



Travel Plan May 2015

Mission statement

Mission Statement

St Philip Howard is a vibrant school
that nurtures individual talent
and respect for others.

With our faith in Jesus, we learn, grow and achieve.
Together, we make a difference.

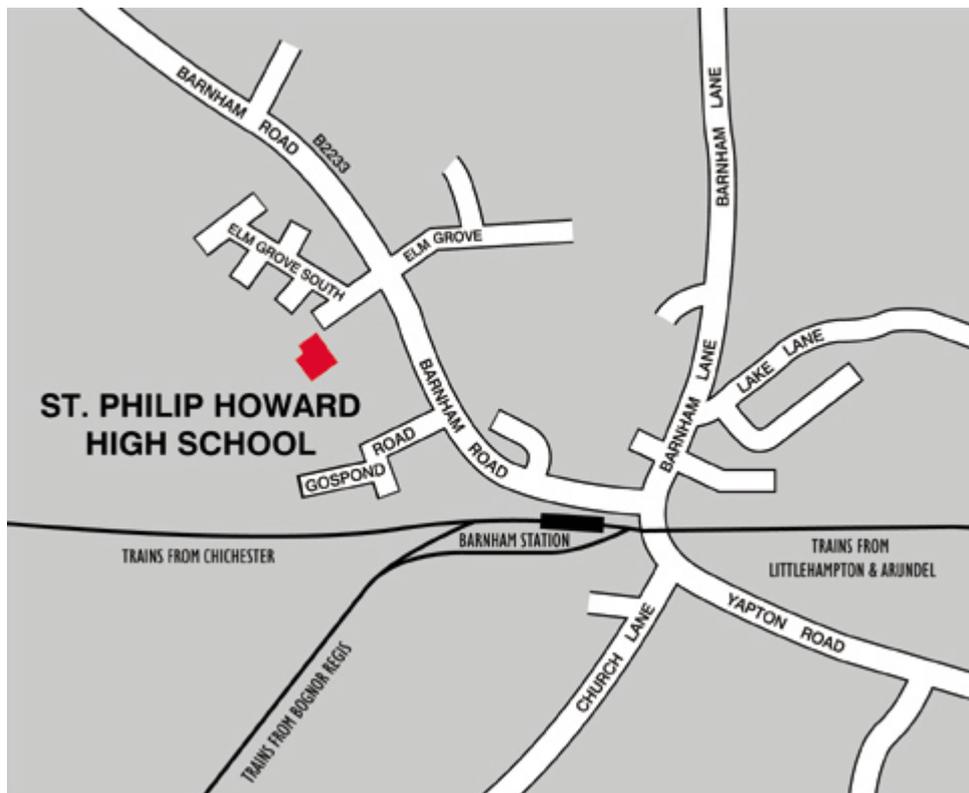
Contents

Subject	Page Number
Background & Existing situation	3
Current Situation	4
Work Party	4
Objectives	5
Research	5
Statistics	6, 7, 8, 9
Mode of Travel	10
Survey Results	11, 12
Rail travel	11
Bus Travel	11
Road Safety Issues	12
Traffic Issues	13
Geographical Considerations	14
Targets	15
Curriculum Links	15
Action Plan	16, 17
Summary	18

Background & Existing Situation

The school is in the village of Barnham in a semi-rural location with excellent access to the Rail network. There is also a limited regular bus service in addition to the specialised school bus route that serves some of the surrounding villages. In addition, Barnham enjoys good vehicular access off the A27, A259 and A29, serving Chichester, Bognor Regis, Arundel and Worthing. The access to local amenities and facilities within the village itself are good.

St Philip Howard School was founded in 1959 and lies within the Cathedral Deanery of the Diocese of Arundel and Brighton. Whilst we serve the local community, the nature of the school also brings pupils from a wider catchment area including Bognor Regis, Arundel, Storrington, Chichester and Littlehampton. A smaller number of pupils travel from further afield in Sussex and across the County Border in Hampshire. There are currently 953 pupils on the roll.



A School Travel Plan is in place to provide a framework for promoting safe and sustainable travel for pupils and staff. Sustainable transport modes will be promoted for environmental and health reasons.

Parents will be informed of the travel plan, and be asked to contribute, to gain their commitment now and into the future.

Current Situation

The school is open from 7am to 6pm with the majority of pupils arriving between 8.00 and 8.30 am in the morning and leaving at 3.05pm. Pupils enter and exit the school through 2 areas, the front entrance and rear Gospond Road entrance. The majority of pupils travel to school on the train. They then make the short walk through Barnham village to the Gospond Road entrance. Alternatively there is a school bus which drops and collects pupils in the front car park. Parents are discouraged from dropping off pupils by car on the school grounds.

On the school site, the installation of on-site railings separate pedestrian movement from motor vehicles to reduce the risk of road user conflicts, accidents and casualties.

Entrance for pedestrians and vehicles is separated, however there are current issues with cars verging onto the pavement by the front entrance. Other existing traffic related problems that the plan hopes to address include inadequate cycle storage and cycle safety.

Finally there are geographic factors that effect travel to school. The nature of the roll, with students travelling considerable distances to our school makes these unusual compared to other High Schools.

Working Party

St Philip Howard Catholic School is responsible for the development and the ongoing monitoring of the school travel plan. The School travel plan working party is coordinated by Mrs J Alcorn.

The working party comprises staff (including teachers and senior management), Governors and pupils.

- Mrs J Alcorn –Business Manager
- Mrs N Bleakley – Staff Representative
- Mr T Lucas – Governor Representative
- Sibil Sabu – student representative and member of Junior Leadership Team
- Nicholas Hopkins - student representative and member of Junior Leadership Team

The working party meets regularly and discussions/actions are noted.

The working party meets termly or more frequently, if required.

Information from these meetings is fed back through the school by:

- Staff briefing
- Healthy schools newsletter
- Junior Leadership Team
- School travel display board.

The school has informed parents and the local community of the existence of the travel plan using the regular school newsletters. The travel plan will be posted on the school website.

Objectives

Our objectives support our school ethos in caring for all members of the school community. The travel plan will suggest actions to be undertaken in order to meet each of the objectives. The objectives hope to provide better choices and education to enable pupils and staff to make safe sustainable travel choices.

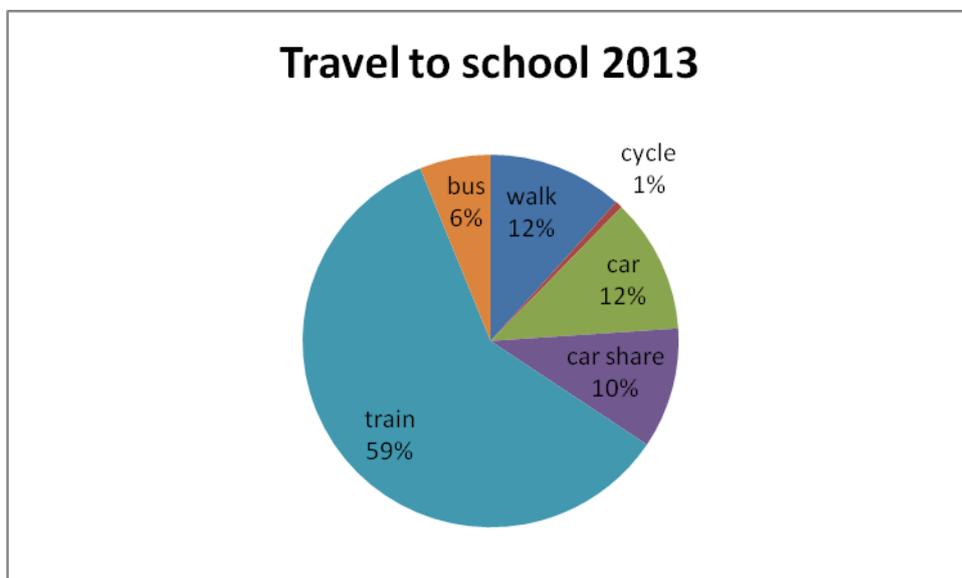
- Raise awareness of existing safe and sustainable travel choices and develop ideas for improved sustainable travel options.
- Maintain the travel plan as a working document.
- Improve students' road safety awareness
- Improve safety of traffic movement near the school and make pedestrians safer.
- Make sixth form students safer when they start to use the roads as riders and drivers.

Our objectives also meet those of West Sussex County Council to:

- Reduce Congestion and Pollution
- Improve accessibility for our residents to key services
- Improve road and personal safety
- Improve overall quality of life in West Sussex

Research

Students were last surveyed in 2013 to ascertain their mode of travel to school. The results of this survey are shown below:

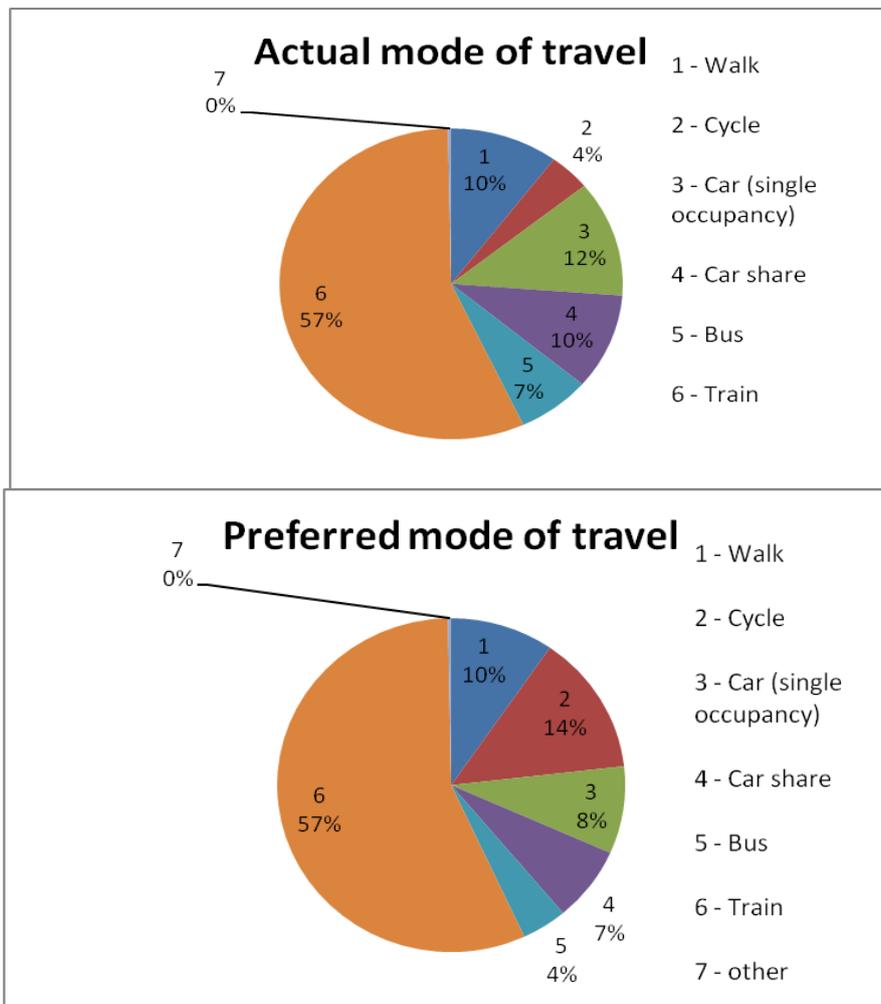


Summary of survey and research results by mode of travel

According to the classroom travel survey undertaken in 2013 our students said their preference would be **10%** bike and **13%** walk. The survey suggested that there may be potential for modal shift towards cycling to school (there was insignificant potential to increase walking to school).

Travel to school survey 2014

Surveys undertaken in November 2014, show very little change in the modes of travel to and from school compared to the previous survey in 2013 – it is encouraging to note that St Philip Howard students still have a very high percentage of students travelling sustainably with only 12% travelling by car as the only passenger.



Potential for modal shift

According to the 2014 travel survey, the main potential for modal shift is from single occupancy car use to cycling. The lack of secure storage for cycles at school is a problem for potential cyclists that the school would like to address by working with West Sussex County Council to progress the proposed cycle scheme.

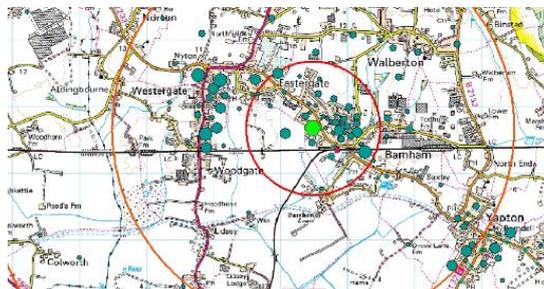
Bicycle

Those students and staff who cycle to and from school face significant difficulties with regard to securing their bicycles in school. Our numbers of students and staff who do cycle is lower than we would like, although this is due in part to the unsafe nature of the roads around the area and not necessarily in the area of the school.

However more would be encouraged to cycle if there was secure provision for bicycles in school. WSCC have now met with us twice to discuss the proposals for the six villages cycle route, which would give direct, safe cycling access to our school for all the surrounding villages, plus on site storage of bicycles. These negotiations are ongoing at present and St Philip Howard remains committed to supporting the County Council in relation to the proposed scheme.

The pupil plot map below indicates that significant numbers of students travel from the Eastergate/Westergate area and a significant number would be likely to cycle

given if the route was developed. 'Hands up' surveys undertaken in Year 10 tutor groups, suggested that in that cohort, 9 students would change from travelling by car to cycling if facilities were in place. If this was replicated across Years 7-11, this could amount to up to 45 students.



Car Travel

The majority of school staff and a proportion of students do come to school by car. The school has a large car park, the facility having been recently extended again and this means that the majority of staff and visitors to the school can now park on site rather than in neighbouring roads. However despite repeated requests some parents drive right to the school entrance, or even on to the site, to drop students off. The school has asked on many occasions that these students be dropped off a little away from the school to avoid congestion in Elm Grove South and make the area of the school entrance safer for the school and local communities. Members of the Leadership Team are now on duty at the front of the school each morning to prevent access to the school site for non- emergency visits by parents. Some parents pull onto the footway outside the main gate to drop students off. This is a dangerous practice which is strongly discouraged and members of staff on gate duty try to prevent this occurring. At a recent travel plan meeting, Pene Mather, WSCC School Travel Advisor suggested that it would be possible to install bollards at this location.

Car sharing

A car sharing scheme is very much a matter of personal choice on the part of the parents, especially taking into account Safeguarding considerations, but this is something that we could explore. We could offer to coordinate a scheme for those pupils traveling from further a field, in remoter areas and those areas not readily served by public transport.

Staff are encouraged to car share where possible and many do so, although this is on an informal basis rather than through a car share register.

Rail Travel

Train services provide good levels of service from Bognor, Chichester, Littlehampton and Worthing and Arundel. The arrival and departure times are convenient and allow pupils to arrive at an appropriate time.

A large number of staff travel by train and take advantage of the Easit 15% discount card. This is publicised to staff through staff briefings, etc.

Those staff and students using the train have a fairly short distance to walk and no requirements to cross the main Barnham Road, so their route is as safe and practical as it is possible to make it at this time. A future enhancement of this could be the provision of a zebra or other safe crossing place further along Barnham Road just north of the Co-Operative shop. A large number of students cross at the lights outside the station to access the shops on the other side of the road, but then have to run over the road as there is no safe crossing provided farther along beyond the shops. The light controlled crossing just before Elm Grove South does not meet this need as the students will normally access the back gate of the school in Gospond Road which means them crossing long before this point.

A particular concern of students and staff walking from Barnham railway station to/from the school entrance in Gospond Road is the area at the entrance to the station car park. This is discussed further on page 11 of this document.

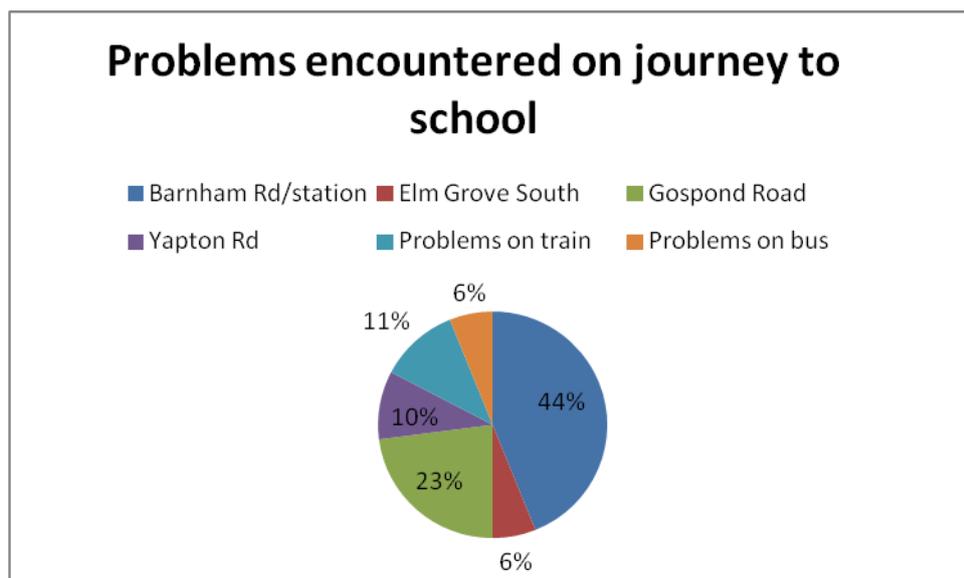
Bus Travel

There are several bus services available to students. From Bognor area is the No 66 bus route. This arrives at the local bus stop at either 07.29 – over an hour before school starts - or 08.37 – 3 minutes before school starts. This leads to pupils being late for registration which is made worse should there be any delays. The return journey bus leaves at 3.12 which is therefore feasible to catch as long as pupils are not delayed at school for any time. The next service after this is at 5.07 – nearly 2 hours later. For this reason, although some pupils do use the bus service, the train services are preferred as being more regular and convenient.

This service also does go to Yapton where it turns round and returns, but this only leaves the service that arrives in Barnham at 07.48 – still a long time before the beginning of school. The return journey, the earliest appropriate bus departs Barnham at 4.47 which is 1½ hours after the end of school.

There is also the school bus service, solely for St Philip Howard students. This covers Rustington, Littlehampton, Wick, Arundel, Walberton and Barnham. The service arrives at 8.30 and departs on the return journey at 3.10 which are both ideally timed for the students who utilise it.

Road Safety issues/Unsafe routes



A significant area of concern to the school is a footpath running from Elm Grove South to the Barnham Road. Where the footpath reaches Barnham Road, it opens out virtually straight onto the road. There is no pavement on this side of the road, and to reach the pelican crossing some 50 yards away would mean that they would have to walk on the road. The working party considers this a significant hazard for students.

If the footpath were to be closed and students diverted along Elm Grove South they would automatically come upon the crossing and therefore would be able to cross safely, which would be beneficial to them and also to the drivers using the road at the time.

The school has been working with its neighbours and the local authority with a view to asking for the extinguishment of the footpath. However we have been advised that our application would be unsuccessful, and would need to be put forward by our neighbours.



Existing public footpath linking Elm Grove South and Barnham Rd

This would seem to be a fairly straightforward and well justified adjustment to the Right of Way and it is hoped that at some point in the future this may happen.

Traffic issues surrounding the school

The majority of our students come to school by train, and the route from the station to the rear entrance of the school is short and manageable. The school was deliberately located in its present position to afford easy rail travel.

However, a number of students find that negotiating the entrance to the station car park and maintenance area – a very wide ‘bell mouth’ junction hazardous. The alternative to crossing at the junction is to go around this area via the footpath. Unfortunately, this is seldom the course that young people will choose when rushing to catch a train with their friends!

The school would like to work with highways and Pene to develop some sort of measure to improve safety and awareness at this location. The Head of Design & Technology is keen to involve students in a highway design project to look at potential designs for improvement. Such a project will require input from West Sussex in terms of producing site plans and some sort of ‘brief’ for the students to work to.



Station car park and Southern Rail depot. Entrance

However there are also a number of students who come by car – currently 12%, as there is insufficient public transport coverage from their areas. The parents are asked **not** to drive into the school to drop students off, which has a varying degree of success. Reminders are issued regularly although some parents still do this. The school is located on the curve of a long close and along the close there is parking permitted on one side of the road. This does not then allow 2 way traffic and this leads to a lot of congestion around the area of the school gates. The school has worked with a neighbour and WSCC Highways on possible solutions to this. The only options are signage on the fence line, which would need to be supplied and erected by the school, and continued efforts to raise the urgency of the matter with the parents.

Unfortunately, Elm Grove South is a ‘no through road’ (see below) which means that motorists entering the road to drop students off, must turn in Elm Grove South. Despite being encouraged to drop students off further afield, a significant number of parents continue to drive into Elm Gove South. The potential for a ‘park and stride’

scheme from the car park at the rear of the Co-Op in Barnham Road will be considered on a more formal basis before the Autumn Term.

Although Barnham Primary is in close proximity to Philip Howard, it isn't apparent that there is an issue with parents from the Primary parking in Elm Grove South when taking their children to school as this would necessitate crossing the Barnham Road to get to the Primary School.

The kerb line at the immediate entry to the school is very low and there are numerous occasions when drivers use the edges of the pavement as roadway, as there are no physical barriers to this at this time. Provision of bollards some form of physical barrier to cars mounting the kerb at the entrance to school would improve safety of students in this area. Pene Mather has said that this would be possible through the Safer Routes minor works budget.



Geographical considerations

YAPTON – whilst geographically quite close to the school (2½miles), there is no adequate provision of public transport. The nearest train station is Barnham itself, so not practical. Coming to school by bicycle would involve traveling along the busy and at times narrow B2233 with its safety concerns. Walking would take in the region of 40 minutes each way. If the school could instigate a school run using the existing school minibus that can take 17 pupils at a time. This could well save in the region of 24 car journeys per day and thus have beneficial effect on the local environment. This would be self funding with the parents covering the cost of the fuel used, which would only work out at a few pounds per pupil using the service per week.

MIDDLETON & FELPHAM – currently the public transport provision involves bus to the centre of Bognor and then either bus or train to Barnham. Whilst Middleton is only 4 miles from the school, the journey using public transport entails around double this and a journey time on average of almost an hour. Thus, whilst some pupils do use the public transport, others are brought to school by parents to save time, with the inevitable increase in environmental impact.

Curriculum Links

Competency (Year 7) -

Use of the Performance in Education 'Streetwise' resources, prior to the 'Big incident safety day'

Big incident day – a day dedicated to various aspects of safety including cycling, road safety, fire safety and first aid.

Modern foreign languages (Key stage 4)

.As part of a joint venture with Southern Rail, students produce rail line guides for foreign visitors to the area.

Geography

Year 7 – field work in Barnham including traffic counts. Project on improving the local area.

Year 9 – climate change

History –

Year 7- Tudor exploration

How Godwineson/ William travelled around Britian in 1066, and crusades

Year 8- development of canals to railways

Year 9- transportation used during Holocaust/D-Day

Year 12 – Industrialisation and development of the trans-Siberian railway.

Religious Education

Year 8 – stewardship. Looking after our world and presentations on environmental problems

Year 11 – GCSE Christian Ethics. Looking at climate change and Christian response to environmental problems

Design and Technology

Students will design their vision for the station entrance area as a design and technology project. These designs will be submitted to WSCC for consideration for safety improvements at this location.

Science

All year groups – climate change and anthropogenic causes

Whole school challenge – green car challenge

Action Plan

Objectives

Our objectives support our school ethos in caring for all members of the school community. The travel plan will suggest actions to be undertaken in order to meet each of the objectives. The objectives hope to provide better choices and education to enable pupils and staff to make safe sustainable travel choices.

- Raise awareness of existing safe and sustainable travel choices and develop ideas for improved sustainable travel options.
- Maintain the travel plan as a working document.
- Improve safety of traffic movement near the school and make pedestrians safer.
- Make sixth form students safer when they start to use the roads as riders and drivers.

Objective/ Target	Actions	Who	When	Measures
Objective: Raise awareness of existing safe and sustainable travel choices and develop ideas for improved sustainable travel options	<ul style="list-style-type: none">• Ensuring travel plan noticeboard is kept up to date	Travel Plan working party	November 2014	Students and NB to work on this display/take new photos, etc.
	<ul style="list-style-type: none">• Staff to travel with new pupils on 'transfer day'	Available staff members	July 2015	Find out which staff available and purchase tickets for them – this has been arranged for 1/7/15.

<p>Target: Reduce single occupancy car use of staff and students by 5%</p>	<ul style="list-style-type: none"> Promote car share scheme among staff – ‘new year’s resolution Year 7 participation in the Living Streets ‘Free your Feet’ campaign 	<p>Travel plan co-ordinator/NB</p> <p>NB</p>	<p>January 2014</p> <p>April/May 2015 and annually</p>	<p>Return from staff</p> <p>Completed</p>
<p>Target: Increase cycling to/from school by 5%</p>	<ul style="list-style-type: none"> Updated travel plan published on school web site Provide secure cycle racks for staff and students Hold a 3in1 card sign up session. Promote Easit 15% rail discount to staff and ensure all new staff are aware of scheme. Prevent bullying/improve safety at Barnham Station Improve awareness of school’s commitment to sustainable travel by promotion of Barnham station and local rail routes – provision of framed poetry written by SPH students at stations on the coastal and Arun Valley lines as far as Gatwick Airport station. 	<p>Business Manager</p> <p>Business Manager/WSCC</p> <p>Working party/WSx</p> <p>Travel plan co-ordinator/NB</p> <p>Headteacher</p> <p>A. Baker</p>	<p>January 2015</p> <p>When issues resolved by WSCC</p> <p>June 2013</p> <p>November 2014</p> <p>September 2014</p> <p>June 2014</p>	<p>Plan on website</p> <p>Racks provided</p> <p>Session held</p> <p>E-mail and announcement in staff briefing</p> <p>Head attends station most days at the end of school day</p> <p>BBC School Report and school’s involvement in Barnham – Bognor railway 150 year commemoration. Joint winner of the ACORP Community Rail Project award for involving young people.</p>

<p>Objective: Maintain the travel plan as a working document</p>	<p>One person responsible for implementation of travel plan</p> <ul style="list-style-type: none"> • Appoint Travel Plan co-ordinator (JA/NB) <p>Keep staff and student travel statistics up to date.</p> <ul style="list-style-type: none"> • Year 6 children to complete travel survey on their induction day • Staff and pupil survey undertaken each year separating staff and pupils data. • Investigation into participating in WSCC pilot using 'Modeshift Stars' travel plan online monitoring system. 	<p>Travel plan working party</p> <p>Travel plan co-ordinator</p> <p>Primary co-ordinator</p> <p>STP coordinator</p> <p>NB and JB (Head of ICT)</p>	<p>April 2013</p> <p>Ongoing</p> <p>September 2013</p> <p>Ongoing</p> <p>September 2015</p>	<p>Co-ordinator appointed</p> <p>All new pupils surveyed. Annual hands-up surveys</p> <p>At least 75% of staff and pupils surveyed Last completed November 2014</p> <p>All students to complete online survey</p>
<p>Objective: Significantly improve safety of traffic movement near the school and make pedestrians safer.</p> <p>Target: Reduce the congestion in Elm Grove south by 5%</p>	<ul style="list-style-type: none"> • Provision of drop-off area away from Elm Grove South, in order to create a park and stride initiative • Provision of dolly posts to protect students leaving on foot from main entrance • Closure of footpath that runs from Elm Grove South to Barnham Road • Provision of Pelican crossing near to Gospond Road or some form of crossing point • Consideration of some measures to improve safety awareness at the entrance to station 	<p>Travel Plan co-ordinator, Business Manager and WSCC</p> <p>WSCC/working party</p> <p>WSCC</p> <p>??</p> <p>STP working party/ Road Safety Ambassadors/W</p>	<p>Lobbying of WSCC to start as soon as possible</p> <p>2015</p> <p>asap</p> <p>April 2015</p>	<p>Response from WSCC on points raised and a meeting set up</p> <p>Works complete</p> <p>Response from WSCC</p> <p>Advice from WSCC received</p> <p>'Soft' engineering measures (signage/Y 7 posters displayed)</p>

	<p>car park</p> <ul style="list-style-type: none"> Enquire with Arun District Council about car park parking permits for 6th formers who drive. Continue to encourage parents support for not driving onto the school site to dropping off and picking up. Leadership Team presence at front gate each morning Improve awareness of road safety issues in Year 7 and wider school 	<p>SCC</p> <p>NB</p> <p>Business Manager</p> <p>SLT</p> <p>NB</p> <p>NB, AB and MT</p> <p>NB, Barnham Primary</p>	<p>March 2015</p> <p>Ongoing</p> <p>Ongoing</p> <p>October 2014</p> <p>January 2015</p> <p>June 2015</p>	<p>on highway)</p> <p>6th formers issued with parking permits and their use encouraged through assemblies, tutor time, etc.</p> <p>Included in regular newsletters</p> <p>SLT are present at both gates each morning</p> <p>Performance in Education 'Streetwise' performance for Year 7 students.</p> <p>Introduce WSCC Road Safety Ambassador scheme to year 7 with members of the Junior Leadership Team</p> <p>Year 7 JLT members to meet Year 6 Barnham Primary JRSOs to consider the importance of the proposed cycle route to schools and residents in the area.</p>
Objective: Make sixth form students safer when they start to use the roads as riders and drivers	<ul style="list-style-type: none"> All sixth form students to attend Sussex Safer Roads Partnership 'Safe Drive, Stay Alive' production 	Head of sixth form	November 2013 and annually	All sixth form students attended 2013 and 2014

Summary

Our action plan aims to meet our objective and those of the County Council in the following ways:

Reduce Congestion and Pollution

Congestion would be reduced in the Elm Grove South area, having a knock on effect on air quality in the area.

Continued work with our neighbours with regard to reducing the congestion along Elm Grove South would, if successful, reduce the congestion and pollution in the area at relevant times of the day.

Improve accessibility for our residents to key services

Reduced congestion would make general travel in the area easier and safer for all of the community.

Improve road and personal safety

The installation of dolly posts would greatly enhance pedestrian safety at the main entrance gate.

The extinguishment of the segment of the footpath opening onto Barnham Road would greatly enhance both pedestrian and driver safety in the area.

Improve overall quality of life in West Sussex

The provision of secure cycle shelters and a designated cycle path would increase the number of persons coming to school by bicycle, thus improving their general health and wellbeing as well as improving air quality by reducing road travel.

Monitoring

It is vital that the Travel plan is monitored regularly and maintained. This includes our action plan that will be updated when our working party meets termly.

In order to achieve this, an annual travel survey of both pupils and staff will be undertaken. This will also be extended to Year 6 students before they join the school

by including it as part of their Induction Day in the summer term. This will enable us to encourage use of the above plans in order to keep the environmental impact as low as possible.

The school will also be in the position of accurately reporting the 'mode of travel' question in the National School Census.

Commitment to the future

The Headteacher, Business Manager and Governors representative have all signed a declaration stating that this travel plan will be a 'living' document, which will evolve indefinitely as each of the objectives is achieved.

The Healthy Schools group will monitor progress at each meeting, and will be extremely busy in supporting all of the actions in the report. Through this group, the plan will be audited and progress chased vigorously. They will also be heavily involved in lobbying local councils to ensure the school does its' best for the local environment.

New pupils coming in to the school will be made aware of the travel plan and be asked to contribute any good practice. We know that most primary schools have plans in place, and that awareness will be helpful for the school in 'selling' our own travel plan.

'When you're through changing, you're through', is a motto that is a favourite of one of the authors of this report. This school's travel plan will never be through.

April 2013 - Jill Alcorn