School Travel Action Plan
St Oscar Romero Catholic School

Address:

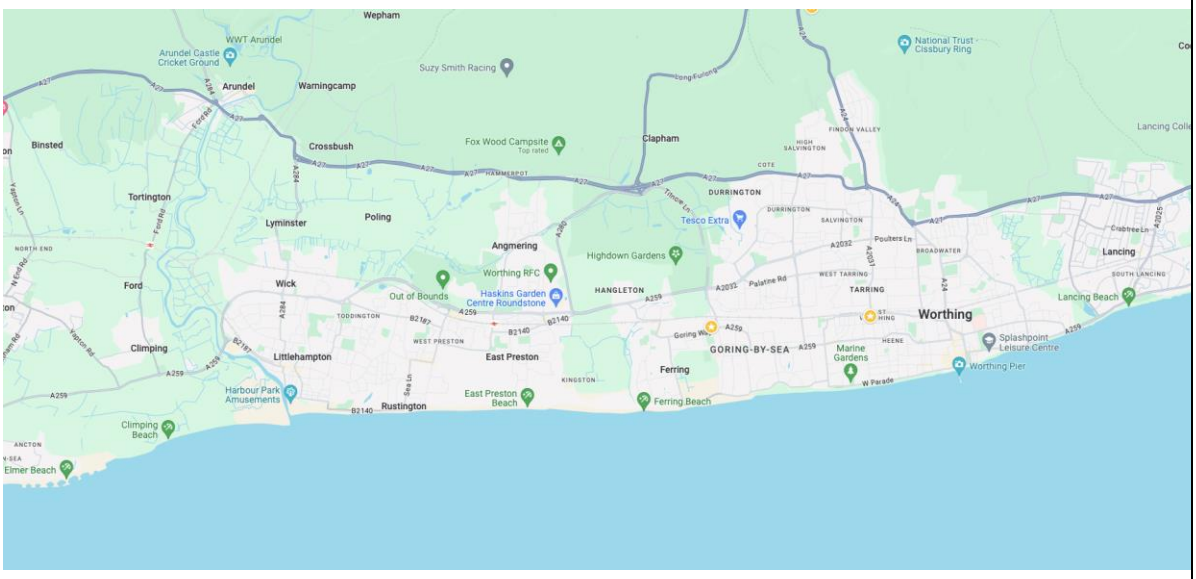
Goring Street
Goring-By-Sea
Worthing
West Sussex
BN12 5AF

DfE Number 4603

Head Teacher: Peter Byrne

Date Approved	Date of Next Review
6th August 2024	**July 2025**

Purpose of the Travel Plan
The main objectives of our school travel plan are: • encouraging sustainable travel; • lessening traffic generation and its detrimental impacts; • reducing carbon emissions and climate impacts; • improving health outcomes and quality of life; • improving road safety.

School Location and Access	
School Context	St Oscar Romero Catholic School is a successful oversubscribed school that offers a Christian education to students of all abilities. In September 2024, the school opens its new sixth form. This will be small and highly academic, admitting a maximum of 100 students into Year 12 and 100 into Year 13 (September 2025). See Appendix 2 to see the impact of this.
Location of school	The school is situated in Goring-by-Sea, opposite Goring Railway Station and close to several major bus routes.
Catchment area	The school does not have a catchment area. Students travel from Arundel in the West and Shoreham in the East (see map below).
The map shows the large area in which our students come from.  	
Site access(es) for vehicles and pedestrians	There is a main entrance and separate exit, with a one-way system that connects these two points.

School safety zone	Since 2011 a School Safety Zone (SSZ) has been in place on Goring Street. There are 'No Parking' and zig-zag lines on the road outside the entrance and exit of the school. Additionally, there are two members of staff on duty at the end of the day on both the entrance and exit gates. At the start of the day, a member of the SLT is on duty at the entrance gate from 8.15. Staff proactively challenge parents who park in the 'No Parking' / zig-zag zones. Previously, the school has launched a park and stride initiative to help reduce congestion on Goring Street. There is ample room for parents to park on Goring Way, Goring Street (south) and Aldsworth Avenue. With the pedestrian crossing on Goring Way this enables pupils to walk the short distance into school and provides easier departure for parents. This is also a benefit at the end of the school day and allows pupils to walk away from the school site to be collected.

The school	
School type	Secondary
School age range	11-18 (sixth form starts in September 2024).
Pupils on roll (July 2024)	998
No. pupils outside catchment area	NA - the school does not have a catchment area. See previous comments.
School start and finish time	Core hours: 8.40am- 3pm. Afterschool clubs continue to 4pm.
Number of staff	69 full time 37 part time 45 support staff 106 total
On-site parking spaces for staff and visitors (include parking provision for nursery staff if provided jointly)	Staff: 83 spaces Visitors: NA - staff and visitor spaces are not separated. Disabled: 3 spaces Car share: 0 spaces

Typical number of staff/visitors who have to park on the public highway each day	None.
Bicycle/scooter parking spaces	Staff: 8 spaces Pupils: 240 spaces
Any other relevant information	Two years ago a staff shower was created to support staff who cycle to work and wish to shower before getting changed into their work attire. Staff voice and the work of the Staff Wellbeing Team has confirmed that this has led to an increase in the number of staff who cycle to school.

Travel issues relating to the school	
Details of public transport links, including distance of bus/tram/rail stops to school and frequency of services	The school is located opposite Goring Railway Station and close to several major bus routes. The 700 bus leaves from Goring (the bus stop is 200m from the school) every 15 minutes and travels to Littlehampton via East Preston and Rustington. The 8 and 8a buses travel from Ferring to Worthing.
Local cycle infrastructure	There are no designated cycle paths close to the school. A large number of students cycle to school and use either the pavement or existing road network.
Details of travel survey data for staff members and pupils	See appendix 1a and 1b. It is pleasing that we are seeing an increasing number of staff and students using sustainable modes of transport when travelling to and from school. However, further gains can be made. See action plan below.
Known travel to school issues (e.g. where do parents park/are zig-zag lines ignored/do parents park across residents' driveways/is there a lack of off-street parking locally making parking difficult)	1. More staff and students need to use sustainable modes of travel rather than drive e.g. cycle, car shares, public transport. 2. More parents need to use park and stride rather than drop their children off on Goring Street. This causes unnecessary congestion and occasionally upsets local residents.

	3. Some parents continue to stop and drop their children off on the 'No Parking' / Zig zag zones. 4. Some students cross the road in an unsafe way, without checking for oncoming traffic. 5. Some students cycle to school without a bike helmet.
Reason for development of School Travel Action Plan (include details of planning permission which requires School Travel Action Plan, such as details of the development itself, expected opening date, expected pupil capacity increase, any increase in staff numbers)	When West Sussex Highways Authority responded to the planning consultation (AWDM/0139/24), they requested that the school update its travel plan in light of sixth form provision being created for September 2024. See Appendix 2 for details.
Areas for concern expressed during the planning process, either by planning and highways officers, or by members of the public	None. See Appendix 2.

School Travel Action Plan

The school has a thriving sustainability group called 'Fingerprints, not footprints', who work tirelessly to promote sustainability, including walking and cycling to school, and the actions required to reduce the carbon footprint of the school.

Successes to date:

- Increase in sustainable modes of travel used by both staff and students e.g. car shares, cycling and public transport.
- Creation of staff shower to promote cycling to and from school.
- Fingerprints-led whole-school initiatives like 'Sustainability Day' and 'Cycle to School' campaigns.
- Successful promotion of cycle to work scheme to staff. This tax exemption scheme allows staff to buy bikes at a reduced price and has led to an increase in the number of staff who cycle to work.
- Electronic gates installed on school entrance and exit roads.
- Further speed bumps installed on school entrance and exit roads.
- Extensive provision of cycle racks for over 240 students
- Promoted the "20's Plenty" campaign.
- Staff on duty at the school entrances when students are arriving to and leaving school.
- Staff on duty at the railway station at the end of the day.
- Communication with parents regarding safe parking during congested times and 'Park and Stride' scheme.
- Annual road and travel safety assemblies e.g. trains, is part of the PSHE tutor programme.
- Cycle safety is a regular feature of schools communication to parents and pupils, including termly newsletter insisting that students wear helmets when cycling to and from school.
- Goring Street cleaned to emphasise marking of the zigzag lines outside the school entrances.

Actions to be taken in the coming academic year:

- Carry out new student and staff voice to identify and overcome barriers to sustainable modes of travel to school e.g. walking, cycling, car shares.
- Maintain high profile of sustainability, through the Fingerprints group, including whole school initiatives and sustainably drives e.g. car free day.
- Continue to engage with West Sussex Highways for Improvements to road safety including safe crossing points on Goring Street as well as the possible installation of protective bollards at the pupil entrance and exits to school.
- Review and update PSHE programme on Road Safety/Travel Safety e.g. Rail Travel to maximise impact and address unsafe behavior demonstrated by a small number of students e.g. unsafe road crossings.
- Include information about the STP at new parents' meetings.
- Encourage all car users to park away from the school gates so that all students finish the journey on foot.
- Identify and provide appropriate safer cycle routes.
- Keep our neighbours informed of our school travel plan.
- Encourage students to design posters to promote safer parking outside school.
- Encourage car sharing schemes for staff to travel by car from the same area.
- Consider a cycle maintenance course to be run as part of a school project or as an after-school or lunch club.
- Consider designated parking spaces for car shares and visitors (currently all car parking spaces except disabled spaces are used interchangeably.
- Reconsider engaging with STARS accreditation scheme. This was looked at previously but felt to be overly bureaucratic and lacking impact.

Appendix 1- How do our students and staff travel to school?

Appendix 1a -Methods of Transport (Student)

Method of Transport	Number	%
Bus	77	7.7
Car	164	16.4
Cycle	187	18.7
Train	296	29.6
Walk	274	27.4
TOTAL	998	100

Appendix 1b- Methods of Transport (Staff)

Method of Transport	Number	%
Bus	0	0
Car	85 (8 staff car share)	80.2
Cycle	6	5.7
Train	12	11.3
Walk	3	2.8
TOTAL	106 including part-time staff (91 FTE)	100

Appendix 2- Additional Information for West Sussex County Council Highways Authority

WSCC Highway Authority Submission to Worthing and Adur Planning

"The Planning Statement states that the proposed F1 Use building will facilitate an increase of 200 students and 10 staff. The LHA would request that more information be provided regarding the estimated change in daily trip levels for all modes of transport for the proposed use."

Background to Sixth Form Travel Data

- The 100 available places in Year 12 (starting in September 2024) are allocated based on two guiding principles: students must reach the academic entry requirements for their course and, where there are more applications than places, as is the case with us, the 100 places are allocated using the oversubscription criteria.
- The data used in this analysis has used these principles e.g. it is based on the students who have applied and we believe will be allocated a place. However, there is always a little bit of movement e.g. not all students hit entry requirement and some students have a change of preference. That being said, we are confident it is accurate within a 5% degree of uncertainty.
- The 100 students who will be joining the sixth form were asked how they will be travelling to St Oscar Romero. We also calculated the distance they live from the school. For students who will travel to sixth form by car, we also explored whether they currently have a sibling and will continue to car share (see Appendix 1). By way of context, St Oscar Romero is significantly oversubscribed and each year, approximately, 40-60% of new students who join the school in Year 7 have an older sibling in the school.
- All data collected has been anonymised and only the postcode has been included in light of GDPR protocols. All distances between homes and the school were calculated using AA Route Finder (see Appendix 1).

Methods of Transport

Method of Transport	Number	%
Bus	7	7
Car	25	25
Cycle	5	5
Train	35	35
Walk	28	28
TOTAL	100	100

Commentary

- It is both pleasing and unsurprising that the main mode of transport will be the train as Goring railway station is opposite the exit gate of the school.
- The train when combined with the other forms of sustainable transport (cycling, walking or bus) make up 75% of the total mode of transport.
- Although car journeys make up 25% of sixth form journeys, further analysis reveals a more complicated picture due to the high number of siblings in the school. For example, 16 of the 25 car journeys would take place anyway irrespective of whether these sixth form students travel by car or another mode of transport due to having a younger sibling in the school who travels by car. Based on this data, the actual the number additional car journeys that will take place is 9.
- The data above is based on Year 12 only as St Oscar Romero is a new sixth form college. Therefore, assuming that each year is roughly the same in terms of profile, siblings etc it is reasonable to assume that by September 2025, there would be 18 additional car journeys travelling to Oscar Romero. In addition to this, there will be an additional 10 member of staff. Assuming all of these travel by car which may or may not be the case, 10 additional car parking spaces are being created onsite. Additionally, teaching staff travel to and from school outside of the peak times of school-based traffic (8.30am and 3pm).
- The small number of additional car journeys to St Oscar Romero will be significantly offset by the reduced car use that our sixth form will create. Based on destination data from previous years, over 40% of our leavers in Year 11 travel out of area to attend sixth form provision including Collyer's in Horsham, BHASVIC in Hove and Chichester College. Additionally, the location of Worthing College is 1.7 miles from Worthing Railway Station which is why a significant number of students are dropped there by their parents.
- One of the reasons our sixth form was approved was to provide a 'local solution' and prevent students having to travel significant distances to other institutions, often by unsustainable modes of transport. It is clear from Appendix 1 that half of our students will be travelling 2 miles or less to attend their post-16 education at St Oscar Romero. All of the external applicants who have applied to St Oscar Romero cite the short distance they will have to travel and the schools' location in relation to Goring railway station as one of the reasons why they have chosen us as their first preference.

Response from WSCC Highway Authority

In summary, the LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 115), and that there are no transport grounds to resist the proposal.