

Ashby School Travel Plan

Ashby School is a voluntary controlled comprehensive school for boys and girls aged 14-19 years. The school has a long and proud tradition and can trace its history to 1567.

The boys' and girls' grammar schools amalgamated in 1972 to become a Leicestershire 14-19 Comprehensive School on two sites. The school also offers boarding for boys and has a boarding house in its grounds which accommodates 47 boarders

In September 1998, the school was awarded Technology College Status. It became a Specialist Languages College in 2006.

The school aims to provide an education which is broad and balanced, so that each student has a firm foundation for the rapidly changing and unpredictable world of the future.

The school has a large catchment area which takes students from many of the surrounding villages. These villages are in mainly former mining areas. The school catchment area borders South Derbyshire and, because of the varied and balanced curriculum the school offers, the number of students applying to attend this very successful school is growing, particularly in the Sixth Form. This brings its own transport problems as many of the students live out of the catchment area, away from bus routes and where public transport is non-existent, thus the need to travel by car. If the students didn't attend Ashby School for their Sixth Form studies they would have to travel even greater distances for post-16 education, to places such as Burton upon Trent, Derby, Leicester.

Mission Statement

Ashby School seeks to promote life-long learning within a technologically advanced society.

Background

Background information in this section was attained from a Student Travel Survey carried out in the Autumn Term 2007.

Ways to School

The school has 1660 students on roll.

Year	Boys	Girls	Total
Year 10	291	261	552
Year 11	303	241	544
Year 12	156	167	323
Year 13	112	129	241
Total	862	798	1660

Mode to Transport two and from school

Year	Walk	Car Share	Car/Van	Moped	Cycle	Public Bus	School Bus	Taxi
Year 10	162	28	29	2	0	19	302	3
Year 11	134	18	66	0	3	22	289	4
Year 12	85	22	46	2	3	28	123	0
Year 13	58	16	81	4	0	9	63	1

Total of 1538 students surveyed (47 boarders on campus and 75 students absent on date of survey)

Of the 17 coaches provided by the LEA, over half are shared with the students of Ivanhoe College.

These shared buses present problems with both timings and student behaviour. The greatest problem is when shared buses are double decker. On these buses, there appear to be the greatest problems with behaviour.

Ashby School works very closely with School Transport and with Ivanhoe College (the neighbouring High School with whom the buses are shared) to try to stop as much bad behaviour as possible. Because of the good working relationships between Ashby School, Ivanhoe College, the Bus Companies and School Transport at the LA, the behaviour on the school buses has improved since the last full Travel Plan was submitted.

The school acts quickly once bad behaviour is reported and actively encourages students to report it. The school hopes that, by taking quick action, it can encourage students to continue to use school transport. This will then discourages parents from dropping students off at school on a daily basis which causes it own problems.

The school is still seeking funding to enlarge the bus park in an effort to accommodate all the buses on the school grounds and make life more pleasant for our neighbours on Range Road.

As the present bus park is not large enough, it is felt that this could be a factor which discourages students from travelling on school transport. The bus park becomes very crowded and can pose dangers when more than 700 students rush to board their buses in the evening.

Cycle

Since the last review, Ashby School has installed more cycle lockers and has just applied to the LA for funding for more lockers.

Lockers hold one cycle and can be locked. These are used by both students and staff.

In a student survey in 2004, students made it clear that lockable cycle storage was the only kind they would use. Cheaper, old-style cycle sheds were no longer considered secure storage for their expensive cycles.

Unfortunately, very few of our students cycle to school and the number has not risen significantly since the original travel plan. This is due to the lack of secure cycle storage and secondly the lack of provision of adequate cycle lanes. Both sites of Ashby Grammar School are on busy main roads, which are a major concern to cyclist and their parents.

Safety of the cyclist is another factor which must be taken into account. Ashby-de-la-Zouch is a very busy Market Town; particularly at the start and end of the school day. Alongside this runs the fact that many of the surrounding villages are in rural locations, accessed only by country lanes which are at times very lonely environments. Both of these, the busy town and lonely roads, are a concern for parents. Most parents will do anything to make sure that their children arrive at school safely - this often means being delivering them by car!

Cars

Unfortunately, the number of cars arriving at school each day is still on the increase. Although the school has boosted its parking by more than 50 car parking spaces since the Travel Plan was submitted, car parking remains an issue that the school needs to address.

The reasons for the growth are:

- Very poor public transport – the very few public buses from the surrounding areas arrive five to 10 minutes after school has started and students need to leave lessons five to 10 minutes before the end of school day.

- Increased school numbers – particularly Sixth Formers who come from the many surrounding villages and out of catchment.
- Sixth Formers have study time at home – this means they come into school and leave at different times of the day.
- Increase in students' means and increase in staffing – which means more cars.

Taxi

A few students travel to school by taxi organised by the LEA. These students are either Special Educational Needs students or bus overspill.

Taxis drop the students on the Nottingham Road site which adds to the congestion.

Walking

Many students from Ashby walk to school, even though for many of them it is a long walk through a very busy market town and along busy roads often with inadequate footpaths.

Although there are adequate crossing places in the main street through the town on Market Street and North Street, there are no crossing places on South Street which runs parallel to Market Street. South Street is used by many of our students as they walk to school.

For students who live on the outskirts of the town, the walk can be up to two to three miles. Footpaths on both North Street and South Street are poor and, in some cases, non-existent.

However, on a very positive note, many students enjoy the walk to school as it is a time to meet friends and socialise. Some students remarked that they even liked the exercise and the health benefits!

The Split Site Leicester Road and Nottingham Road

A 20mph speed limit was introduced on the old A50, outside the Leicester Road building, but this restriction has had little impact on traffic speed. The signs are very small and not easily visible to the car driver. They are positioned just beyond a sharp bend and only a few metres before a busy school entrance.

We have recently had a serious accident on Leicester Road when one of our students was badly injured. If there had been speed bumps, it is felt that the student's injuries would probably not have been quite so severe.

The school employs a school crossing patrol throughout the day at the Leicester Road entrance but there are no school lights to indicate to motorists that there is a school crossing patrol ahead.

There is only one entrance to the Leicester Road site which is used by vehicles and pedestrians. This is where the school crossing patrol is stationed

The increase in traffic coming on to the site, particularly in the morning, creates its own safety hazards, particularly for pedestrians.

Because the school is on two sites, students must cross the very busy Leicester Road every hour.

The following is an extract from a census carried out by local residents on 19 October 2007

Time	Nottingham Road site to Leicester Road Site	Leicester Road site to Nottingham Road Site	Total
8.00 – 9.30 a.m.	546	323	869
9.30- 11.00 a.m.	659	598	1257
11.00- 12.30 a.m.	475	433	908
12.30- 2.00 p.m.	586	682	1268
2.00 – 3.30 pm.	350	483	833
Total	2616	2519	5135

This shows that the students cross this busy road, which has no traffic calming measures, an average of 5150 times a day. The school is now calling for traffic calming measures along this stretch of Leicester Road in order to reduce the risks to students and staff.

The school would also like to provide an separate entrance for vehicles and pedestrians. A previous application was rejected by council planners on the grounds of road safety.

These students also have to cross the busy junction of Leicester Road and Range Road, which has the local hospital on the corner and the council depot at the bottom of Range Road. Consequently, ambulances, hospital visitors, hospital deliveries, council vehicles and residents' vehicles are also another safety threat to students.

Leicester Road Site

Alongside traffic calming measures, some kind of foot bridge or under ground walkway would be an ideal way of keeping our students off the road.

Nottingham Road Site

The Nottingham Road site is a much safer environment for the students after 8.45am, when the buses have arrived, parents have dropped students off, all the cars are parked and students are in class. The Year 10 and 11 students are not permitted to go through the Nottingham Road gates during the day.

The school operates a one-way system for traffic, incorporating an in and out gate, on the Nottingham Road site.

There does seem to be an increase in the number of parents who drive into the site to drop students off in the morning and pick up in the evening; this adds to the traffic congestion on the site.

The Nottingham Road has no traffic calming measures and no 20 mph speed limit. In fact, it is quite a fast busy road even though there is a 30 mph limit. In a nasty accident outside the school gates, a student was knocked down and badly injured while waiting for a taxi after school. It is believed that the her injuries would have been less severe if the traffic was traveling at 20 mph instead of 30 mph and if traffic calming measures had been in place.

The school would also like double yellow lines between the entrance and exit gates to stop vehicles stopping on this dangerous piece of road. Stopping here restricts the visibility for drivers entering and leaving the site and causes other traffic on the road to overtake in a dangerous position.

Travel Issues raised in this section were attained from a Student Travel Survey carried out in the Autumn Term 2003 which was the starting point for the Travel Plan.

TRAVEL ISSUES

School Buses	<p>Many students cannot travel to school by any other means of transport other than the school bus.</p> <p>The School Bus Park is not large enough to accommodate the number of school buses.</p> <p>Many students don't like the school buses because of: -</p> <ul style="list-style-type: none">• Behaviour of other students• Smoking on the buses• Shared buses with other schools• Length of journey• Driver attitude
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	<p>Some students opt not to travel on bus and are brought to school in private cars</p>
Cyclists	<p>The lack of adequate storage for cycles was a factor raised by many students.</p> <p>Inadequate cycle lanes/routes through a busy market town made it very difficult for cyclists to ride in safety.</p>
Cars	<p>Only one entrance to Leicester Road site for both vehicles and pedestrians is a major safety hazard.</p> <p>Speed limit of 20 mph on Leicester Road seems inadequate.</p> <p>No 20mph limit on Nottingham Road</p> <p>No school lights for school crossing patrol.</p> <p>Congestion on both sites, particularly at the start of the school day.</p>
Taxi	<p>There has been an increase in the number of students who travel by taxi over the past few years although the number is still very small.</p>

<p>Walking</p>	<p>Some students who walk to school are put in danger by inadequate footpaths and crossing places.</p> <p>One crossing place in North Street but none in South Street.</p> <p>Some students have a walk of two to three miles from home to school, some from local villages (Moir, Packington). Students who live in the town itself have a long walk for example from Willesley at the southern end of the town</p> <p>Some pedestrians in the town, particularly the older generation, often feel threatened by the large groups of students walking through the town at the end of the school day.</p> <p>Many students enjoy the walk to and from school. Reasons given:-</p> <ul style="list-style-type: none"> • Meet friends • Socialise • Healthy option • Enjoy the exercise <p>The split campus brings its own problems with more than 1,000 students crossing the busy Leicester Road up to six and seven times a day.</p>
<p>Modal Change</p>	<p>As the students get older, the form of transport changes from school buses to cars.</p> <p>Large numbers of students start walking in Year 12, presumably as the buses cost money!</p> <p>In Year 13, the trend is from walking to driving as students acquire their own cars</p>

Aims and Objectives

The aims and objectives of the School Travel Plan are:-

- To try to ensure that the safety of students on their journey to and from school is as high as possible.
- To try to ensure that the school journey poses no risk to the health and safety of students.
- To look in detail at the data collected to identify where improvements could be made that would benefit the students and the environment during the school journey.
- To identify issues raised by the survey and approach relevant bodies.
 - To approach the County and Town Councils regarding issues raised such as inadequate crossing places, substandard footpaths, lack of speed limit on Nottingham Road etc
 - To approach the LCC regarding issues raised such as the inadequate entrance to the Leicester Road site, the lack of school lights for the school crossing patrol, lack of speed limit on Nottingham Road, behaviour on school buses, sharing of school buses with other schools and the inadequacies of the school bus park.
 - To raise issues with School Transport Section at the LA regarding behaviour on school buses, smoking on school buses, timing of school buses to try to make the school bus journey as safe and pleasant as possible
- To make the Governing Body aware of the issues raised by the School Travel Survey and The School Travel Plan.
- To continue to work with the student School Council on the issues raised and to encourage new initiatives that will help to promote better and healthier means of getting to and from school.
- To encourage more cycling to school and provide safe and secure cycle storage.
- To encourage more walking to school.
- To encourage more car sharing
- To continue to provide more late buses for students who stay for after-school activities – reducing the number of cars required to pick

students up from school

- To continue to include the Schools Traffic Education Programme in the schools curriculum
- To decrease traffic congestion around the site, improve parking facilities on site, thus reducing car parking on surrounding roads.
- To acquire funding to enable new initiatives to be implemented such as cycle storage, new pedestrian entrance to the Leicester Road site, larger bus park, improved car parking facilities
- To monitor modal change on annual basis during the Autumn Term.

Time scale

[Petre - Pls see separate email – I could not manipulate data to fit into this document – sorry.]

This time-line indicates the intention of Ashby School to carry out the aims and objectives identified in the School Travel Plan and the time-scale allowed.

Estimated costs

Cycle Storage
Storage for 6-8 cycles @ £2,000 require at least 4
£8,000 – £10,000

Provide new pedestrian entrance
(providing planning permission is
granted) £2,000

Extend the Bus Park £10,000 - £15,000

Provide more on site car parking £10,000 - £15,000

Late Buses (three nights per week)
2 bus for three nights per week at
£60 per bus £12,600

Total estimated cost £55,000

The School Travel Plan for Ashby School was written as a result of a whole school student transport survey which took place during the Autumn Term 2007.

The School Travel Plan written by Anita Allsop, the School Travel Plan Co-ordinator and has been agreed by Mrs.V. Keller-Garnett – Headteacher and Mr. Clive Jones – Chair of the School Governors.

A copy of the School Travel Plan will also be sent to the Ashby Town Council, Ashby Library, the LEA and the LCC.

Signed:.....
Mrs. V. Keller-Garnett – Headteacher

Signed:.....
Mr. C. Jones – Chair of Governors

.Signed:
Mrs. A. Allsop – School Travel Plan Co-ordinator

ASHBY GRAMMAR SCHOOL TRAVEL PLAN

Task	Objective Addressed	Time – Table	Target	Responsibility
Travel Plan Co-ordinator <ul style="list-style-type: none"> To appoint a person responsible for developing the school travel plan and it's implementation 	Anita Allsop, Senior Administrator given responsibility of developing School Travel Plan	Autumn Term 2003	To have plan completed by end of January 2004	Headteacher/
Working Group <ul style="list-style-type: none"> Develop a Team of Governors, Staff and Students to develop and implement the schools initiatives. To make Governors aware of the issues raised in School Travel Plan. To make parents aware of the findings of the survey and issues raised 	Continue to work with School Council and teaching staff to raise awareness. The vice-chair of governors has agreed to become of member of the working party. The plan will be signed by the Chair of Governors Put data collected and initiatives on the school web site.	Autumn Term 2003 Spring/Summer Time 2004 Spring Term 2004	Statistics and data in place by end of Autumn Term 2003 To work closely with Governors so they are aware of moves being made and any funding that may be required. To make parents aware and ask if any parent would be interested in joining the Working Group	Travel Plan Co-ordinator Travel Plan Co-ordinator and Working Group Travel Plan Co-ordinator and Web Manager

Surveys

Task	Objective Addressed	Time – Table	Target	Responsibility
<ul style="list-style-type: none"> • To carry out initial questionnaires of students 	To gather information on modes student travel to and from school	Autumn Term 2003	To collect data to compare in future surveys	Travel Plan Co-ordinator and Mr. White and Mr. Piper
<ul style="list-style-type: none"> • To carry out initial questionnaire of staff 	To gather information on modes of staff travel to and from school	Spring Term 2004	To collect data to compare in future surveys	Travel Plan Co-ordinator and Mr. Piper
<ul style="list-style-type: none"> • To carry out annual surveys of both staff and students so comparisons can be made. 	To try to assess change in Transport	Students Autumn Term 2004	Compare data and assess modular change	Travel Plan Co-ordinator Mr. White, School Council and Mr. Piper
<ul style="list-style-type: none"> • To compare modes of transport with addresses on the catchment map. 	Awaiting Catchment Map from the LEA	Staff – Spring Term 2005	Compare data and assess modular change	

Curriculum Issues

Task	Objective Addressed	Time – Table	Target	Responsibility
<ul style="list-style-type: none"> • To work closely with the school council on issues of transport 	To make the school bus journey safer and more pleasant.	Continuous	To reduce smoking and bad behaviour on school buses	LEA, School, Bus Companies, Parents and Students
<ul style="list-style-type: none"> • To try to promote safe and healthy travel to and from school 	To make students aware of alternative means of travel	Summer Term 2004	To try to promote more walking and cycling to school	Travel Plan Co-ordinator. Staff and School Council
<ul style="list-style-type: none"> • Encourage safe driving 	To try to ensure that all users of the site drive with caution	Continuous	To reduce the number of near miss accidents around the site.	Travel Plan C-ordinator, School Council
	To make Sixth Formers Aware of the perils of drink driving	Annually	Police talk to all 6th Form Students	Head of Sixth Form
<ul style="list-style-type: none"> • To try to introduce an aspect of safe travel in subject areas such as Citizenship and form time 	To introduce aspects of the Travel Plan and the data collected to students in the normal learning environment	Next academic year	Raise awareness	Travel Plan co-ordinator, Head of Humanities and other relevant teaching staff

Safer and more pleasant journeys to and from school

Task	Objective Addressed	Time – Table	Target	Responsibility
<ul style="list-style-type: none"> • To provide safe and secure cycle storage to promote cycling to school 	To provide safe and secure cycle storage	Spring/Summer Term 2004	More students and staff cycling to school	Travel Plan co-ordinator, Headteacher, School Council Governors
	To ask County Planners about the possibility of more cycle lanes	Summer 2004	More students and staff cycling to school	Travel Plan co-ordinator, Headteacher, County Planners
<ul style="list-style-type: none"> • To encourage more car sharing for both staff and students. 	Make staff and students aware of	Continuous	Less cars on the school site	Travel Plan co-ordinator, Headteacher, School Council
<ul style="list-style-type: none"> • To provide alternative entrance on the Leicester Road Site 	To create an separate vehicle and pedestrian entrance on the Leicester Road Site	Seek planning permission Spring Term 2004	Safer entrance and exit for pedestrians	Travel Plan co-ordinator, Headteacher, Governors, LEA
<ul style="list-style-type: none"> • To provide school crossing lights at the site of school crossing patrol 	To warn drivers on a very busy road as they approach the school crossing where upto a 1000 students could be crossing at any one time	Letters to the LEA and County Council Spring Term 2004	Safer environment for all	Travel Plan co-ordinator, Headteacher, Governors, LEA

<ul style="list-style-type: none"> • To increase the size of the bus park to accommodate the growing number of buses • To work closely with School Transport to try to solve the problems of smoking and behaviour on buses. • To monitor the timings of the school buses and driver skills and conduct. • To decrease traffic congestion around the site to improve the environment for our neighbours 	<p>To reduce the number of buses waiting on Range Road</p> <p>To make the journey to and from school more pleasant</p> <p>To make the journey to and from school more pleasant and as safe as possible.</p> <p>To reduce the number of cars coming to school and to ensure that there is adequate parking within the school site</p>	<p>Academic Year 2005</p> <p>Continuous</p> <p>Continuous</p> <p>Autumn Term 2003</p>	<p>To accommodate all school buses on the school site and make a safer environment for students who travel on school buses</p> <p>Reduce the number of incidents of bad behaviour and smoking on the school buses</p> <p>To ensure safe transportation to and from school.</p> <p>To try to ensure harmony with neighbours and make a more peaceful existence.</p>	<p>Travel Plan co-ordinator, Headteacher, Governors, LEA</p> <p>Travel Plan co-ordinator, Headteacher, Pastoral Staff, Teachers, Students School Council and LEA</p> <p>Travel Plan Co-ordinator, Headteacher, LEA and Bus Companies</p> <p>Meeting with neighbours, police, traffic wardens, local coucillors, governors and representatives from the school</p>
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