

The Angmering School: School Travel Plan 2009

Purpose of our Travel Plan

We want our School Travel Plan to help promote school travel issues with parents, pupils and staff. It can help to secure funds for Safe Routes to School initiatives and selected projects. In our School Travel Plan we show how we intend to help make travel to and from the school by students, parents and teachers more sustainable and safe.

Our School Travel Plan is not just about travel. It is concerned with:

- improving health
- broadening education
- combating social exclusion

We want to contribute to reducing car use because if it is allowed to continue to increase there will be severe consequences on:

- the environment, from the pollutants emitted by motor vehicles;
- the safety of all travellers, from the risk of accidents associated with road traffic;
- the long-term health of the population, arising from lack of appropriate exercise.

Objectives of our plan

The objective of the plan is to create the facilities and routes needed to promote the use non-motor transport for journeys to / from the school site, to:

- reduce congestion at the busiest periods of the day;
- facilitate regular physical exercise by students and staff;
- reduce the risk of accident and personal injury for students and staff;
- minimise inconvenience to local residents.

The plan is intended to be a “living document” that will evolve to reflect any changes to the patterns of travel to and from the school, and any resulting changes to the priorities for development of alternative travel strategies and facilities.

Discussion of the school location (For plan see Annex A)

The Angmering School provides co-educational, comprehensive education for nearly 1500 students aged from 11 to 18 years of age. It includes a special support facility, the Lavinia Norfolk Centre, for more than 60 students with a variety of physical and hearing impairments.

The school is located to the south of Angmering village and is bounded to the south by the A259 trunk road, which is the main arterial route between Worthing, Littlehampton and Bognor Regis. This road attracts high volumes of road traffic throughout the day, especially between the hours of 0800 and 1000, and again between the hours of 1500 and 1800 daily.

The western boundary is defined by the B2140 (Station Road), the main access route to Angmering village.

To the east, the site is bounded by housing, recreational, agricultural and light-industrial premises and to the north by residential housing and the Bramley Green estate.

The school serves a large catchment area including the villages of Findon, Ferring, East Preston, Rustington, Clapham and Patching and Angmering. There are a significant number of students who travel from farther away often because they are members of the LNC. All 7 villages are predominantly residential, with little indigenous industry or commerce, certainly very few large enterprises. As a result, in the mornings there is a flow of people to work in the larger towns to the east, west and north, and back in late afternoon.

The teaching and ancillary staff employed at the school are drawn from an even larger area with significant numbers travelling from Brighton and Chichester. The school employs in excess of 200 full-time and part-time members of staff, and is the largest single employer in the Angmering area.

There are about 100 dedicated car parking places on site, excluding disabled spaces. Over 200 car parking discs are issued to members of staff who could potentially drive to school by car. The issuing of discs is to allow staff members to park on site and highlight others who may be using the premises, but not members of staff. Problems relating to cars being blocked in have been addressed as owners can be traced more easily via these discs.

Discussion of modes of travel available

Rail

Angmering Station, which lies on the line between Portsmouth and Brighton/London Victoria is ½-mile south of the school. At peak times, 3 trains per hour run in both directions although not all trains stop at the smaller stations served by the line.

Buses

Stagecoach operates the east/west 700 service regularly every half hour. The nearest bus stop is south of Angmering station.

Compass operate a single service in each direction (Route 8) between Ferring and the school for our students at the start and end of the school day.

WSCC provides a dedicated "school" bus service for students from Findon, Clapham and Patching. There is no provision for travel to either location after evening activities, such as clubs and sports fixtures.

Only the 700 service allows for students to take part in after school activities and get the bus home.

By Car and Taxi

The site is well served by roads, affording access from all directions, albeit all channelled through the single vehicular access.

Of special note is the use of taxis and other specialist vehicles to transport students to and from the LNC. These vehicles give access to the specialist facilities available at the school and could not be replaced. Although there have been recent improvements, there are still concerns about the suitability of the drop off and pick up facilities at the school for these vehicles.

On Foot or Cycle

Pavements are provided on either side of Station Road to the south of the junction with the A259 but are narrow and abut the carriageways. North of the junction there is a combined foot and cycle path as previously noted. This combined track funnels walkers towards the main site entrance.

A ramped foot and cycle bridge is located just east of the junction of the A259 with Station Road to facilitate the safe crossing of the road.

A "Toucan" pedestrian crossing has been installed across the A259 midway between the junctions with Station Road and Roundstone Lane. This provides a safe crossing from East Preston into the network of paths and cycle ways to the north of the A259.

A new Toucan crossing over the A259 at Sainsbury's gives access to the network of public footpaths on Ham Manor and safe crossing of Station Road with a crossing patrol.

The level crossings at East Preston and Rustington often close for prolonged periods, especially during the rush hours. This prolonged closure causes waiting pedestrians to congregate at the gates, often spilling into the roadway, and impeding vehicular traffic when the gates eventually open. Such behaviour by students attracts complaints from motorists.

There is an unregulated pedestrian path across the main railway line at Pagett's Crossing, connecting to the Toucan Crossing and the A259 and the N/S foot/cycle path into Bramley Green.

Concerns have been raised about the safety young people when they cross the railway at Pagett's Crossing (recent fatality) and the Roundstone Crossing. WSCC and Railtrack are exploring ways of improving the Roundstone Crossing.

There is a dedicated cycle path on the A259 to the west of the junction with Station Road. There is a combined cycle and footpath on the east side of Station Road between the junction with the A259 and Greenwood Drive. This path continues along the south side of Greenwood Drive to the school gates.

A network of roads was built for the Bramley Green estate. This includes a north/south foot and cycle path which gives cycle access to the new A259 Toucan crossing. A cycle/foot path has been built through the school grounds to link with this path at the south east corner of the school site.

Surveys of Travel Behaviour

To establish the pattern and modes of travel used by staff and students, a number of surveys have been conducted.

Table of Comparisons

Mode	2004		2006		2007	
	No	%	No	%	No	%
Own motor vehicle	154	75%	44	61%	82	82%
As a passenger in someone elses car	20	10%	23	32%	7	7%
Taxi	2	1%	0	-	0	-
Public service bus	4	2%	0	-	4	-
Cycling	15	7%	2	3%	4	4%
On Foot	4	2%	2	3%	0	-
Other (please specify) train	7	2%	1	1%	3	3%
Total Staff Recorded	206		72		100	

Pupil Monitoring Survey (twice a year)

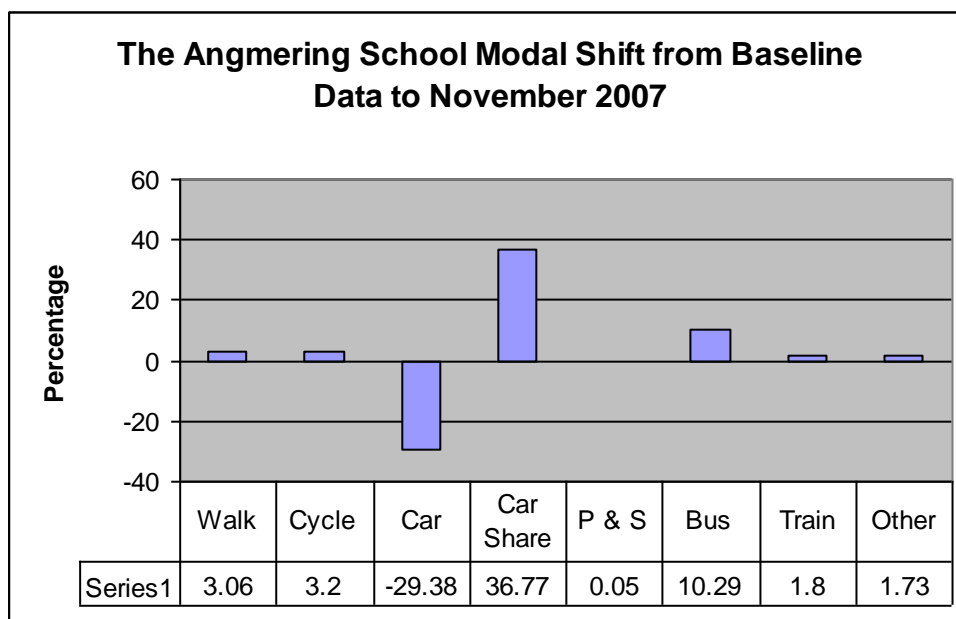
Simple hand count surveys during registration of how each child travelled to school have been conducted.

The results from the surveys are show below:

Mode	2004	%	May 07	%	Nov 07	%	May 08	%	Nov 08	%
Walk	38	38%	383	50%	349	51%	459	52%	429	57%
Cycle/Scooter	8	8%	99	13%	90	13%	109	12%	84	12%
Car (alone)	31	31%	75	10%	87	13%	86	10%	71	10%
Car Share	0		70	10%	64	10%	84	10%	50	7%
Park & Stride	0		2	0.2%	1	0.1%	11	1%	9	1%
Bus	17	17%	101	13%	70	10%	91	10%	73	10%
Train	3	3%	18	2%	15	2%	13	2%	10	13%
Other (inc taxi)	3	3%	17	2%	8	1%	26	3%		
Total	100		765		684		879/1261		746/1261	

Graph from WSCC showing progress at The Angmering School

WSCC provided us with this graph which shows change in use of different ways of travelling since a 'baseline' year.



Other evidence from the questionnaires and anecdotally from parents can be summarised as:

- Concern for safety and security of children is the principal reason for use of motor vehicles for delivery to and collection from school.
- Public bus services are too infrequent and too expensive.
- Often the car journey to school is undertaken as a special journey (i.e. it is not part of a longer journey such as en route to work).
- Lack of secure storage for bicycles and cycling equipment, and the absence of changing and showering facilities are often cited as reasons for not cycling, especially amongst teaching staff.
- Respondents often stated that they would use their motor vehicles less if provision for pedestrians and cyclists was improved. Well over a third would do so if public transport were cheaper and more reliable.

Further analysis

More than 50% of students live in East Preston and Rustington. For them, the A259 and the main railway line are significant obstacles that must be negotiated on the route to and from school, however they travel.

The large majority of students live within 2 miles of the school but access routes may extend this distance by up to a further half-mile

The main reason for the dominance of the use of motor vehicles for travel by students still appears to be concern for safety. This stems from inadequate provision of paved footpaths to with the volume of pedestrians at peak flows and inadequate segregation of pedestrians from the high volumes of vehicular traffic using the roads at rush hours.

In most cases the footpaths abut the carriageway and in the cases where there is a verge separating the footpath from the carriageway it is seldom wider than 0.7 metres (~ 2 feet). The number of car parking places available within the school grounds is insufficient to meet current demands and there is little space available for the construction of additional places. Staff travel appears to be a minor contributor to the congestion caused by motor traffic moving onto and off the site in the busiest periods.

Development during the period 2004 to 2009 (updated January 2009)

Since the first Travel Plan was prepared and implemented, significant targeted actions have been taken. These have focussed in two areas:

1. Improving access routes
 - New North East entrance from Bramley Green and wider Angmering
 - Cycle path inside the school grounds from the junction of Station Road and Greenwood Drive
 - Improved road markings in school, better designated parking spaces, staff parking permits and monitoring of car parking to improve separation of cyclists, cars and pedestrians at the front of school
 - Improved designated drop off points for buses and taxis for LNC students
 - Increased cycle parking for students and staff
 - Fence around the school site removing the ability to exit straight onto the A259 at the Angmering Station roundabout. This is aimed at increasing use of the footbridge.
 - New Toucan crossing over A259 at Sainsbury's
 - Toucan crossing across the A259 mid way between the two roundabouts
 - Cycle and footpath from south east gate to new cycle parking near Science block.
 - School bus service for Ferring has afternoon pick up in Bramley Green
 - These have been facilitated by regular meetings with Parish, County councillors and WSCC officers

2. Seeking to encourage staff, students and parents to be less reliant on cars
 - Regular articles in Weekly News giving information about improvements and expectations
 - Prizes for most frequent staff cyclists
 - Free D locks for regular staff cyclists
 - Shower facilities improved for staff cyclists
 - Environmental survey commissioned and discussed at Governor's Premises Committee
 - Car parking badges

Options for improvement and development

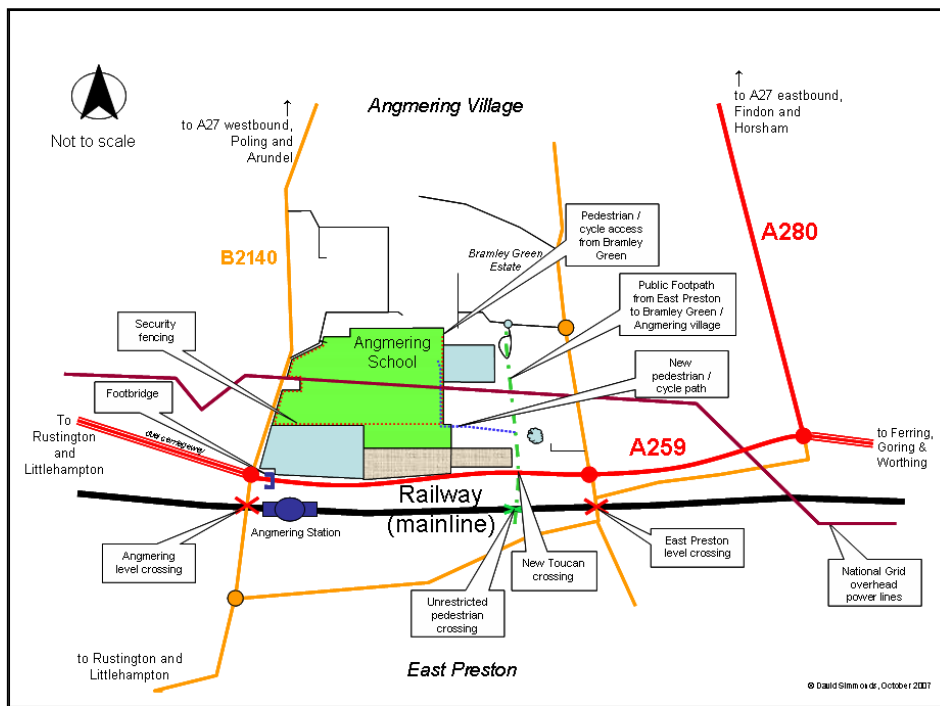
The detailed plans for the development of alternative modes of travel are at Annex B, but the main points are highlighted below.

Separating cars, cyclists, cyclists and buses at the entrance to the site

This has moved forward with two new entrances providing further points of access to the site for pedestrians and cyclists to promote the use of alternative, quieter routes, reduce overall travel distances and reduce the volumes using the main access point.

Providing safe means of crossing the A259 and the main railway line, together with proper segregation of pedestrians from vehicular traffic

A footbridge over the railway adjacent to the Rustington and East Preston level crossings would reduce the large numbers of pedestrians that congregate when the gates are closed for prolonged periods.



A reduction in the reliance by staff on cars would reduce the demand for car parking spaces on site.

This could influence and improve dropping off and picking up especially at the LNC.

Development of an alternative site entrance on the eastern edge of the site and the provision of dedicated drop-off points, especially for students using the LNC

This would significantly reduce congestion at the current site entrance and reduce the potential for accident or injury. It would deal with concerns of residents of the Walkway. The imposition of parking restrictions in Greenwood Drive between the school gates and Station Road would reduce inconvenience to the residents and ease congestion in that roadway at peak flows.

The development of cycle routes away from the main roads and the provision of

improved storage and changing facilities.

This should be part of the integrated cycle strategy for East Arun.

This would encourage the use of this mode of travel. The storage and changing facilities should ideally be sited adjacent to the natural paths from the point of access to the ultimate destination within the school.

Rerouting / rescheduling of bus services, particularly during the morning and afternoon peak flows, to drop and pick up passengers closer to the school, and the provision of cheap fares would encourage greater use of this mode.

Re-siting bus stops and providing better pedestrian routes between the school and the stops would promote their use. It is unlikely that the bus operators will undertake such initiatives without some form of financial incentive.

A continuing programme of publicity

This will be required to inform staff, students and families and to promote the use of alternative, safe routes especially for pedestrians and cyclists, particularly as and when they are developed and come into use. Such publicity could be supplemented by the use of competitions and awards.

Targets

Subject to the provision of appropriate funding and the development of viable and sustainable alternatives to the use of motor vehicles, the following targets could be achieved by September 2009

- 5% reduction in the use of cars by staff;
- 5% reduction in the use of cars to transport students to / from the school;
- 10% increase in the use of cycles, walking and public transport;
- 50% reduction in the number of complaints from the public about students crossing the A27 and the B2140.

Implementing the plan

The key stakeholders and their responsibilities and activities are listed below.

Stakeholders	Responsibilities and activities
Governors	<ul style="list-style-type: none"> • Approve and monitor progress with the plan • Identify and allocate funding for the plan • Encourage dialogue with LEA, WSCC, ADC, Highways Authority and other appropriate external agencies
Governors' Premises Committee	<ul style="list-style-type: none"> • Have devolved responsibility for implementation of the plan • Agree priorities for implementation of different options
Governors' Finance Committee	<ul style="list-style-type: none"> • Monitor budgets and expenditures
Headship Team (especially the Headteacher)	<ul style="list-style-type: none"> • Execute agreed priorities • Advise and assist with development of policy • Liaise with external authorities • Promote, publicise and encourage alternative modes of travel fro routine journeys to/from the school
Parents	<ul style="list-style-type: none"> • Participate in consultation, through Parents' Forum, PTA and Parent Governors • Be informed by Weekly News, Prospectuses, school web site, meetings and presentations • Encourage and promote children to use alternative modes of travel • Lobby Councillors and external authorities for support
Students	<ul style="list-style-type: none"> • Be consulted in Student Forum and Year Forums • Be informed through the Student Planner and Weekly News and School Forum. • Be involved through lessons in Geography and elsewhere • Be prepared to investigate alternative modes of travel
Staff	<ul style="list-style-type: none"> • Be consulted in through School Leadership Team • Be informed through Staff Forum and Weekly News • Be involved through teaching and example • Be prepared to investigate alternative modes of travel

Monitoring and Review

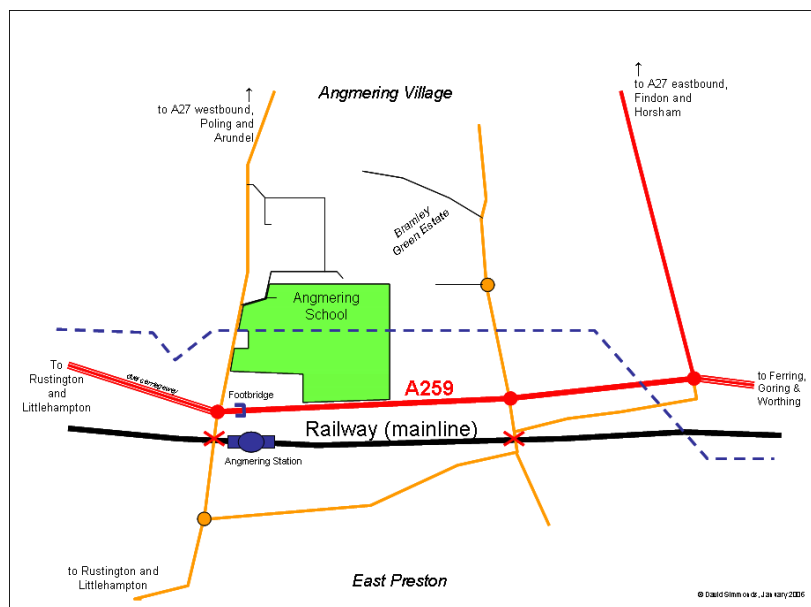
The school will monitor the progress of the Plan regularly. It will be reviewed and updated on an annual basis.

The working party will obtain figures on travel modes at least once a year. This will provide relevant data and help to maintain momentum.

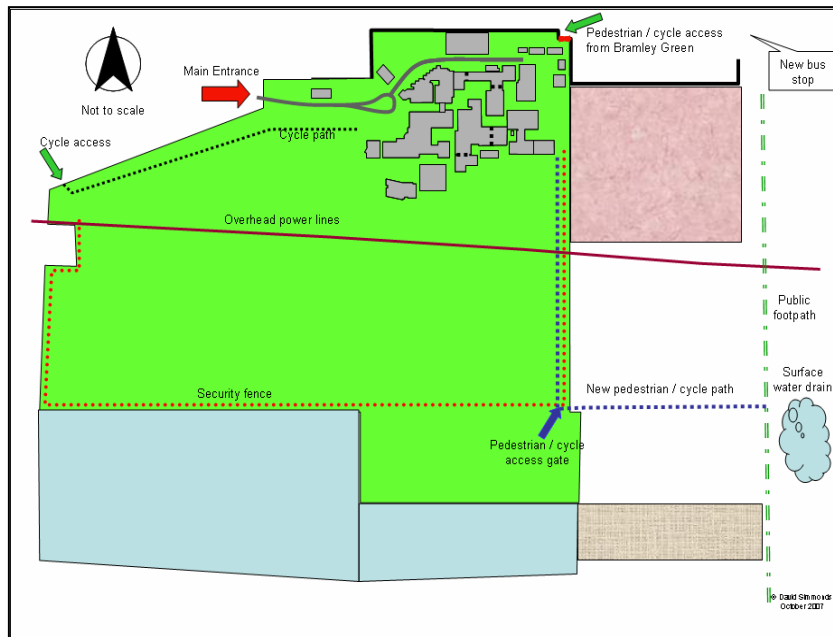
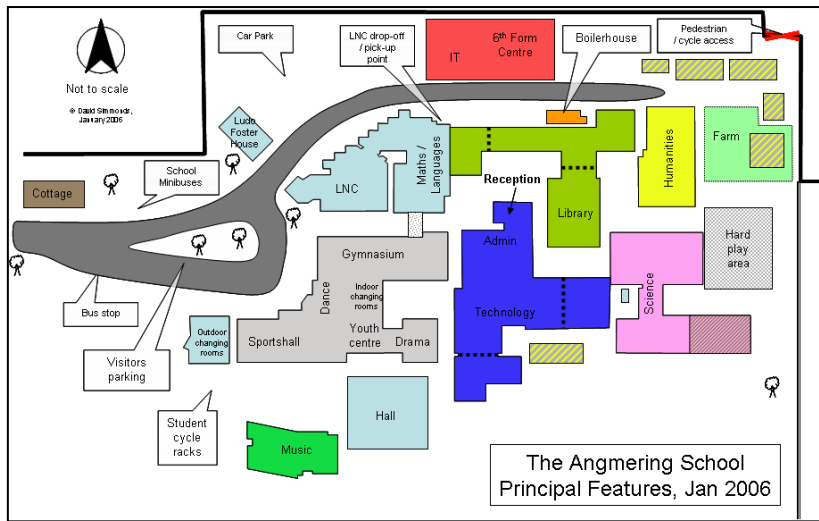
Full re-surveys will be planned and the results fed back to WSCC.

A copy will be sent to West Sussex County Council whenever the plan is updated.

ANNEX A: Map of the School and its Environs



Last update: January 2009 - David Brixey



The map demonstrates the dominance of the A259 and the main railway line on the routes available to access the school site.
The map illustrates the impact of the single, main point of access to the site from Station Road via Greenwood Drive.

ANNEX B: Detailed Action Plan

Improvement Area	Development Initiative	Resources (how much & source)	Timescale	Outcomes	Review Jan 09	Review Jan 2010
Access to school site	Open new eastern entrance via education site for Pedestrians, cyclists and emergency vehicles	<ul style="list-style-type: none"> Land transferred to WSCC Building Project Plans to go for Planning Permission January 2009 	2006-2010	<ul style="list-style-type: none"> New access Close Walkway entrance 	<ul style="list-style-type: none"> Will be in operation subject to planning Summer 2010 	
	Promote use of A259 footbridge and other safe crossings of the A259	<ul style="list-style-type: none"> Work with Police (School Intervention Officer) Assemblies 	Immediate	<ul style="list-style-type: none"> Greater use of bridge by students Reduce complaints from the public about behaviour on the road No student accidents 	<ul style="list-style-type: none"> Recent accident Concentrated works with students January 2009 	
	Formalise pedestrian and cycle access into south-east corner of site	<ul style="list-style-type: none"> Linked with ADC and Angmering PC Safer Routes to School Cycle storage School resources 	Summer 08	<ul style="list-style-type: none"> Students in East Preston use as preferred route 	<ul style="list-style-type: none"> Completed Summer 2008 	
	Improved pedestrian/cycle crossing at Sainsbury's across A259	WSCC etc Road Project	Summer 2008	<ul style="list-style-type: none"> Some students using. Issues about travel through Ham Manor 	<ul style="list-style-type: none"> Completed Work still needed with Ham Manor residents to ensure students use public right of way. 	
Reduce car use by all users of the school site	Develop use of parking permits for staff and 6 th Form students	<ul style="list-style-type: none"> Office time for administration Staff time to check for compliance Monitor parking Warning notices to offenders. 	Current	<ul style="list-style-type: none"> Improved control of parking on site Less inconsiderate parking Reduced congestion at start and end of school day 	<ul style="list-style-type: none"> Staff system in place. 	

Safer traffic on school site	<ul style="list-style-type: none"> • Introduce further traffic control measures to regulate or segregate vehicular flows • Remove huts on north of site • Improve throughroute • Additional pathways • Introduce and enforce clear rules • about cycling and walking on school site. 	<ul style="list-style-type: none"> • £2.4m building project • Dependent on acquisition of education site 	<p>Long term aspiration</p> <p>2008-2010</p>	<ul style="list-style-type: none"> • Safe segregated routes for students around school 	<ul style="list-style-type: none"> • Building project to be completed Summer 2010. • Plan for north of site will be finalised Summer 2009 • New rules introduced Xmas 2008 	
Safety on Journeys to and from school	<ul style="list-style-type: none"> • Improve behaviour at railway crossings • Improve Roundstone railway crossings • Seek to close Pagett's Crossing 	<ul style="list-style-type: none"> • Policing by staff • Work with police • Publicity • Year 7 training course • Parent action • County council support • Parent lobbying • County Council informed 	<p>2008/9</p> <p>2008/9</p>	<ul style="list-style-type: none"> • Less complaints from the public • Wider walkway etc 	<ul style="list-style-type: none"> • Railtrack have moved up priority order 	