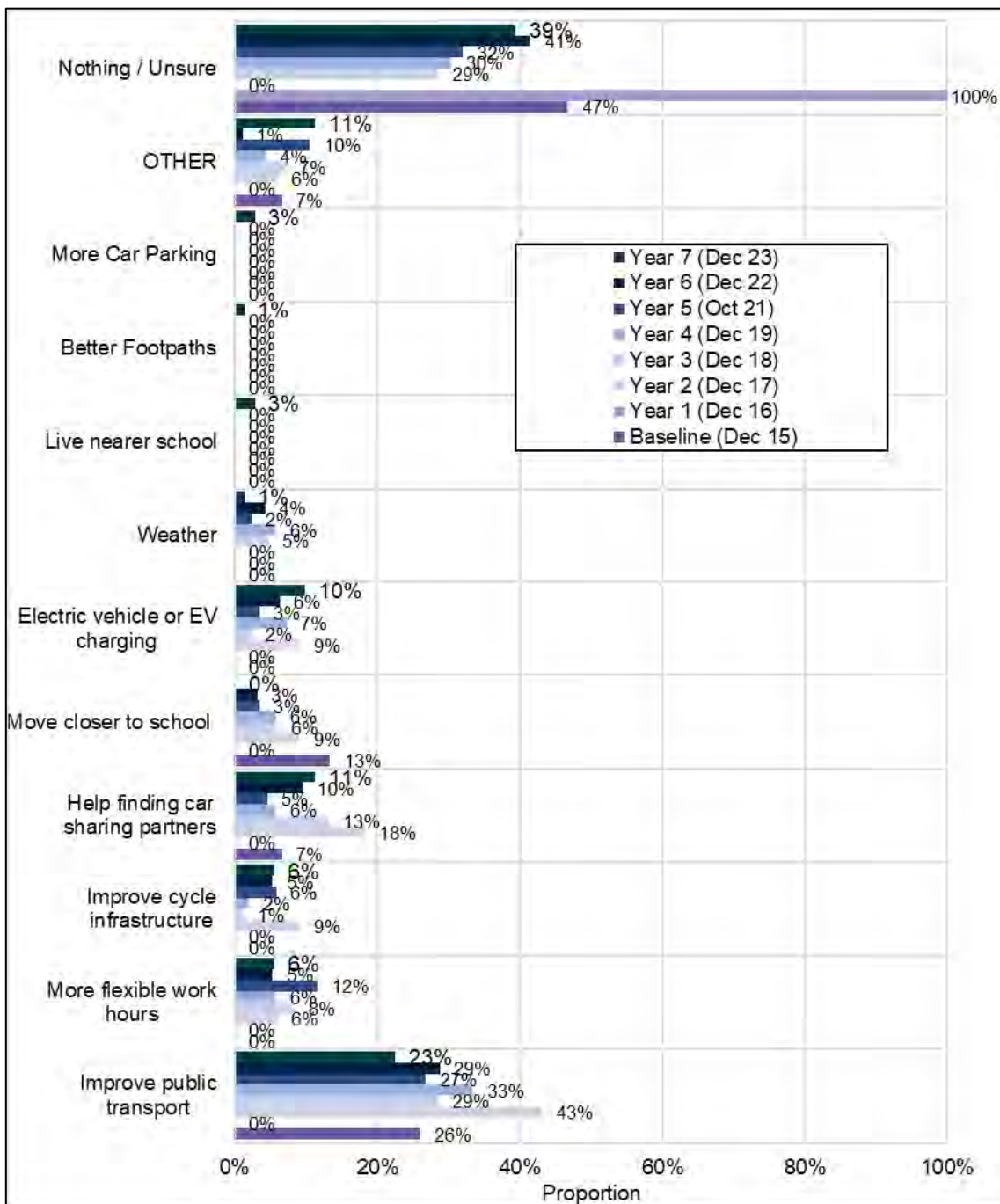


Chart 5.8: Changes to Encourage Sustainable Transport Use

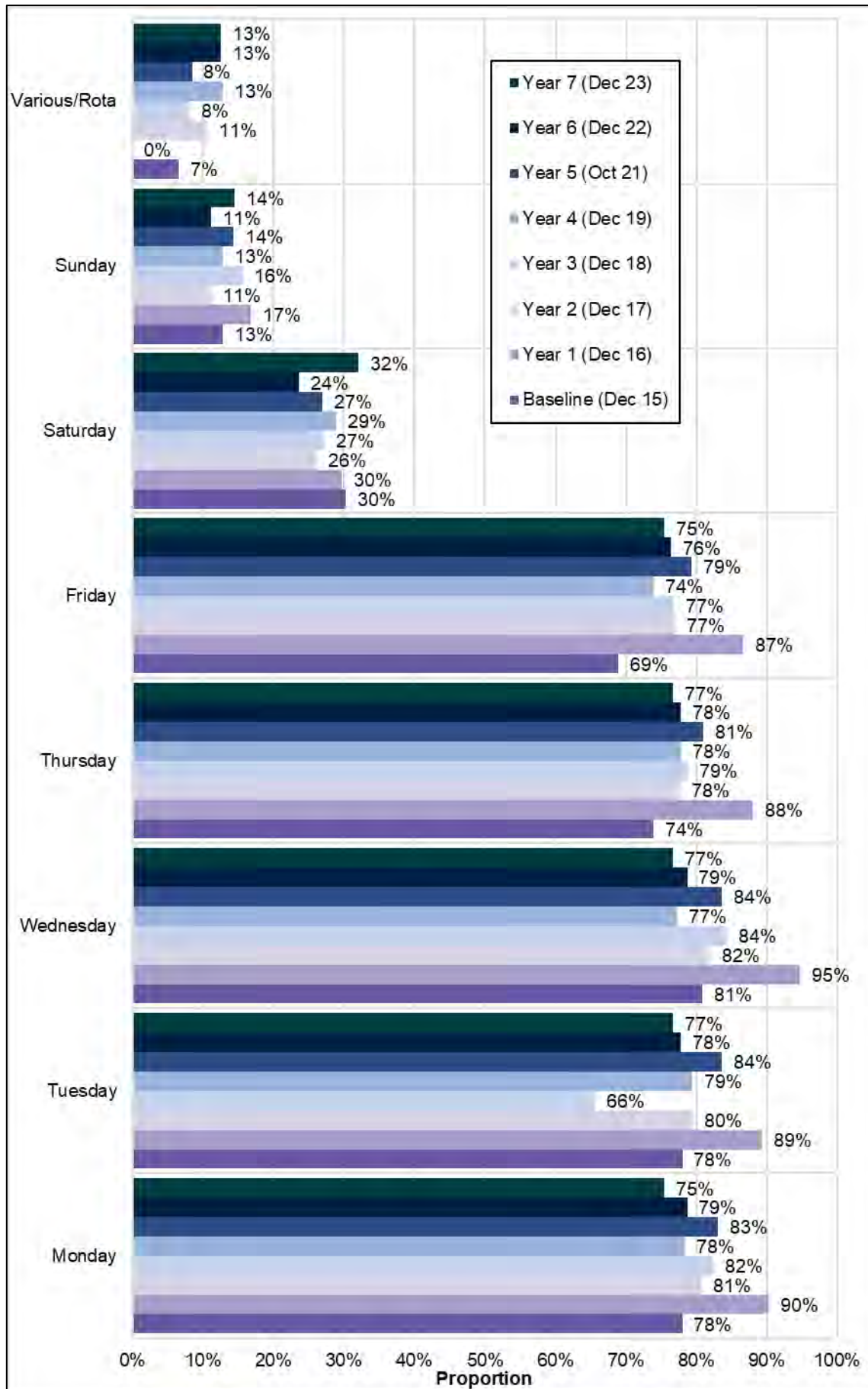


Chart 5.9: Working Patterns – St. Mary's Staff