Description of the school

Isebrook School is a community special school which caters for students aged 11-19 years who have significant to severe learning difficulties. It also has a specifically built autistic unit which caters for 10 students and an 12 place 16+ provision.

Isebrook has 93 pupils on roll. They are currently split into the year groups Years 7 - 12.

There are 69 teaching, support, site, catering, administrative and ancillary members of staff some of whom are part time. There has been a marked increase in the number of staff employed at Isebrook School over the past four years.

The school is situated on the edge of a residential area close to the junction between Windmill Avenue and the old A6. Windmill Avenue is a main tributary route to what used to be the second largest housing estate in Europe and is also access to the north of Kettering Town. Whilst the A6 is still a major route giving access to the town the through traffic now bypasses the town via the A14.
The school is located on Eastleigh Road approximately 150 yards from the junction onto Windmill Avenue. Car parking for staff is located at the front of the school building. Additional parking was added during 2008. The flow and turning of vehicles is assisted by a central roundabout.

The main reception is well signposted from the car park for visitors. In addition to the visitors and staff parking, 2 spaces have been allocated for disabled use.

Pedestrian access is via a gated entry and a paved footpath leading to the main entry/reception.

Transport problems/issues

Transport problems with regards to the location of the school would be summarized as follows:

- Parking within the school premises can be difficult, even though an extension car park has been built.
- Parking on Eastleigh Road, just outside the school, upsets residents who are already compromised by parking for Wicksteed Park.
- A further problem is the extensive vehicle use of the main A6 route at the junction with Windmill Avenue. This is also further exaggerated by the nearby entrance to Wicksteed Park off the A6. The conditions and problems are controlled by traffic lights which incorporate a pelican crossing to give access from the school side to both Wicksteed Park and the other side of Windmill Avenue. This minimalises the risk for pedestrians and also allows safe and structured access to and from the school in motorized transport.

- Due to the low ability, disability and distribution of pupils who attend the school, it is necessary for the majority of pupils to travel to school via minibus or taxi. There are approximately fifteen minibuses /taxis that transport these pupils.

These pupils, along with those that are brought in by car or walk/cycle arrive at school between 8.30 and 9.00.

At the end of the day, students are accompanied by staff to the playground where transport is waiting for them. Staff ensure that the students are all taken to the designated transport safely. There are two teams of staff on bus duty and they each complete a week of transport duties at a time. A list of students staying to after school clubs is available to all staff to keep them informed of students who will not be travelling home on county transport that evening. Students who walk or cycle home leave the school through the pedestrian exit gate.

Throughout the day, many students are transported off site for numerous educational experiences. KS4 students travel to Moulton College once a week and to other local secondary schools for practical ASDAN placements. KS3 students travel in the school minibus every Monday to Kettering Swimming Pool for their weekly swimming session. There are weekly sessions for warm water swimming, horse riding etc which all involve the students travelling on the school mini-bus. All staff driving the school minibus have undergone a practical test to ensure that students are transported safely. Staff supporting the students ensure that seatbelts are worn at all times and booster seats used when necessary. Risk assessment forms are completed by the class teacher.
organizing any particular outing and these forms are then approved by a member of the management team.

After school clubs are organized for four evenings per week, running from 3.30 - 5.00pm. Parents of students are expected to make arrangements for the collection of their children from after school clubs. A small percentage of the students are transported home by staff as their parents are unable to collect them.

**Survey results**

A student survey was conducted on Friday 11th January 2008. Of the 85 pupils there were 62 surveyed.

Of the pupils surveyed, 25 of them live in Kettering. A further 10 pupils surveyed live in Corby, whilst 8 surveyed live in the Desborough/Rothwell areas. The remaining students were in smaller groups of one or two students and lived in the following towns and villages: Ringstead, Islip, Kings Cliffe, Nassington, Wilbarston, Market Harborough, Northampton and Wellingborough. 50% of students live more than 5 miles from school.

This shows the diverse nature of the areas from which students are transported to Isebrook School. The survey asked how students currently travel to school.

56 of the students surveyed came to school in either bus or taxi.

Students were then asked their preferred method of travel to school.

It is clear from the student response as to what would be their preferred method of travel, there is a clear interest in the possibility of cycling or walking to school.

Parents and staff were also asked to complete a travel survey. Six parents responded to the survey and 50% preferred their children to be taken to school by bus while 50% preferred using their car. All
parents highlighted the difficulties with parking and congestion at the junction with Windmill Avenue. Suggestions for improvement included the extension of the car park at the school and for lollipop ladies to be employed. It was also suggested that students should be taught more about the green cross code and general road safety. Other concerns raised by parents included:

- School transport arrived at different times most mornings and this is unsettling for the students waiting.
- The long journey students have on school transport as it is not a direct route as students from Kingsley special school share the same buses/taxis.

From the staff survey, the congestion of traffic at the junction of Windmill Avenue and Eastleigh Road caused serious concern as did the lack of parking spaces in the staff car park. Suggestions for improvement were further extension of the car parks (something which is already being addressed in a new build beginning in Jan 2010) and also the staggering of starting times between the neighbouring schools.

Consultation

- Pupils in school were surveyed on Friday 11th January 2008.
- Parents and staff were issued questionnaires in January 2008.
- Consultation with the school travel plan advisor from NCC
- The headteacher, PHSE Co-ordinator and site supervisor have been consulted in completing this document.

- The school council on January 21st 2008 represented the views of students in their class regarding issues raised from the pupil survey (minutes enclosed).
- Developments with regards to issues raised in the school travel plan will be included in newsletters to keep parents informed.

Monitoring and Reviewing

The School Travel Plan will be reviewed in September 2010.

The next survey of pupil’s travel behavior will take place in January 2010.

Those staff involved in the current Travel Plan will ensure that developments are monitored and ensure that the pupil/parent/staff survey takes place in January 2010.

Parents and staff will be kept informed of any travel issues via newsletters and bulletins. The school council will be the forum for students to be kept informed and contribute any further ideas/comments regarding current travel arrangements.

Actions Jan 2008 – July 2009

- The building of a bike shed - £5000.
- Regular monitoring of students bikes to ensure they remain safe.
- Encouraging students to walk or cycle - if they are able to do so safely.
- Encouraging car sharing for after school clubs or students living outside the transport entitlement area.
**Outcome September 09**

A bike shelter is in place in a prominent position at the front of school.

Active work takes place to ensure bike safety.

Car sharing has increased.

**Actions September 09-10**

To take part in the countywide SEN review’s assessment of special school transport.

To develop the extended school day in a way which is equitable for all students wherever they live.

To give the school’s parent support worker a role in ensuring that students do not miss schooling because of transport issues.
This drawing is to be read in conjunction with all relevant architects, engineers and landscape drawings and specifications.

Do not scale this drawing.

1. SURFACE WATER FOR PROPOSED DEVELOPMENT TO DISCHARGE FROM DIPSTO TO EXISTING MAIN WITH NEW RISING MAIN ASSUMED TO BE 100MM DIAMETER.

2. FOUL TO DISCHARGE FROM FPPS TO EXISTING MAIN INTO NEW RISING MAIN ASSUMED TO BE 100MM DIAMETER.

3. CONTROL KNOCK FOR PUMP STATION NOT ELIGIBLE.

Elliotwood
Isebrook School
Kettering
Drainage Strategy

Scale: 1:250

Job No: 209458
Drawing No: D/100

Legend:

- B = Borehole
- SW = Surface Water
- F = Foul Pit
- P = Pump Station
- PT = Petrol Tank
- PS = Petrol Station
- PG = Petrol Gantry
- D = Drain
- W = Waste
- R = Rainwater
- S = Sewer
- T = Trade
- X = Existing
- N = New

For information & comment contact: 020 8944 0323, fax: 020 8944 9999, info@elliottwood.co.uk

project
This plan is provided by Anglian Water pursuant to its obligations under the Water Industry Act 1991 sections 198 or 199. It must be used in conjunction with any search results attached. The information on this plan is based on data currently recorded but position must be regarded as approximate. Service pipes, private sewers and drains are generally not shown. Users of this map are strongly advised to commission their own survey of the area shown on the plan before carrying out any works. The actual position of all apparatus MUST be established by trial holes. No liability whatsoever, including liability for negligence, is accepted by Anglian Water for any error or inaccuracy or omission, including the failure to accurately record, or record at all, the location of any water main, discharge pipe, sewer or disposal main or any item of apparatus. This information is valid for the date printed. The plan is produced by Anglian Water Services Limited from Ordnance Survey © Crown Copyright, 100018507. This map is to be used for the purpose of viewing the location of Anglian Water plant only. Any other uses of the map data or further copies is not permitted. This notice is not intended to exclude or restrict liability for death or personal injury resulting from negligence.

Lower Left: 487840.5, 277200.75
Date: 07 Jul 2009
Scale: