

### **Changes to the School Day from September 2026**

11<sup>th</sup> June 2026

Dear Parents and Carers,

As you will be aware from the Parent/Carer consultation earlier this academic year, the Governors, Trustees and School Leaders of St Rose's School have been considering an adjustment to the school day from the start of the Academic Year in September 2026. We would like to thank everyone for their input into this process, for completing the survey and for sending in comments / letters, both supporting this proposal and for raising concerns, which governors, trustees and leaders have spent time looking at in more detail.

The proposal was to:

- Shorten the end-of-day finish time from 3:45 pm to 3:30 pm (so that school ends at 3.30 p.m every day)
- Finish at 2:00 pm on the last day of Terms 2,4 and 6 (December, April, July).
- Start each Monday at 9:20 am instead of 9:30 am

**This proposal to make the changes outlined above has now been ratified and adopted by Governors and Trustees. The change will be made from September 2026.**

The Local Authority transport managers have been aware of this possible change since the summer last year and we have consulted with managers this year too. They will now finalise arrangements with the various transport operators ready for September.

Attached at the end of this letter is the following information, should this be of further interest:

1. Results of the Parent / Carer survey
2. Information provided by Gloucestershire Highways
3. Pedestrian and Traffic survey
4. Local Authority School Transport Managers
5. Individual variations
6. Children who access our Monday residential provision
7. Responses to other questions / comments

If you have any questions please do get in touch,

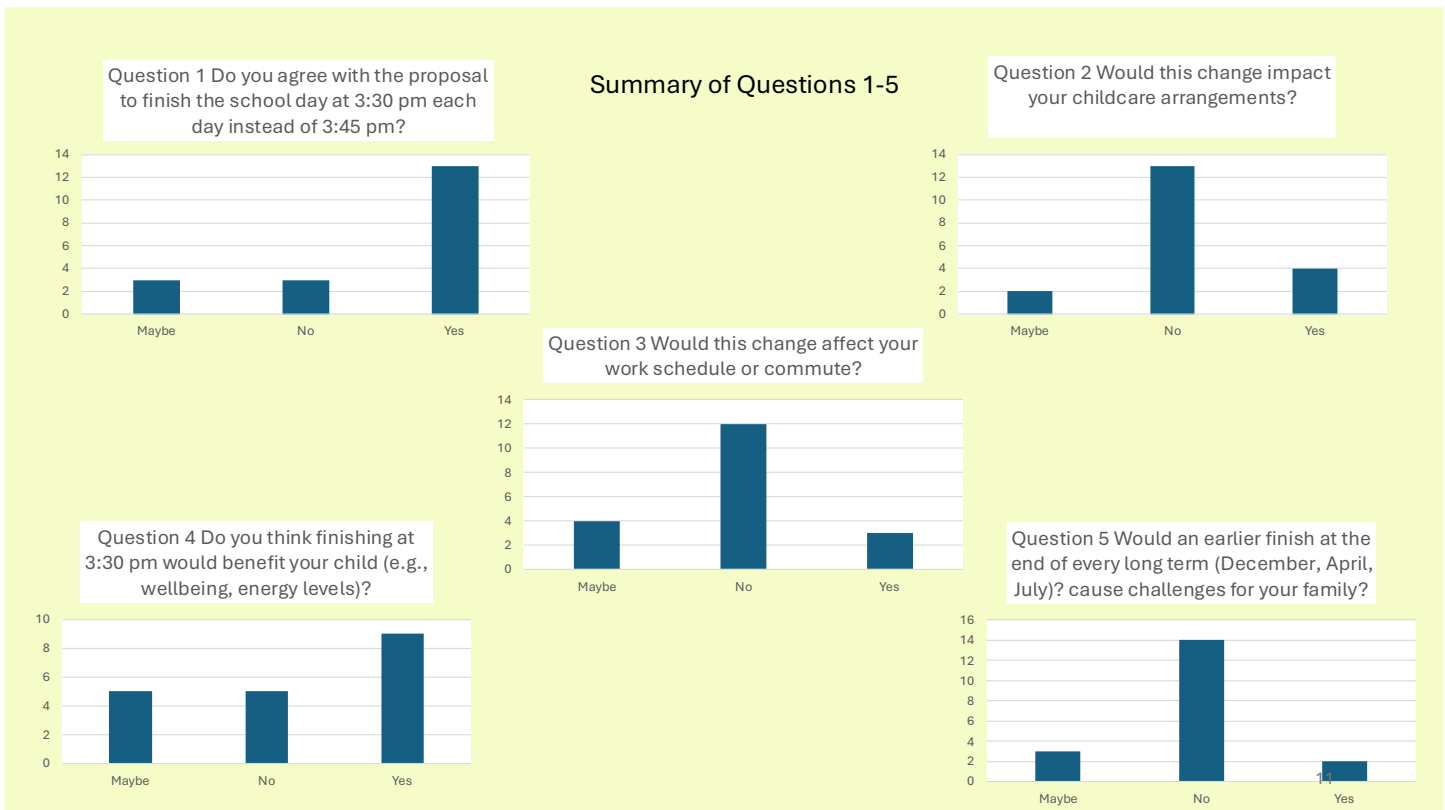
Kind regards,

Sheila Talwar (Principal) & Vicky Dangerfield (Head of School)



## 1. Results of the Parent / Carer survey

The results of the parent consultation are summarised below. There were 19 responses to the parent survey including 20 individual comments within the survey (including comments of support and comments to consider) and one letter from a family was also submitted.



## 2. Information provided by Gloucestershire Highways

Following a concern raised about traffic outside of the school we contacted the Local Highways Manager (Stroud South) and the Road Safety Team for comment. They assessed both the traffic conditions and the collision data for the section of road outside of the entrance to the school. They have reported to us that evidence indicates that there are currently no statistical road safety concerns.

The Highways Manager did note that vehicle visibility can be limited when exiting the school site across the footway. With that in mind, it is suggested that we may wish to install more signage within our own boundary at the exit, to remind motorists to be aware of pedestrians crossing and accessing the entrance from the Beeches Green footway. The Highways Manager noted that the existing give-way line is already set forward to help pedestrians see vehicles pulling out of the site. It is recommended that cutting back overhanging vegetation would also help to maintain clear visibility of our entrance. These aspects will be added to an action plan.

The Highways team confirm that a 20mph speed limit operates outside the school, and that there have been no recorded collisions on Beeches Green in the past five years.



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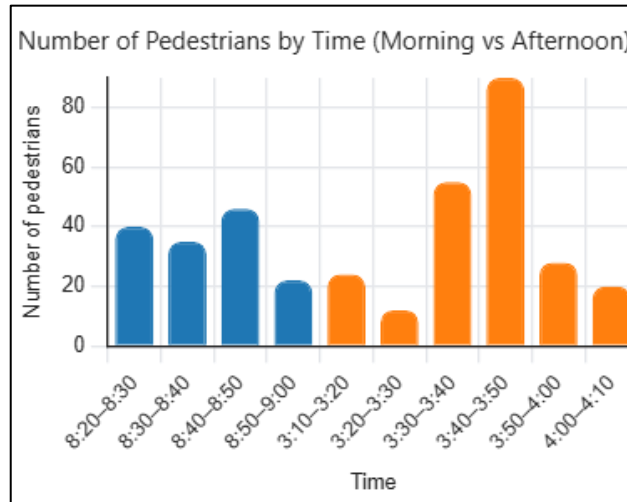


### 3. Pedestrian and Traffic Survey

Following a concern raised about the high levels of pedestrian activity on the pavement across our entrance a survey was carried out over a 6 day period. We collected data on the traffic entering and exiting our site in the afternoons. We also collected morning data to have a clearer picture of the current patterns of pedestrians and school/college traffic, for information purposes.

#### PEDESTRIANS – crossing the St Rose’s gateway on the pavement as pedestrians, in either direction.

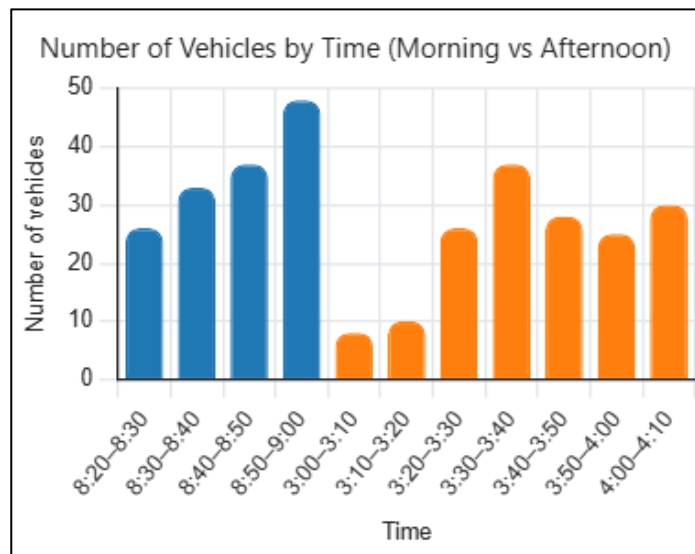
Time	Number of pedestrians
8.20-8.30	40
8.30-8.40	35
8.40-8.50	46
8.50-9.00	22
3.10-3.20	24
3.20-3.30	12
3.30-3.40	55
3.40-3.50	90
3.50-4.00	28
4.00-4.10	20



There is a clear peak of pedestrian traffic walking across the entrance in the afternoon, as expected. This coincides with the end of school time of local secondary schools in particular when local secondary students are discharged at the same time. The morning pedestrian data is more evenly spread.

#### VEHICLES entering or leaving St Rose’s site

Time	Number of Vehicles
8.20-8.30	26
8.30-8.40	33
8.40-8.50	37
8.50-9.00	48
3.00-3.10	8
3.10-3.20	10
3.20-3.30	26
3.30-3.40	37
3.40-3.50	28
3.50-4.00	24
4.00-4.10	30 (10 of these staff cars)
After this there is a steady stream of staff cars leaving	



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## Current context- vehicles

Mornings -There is a steady stream of vehicle arrivals from 8.20 (and many staff arrive prior to this) as staff arrive for work, this vehicle stream then continues to rise as the student transport both arrives on site **and** then leaves again.

Afternoons- There is a steady stream of vehicle arrivals from 3.00 and increasing over time as student transport both arrives on site **and** then departs again.

**Risk focus** – we looked at: The likelihood that school vehicle movements bring those vehicles into conflict with non-school pedestrians on the footpath crossing the St Rose’s entrance.

## What the current 3:45 finish shows:

Afternoon pattern with a 3:45 finish

- School vehicle numbers rise steadily through the afternoon and are maintained
- Vehicle activity is sustained and significant from ~3:20 onwards
- Peak public pedestrian movement occurs at 3:40–3:50 (≈90 pedestrians)

This means:

- A large number of non-school pedestrians are present and crossing our gateway
- At the same time, there is intensive school vehicle activity both arriving and departing from our site.

## Current risk implication (3:45 finish)

- School traffic is introduced into the public highway when pedestrian density is at its highest
- The surge in school vehicles currently coincides with:
  - The end-of-day entry and exit of student transport vehicles
  - General public pedestrian movement unrelated to St Rose’s
- This increases exposure of the public to school-generated vehicle movements
- The current timing means there is intense interaction between school vehicles and the public.

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## Effect of moving the school finish to 3:30 (vehicles earlier)

Shifting the end time to 3:30 will move the school vehicle movements a little earlier, primarily into:

- 3:20–3:30
- 3:30–3:40

The public pedestrian context at that time

- Public pedestrian numbers at 3:20–3:30 are typically lower (≈12)
- Numbers of pedestrians increase after, remaining at a peak later at 3:40–3:50 when the secondary school students are at their peak crossing our gateway

Resulting interaction pattern

- School vehicles are likely to be arriving when fewer pedestrians are present
- By the time pedestrian numbers peak, a proportion of school traffic should already be cleared
- The overlap between:
  - High vehicle volume (school)
  - High pedestrian volume (public) should be somewhat reduced



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## Risk comparison: school traffic vs public pedestrians

### With a 3:45 finish

- School vehicles operate during peak public pedestrian movement
- Higher likelihood of:
  - Crossing conflicts
  - Reduced visibility
  - Slower response times due to congestion
- Public pedestrians are likely to be more exposed to school traffic risks

### With a 3:30 finish

- School traffic is **pulled forward in time** (student transport will arrive earlier and begin to depart earlier)
- Public pedestrian activity is still relatively low until 3.40-3.50
- Interactions are potentially likely to be:
  - Fewer in number
  - Less congested
  - Easier for drivers to manage safely

This represents a potential reduction in risk to the general public from student and staff vehicles.

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## Does moving the school end time to 3:30 potentially reduce or increase the risk of school vehicles coming into contact with members of the public?

**A slight reduction in risk is likely.**

Based on the data:

- A **3:30 finish should reduce slightly the temporal overlap** between:
    - School-related vehicle movements
    - Peak public pedestrian activity
  - This should reduce both:
    - The frequency of interactions
    - The complexity of the road/pavement environment when interactions do occur
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## Conclusion

When pedestrians are considered to be 'members of the general public' and vehicles are the 'school-generated traffic', the data indicates that the current **3:45 school finish increases exposure of the public to concentrated school vehicle movements** during a period of high pedestrian activity. Moving the school end time to **3:30 would potentially shift school traffic into a period of lower pedestrian density**, thereby slightly reducing interaction, congestion, and potential conflict between school vehicles and the public highway users.

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## Additional information

No parents/carers were seen walking home from school with students during the survey period, although this has been raised as a concern. We know that sometimes this may happen in warmer months. There were concerns raised about the pedestrian numbers/congestion on the pavements should parents/carers be walking home with



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their children from St Rose's from 3.30.

The pavements near school leading from Stroud town centre to Tesco have already been widened by the council in previous years as a result of this area being the highest for pedestrian footfall in Stroud. There are traffic light controlled crossings either side of school and access to traffic free Stratford Park close by that has a path up towards Stratford Road.

Should this pedestrian congestion prove to be a risk to any families on days that they wish to walk home, School leaders will endeavour to offer those parents/carers a slightly later pick up for those specific days they wished to walk home.

#### 4. Local Authority School Transport Managers

The Local Authority transport managers who organise and commission the individual transport contracts for children with EHCP's who attend St Rose's had already been consulted last academic year in 2024\_25. when the proposal for change was first discussed between School Leaders, Governors and Trustees.

We are aware that some of the contracted operators heard about this and then told some parents directly last year that this change is not possible. However, they are directly contracted by the Local Authority and are commissioned to operate under the timings set for them by the Local Authority. We are in close contact with the transport managers who have again confirmed that they do not foresee any issues with these changes in time, based on the conversations held with their transport operators last year.

#### 5. Individual variations

We have several families who already have individually agreed variations in place for later drop off and / or earlier pick up times for their children in school and these can of course continue. Please do contact us if you have new requests such as these, we look at each on an individual basis with you based on the needs of your child and complete any necessary variation paperwork for our records.

#### 6. Children who access our weekday residential provision

The end of the school day will not affect the residential provision if your child stays with us overnight during the week. The transition and handover between school staff and residential care staff will continue in the usual way.

#### 7. Next Steps

An action plan has been put together to address the recommendations around signage, repainting road markings and vegetation management to help improve visibility. Some of these actions sit with the school and some with the council who we are working with.



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