



John Masefield High School 8844058

TRAVEL PLAN

February 2006

Mabel's Furlong, Ledbury Herefordshire HR8 2HF

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Copy of Snapshot Travel to School Survey
Copy of Staff Travel Questionnaire
Copy of Parents Questionnaire
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Letter from Ledbury Cycle Forum
Letter from The Southend Residents Group

Introduction



John Masefield High School is a large secondary school in the market town of Ledbury. There are currently approx 1000 pupils on roll, from Years 7-13.

We are keen to establish safe, healthy and socially responsible travel patterns to John Masefield High School. The community that the school serves is largely around the school and its immediate neighbourhood. As such, the John Masefield community would immediately benefit from socially responsible travel patterns.

The journey to and from school also impacts on other areas of school life, and the travel plan should encourage that. For example, we are a health promoting school and the encouragement of healthy exercise is an important part of the work in that field. The environmental impact of transport is a part of the curriculum in Geography, and we see the discussion of the pupils' own travel arrangements as being a useful resource here.

Background Information

John Masefield High School is located on the southern side of Ledbury. It is bounded by the A449 Gloucester Road to the east, the A417 Leadon Way to the south, and the B4216 New Street to the north and west. The school is surrounded by housing on all sides. The school has been a specialist Arts College since 1999 and, as part of the Extended Schools Programme, a wide range of after school activities are offered. There is a strong link with feeder primary schools, with primary schools being bussed in for activities at the school. The school also shares its site with Ledbury Leisure Centre to which the school has access during the school day. The Leisure Centre is open to the general public from 5.pm – 10pm each day.

School Population

John Masefield has a teaching staff of 67 with a support staff of 30. There are 1000 pupils on roll (January 2006), including Special Educational Needs pupils. The school day runs from 8.50 am to 3.15 pm.

School Catchment

The catchment area for John Masefield High School is the whole of Ledbury town and the surrounding villages. The main 'feeder' primary school is Ledbury Primary School.

Access Points

The layout of the school and access points is illustrated on the enclosed site plan. John Masefield High School has two formal access points:

- The main (north) vehicular entrance at the junction of Mabel's Furlong and the A449 Gloucester Road. This serves the main car park and the school reception, and is the main access used by pupils on foot travelling from The Southend. The entrance is also the access point for the Ledbury Leisure Centre located to the north of the school grounds.
- A minor (south) vehicular entrance is also located at the south-western end of Mabel's Furlong, on the south – east side of the school (near no 20). This access provides for delivery to the school canteen and provides approximately 3 car parking spaces for staff. There is also pedestrian access used by pupils from the south who arrive via the footpaths from Blenheim Drive, Biddulph Way and Aston Close.



Rear access in Mabel's Furlong

- A former pedestrian entrance on the north side of the school is no longer in use, providing access onto the sports field. The access lies directly between the properties of 31 and 32 Pound Meadow. The access previously gave the most direct access to the school for pupils on foot from the north and west of the school.
- The school allows pupils to use the school fields outside school hours and access is also afforded to the general public who use the Leisure Centre which is located within the school grounds, to the north of the school buildings. The main school access point is therefore required to be in operation in the evenings and weekends to serve the sports centre.

Travel Issues

- There are currently 106 parking spaces, within the school grounds, which are used by 97 school staff, (teaching and non teaching) and sixth form students who drive themselves to school.
- Congestion also occurs when parents park in the playground at the beginning and end of the school day.

- There are 10 school contract buses serving the school, but there are only enough parking bays for 5 at any one time.
- There is teacher supervision of the bus park at the end of the school day, but not before school.
- There is a problem with parents' double parking in the car park, buses reversing when cars are moving, and pupils walking behind the moving vehicles.
- There is no covered waiting area for pedestrians, and pupils waiting for buses have no shelter in wet weather.
- There are two disabled parking spaces at the front of the school, and two in the staff car park at the rear of the school.
- There is a zebra crossing within the school grounds that is supervised by a member of the leadership team at the end of the school day.
- There is a train station situated at the northern end of the main road through Ledbury, which is approx 1 mile from the school.

Existing Travel Mode

At present the two dominant modes are walk and bus. The majority of remaining pupils arrive by car.

Car occupancy, trip length and destination.

Only a small proportion of those sampled travelled by car, so it is difficult to draw firm conclusions from the survey data. Only a small proportion of parents answered the question about the reason for their journey.

Routes used by pupils to walk and cycle to school.

The school attracts pupils from throughout the town of Ledbury. Because of the location of the two entrance gates, pupils from the north currently converge on The Southend at the southern end of Ledbury High Street. Pupils from the south arrive along Mabel's Furlong a residential road to the south of the school



Two footpaths feed into Mabel's Furlong and provide 'short cut' routes from the residential road network

Pupils converge on the High Street to the north from New Street, Oatleys Road/Woodleigh Road and Market Street.

Opening up the disused school entrance off Pound Meadow would change these patterns of activity, but is opposed by local residents.

Consultation

A working party has been set up which consists of the following groups:

Mrs Tracey Yapp –Travel Plan Co-Ordinator

Mr Andy Sims – a parent Governor and keen cyclist

PC Alison Dore, Community Support Officer

Cllr Luck, Ledbury Town Council

Mrs D Brown – Health & Safety Co-ordinator and Assistant Head

Mr Leon French – Site Manager

The Southend Residents Association, who are compiling a traffic survey.

Leanne Williams, Will Jennings, and Emily Taylor from Year 10 who are working on the plan as part of their active citizenship.



QUESTIONNAIRES HAVE BEEN ISSUED TO ALL PARENTS, AND MEMBERS OF STAFF, THE DETAILS OF WHICH ARE INCLUDED

Staff Questionnaire results

Number of questionnaires returned: 68 = 72% approx

How far do you travel to school?

Less than 1 mile	9
Between 1 and 5 miles	15
Between 5 and 10 miles	8
Over 10 miles	21
Over 20 miles	16

Do you walk or drive?	Walk 9	Drive 58
If you walk, is it every day?	Yes 2	No 7
Do you car share?	Yes 10	No 57
If no, would you consider it?	Yes 23	No 31

How long does your journey take?

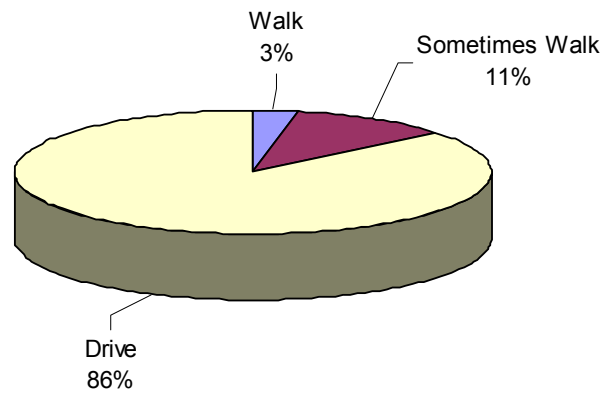
Between 5 and 10 minutes	10
Between 10 and 15 minutes	17
Between 15 and 20 mins	5
Between 20 and 25 mins	9
Between 25 and 30 minutes	11
Between 30 and 40 min	8
Between 40 and 50 mins	5
Between 50 mins and 1 hour	5
Over 1 hour	1

Should there be separate parking for staff?	Yes 39	No 20
Should there be separate parking for 6th formers	Yes 6	

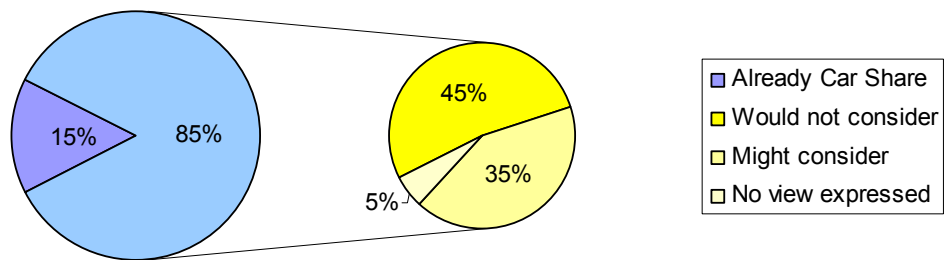
Analysis

- **Just under 50% travel more than 10 miles to school**
- **Very few staff walk to work**
- **Around 40% would consider car sharing**
- **Over 50% would like to see designated parking for staff**

Staff Travel Modes (65 responses)



Staff Attitudes to Car Sharing (55 responses)



SNAPSHOT Travel Survey (carried out 18/01/06)

A show of hands is all that was required on a given day with a selection of tutor groups across the school. 395 students took part in the survey.

Cycle	0.9%	0.8%
Type of Travel	From School	From School
Car	1.8%	2.5%
Walk	1.0%	1.0%
Car share with other pupils	0.4%	0.3%

Park and walk	0.1%	0.3%
Other eg train	0.0%	0.0%
Bus travel	50%	52%
Prefer to travel	36%	34%

Type of Travel	Target for 2007	Target for 2008
Walk	12%	13%
Cycle	1.0%	1.5%
Car	2.0%	1.9%
Car share with other pupils	1.5%	2.0%
Park and walk	1.0%	1.5%
Other eg train	0.0%	0.0%
Bus	52%	54%

Extra question for those who usually travel to school by car

How many occasionally walk	23
How many occasionally cycle	10
How many occasionally use public transport	9

Parents Questionnaires (71 families returned questionnaires)

How far are you away from school?

Under 1 mile	21
Between 1 and 2 miles	5
Between 2 and 3 miles	9
Over 3 miles	36

How long does the journey take?

Less than 10 minutes	18
Between 10 and 20 minutes	30
More than 20 minutes	23

How does your child travel to school?

Walk	27
Car	14
Bus	34
Park & walk	3
Bicycle	3
Other	2

From school?

Walk	27
Car	10

Bus	35
Park and walk	3
Bicycle	1
Other	3

How many are in the car?

Own children		Other children	
1	10	1	5
2	8	2	5
3	1		

Is the journey . . . ?

Journey specifically to take child to school	11
Combined with other journey	11
Part of a shared agreement	1

Do you experience any of the following?

Speed too fast	5
Speed too slow	2
Too much traffic	6
Parking at school	5
Parking near the school	5
Other	

If suitable parking was available would you park and walk?

Yes	11
No	1
Maybe	5
Not practical	5

Would you use a car share scheme? Yes 5 No 13

How safe is your route?

Very	18
Fairly	5
Unsafe	34
Dangerous	3

Comments

- A cycle path to school should be provided
- Parents in cars should only be allowed on site after the buses have gone
- Better traffic lights
- Make it more inconvenient for parents to drive into school
- Stagger school leaving times
- Cycle route along the A4172
- Roads too busy to cycle, and have to pay 90p to travel on bus if staying for after school activities
- Reduced price food in canteen for those who walk or cycle
- Hedges need to be cut back, too much dog mess and mud
- No safe place to cross The Southend
- No safe place to cross when catching a bus
- Only allow child to walk with a group as previously approached by a flasher

- No cars allowed in the car park
- Hard to cross Top Cross
- Extend cycle route from town to school
- Crossing at the top of Bye Street
- Drop off point near to the school
- Cycle path to Wellington Heath
- Remove north footpath on The Southend, more road marking, larger pavement, and cycle lane on the South side
- Move fence beside playing field adjacent to footpath to provide 3m footpath/cycle path connecting school to Oakland Drive and thus to New Street (avoids The Homend and The Southend links to Town Trail)
- Ban private car movements in car park for half an hour each side of start and finish of school

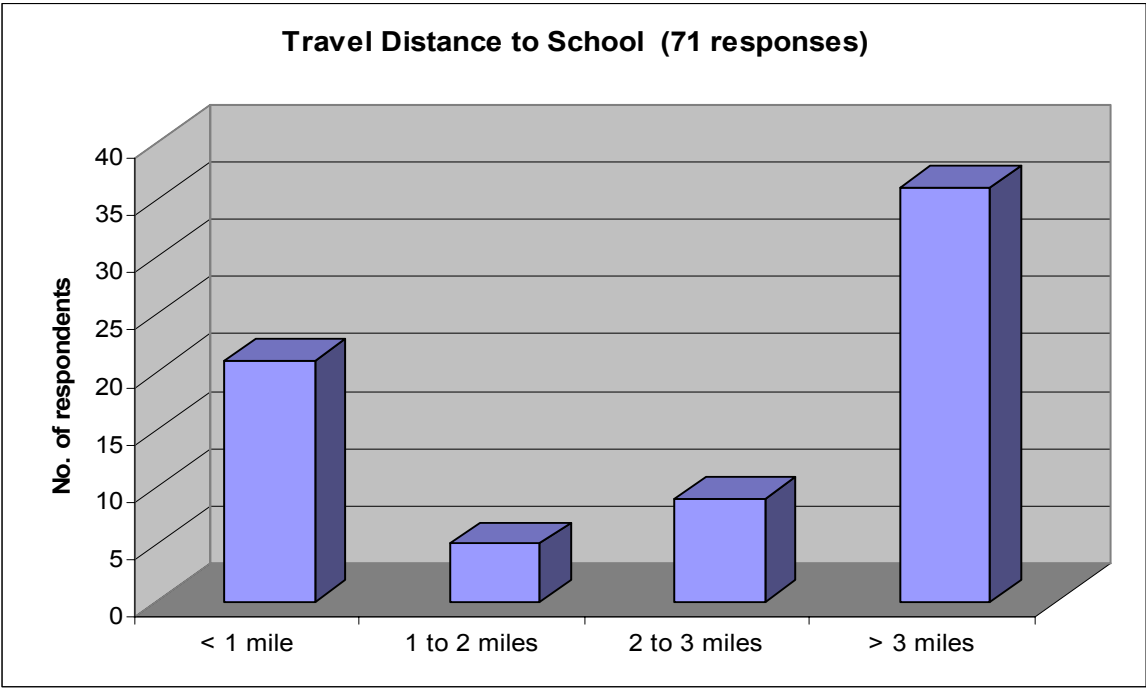
Unsafe Locations

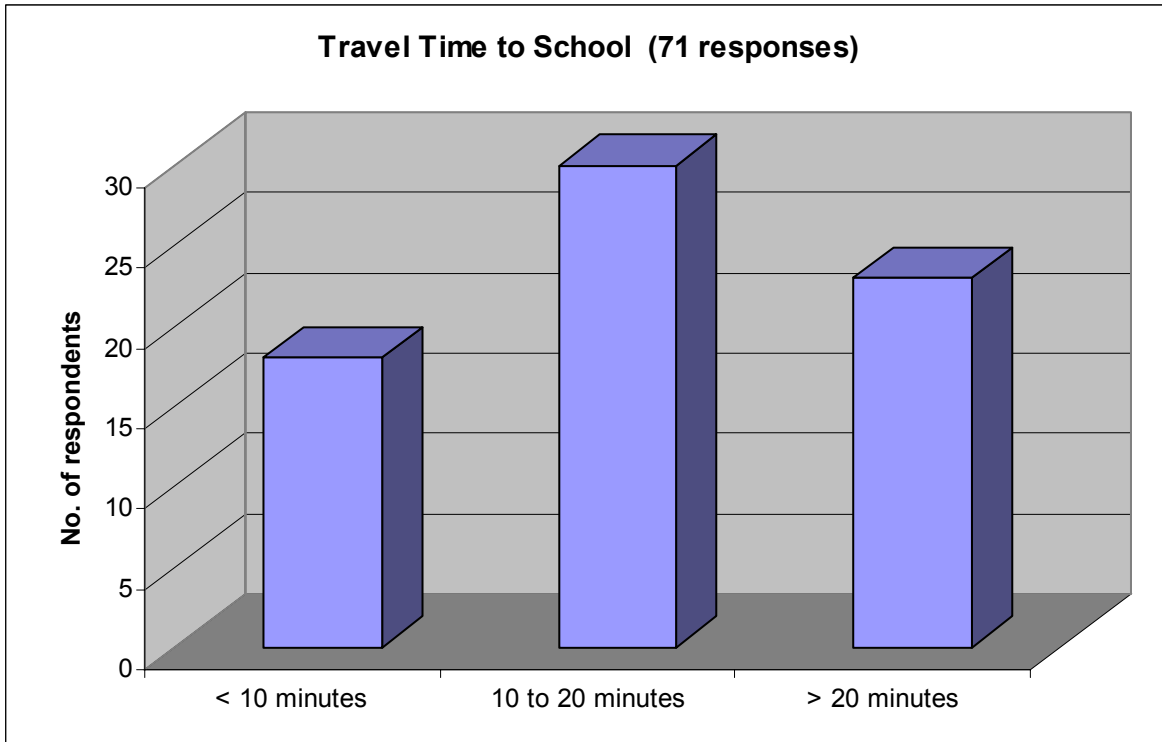
The Southend	10
School Car Park	
Junction with Mabel's Furlong	
Top Cross	2
Wellington Heath	
Woodleigh Road - road very narrow	
Chase Road, Malvern	
Alleyways by school	
Path from school into town	
Sharp bends on leaving Cradley Village	
Much Marcle Shop	
Knapp Lane	
Woodleigh Road	
Bye Street	
The Cut, Wellington Heath	

THE ANALYSIS

In brief

- **50% of pupils live over 3 miles from school**
- **Bus travel constitutes 50% of the journeys to and from school**
- **Walking and car travel are also popular but very few pupils use a bicycle**
- **Very few parents car share**
- **Parking and volume of traffic are the two main concerns**
- **22% of parents would use a park and walk scheme**
- **50% of people feel that the route to school is unsafe**
- **The Southend scores highly when asked about areas that are considered unsafe**





The School:

- **Is keen to ensure that the travel movements it generates does not endanger its pupils or other road users and causes minimal nuisance to residents and members of the public.**
- **Will inform pupils and their parents of the health and environmental benefits of walking and cycling and the value of these travel modes to pupils' personal development.**
- **Will strive to provide its pupils with the knowledge and skills needed to travel safely and responsibly.**
- **Will make every effort to ensure the pupils understand the environmental importance of supporting sustainable transport practices.**
- **Will encourage and assist pupils, parents, staff and visitors to walk and cycle to school whenever possible.**
- **Will emphasise the benefits of car sharing in preference to single passenger occupancy use.**

The School Travel Plan has ten objectives:

- 1. To reduce traffic congestion and consequent danger in the immediate vicinity of the School.**
- 2. To contribute to pupils' health and personal development by encouraging walking and cycling for school and other journeys, thus influencing a habit that they will retain into adulthood.**
- 3. To equip pupils with the knowledge and skills needed to walk and cycle safely.**
- 4. To use car and public transport in a safe and responsible manner.**
- 5. To engender a conscientious attitude towards the safety of themselves and others in all traffic situations.**
- 6. To reduce the negative environmental impacts of school travel**
- 7. To provide safe and weather resistant cycle storage facilities.**
- 8. To improve access to the school site for pedestrians**
- 9. To provide an area where parents can wait to collect/ deliver their children.**
- 10. To promote sustainable transport for students. e.g. bus and car share for parents and staff**

Monitoring and Review

A follow-up Hands Up survey will be carried out in January 2007 and the Travel Plan will be monitored and reviewed by the working party following this survey in January /February 2007. Further hands up surveys and reviews will take place in January of subsequent years. The Travel Plan Working Group will assess and adjust the plan as necessary in line with survey results and the relative success (or not) of initiatives put in place.

The review will consider student travel needs arising from new developments in education and transport provision and the plan will be revised as necessary.

Action Plan

Target	Action/Initiative	Responsible for overseeing	Start Date	Completion Date
Walking	Investigate why the entrance in Pound Meadow has not been reinstated	T Yapp	Apr 2006	Sept 2007
	Investigate suggestion to change parking arrangements along The Southend	T Yapp	Apr 2006	Sept 2007
	Investigate the possibility of 20mph speed limit along the Southend with flashing warning lights near to the school entrance.	T Yapp/ Southend Residents Group.	April 2006	Sept 2007
	Promote health benefits of walking to school	PSHE Teachers	Apr 2006	Sept 2007
Cycling	Promote health benefits of cycling to school, in collaboration with Ledbury Cycle Forum.	PSHE Teachers	Sept 2006	Sept 2007
	Ensure that cycle storage is secure	D Brown/ L French	Apr 2006	July 2006
Parking	Investigate a park and walk scheme	T Yapp	Sept 2006	July 2007
	Make the car park more secure, and safe when children arrive and leave school, repainting yellow marking lines	D Brown/ L French	Sept 2006	Dec 2006
	Reduce the number of cars parking in the car park at the beginning and end of school day. Possibly issuing parking permits.	Leadership Team	Sept 2006	Sept 2007
Publication	Advise new pupils and parents on travel policies and arrangements	D Brown	June 2006	Oct 2006
	Include school journey details in packs sent to new parents	D Brown	June 2006	Oct 2006
	Put the STP on the school website	D Henderson	June 2006	Sept 2006
	Publicise the Travel Plan in the new Prospectus and in the School Development Plan	A Evans	Sept 2006	Dec 2006
Car Sharing	Promote the idea of car sharing with staff and set up a database	T Yapp	Sept 2006	Dec 2006
Bus Travel	Maintain the 50% or increase the percentage of pupils traveling by bus	T Yapp	Sept 2006	Dec 2006