



St John's Marlborough

Granham Hill

Marlborough

Wiltshire

SN8 4AX

01672 516156

DfE No. 865/5405



Travel Plan Update

Section 1 – Why we are updating our travel plan

The St John's Travel Plan was originally written in March 2008 and reviewed in May 2010 to enable the school to maximize the opportunities presented by the construction of a new single-site school.

This update is part of our review cycle; it reflects that the school now occupies a single-site and recognises a change in school circumstances with the addition, on site, of a purpose built Sixth Form Study Centre.

Our aim is to show how the school community intends to play its part in reducing unnecessary car travel for the school journey and how the school will support staff and students to travel in a more sustainable, healthy and safe way.

Section 2 – Our School

Sited on Granham Hill, above the historic marked town of Marlborough, St John's is a renowned 11-18 co-educational International Baccalaureate World Academy and Specialist College (Technology, Languages and the Arts) with 1709 students on roll. The catchment area of the school includes 16 primary schools covering a largely rural area of over 250 square miles. The school was described as outstanding in all areas by Ofsted in May 2014.

St John's has a large Sixth Form of 410 students and is one of the top performing Sixth Forms nationally. St John's is ranked in the top 25% of schools, based on the progress made by students from GCSE to A-level and the quality of teaching and learning. Students following the International Baccalaureate course achieve a point score well above the international average each year. We have an excellent record of success in applications to a wide range of universities including the most prestigious in the country.

Section 3 – Survey Results

To determine school travel patterns, understand the reasons for current travel choices and identify travel preferences, the students, parents and staff have all been consulted through questionnaires and surveys.

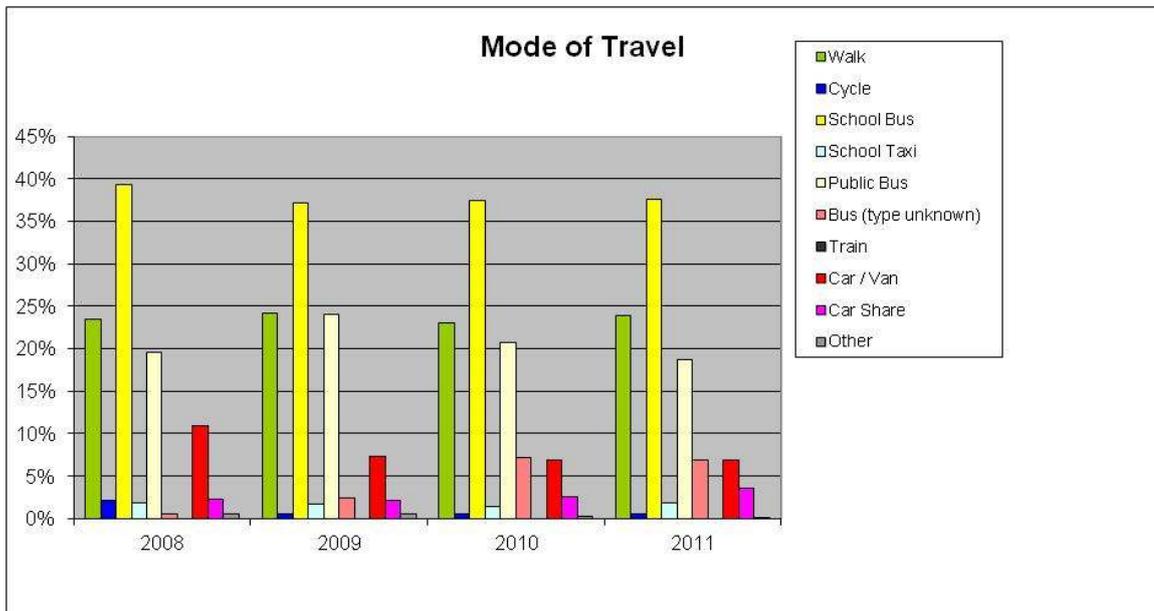
3.1 Historical data

Based on school census data for each year, the following table provides historical mode of travel data for the school. January 2011 is the most recent census for which mode of travel data are available.

Mode Of Travel	2008	2009	2010	2011
Walk	23%	24%	23%	24%
Cycle	2%	1%	1%	1%
School Bus	39%	37%	37%	38%
School Taxi	2%	2%	1%	2%

St John's Marlborough School Travel Plan Update

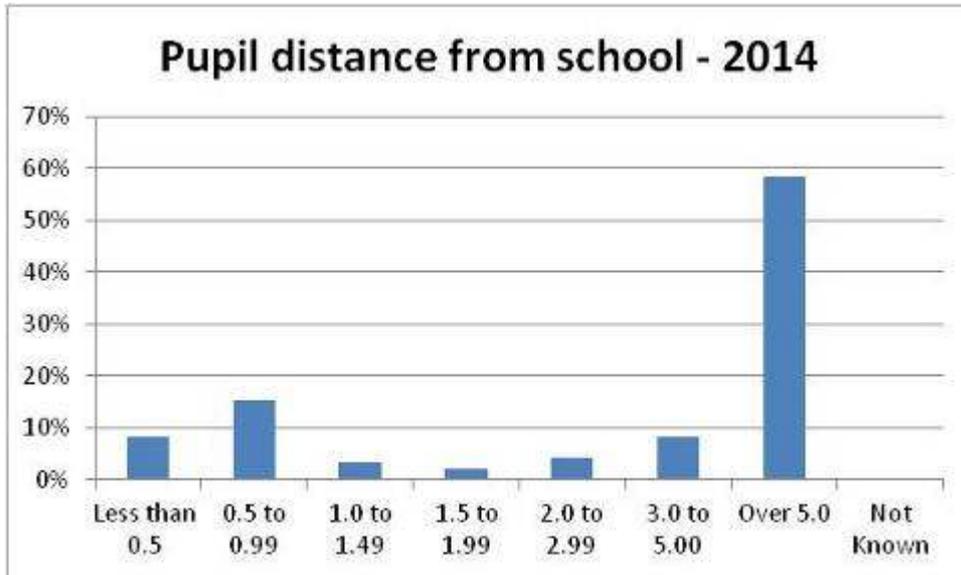
Public Bus	20%	24%	21%	19%
Bus (type unknown)	1%	2%	7%	7%
Train	0%	0%	0%	0%
Car / Van	11%	7%	7%	7%
Car Share	2%	2%	3%	4%
Other	1%	1%	0%	0%



Using the data from the 2014 School Census, the following table provides a breakdown of student distances from school. This table will become useful when considering student's preferential travel choices and setting SMART targets.

Distance from School (miles)	Number of Children	% of School
Less than 0.5	141	8%
0.5 to 0.99	261	15%
1.0 to 1.49	59	3%
1.5 to 1.99	34	2%
2.0 to 2.99	70	4%
3.0 to 5.00	139	8%

Over 5.0	984	58%
Not Known	0	
Total number of children	1688	100%

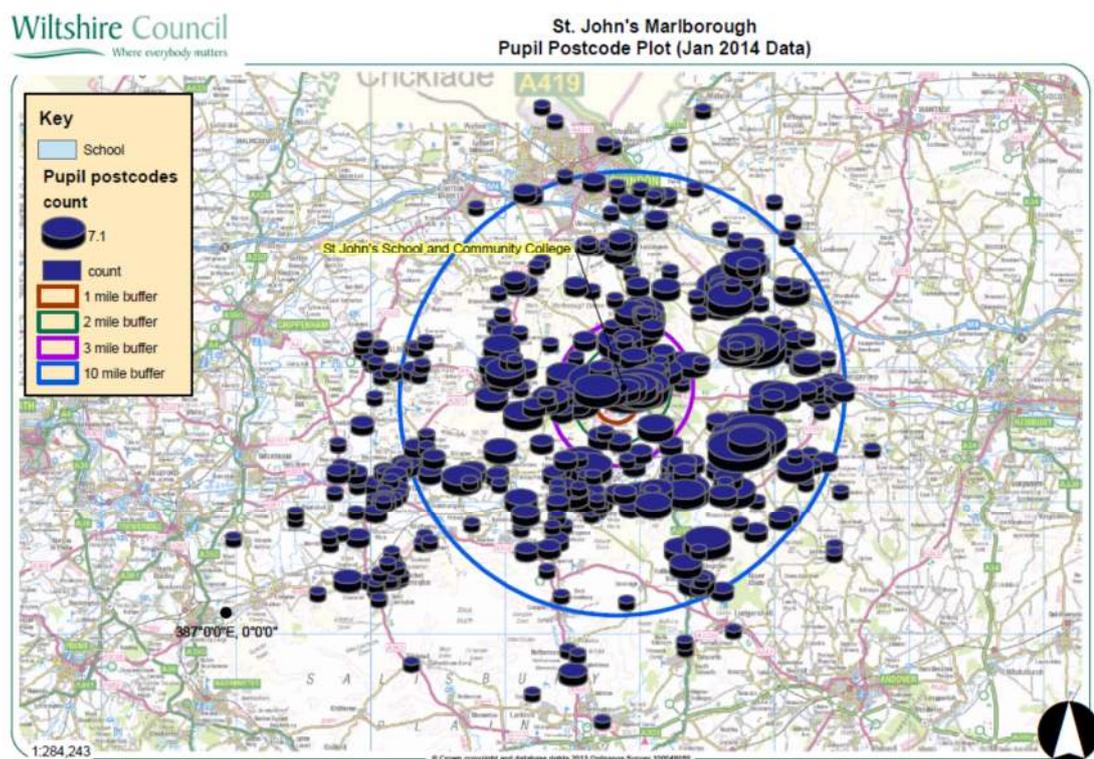


When compared to the March 2008 School Travel Plan, the number of students who live less than 1.5 miles from school has decreased by 8%. The number of students who live more than 5 miles from school has increased by 8%.

3.2 Student postcode map

Using the postcode and mode of travel information from the January 2014 School Census, a map has been created which shows the distribution of the students in relation to the school. The larger the pie chart,

the more students live at that postcode.



The number of students in school has increased from 1492 in the 2007 School Census, which was used to inform the March 2008 School Travel Plan, to 1668 in the 2014 School Census. This increase of 176 students has resulted in an increase of children in the 2 mile and 3 mile buffer and an enormous count of children within the 10 mile buffer and beyond.

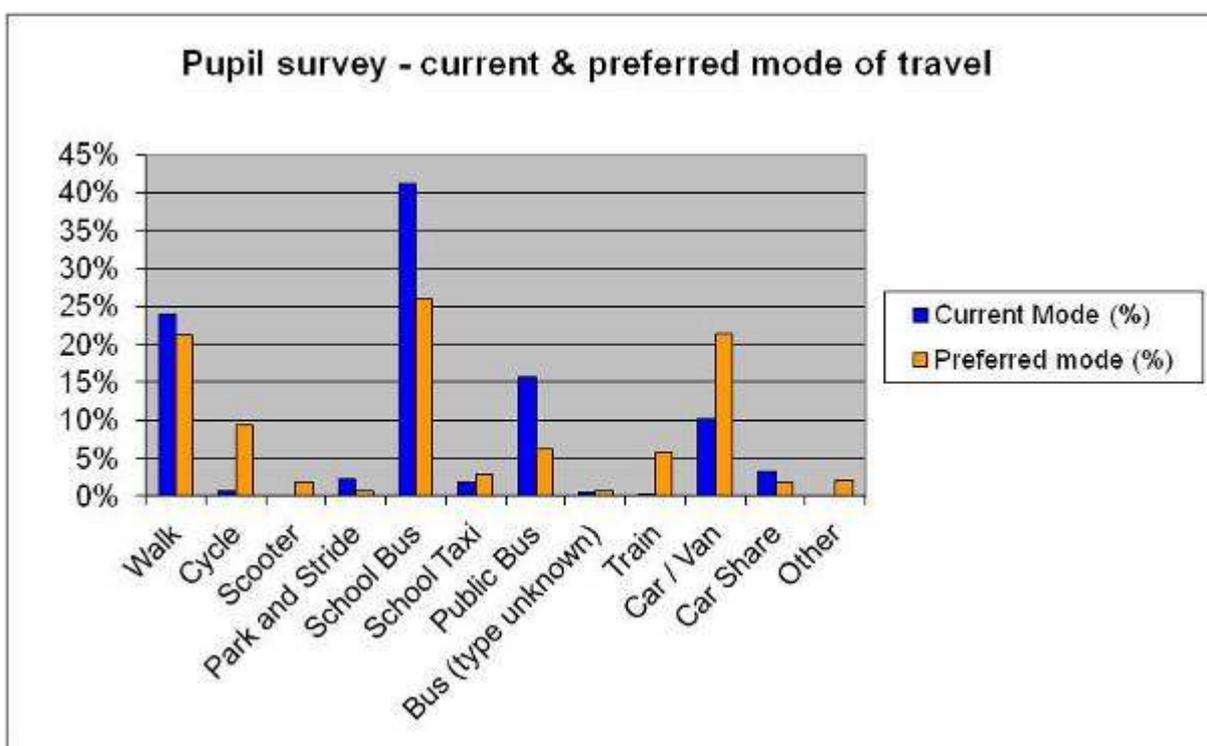
3.3 Student survey (October 2014)

Student surveys were conducted using the Wiltshire Council Secondary School in-class travel survey. A hands-up tally was used to collect data. In Tutor Groups discussions were held to explore the barriers to sustainable travel and suggest solutions. Students were particularly asked why they would like to walk, cycle or travel by bus to school.

The following table and chart shows the findings from the student survey.

Mode of travel	No.	Current Mode (%)	No.	Preferred mode (%)
Walk	218	24%	123	21%
Cycle	6	1%	54	9%
Scooter	0		11	2%
Park and Stride	21	2%	4	1%
School Bus	374	41%	151	26%
School Taxi	17	2%	16	3%

Public Bus	143	16%	36	6%
Bus (type unknown)	5	1%	4	1%
Train	3	0%	34	6%
Car / Van	92	10%	124	21%
Car Share	30	3%	11	2%
Other	0		12	2%
TOTAL	909	100%	580	100%



As part of the in-class discussions, the pupils discussed the following questions:

What prevents you from walking, cycling and using the bus to get to school?

- Distance/time
- Insufficiencies of bus services, for example:
 - Often late
 - Full so does not pick up
 - “cramped and horrible”
 - Cost/don’t qualify for bus pass/out of catchment
 - No after school bus
- Parents going on to work
- Too far to cycle
- No cycle paths
- Lack of showers/changing facilities

What changes would help solve these problems to encourage you to walk, cycle or use the bus to come to school?

- Changes in catchment
- Improvements in bus services, e.g.
 - Enough seats on buses
 - Cheaper buses
 - More regular services
 - Direct connections/extended routes
 - Buses on time/more reliable
 - Buss pass accepted in different carriers
- School starting later
- Pavements on busy roads
- Cycle paths
- Drop-off point
- Prizes

Why would you like to walk, cycle or travel by bus to school?

- Healthy start to the day
- Better environment/less pollution
- Exercise
- Walking wakes you up
- "I like feeling the breeze through my hair"
- You can talk to your friends
- Cheaper
- Get fitter
- Gives you thinking time
- Take responsibility for your journey/travel independence
- Make sure I'm not late if I walk because buses not always on time

In relation of previous surveys the percentage of students walking and cycling to school and coming to school by bus and car remain the same as they have for the last 7 years. Bus users make up the largest percentage of students at 58%, 25% of students walk and cycle and 17% arrive by car. Of the car users, 2% travel by taxi which is provided for some students who live in some of the more remote rural areas; 2% park and stride and 3% car share.

The most significant difference between student's actual mode of travel and their preference is that 25% of students would prefer not to take the bus to school. The reasons listed above remain unchanged from previous surveys. Instead 12% of these students would prefer to come to school by car and taxi and 7% would like to walk or cycle. The biggest surprise is that 6% of students would like to come to school by train; unfortunately the nearest railway station is almost 7 miles away.

The biggest barrier to walking and cycling is distance and time and this is indicative of the fact that 58% of students live more than five miles from school. Other students cite parental choice, as parents travel on to work, together with a lack of cycle paths and a lack of showers and changing facilities.

Unfortunately, not many of the suggested solutions are practical. Changes in catchment, improvements to bus services, pavements and cycle paths are the responsibility of the Local Authority. School starting later would not have a significant enough impact based on student distance from school. Parents are able to drop off students but the bus schedule and parking spaces at full capacity make this difficult to improve. We could introduce prizes for sustainable travel but it would not be inclusive as up to 75% of the student population would not be able to benefit.

3.4 Parental Questionnaire (October 2014)

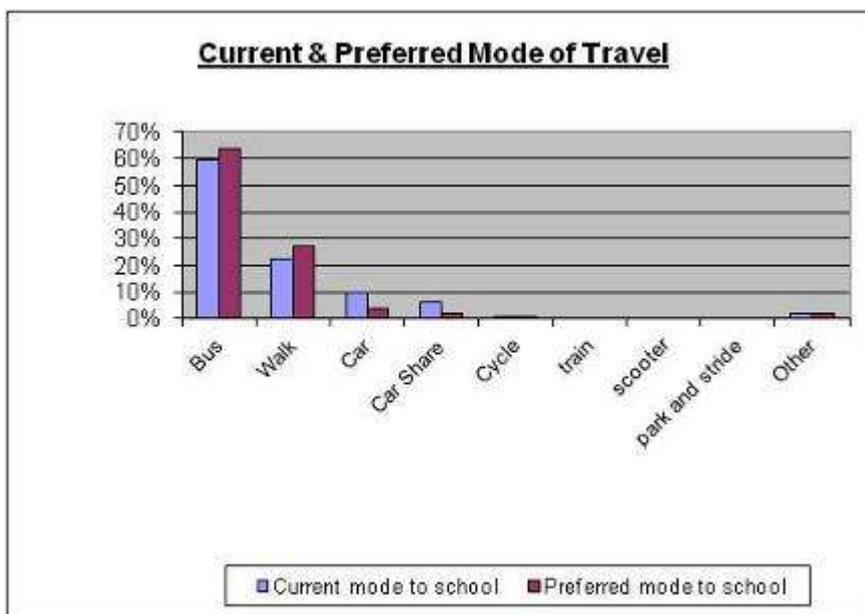
Every student household was given the Wiltshire Council Secondary School parents' travel survey in September 2014; a total of 990 surveys. 216 surveys were returned reflecting a 22% response rate.

Parents were asked how their children currently travel to and from school as well as how they would prefer to; the results are as follows:

Current mode of travel	Number of families	%
Bus	128	59%
Walk	49	23%
Car	21	10%
Car Share	13	6%
Cycle	1	0%
train	0	0%
scooter	0	0%
park and stride	0	0%
Other	4	2%
Total	216	100%

Preferred mode of travel	Number of families	%
Bus	135	64%
Walk	58	27%

Car	8	4%
Car Share	5	2%
Cycle	1	0%
train	0	0%
scooter	0	0%
park and stride	0	0%
other	5	2%
Total	212	100%



On the parental questionnaire, the percentages for the current mode of travel mirror those found with the student in-class survey. 10% of parents would prefer not to bring students to school by car.

4% more of parents would prefer their children to walk and cycle to school than currently do, and 5% more of students wish the same. Cycle parking, lockers, changing rooms and showers are available in school to facilitate and encourage this.

For walking and cycling, the only issue raised in response to questions about improving safety and any danger points was that of road safety. Parents would like to see improved footpaths, more cycle paths and a greater number of pedestrian crossings. Particular areas of concern are the High Street, George Lane Car Park and the roundabout where George Lane meets Granham Hill.

In the past, the school has worked with Wiltshire Council to suggest improvements to pedestrian and cycle routes and requested funding from the Taking Action On School Journeys Challenge. This could be

considered further when the new town primary school is built to replace the current St Mary's Infant and St Peter's Junior schools. Historically, liaison with feeder primary schools has included KS2 to KS2 transition work with road safety and bikeability schemes. Primary liaison work continues.

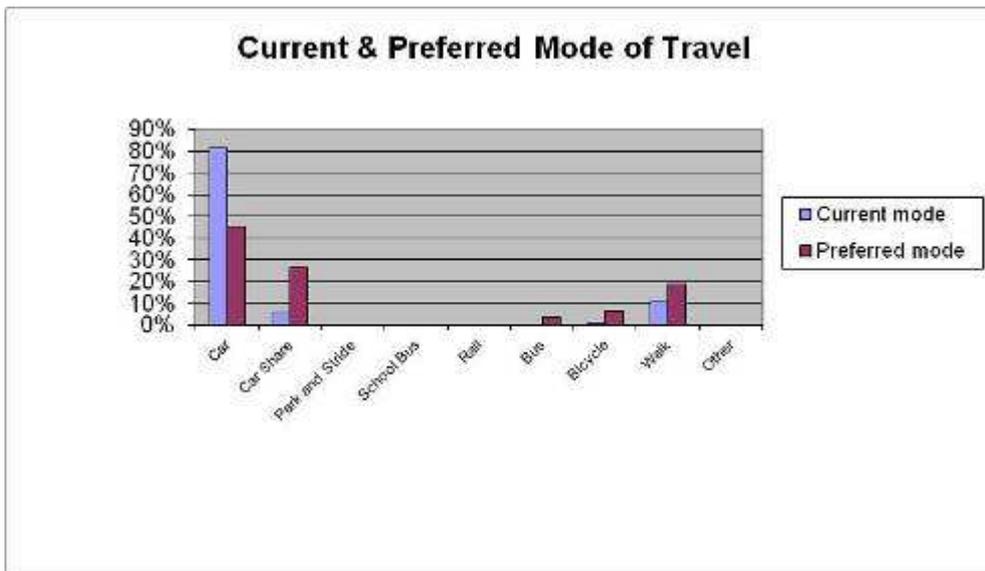
The majority of the student population travel to school by bus. Interestingly 5% more of parents would prefer their children to travel to school by bus compared to 25% of students who would prefer not to. The reasons children list for not wanting to travel by bus: capacity; cost; and reliability, are echoed by parents. Parents highlighted bus safety, in particular a request for compulsory seat belts. They feel some of the routes and journey times could be improved, in part by an improved and increased number of bus stops.

St John's regularly advises parents that bus travel concerns need to be raised with the Transport Support and Training Team, who form part of the Passenger Transport Unit at Wiltshire Council.

3.5 Staff Questionnaire

In October 2014, a school travel questionnaire was issued to all members of staff. The questionnaire looked at how staff currently travel to school and how they would prefer to travel. The questionnaire also tried to identify barriers to using sustainable transport and some possible solutions.

Mode of travel	No.	Current mode (%)	No.	Preferred mode (%)
Car	80	82%	36	45%
Car Share	6	6%	21	26%
Park and Stride	0		0	
School Bus	0		0	
Rail	0		0	
Bus	0		3	4%
Bicycle	1	1%	5	6%
Walk	11	11%	15	19%
Other	0		0	
TOTAL	98	100%	80	100%



The most frequently cited reasons for staff not using sustainable modes of travel to get to school were:

- Distance
- Lack of time
- Convenience
- Lack of public transport
- Cost of public transport
- Need to travel to meetings
- Other commitments (e.g. childcare drop off, swimming)
- Colleagues having different working hours
- No-one nearby to car-share with
- No shower/changing facilities
- Hill to walk up
- Resources to carry

The most popular changes / incentives to encourage staff to travel to school by sustainable transport were:

- More government funding for public transport
- Buses running more regularly
- Living close
- Knowing where other staff live
- Cycle to work scheme (help with buying a bike)
- Designated parking spaces for car sharers
- Cycle paths
- Mini-bus to pick up staff in one area
- Cycling rewards
- Additional facilities/showers

3.6 Additional Surveys

St John's works in partnership with the Cherry Orchard Residents Association (CORA) and, having canvassed local residents, is very sensitive to the concerns of those who have Sixth Form students parking legally in the streets near their homes.

Section 4 – Travel Concerns

Sustainable Travel

Limited crossing points, dangerous roads and a lack of cycle paths continue to be a concern and may be a barrier preventing increased numbers of students walking and cycling to school.

Bus Transport

Parents, and in particular students, are dissatisfied with bus transport; surveys have highlighted concerns with capacity, cost, reliability and safety. An improvement in satisfaction with bus services is highlighted as a key area of focus.

Car Sharing

Currently, the majority of staff travel to school by car; 20% of whom would prefer to car share on their journey to work.

Local Residents

An increased Sixth Form may impact on residential area car parking if a significant number of Sixth Formers are able, and choose, to drive to school.

Section 5 – What we are doing

The Action Plan in Section 6 updates the original four objectives detailed in the May 2010 School Travel Plan review and, in consultation with elected members of Marlborough Town Council, addresses concerns highlighted by the building of the Sixth Form Study Centre.

Sustainable Travel

St John's will continue to encourage students to walk or cycle to school by engaging with Marlborough Town Council, Wiltshire Council, and other bodies as appropriate, to address student and parental concerns.

Bus Transport

There are three categories of students arriving at St John's by bus:

- Entitled students who are attending their catchment school on transport provided by the Wiltshire Council Passenger Transport Unit
- Out of catchment students who use St John's organised coach services
- Out of catchment students who use public bus services

The majority of dissatisfaction occurs where entitled students are placed on a public bus service by the Wiltshire Council Passenger Transport Unit. The bus provided for this particular route is not big enough to meet the demand of both pay-to-use public bus users and the entitled students coming to St John's.

St John's will continue to support parents by liaising with the Wiltshire Council Passenger Transport Unit and regularly investigating highlighted issues and concerns. In particular St John's will recommend the separation of entitled students from public bus routes.

Car sharing

Currently, parking is in 167 marked bays, with 13 coach parking bays and 5 disabled bays. To support staff and students to travel in a more sustainable way permanent priority parking will be made available for car sharers. We are aware that up to 20 staff and 12 students already car share. 15 existing parking spaces will be marked as reserved parking for car sharers.

Local Residents

The school has its own vehicular access road from Granham Hill and pedestrian access from Orchard Road, which also provides a service entrance for delivery and emergency vehicles. Parents are discouraged from using the Orchard Road access as a drop off point.

An additional concern is that of sufficient parking for staff, students, parent and visitors to school following completion of the purpose built Sixth Form Study Centre. Planning permission is subject to the following conditions:

- In the interests of road safety and reducing vehicular traffic to the development, the Sixth Form Study Centre may not be used until a Green Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include details of implementation and monitoring and shall be implemented in accordance with these agreed details.
- To ensure that adequate provision is made for parking within the site in the interests of highway safety the Sixth Form Study Centre may not be used until additional parking areas shown on the approved plans have been laid out in accordance with the approved details. These areas shall be maintained and remain available for this use at all times thereafter.
- A Wiltshire Council former education facility lies nearby the application site. The closed site is still owned by Wiltshire Council and has parking facilities for over 20 cars. St John's is advised to investigate with Wiltshire Council whether this site could be made available to St John's to provided additional parking spaces until it is required for some other use by the Council.

Review of Sixth Form travel policy

St John's currently has a definite policy of no Sixth Form parking on site. We believe that providing Sixth Form parking on site would encourage more students to drive when our School Travel Plan actively discourages students from driving unnecessarily. Transport provision to St John's is made for virtually all students through Wiltshire Council provided coaches, at an annual cost of £625, and St John's organised coach services at a cost of £865 per year.

Sixth Form Focus Group

To ensure an inclusive review of the Sixth Form travel policy a Sixth Form Focus Group will be established. Years 12 and 13 will first meet in the Autumn Term. Driving problems and issues are regularly presented at Sixth Form assemblies which encourage peer group pressure to achieve positive and courteous behaviour.

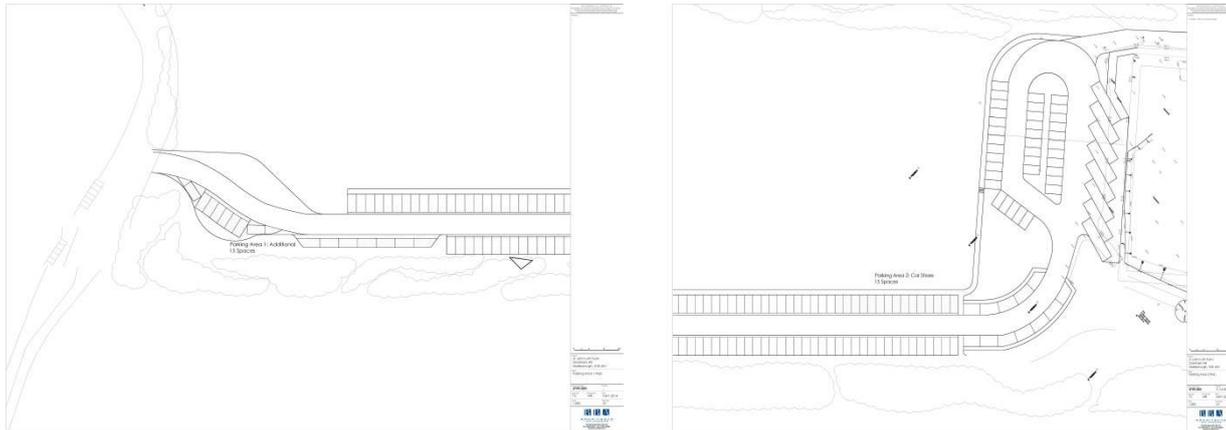
Register of drivers

Surveys suggest a potential number of 51 Sixth Form drivers. This is cyclical; numbers increase from September onwards as more young people pass their test and have a car, in June the number of student

drivers significantly reduces as the older Year 13 students leave. A register is kept that records the registration, make, model and colour of student cars.

Additional parking spaces

The southern hatched area of the car park will have dual usage with markings provided for 15 additional spaces. The taxi drop-off zone will be marked to accommodate 12 spaces available between the hours of 8.45am and 2.45pm.



Continue to work with the local community

St John's works in partnership with the Cherry Orchard Residents Association (CORA), the Highways Authority, the Police, Wiltshire Council, and Marlborough Town Council to actively seek solutions to parking issues.

St John's will consult with elected Unitary Councillors for Marlborough, Stewart Dobson and Nicholas Fogg, to ensure that the travel plan secures defined and allocated parking for students to reduce the number of students parking on nearby roads. St John's appreciates its role, and its duty to the community it serves, and will continue to encourage and promote courteous and safe consideration of the students, and others, when parking in the vicinity of the school by actively promoting legal and safe parking i.e. not on zig zags, yellow lines, in front of driveways etc.

Wiltshire Council former education facility

The use of this site causes serious concern for student safety. Buildings on site are derelict, would appear to be being used for criminal activities and were recently a target for arson. The photographs below show that access to the site by vehicle, and away from site on foot, is poor with no street lighting in place.

St John's Marlborough School Travel Plan Update



Postern House

St John's Marlborough School Travel Plan Update

The Marlborough Community Area Community Youth Officer, Jan Bowra, is working with St John's to explore the possibility of using the car park at Postern House. The Southern Health NHS Trust who owns the site are willing to discuss the possibility of use until such time as the site is sold off.

This is St John's preferred option as the area, and access to St John's, is safe and well-maintained.



Section 6 – Targets and Action Plan

ORIGINAL OBJECTIVE	ORIGINAL TARGET	COMMENTARY	UPDATED TARGET
Increase sustainable travel by students.	Medium-term (from December 2009) increase the proportion of students walking or cycling from 26% (current) to 30% in January 2010 and 35% by October 2010.	25% of students currently walk or cycle to school. More would like to cycle particularly. Cycle racks and some locker facilities are available. The number of lockers continue to increase on a rolling programme.	Increase the proportion of students walking or cycling to 30% (to match the preferred mode of transport figure) by October 2017. Work with Transition Marlborough to achieve this.
Decrease car travel by staff.	Medium-term (from December 2009) reduce proportion of staff driving alone from 93% in January 2008 to 83% in December 2009 and 78% in October 2010.	82% of staff currently drive alone. 15 car parking spaces will be marked as reserved parking for car sharers. The cycle to work scheme operates in school.	Increase the proportion of staff car sharing from 6% to 26% by October 2017. Reducing the proportion of staff driving alone to 62% (to match the preferred mode of transport figure)
Increase pedestrian safety.	Increase parent satisfaction with student safety.	Pedestrian crossings, poor pavements and a lack of cycle paths continue to be a concern for students and parents.	In conjunction with the new primary school build, liaise with St Mary's and St Peter's to develop a travel plan which, with St John's, supports a joint TAOSJC bid for funding for improvements.
Improve bus services.	Increase student satisfaction with bus services.	18 buses, 13 minibuses and 10 taxis currently transport students to school. There are high levels of dissatisfaction from students and parents.	To re-establish a Student Transport Group with a focus to improve the experience of students. Meeting 3 times a year with all transport providers.
NEW OBJECTIVE Increased parking spaces to accommodate the Sixth Form Study Centre and address concerns of local residents.	TARGET To meet ratio requirements: Staff – 2:3 staff = 4 Visitors – 1:7 staff = 1 Students – 1:10 2 nd year = 6 Parents – 1:30 pupils = 13	COMMENTARY 15 additional spaces will be provided for Sixth Form Study Centre parking. 12 additional spaces will be available between 8.45am and 2.45pm. A Sixth Form Focus Group will be established to review the Sixth Form travel policy. A register of Sixth Form drivers will continue as will assemblies that address driving issues and concerns. Stakeholder consultation is on-going and the option of additional parking at Postern House will be pursued.	

Section 7 – Funding

St John's continues to invest in improved cycle facilities in its implementation of the travel plan.

Costs of line painting for the additional parking spaces are currently being explored. It is hoped to secure grant funding to assist with the cost of this.

Early indications are that the Southern Health NHS Trust, who owns the Postern House site, wishes to charge in excess of £6,000 per year for students to park on site. St John's could not meet this charge and, although the cost per student would be less than the cost of current transport provision, parental agreement could be questionable.

Section 8 – Signatures of Endorsement

The following signatures confirm that the school management have read the contents of this document and that the school commits itself to make every effort to resolve the problems, and implement the actions, identified.

The school will strive to achieve all targets highlighted and will continually review and monitor the Travel Plan Update. A full review, including collection of data, will take place every 3 years; the next review taking place in September 2018.

In view of the planning condition in respect of the purpose built Sixth Form Study Centre, an interim review will take place at the beginning of February to ensure highlighted concerns have been satisfactorily addressed.

Nicola Edmondson _____

Principal

Jane Butler _____

Chair of Governors

September 2015