



**Brighton & Hove**

**Safer Routes to School  
Schools Consultation Report  
September 2012**

Fiveways

Balfour Primary School  
Dorothy Stringer School  
Varndean School

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## **1. Introduction to the Safer Routes to School Project**

Safer Routes to School aims to make journeys to school safer and easier for children, their parents or carers and staff to walk or cycle to school.

Safer Routes to School started as a pilot project in the Brighton and Hove area in the autumn of 1997, following successful trials in Leeds and York. Since 1999 Brighton & Hove City Council has worked with 22 schools on Safer Routes to School schemes, installing new pedestrian crossing points, pedestrian refuges and other road safety engineering measures.

Brighton and Hove City Council are fully committed to the Safer Routes to School project, aimed at using a data led approach to identify areas where collisions are occurring on journeys to and from school, and to address the issues in these areas.

## 2. Criteria for selection for the scheme

The criteria for selecting area for this project included:

- Results of a city wide search for clusters (four or more) of collisions within a 25m radius over three years involving cyclists and pedestrians at school journey times during term time only.
- Proximity of schools to concentrations of those clusters
- Eliminating areas already being addressed by other schemes planned or already underway
- Analysis of the general severity of injuries and the specific circumstances and impacts on children of these collisions
- An assessment of whether engineering solutions could have mitigated those specific circumstances
- Comparison of student postcode data to determine relevance of area to school catchments.

The following information (gained from approved School Travel Plans and postcode data) was also used to help support the schools' inclusion in the project:

- the main travel routes used by children
- an audit of facilities to aid pedestrians/cyclists at or on route to the school including:
  - the presence or otherwise of formal pedestrian crossings
  - pedestrian refuge islands
  - dropped kerbs
  - guard rails
  - cycle lanes to the appropriate standard and cycle sheds/racks within the school sites

### 2.1 Development of the project

In applying the above criteria, the following schools were selected and are participating:

**Balfour Primary**  
**Dorothy Stringer School**  
**Varndean School**

A questionnaire survey of the pupils, parents and staff of the three schools was carried out simultaneously with the public consultation on two proposed measures for the scheme.

The primary objectives of the survey were as follows:

- i. to identify the main mode of travel to and from school
- ii. to determine levels of daily exercise amongst pupils
- iii. to identify the main travel routes to the school including key crossing points
- iv. to obtain the views of respondents on:
  - Children's preferred modes of travel to and from school
  - Parents' perceived danger of different modes of travel
  - Parents' and children's views on dangerous locations on route to school
  - Staff travel choices, journeys and modal preferences.

All three schools will all use the results of this survey to update their own STPs.

The scheme is proposed to be implemented in the winter of 2012-13.

### 3. Background and Results of surveys

#### 3.1 Balfour Primary School

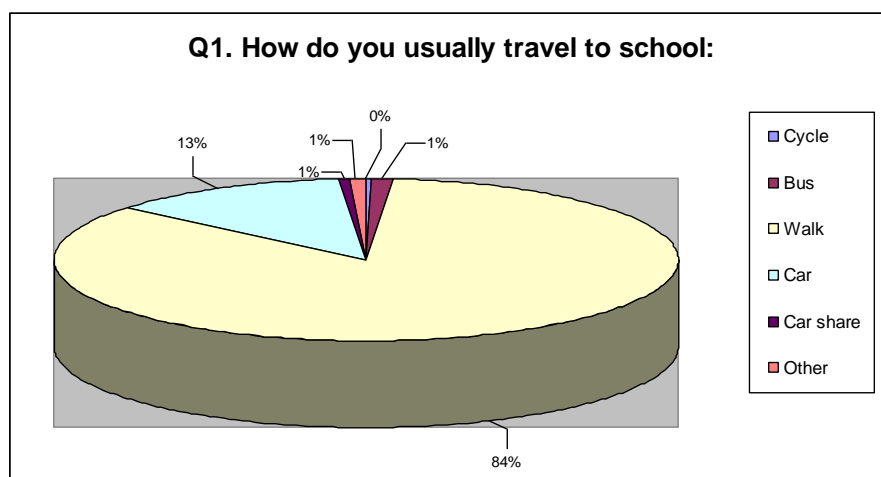
In September 2012 the school conducted surveys with Year 2 children in KS1 and Years 3-6 in KS2. (NB: Year 2s were asked less questions with simpler wording).

The link to the online questionnaire for parents and carers was sent out in the school newsletter in order to determine information regarding their pupil's journeys to school. Parents who are not online were offered paper copies of the survey with freepost envelopes to return them directly to the council.

The results are as follows:

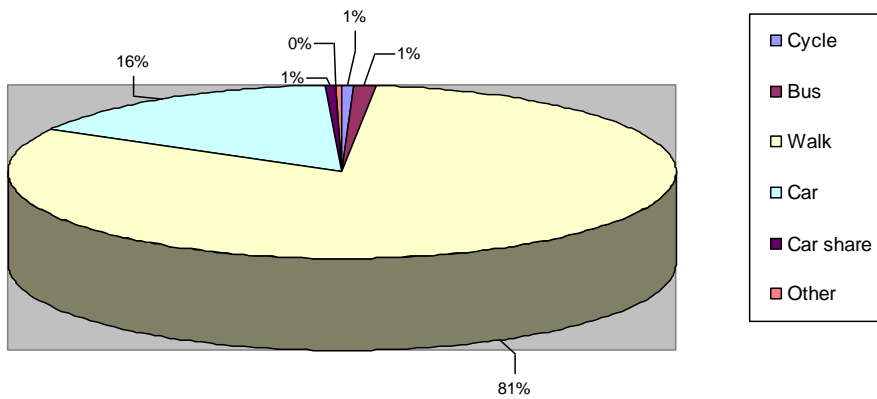
#### Pupil Results (392 children surveyed)

Q1. How do you usually travel to school?	Year 2	Year 3	Year 4	Year 5	Year 6	TOTAL	%
Cycle	0	0	1	0	0	1	0.3
Bus	0	1	0	1	2	4	1
Walk	47	61	59	71	95	333	85
Car	9	3	12	12	14	50	13
Car share	0	0	0	1	1	2	1
Other	1	0	1	0	0	3	1
<b>Total</b>	57	65	73	85	112	393	100



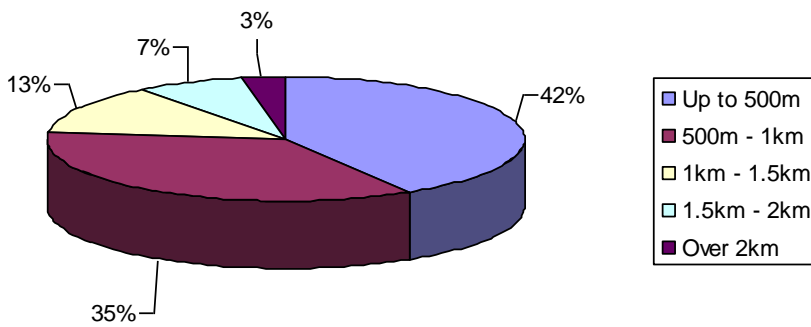
Q2. How do you usually travel from school?	Year 2	Year 3	Year 4	Year 5	Year 6	TOTAL	%
Cycle	0	0	2	0	0	2	1
Bus	1	2	0	0	1	4	1
Walk	41	60	53	69	97	320	82
Car	16	3	16	15	13	63	16
Car share	0	0	1	0	1	2	1
Other		0	1	0	0	1	0
<b>Total</b>	58	65	73	84	112	392	100

**Q2. How do you usually travel from school:**

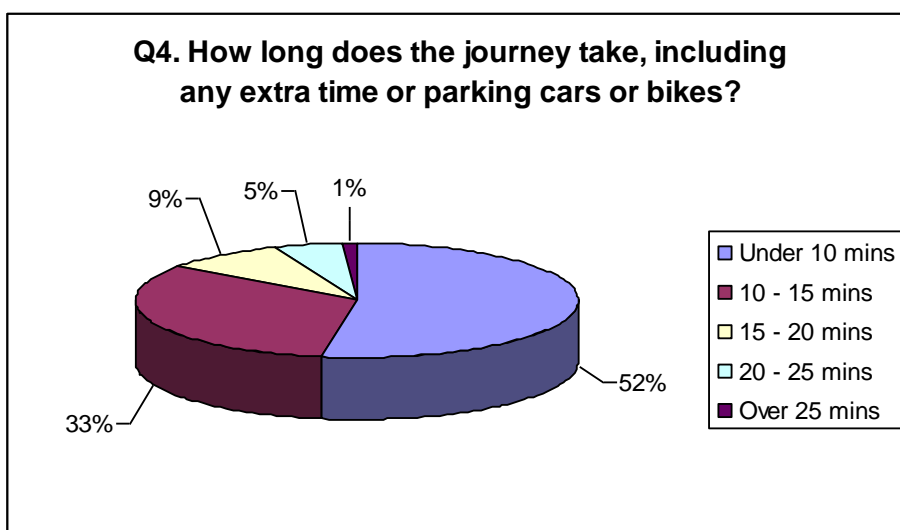


Q3 How far approximately do you travel to school?	Year 3	Year 4	Year 5	Year 6	TOTAL	%
Up to 500m	24	24	30	54	132	41
500m - 1km	24	26	26	37	113	35
1km - 1.5km	11	7	16	7	41	13
1.5km - 2km	2	2	11	8	23	7

**Q3. How far approximately do you travel to school?**



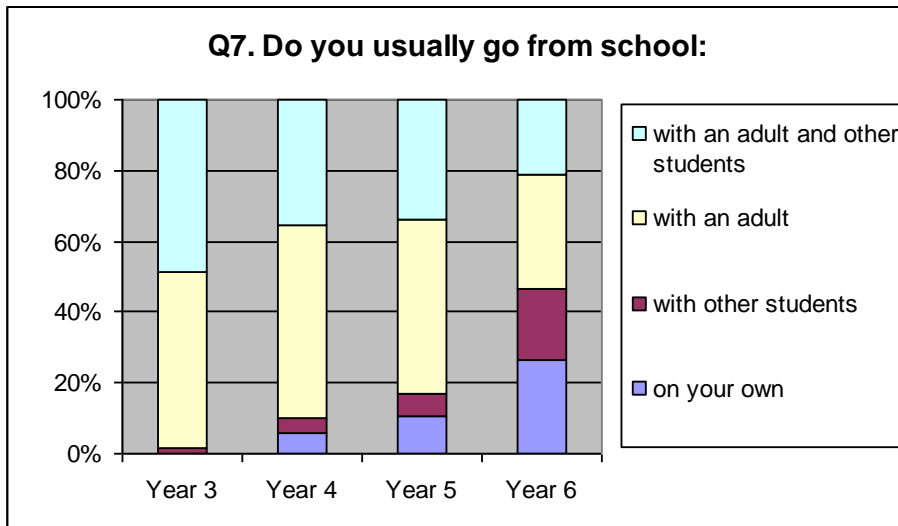
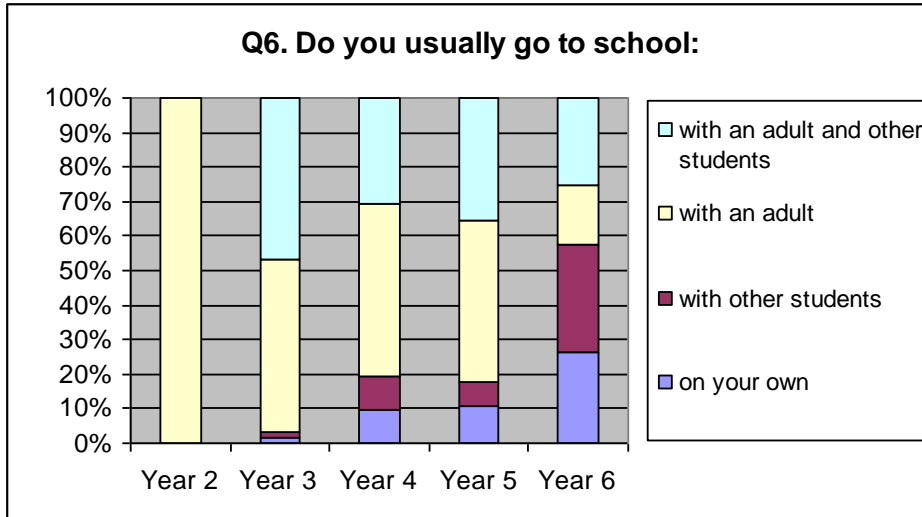
<b>Q4. How long does the journey take, including any extra time for parking cars or bikes?</b>	<b>Year 3</b>	<b>Year 4</b>	<b>Year 5</b>	<b>Year 6</b>	<b>TOTAL</b>	<b>%</b>
Under 10 mins	30	31	48	63	<b>172</b>	<b>52</b>
10 - 15 mins	23	31	26	27	<b>107</b>	<b>33</b>
15 - 20 mins	6	5	7	11	<b>29</b>	<b>9</b>
20 - 25 mins	4	2	4	6	<b>16</b>	<b>5</b>
Over 25 mins	1	1	0	2	<b>4</b>	<b>1</b>
<b>Total</b>	<b>64</b>	<b>70</b>	<b>85</b>	<b>109</b>	<b>328</b>	<b>100</b>



<b>Q6. Do you usually go to school:</b>	<b>Year 2</b>	<b>Year 3</b>	<b>Year 4</b>	<b>Year 5</b>	<b>Year 6</b>	<b>TOTAL</b>	<b>%</b>
on your own	0	1	7	9	29	<b>46</b>	<b>12</b>
with other students	0	1	7	6	35	<b>49</b>	<b>13</b>
with an adult	55	32	36	39	19	<b>181</b>	<b>47</b>
with an adult and other students	0	30	22	30	28	<b>110</b>	<b>28</b>
<b>Total</b>	<b>55</b>	<b>64</b>	<b>72</b>	<b>84</b>	<b>111</b>	<b>386</b>	<b>100</b>

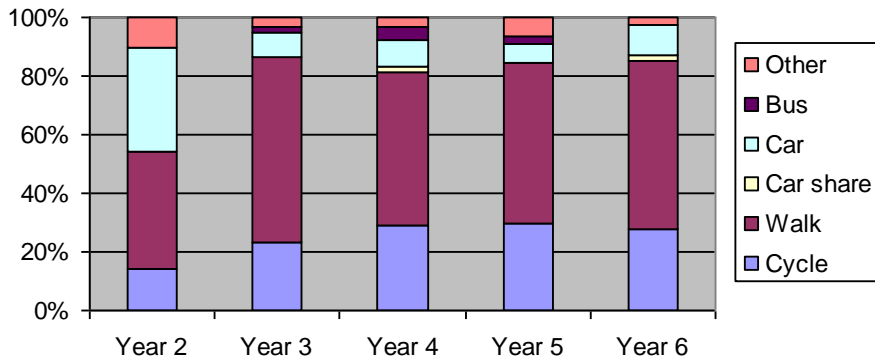
<b>Q7. Do you usually go from school:</b>	<b>Year 2</b>	<b>Year 3</b>	<b>Year 4</b>	<b>Year 5</b>	<b>Year 6</b>	<b>TOTAL</b>	<b>%</b>
on your own		0	4	9	29	<b>42</b>	<b>13</b>
with other students		1	3	5	22	<b>31</b>	<b>9</b>
with an adult		32	39	41	36	<b>148</b>	<b>45</b>
with an adult and other students		31	25	28	23	<b>107</b>	<b>33</b>
<b>Total</b>		<b>64</b>	<b>71</b>	<b>83</b>	<b>110</b>	<b>328</b>	<b>100</b>





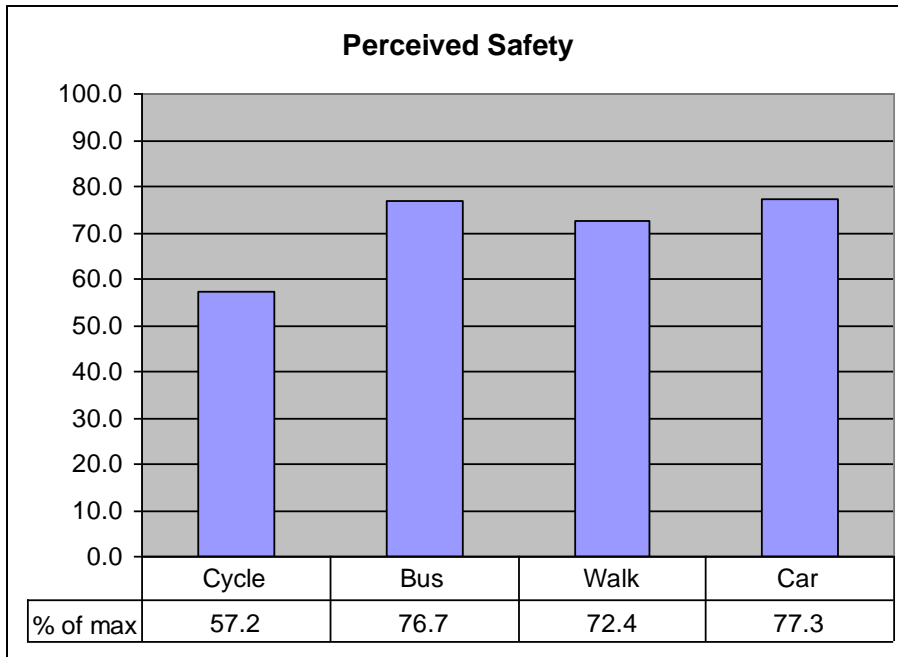
<b>Q8 If you could choose, how would you like to travel to and from school?</b>	<b>Year 2</b>	<b>Year 3</b>	<b>Year 4</b>	<b>Year 5</b>	<b>Year 6</b>	<b>TOTAL</b>	<b>%</b>
Cycle	8	14	19	23	30	<b>94</b>	<b>25</b>
Walk	23	38	34	43	63	<b>201</b>	<b>54</b>
Car share	0	0	1	0	2	<b>3</b>	<b>1</b>
Car	20	5	6	5	11	<b>47</b>	<b>13</b>
Bus	0	1	3	2	0	<b>6</b>	<b>2</b>
Other	6	2	2	5	3	<b>18</b>	<b>5</b>
<b>Total</b>	<b>57</b>	<b>60</b>	<b>65</b>	<b>78</b>	<b>109</b>	<b>369</b>	<b>100</b>

**Q8. If you could choose, how would you like to travel to and from school?**

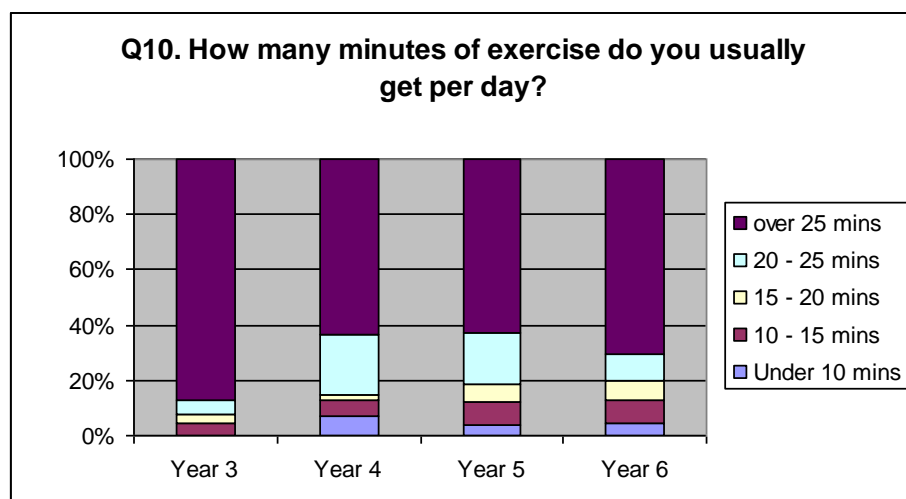


**Perceived Safety**

Method of Travel	Total Scores Given	Total Student Responses	Total possible score (5 being safest score)	% perceived safety
Cycle	621	217	1085	57.2
Bus	748	195	975	76.7
Walk	1093	302	1510	72.4
Car	881	228	1140	77.3



10. How many minutes of exercise do you usually get per day	Year 3	Year 4	Year 5	Year 6	TOTAL	%
Under 10 mins	0	5	3	5	13	4
10 - 15 mins	3	4	7	9	23	7
15 - 20 mins	2	1	5	8	16	5
20 - 25 mins	3	15	15	11	44	14
over 25 mins	55	44	50	78	227	70
<b>Total</b>	63	69	80	111	323	100

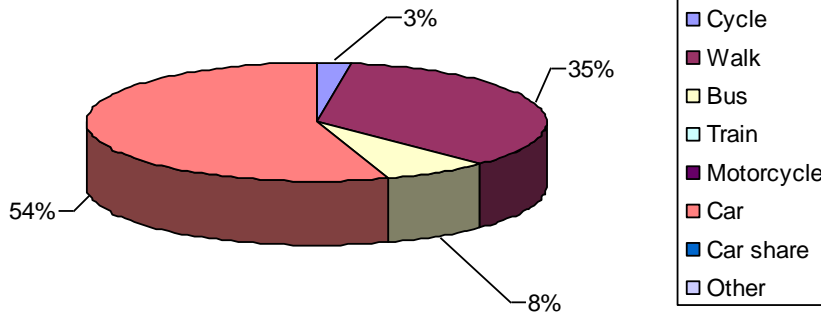


### Staff Results (40 surveyed)

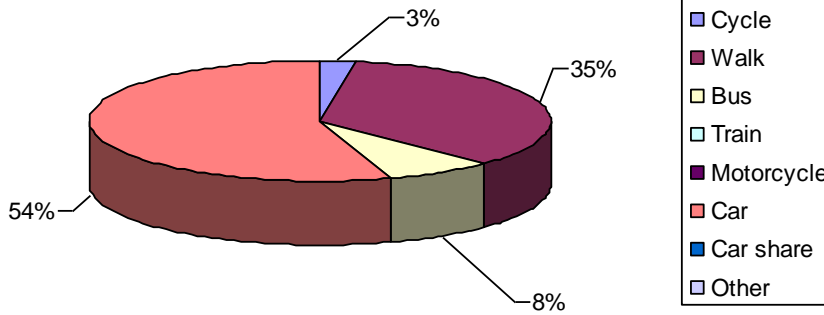
Q1. How do you usually travel to school?	Staff	%
Cycle	1	3
Walk	14	35
Bus	3	8
Train	0	0
Motorcycle	0	0
Car	22	55
Car share	0	0
Other	0	0
<b>Total</b>	40	100

Q2. How do you usually travel from school?	Staff	%
Cycle	1	3
Walk	14	35
Bus	3	8
Train	0	0
Motorcycle	0	0
Car	22	55
Car share	0	0
Other	0	0
<b>Total</b>	40	100

**Q1. How do you usually travel to school?**

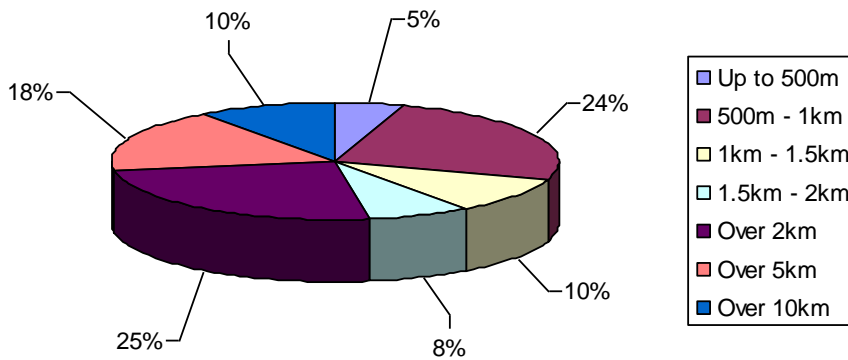


**Q2. How do you usually travel from school?**



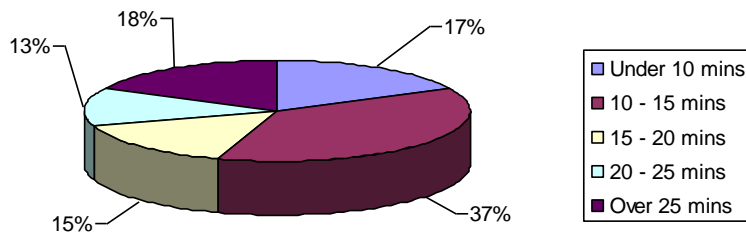
<b>Q3 How far approximately do you travel to school?</b>	<b>Staff</b>	<b>%</b>
Up to 500m	2	5
500m - 1km	10	25
1km - 1.5km	4	10
1.5km - 2km	3	8
Over 2km	10	25
Over 5km	7	18
Over 10km	4	10
<b>Total</b>	<b>40</b>	<b>100</b>

**Q3. How far approximately do you travel to school?**

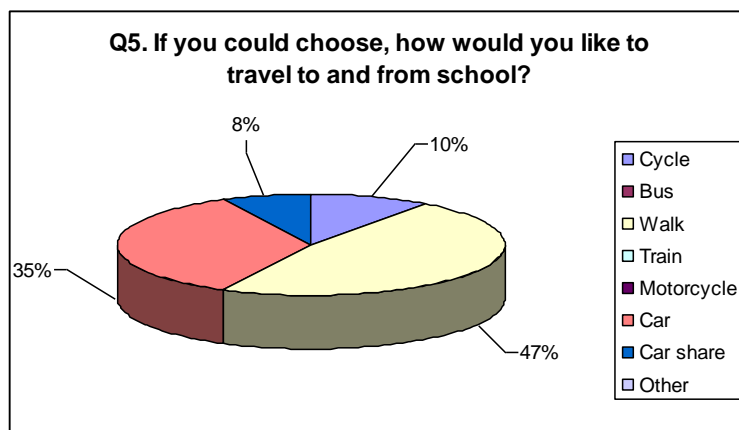


Q4. How long does the journey take?	Staff	%
Under 10 mins	7	18
10 - 15 mins	15	38
15 - 20 mins	6	15
20 - 25 mins	5	13
Over 25 mins	7	18
<b>Total</b>	40	100

**Q4. How long does the journey take?**



Q5 If you could choose, how would you like to travel to and from school?	Staff	%
Cycle	4	10
Bus	0	0
Walk	19	48
Train	0	0
Motorcycle	0	0
Car	14	35
Car share	3	8
Other	0	0
<b>Total</b>	40	100



### Students

85% of Balfour children say they walk to school. Only one child surveyed cycled.

13% arrived by car. Results were similar in the afternoon, with slightly more children getting a lift home from school.

The vast majority (89%) live within 1.5km or less of the school. Most journey times are under 15 minutes.

Students are more likely to arrive unaccompanied by an adult in the mornings, whereas the majority (88%) are more likely to be collected. Older students are more likely to travel alone or with others than younger ones.

Given the choice, 25% would like to cycle, but less than 1% do. 54% would prefer to walk.

Cars and buses are seen as the safest modes, walking came next with cycling as the least.

Year 3 reported getting more minutes of exercise per day than other year groups. (87% had 25+ minutes compared to 70% in Year 6).

Perhaps this could have been because it was pointed out to them when they did the survey that walking is exercise?

On the school maps, the top five locations named by children as places where they felt it was dangerous to cross were:

Preston Drove/ Balfour Rd/ Beaconsfield Villas – 12

Bates Rd/ Surrenden Rd/ Harrington Rd - 8

Balfour Rd outside school – 12

Balfour Rd/ Loder Rd - 13

Balfour Rd/ Ditchling Rd – 6

### Staff

45% of staff use sustainable transport modes. 55% drive to school. This corresponds closely with the 53% who live more than 2km away, although only 28% live more than 5km away.

More staff would like to walk and cycle and three say they would like to car share.

## Parents Results (20 responses)

The sample was not very representative since all respondents said they walked to and from school. 90% live within 1km of the site and reported journey times of less than 15 minutes on foot.

81% gave cycling the maximum or second highest danger score. Two thirds thought walking was safe, fairly safe or neither safe nor dangerous. 34% thought it was dangerous or very dangerous.

74% thought that car journeys were safe or very safe.

80% said their child got 20+ minutes exercise a day, which was higher than children reported, (except Year 3's).

Quite a few comments related to the crossing issues on Surrenden Road. This whole area is being addressed by a separate scheme, the City wide Crossing Request scheme. These and other comments on this area from the public consultation will be passed to the officer in charge.

The build outs on Balfour Road outside the main entrance at the bottom of the steepest section of the hill were the site of the school crossing patrol. This is something parents and children would like to see reinstated. (12 children marked it as a place they felt unsafe). There is funding for this post. However, it is difficult to recruit and needs the help of the school to find a suitable person. Teaching assistants, ancillary staff, parents or grandparents are often good candidates for this paid position. Training and uniforms are provided.

## Parent Comments

- The junctions of Osborne Road with Preston Drove and of Lowther Road with Preston Drove are both very wide and very dangerous for pedestrians - they need to be narrowed. Although I don't cross Surrenden Road on the journey to school I believe it is very dangerous and needs to be made proper single-lane each way with painted parking areas on the 'outside', and no parking allowed alongside the island.
- There must be a crossing implemented on Surrenden Road somewhere near the junction with Loder Road. I walk my 3 year old to nursery every morning and have to cross Surrenden Road near the junction with Loder Road and then return with my 5 year old daughter to take her to Balfour Road School. Trying to cross Surrenden Road at peak times is deadly. Cars coming down Surrenden Road from Hollingbury appear suddenly, at high speeds as they come around the bend by the junction with Loder Road. There are also cars parked on both sides of Surrenden Road at this junction, so you have to be in the road already to have a hope of getting across before the next speeding car appears from further up Surrenden Road.
- This survey doesn't allow me to say I have children at two of the school mentioned, I don't know if that is important for the analysis.
- Too many children are driven to Balfour and Dorothy Stringer schools.
- The walk to school for us would be a 5 -safe if we didn't need to cross Surrenden Road opposite Draxmont Way. This makes it a 1 - Dangerous for me, and there is no real alternative place to cross that is safer.

- I am really concerned about the crossing situation I have described above. I would also say there is a potentially dangerous situation caused by parents attempting to drive teenage children right down into the Stringer Way entrance to Dorothy Stringer and then doing 3 point turns to get out again. There are lots of teenagers and little children around then. Moreover, Draxmont Way is not really designed for that volume of traffic.
- Dorothy Stringer has another entrance; it would be helpful to the Children at Balfour if the school enabled them to access this.
- Both Balfour Road and Loder Road should have crossings! - Loder Road in particular - there are no speed humps in Loder Road, cars and school buses tear downhill towards Dorothy Stringer when there are hundreds of children spilling out of the school gates on to Loder Road many of them young children from Balfour Primary. Presumably Loder Road can't have speed bumps because of the buses but in that case it should have a 20mph limit (as Balfour Road) and the buses should be made to stick to the limit - there are four schools on one campus and there are currently insufficient traffic calming measures in place - in our view the situation is an accident waiting to happen.
- No cycle lane on Preston Drove makes this option very very dangerous for pupils from 5 ways.
- To be honest, I really support anything that keeps children safe. I would however be keener on the council sorting out Lynchett Close as this is extremely dangerous for younger children and lots of children have been hurt. It's probably no coincidence that this is a less affluent area!

Seven Balfour parents were willing to be part of a focus group on school travel. Their names and contact details will be supplied to the school.

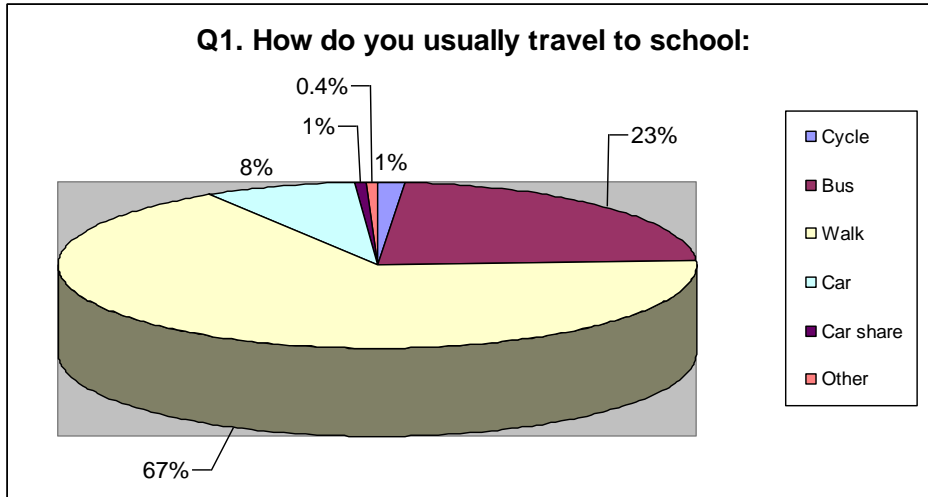
### 3.2 Dorothy Stringer School

The school conducted surveys with all students and sent out the link to the online questionnaire to parents and carers in September 2012 and offered paper based alternatives to parents without internet access in order to determine information regarding their pupil's journeys to school. The results are as follows:

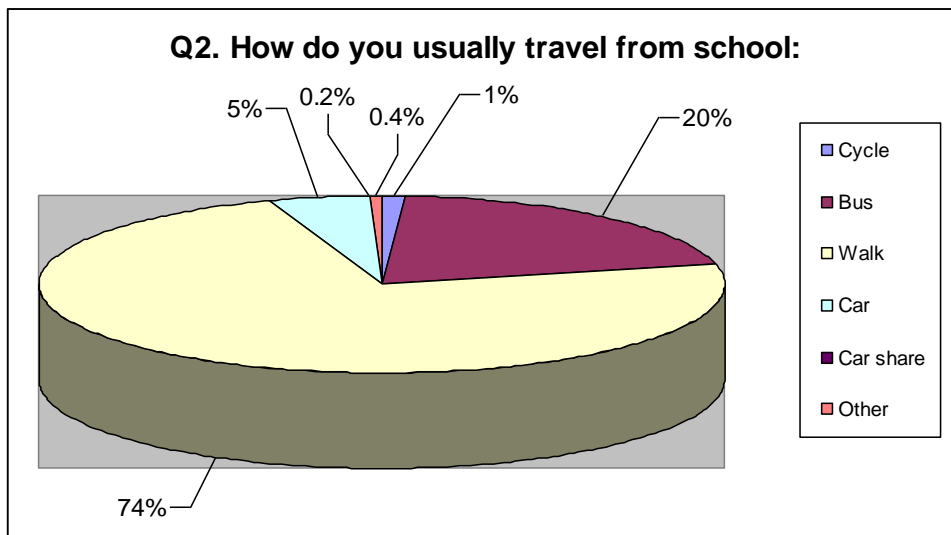
#### Student Results (1372 surveyed)

Q1. How do you usually travel to school?	Year 7	Year 8	Year 9	Year 10	Year 11	TOTAL	%
Cycle	0	1	6	5	7	19	1
Bus	79	75	65	64	31	314	23
Walk	200	173	191	207	147	918	67
Car	29	26	18	18	16	107	8
Car share	3	0	2	3	0	8	1
Other	0	0	0	0	6	6	0.4
<b>Total</b>	311	275	282	297	207	1372	100



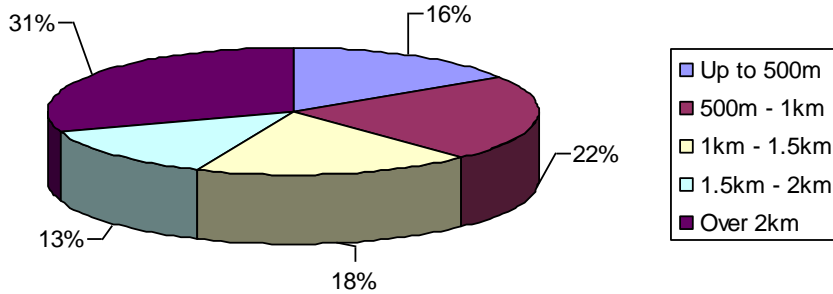


Q2. How do you usually travel from school?	Year 7	Year 8	Year 9	Year 10	Year 11	TOTAL	%
Cycle	0	1	4	5	6	16	1
Bus	60	62	67	56	30	275	20
Walk	226	199	199	220	158	1002	73
Car	22	11	11	12	8	64	5
Car share	0	1	0	2	0	3	0.2
Other	0	1	0	0	5	6	0.4
<b>Total</b>	<b>308</b>	<b>275</b>	<b>281</b>	<b>295</b>	<b>207</b>	<b>1366</b>	<b>100</b>



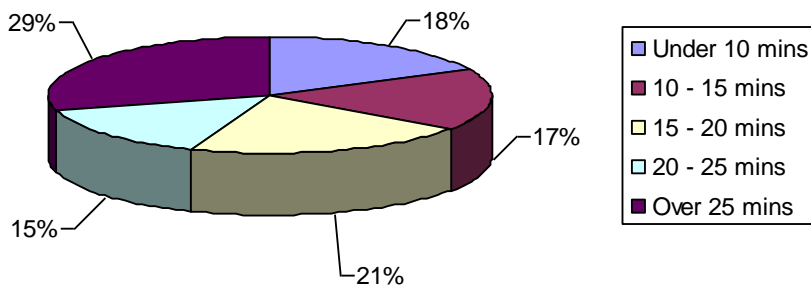
Q3 How far approximately do you travel to school?	Year 7	Year 8	Year 9	Year 10	Year 11	TOTAL	%
Up to 500m	46	36	39	45	36	202	16
500m - 1km	63	56	57	71	42	289	22
1km - 1.5km	53	43	53	53	33	235	18
1.5km - 2km	38	39	29	41	26	173	13
Over 2km	85	77	87	73	66	388	30
<b>Total</b>	<b>285</b>	<b>251</b>	<b>265</b>	<b>283</b>	<b>203</b>	<b>1287</b>	<b>100</b>

**Q3. How far approximately do you travel to school?**



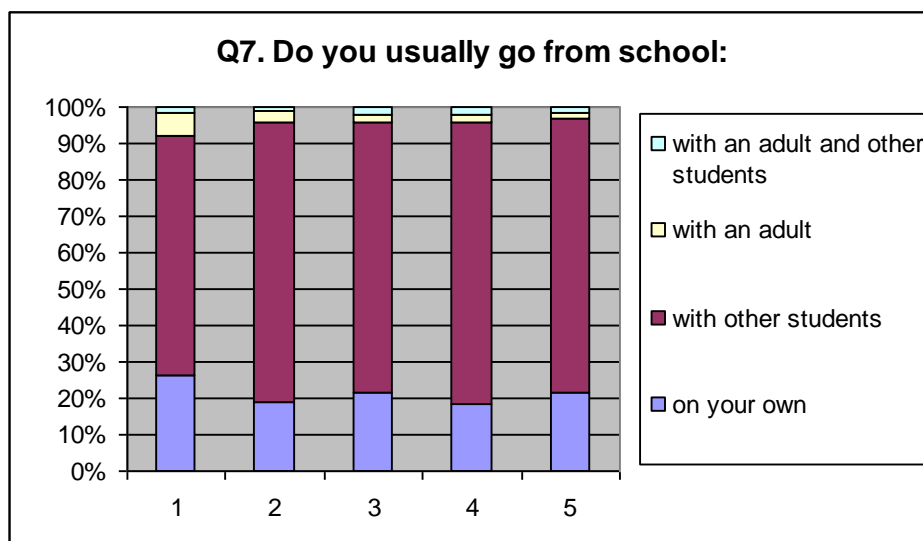
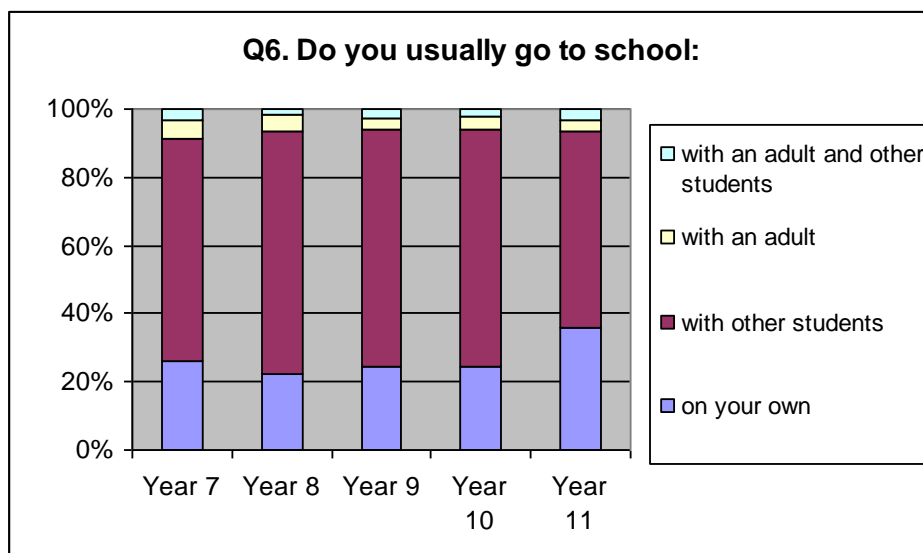
Q4. How long does the journey take, including any extra time for parking cars or bikes?	Year 7	Year 8	Year 9	Year 10	Year 11	TOTAL	%
Under 10 mins	61	48	35	49	44	237	18
10 - 15 mins	49	41	55	52	30	227	17
15 - 20 mins	70	49	54	71	39	283	21
20 - 25 mins	42	50	40	34	32	198	15
Over 25 mins	76	76	93	89	59	393	29
<b>Total</b>	<b>298</b>	<b>264</b>	<b>277</b>	<b>295</b>	<b>204</b>	<b>1338</b>	<b>100</b>

**Q4. How long does the journey take, including any extra time or parking cars or bikes?**



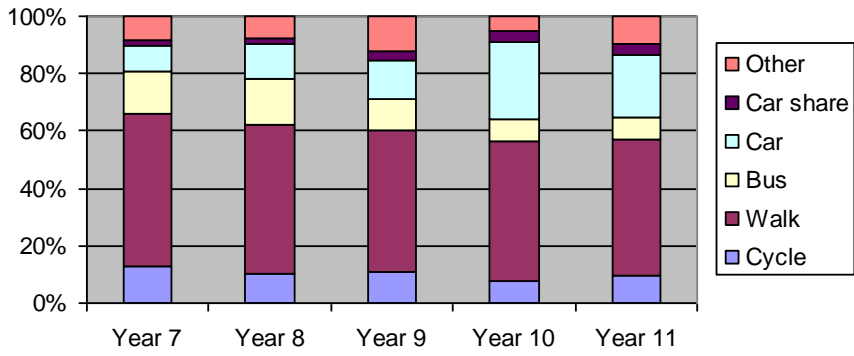
Q6. Do you usually go to school:	Year 7	Year 8	Year 9	Year 10	Year 11	TOTAL	%
on your own	79	59	69	71	73	351	26
with other students	198	191	194	204	117	904	67
with an adult	17	14	9	11	6	57	4
with an adult and other students	10	4	8	7	7	36	3
<b>Total</b>	<b>304</b>	<b>268</b>	<b>280</b>	<b>293</b>	<b>203</b>	<b>1348</b>	<b>100</b>

<b>Q7. Do you usually go from school:</b>	<b>Year 7</b>	<b>Year 8</b>	<b>Year 9</b>	<b>Year 10</b>	<b>Year 11</b>	<b>TOTAL</b>	<b>%</b>
on your own	78	51	59	52	44	284	21
with other students	193	205	205	221	155	979	74
with an adult	18	8	6	6	3	41	3
with an adult and other students	5	3	6	6	3	23	2
<b>Total</b>	<b>294</b>	<b>267</b>	<b>276</b>	<b>285</b>	<b>205</b>	<b>1327</b>	<b>100</b>



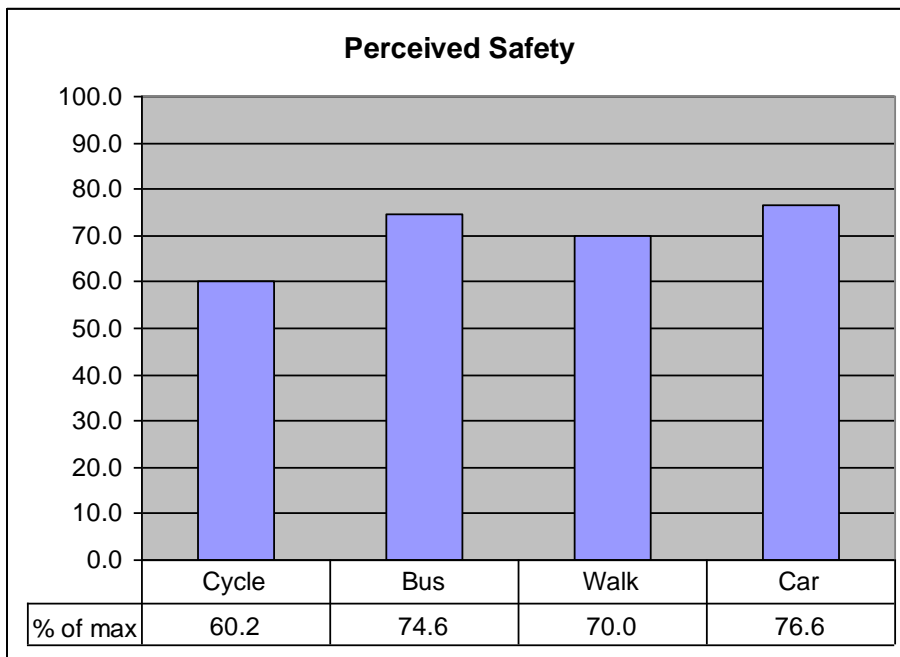
<b>Q8 If you could choose, how would you like to travel to and from school?</b>	<b>Year 7</b>	<b>Year 8</b>	<b>Year 9</b>	<b>Year 10</b>	<b>Year 11</b>	<b>TOTAL</b>	<b>%</b>
Cycle	37	27	30	21	20	135	10
Walk	153	138	138	140	96	665	50
Bus	44	41	29	21	16	151	11
Car	25	33	39	76	45	218	17
Car share	6	5	9	12	7	39	3
Other	24	20	33	14	20	111	8
<b>Total</b>	<b>289</b>	<b>264</b>	<b>278</b>	<b>284</b>	<b>204</b>	<b>1319</b>	<b>100</b>

**Q8. If you could choose, how would you like to travel to and from school?**

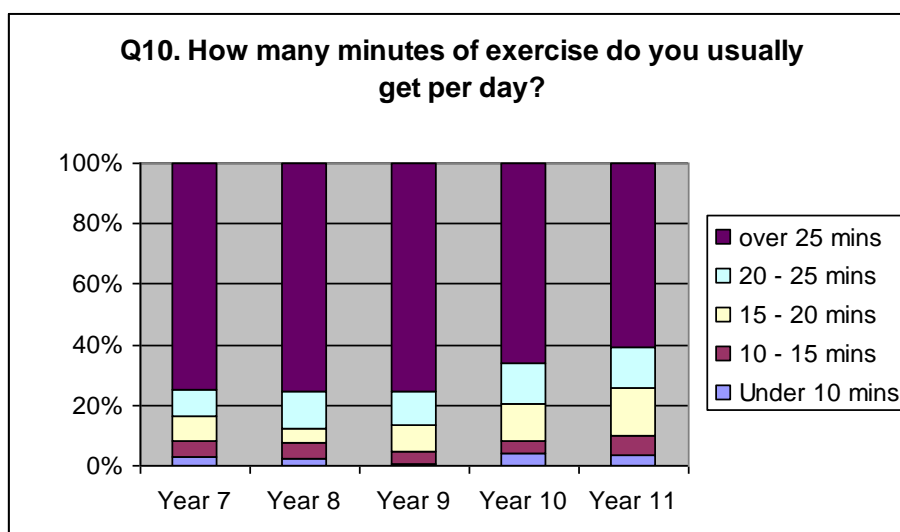


**Perceived Safety**

Method of Travel	Total Scores Given	Total Student Responses	Total possible score (5 being safest score)	% perceived safety
Cycle	2891	961	4805	60.2
Bus	3698	991	4955	74.6
Walk	4266	1219	6095	70.0
Car	3659	955	4775	76.6



10. How many minutes of exercise do you usually get per day	Year 7	Year 8	Year 9	Year 10	Year 11	TOTAL	%
Under 10 mins	9	6	2	11	7	35	3
10 - 15 mins	14	14	10	13	13	64	5
15 - 20 mins	23	11	24	34	32	124	10
20 - 25 mins	25	32	31	39	27	154	12
over 25 mins	209	192	205	189	122	917	71
<b>Total</b>	280	255	272	286	201	1294	100

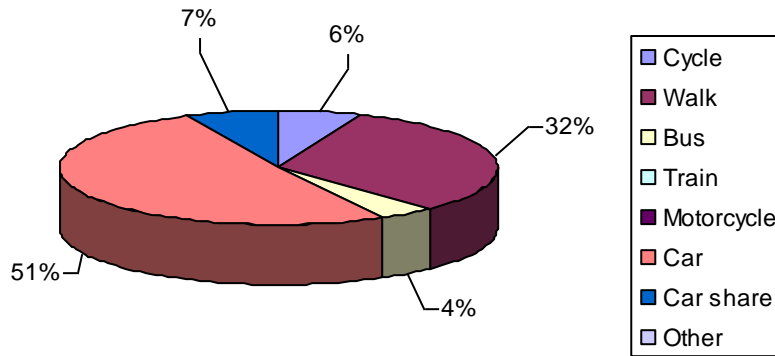


Staff Results (114 surveyed)

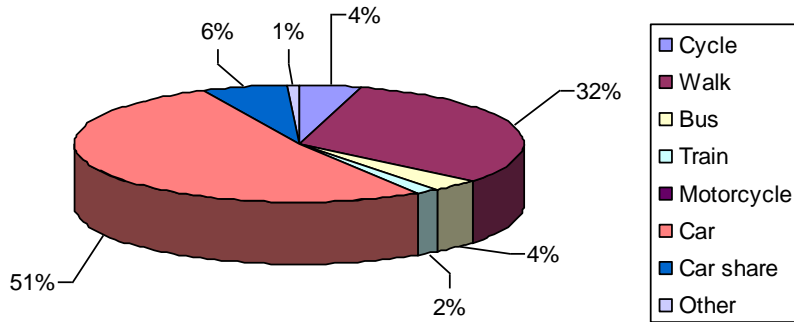
Q1. How do you usually travel to school?	Staff	%
Cycle	7	6
Walk	36	32
Bus	5	4
Train	0	0
Motorcycle	0	0
Car	58	51
Car share	8	7
Other	0	0
<b>Total</b>	114	100

Q2. How do you usually travel from school?	Staff	%
Cycle	5	4
Walk	36	32
Bus	4	4
Train	2	2
Motorcycle	0	0
Car	59	52
Car share	7	6
Other	1	1

**Q1. How do you usually travel to school?**

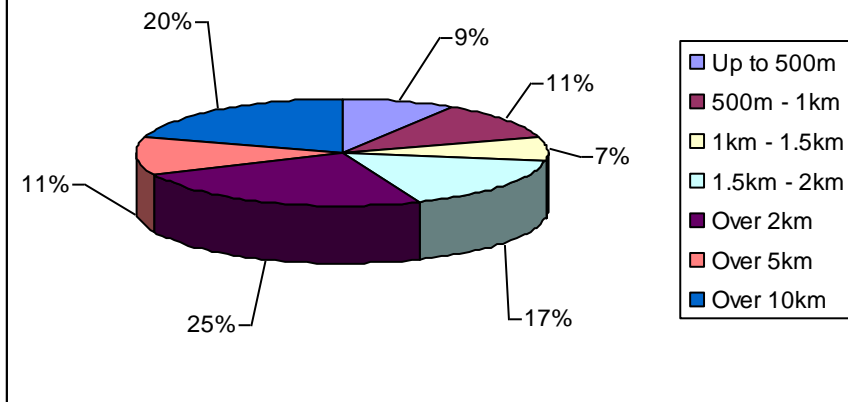


**Q2. How do you usually travel from school?**



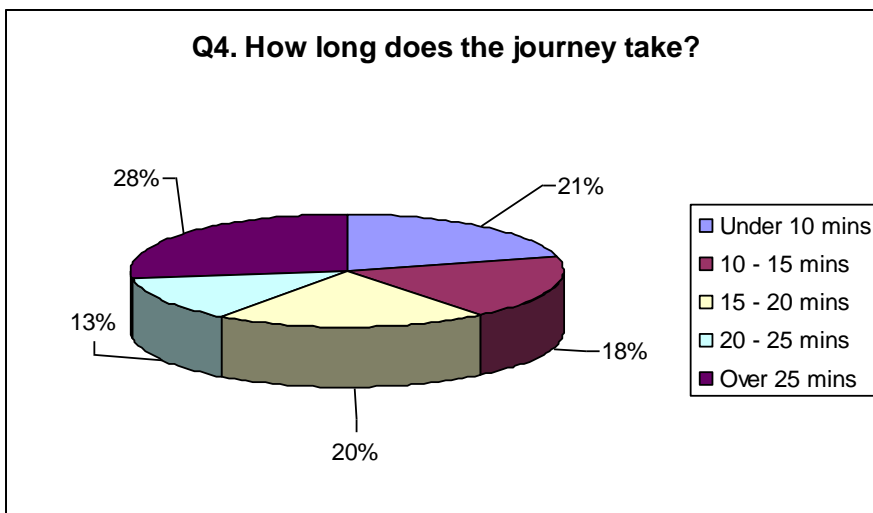
Q3 How far approximately do you travel to school?	Staff	%
Up to 500m	10	9
500m - 1km	13	11
1km - 1.5km	8	7
1.5km - 2km	19	17
Over 2km	28	25
Over 5km	13	11
Over 10km	23	20
<b>Total</b>	<b>114</b>	<b>100</b>

**Q3. How far approximately do you travel to school?**

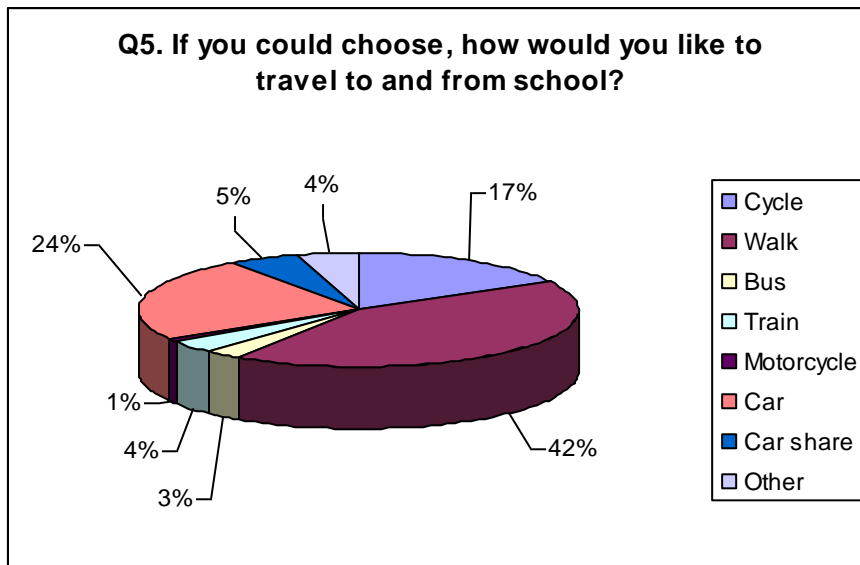


Q4. How long does the journey take?	Staff	%
Under 10 mins	24	21
10 - 15 mins	21	18
15 - 20 mins	23	20
20 - 25 mins	15	13
Over 25 mins	31	27
<b>Total</b>	<b>114</b>	<b>100</b>

**Q4. How long does the journey take?**



Q5 If you could choose, how would you like to travel to and from school?	Staff	%
Cycle	19	17
Walk	48	42
Bus	3	3
Train	4	4
Motorcycle	1	1
Car	27	24
Car share	6	5
Other	5	4



### Student travel

67% of Stringer students walk to school. Only 8% travel by car. 23% arrive by bus (compared to 33% of Varndean students). The numbers walking increase after school at the expense of car and bus travel. Bus use from school is at 20% compared to 18% at Varndean.

30% of Stringer students said they lived more than 2km from the school, compared to 33% of Varndean students. 29% say their journey takes more than 25 min, compared to 36% of Varndean students.

93% travel on their own or with other students to school, and 95% from school.

Only 1% cycle, though 10% would like to. Cycling was seen as the most dangerous mode of transport, followed by walking. Buses and then cars, which were viewed as the safest.

The numbers walking equate closely with the 70% living within 2km of the school. Only 7% travel in the company of an adult and this number does not change much across the year groups.

83% reported getting 20 minutes or more exercise per day. There was a slight decline in exercise levels at Year 10 which continued into Year 11.

Year 7 identified the following top 5 places as dangerous:

- Surrenden Road/ Loder Road
- Preston Drove/ Surrenden Road
- Surrenden Road/ Varndean Road/ Stringer Way
- Balfour Road outside Balfour Primary
- Stanford Ave/ Beaconsfield Villas

Year 8 identified the following top 5 places as dangerous:

- Osborne Road/ Preston Drove
- Balfour Road/ Preston Drove
- Stringer Way/ Surrenden Road
- Loder Road



## Fiveways

Year 9 identified the following top 5 places as dangerous:

Balfour Road/ Loder Road  
Loder Place  
Surrenden Road/ Draxmont Place  
Preston Drove/ Surrenden Road  
Fiveways

Year 10 identified the following top 5 places as dangerous:

Loder Road/ Surrenden Road  
Surrenden Road/ Preston Drove  
Surrenden Road/ Draxmont Way  
Balfour Road/ Preston Drove  
Balfour Road outside Balfour Primary

Year 11 identified the following top 5 places as dangerous:

Preston Drove/ Surrenden Road  
Surrenden Road/ Bates Road  
Beaconsfield Villas/ Stanford Ave  
Beaconsfield Villas/ Preston Drove  
Balfour Road outside Balfour Primary

## Staff travel

58% travel to work by car. This equates closely with the 56% who say they live more than 2km from the school. 42% use sustainable modes of transport. Between 4 and 6% of staff cycle, though 17% say they would like to.

## **Parents' Results (36 responses)**

73% of these Stringer parents say their child walks to school, although this may not be a representative sample. Walking increases to 80% for the journey home, and correlates with the 81% who say they live within 2km of the school and the 77% who say the journey takes less than 20 minutes.

68% gave cycling the two highest danger ratings. This is compared to 33% for walking. 12% gave buses the two highest danger ratings but only 7% rated driving dangerous.

88% said their child got 20 minutes or more exercise per day. This correlates fairly closely with what students report.

Other comments relating to the current Safer Routes scheme area mentioned cycle access to the campus, and issues around Surrenden Road, which will be looked at by the Crossing Request scheme. Balfour Road and the problems caused by parents dropping off and collecting students by car was also mentioned.

The path along Stringer way was also mentioned, though more in terms of slippery surfaces than traffic issues.

## Parent/Carer Comments

- These changes will have very limited affect - nowhere near radical enough need to look at the whole area not make piecemeal improvements.
- Please can you look into safe cycling routes in Brighton to school and college. It would be great to see a cycle lane up the London road like that on the Old Shoreham road that is so good.
- I would like to see cycle lanes on all the main roads feeding in to the school campus (Stringer/Vardean/Balfour).
- Yes - my other child attends Stanford Junior School, and we drive, parking on Stanford Road.
- This road is extremely dangerous for children crossing - lots of parent/carers bringing children by car, parking, and lots of other cars using Stanford Road as a cut-through and some driving fast. The road is very difficult to navigate safely and I am constantly surprised that there is no crossing guard, especially since children are being encouraged to walk to school. The corner of Stanford Road and Dyke Road Drive is very difficult to cross safely, because of poor visibility, and a crossing guard here would help enormously with child safety and traffic calming.
- Balfour Road; the traffic situation, particularly on the stretch above Loder Rd past Balfour and Varndean Schools, only gets worse. Either the road should be widened so that people can park along it without parking on the pavement or across entrances, or double yellow lines should be put all along the school campus side to stop cars parking on the pavement. The schools' campus is large enough to provide for traffic to go in and collect pupils as happens at many schools in East and West Sussex. Varndean in particular has pupils coming from a wide area and many of these are brought by car, whatever the official policy may be. Balfour Road is also a 'rat run' to avoid the Five Ways traffic lights.
- Possible cycling proficiency course. Cross support for dual carriageway/sleeping policemen. Restriction for people inappropriately parking on corners, making visibility difficult for children when crossing roads.
- As well as traffic risk, I think there are risks associated with the long path between Stringer and the gates at Loder place.
- In my opinion a crossing is needed where Surrenden Road separates from Surrenden Cres.
- The journey to school would be much safer for everyone if parents didn't pick up and drop off their children in their cars.

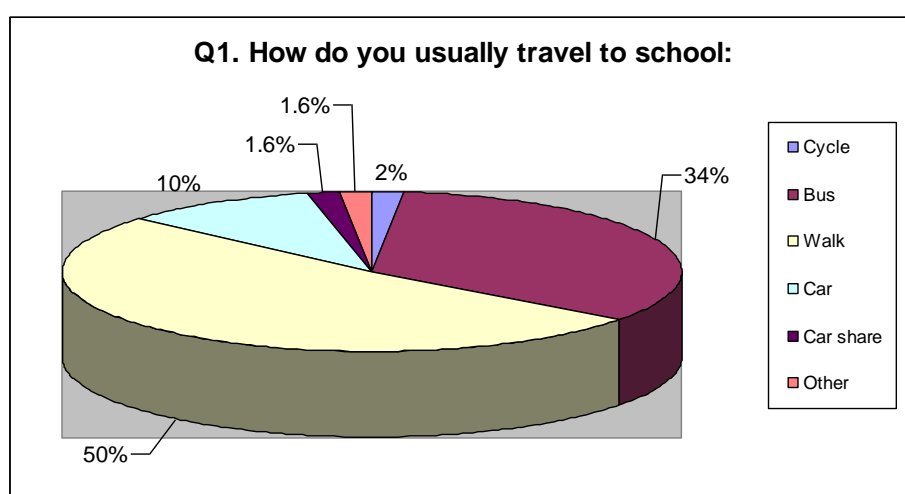
Seven Stringer parents were willing to be part of a focus group on school travel. Their names and contact details will be supplied to the school.

## 3.3 Varndean School

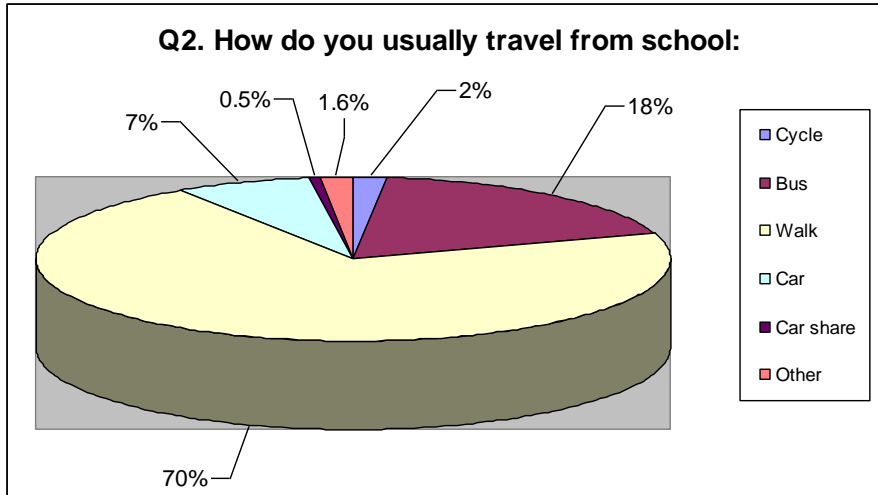
The school conducted surveys with two tutor groups per year group in Years 7-11 and sent out questionnaires to parents and carers in September 2011 in order to determine information regarding their pupils' journeys to school. The results are as follows:

## Student Results (184 students surveyed)

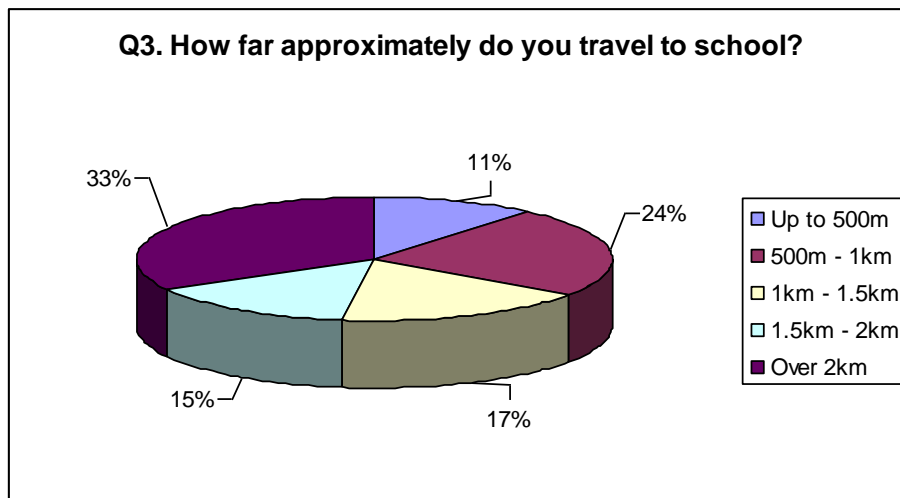
Q1. How do you usually travel to school?	Year 7	Year 8	Year 9	Year 10	Year 11	TOTAL	%
Cycle	0	2	0	1	0	3	1.6
Bus	18	14	8	13	9	62	33.7
Walk	19	8	36	11	20	94	51.1
Car	5	4	2	2	6	19	10.3
Car share	0	0	1	2	0	3	1.6
Other	0	2	0	1	0	3	1.6
<b>Total</b>	42	30	47	30	35	184	100.0



Q2. How do you usually travel from school?	Year 7	Year 8	Year 9	Year 10	Year 11	TOTAL	%
Cycle	0	2	0	1	0	3	1.6
Bus	14	7	4	6	3	34	18.5
Walk	25	15	42	19	29	130	70.7
Car	3	4	1	2	3	13	7.1
Car share	0	0	0	1	0	1	0.5
Other	0	2	0	1	0	3	1.6
<b>Total</b>	42	30	47	30	35	184	100.0

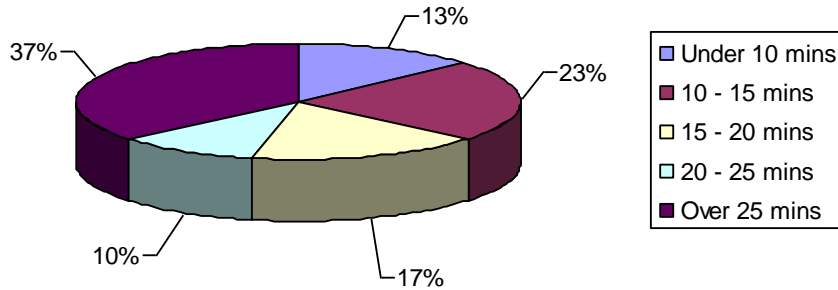


Q3 How far approximately do you travel to school?	Year 7	Year 8	Year 9	Year 10	Year 11	TOTAL	%
Up to 500m	5	2	3	4	4	18	11.2
500m - 1km	9	5	8	8	8	38	23.6
1km - 1.5km	12	6	6	3	1	28	17.4
1.5km - 2km	5	6	3	4	6	24	14.9
Over 2km	6	7	17	10	13	53	32.9
<b>Total</b>	<b>37</b>	<b>26</b>	<b>37</b>	<b>29</b>	<b>32</b>	<b>161</b>	<b>100.0</b>

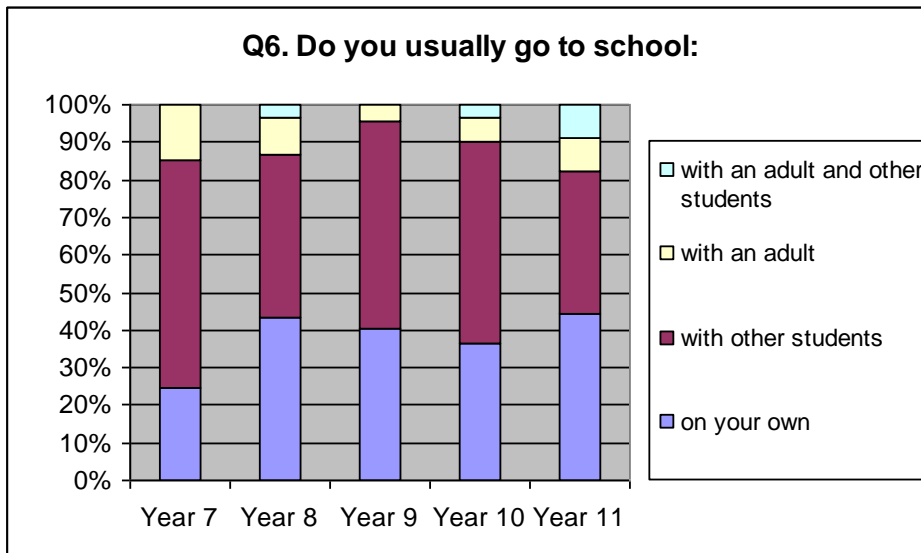


Q4. How long does the journey take, including any extra time for parking cars or bikes?	Year 7	Year 8	Year 9	Year 10	Year 11	TOTAL	%
Under 10 mins	5	4	5	4	5	23	13.2
10 - 15 mins	12	7	4	9	8	40	23.0
15 - 20 mins	7	6	5	8	4	30	17.2
20 - 25 mins	3	4	6	1	4	18	10.3
Over 25 mins	14	8	24	6	11	63	36.2
<b>Total</b>	<b>41</b>	<b>29</b>	<b>44</b>	<b>28</b>	<b>32</b>	<b>174</b>	<b>100.0</b>

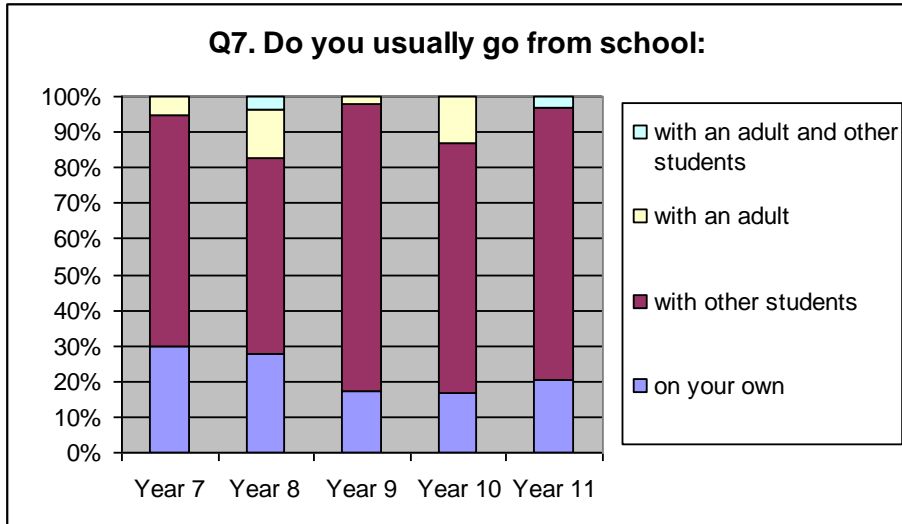
**Q4. How long does the journey take, including any extra time or parking cars or bikes?**



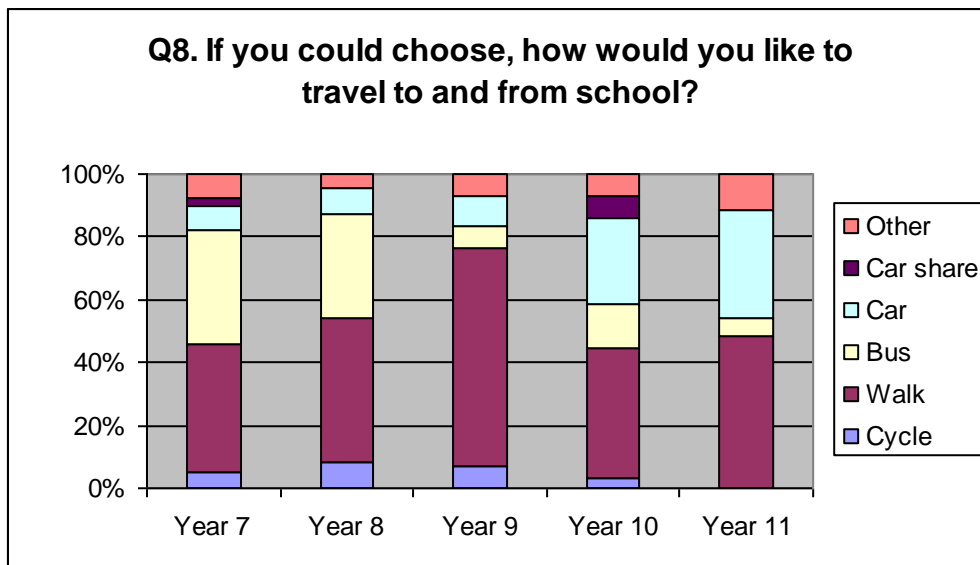
<b>Q6. Do you usually go to school:</b>	<b>Year 7</b>	<b>Year 8</b>	<b>Year 9</b>	<b>Year 10</b>	<b>Year 11</b>	<b>TOTAL</b>	<b>%</b>
on your own	10	13	19	11	15	68	37.4
with other students	25	13	26	16	13	93	51.1
with an adult	6	3	2	2	3	16	8.8
with an adult and other students	0	1	0	1	3	5	2.7
<b>Total</b>	<b>41</b>	<b>30</b>	<b>47</b>	<b>30</b>	<b>34</b>	<b>182</b>	<b>100.0</b>



<b>Q7. Do you usually go from school:</b>	<b>Year 7</b>	<b>Year 8</b>	<b>Year 9</b>	<b>Year 10</b>	<b>Year 11</b>	<b>TOTAL</b>	<b>%</b>
on your own	12	8	8	5	7	40	22.3
with other students	26	16	37	21	26	126	70.4
with an adult	2	4	1	4	0	11	6.1
with an adult and other students	0	1	0	0	1	2	1.1
<b>Total</b>	<b>40</b>	<b>29</b>	<b>46</b>	<b>30</b>	<b>34</b>	<b>179</b>	<b>100.0</b>

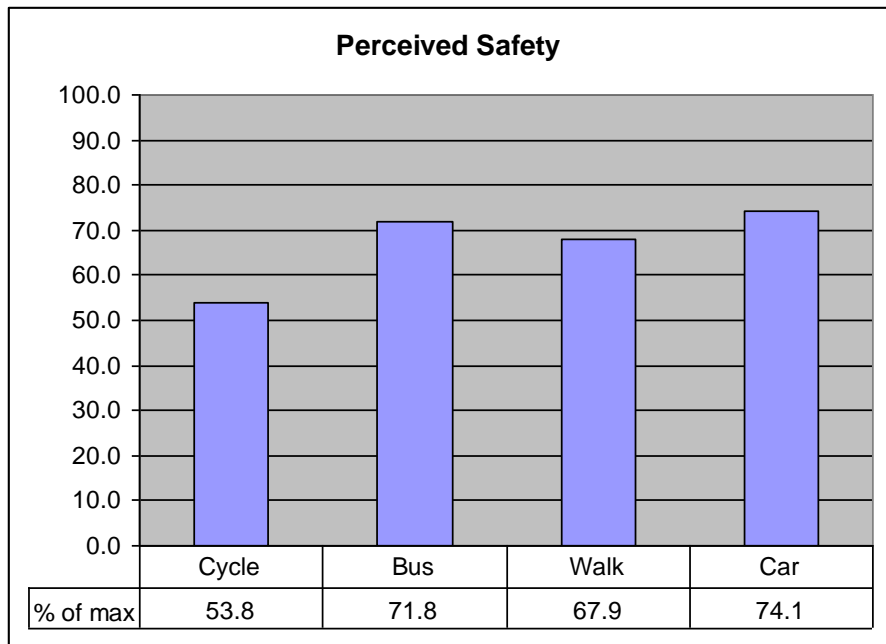


Q8 If you could choose, how would you like to travel to and from school?	Year 7	Year 8	Year 9	Year 10	Year 11	TOTAL	%
Cycle	2	2	3	1	0	8	4.7
Walk	16	11	30	12	17	86	50.6
Bus	14	8	3	4	2	31	18.2
Car	3	2	4	8	12	29	17.1
Car share	1	0	0	2	0	3	1.8
Other	3	1	3	2	4	13	7.6
<b>Total</b>	<b>39</b>	<b>24</b>	<b>43</b>	<b>29</b>	<b>35</b>	<b>170</b>	<b>100.0</b>

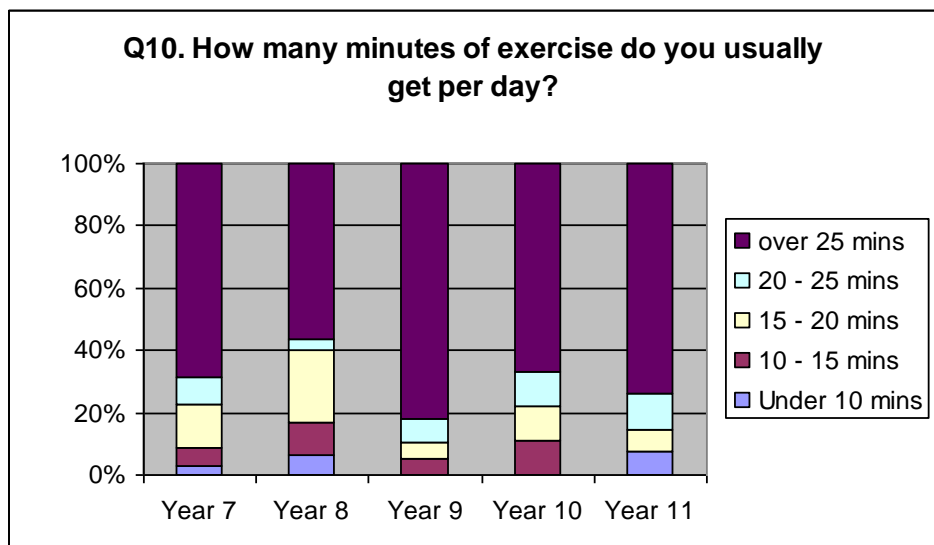


<b>Perceived Safety</b>				
Method of Travel	Total Scores Given	Total Student Responses	Total possible score (5 being safest score)	% perceived safety
Cycle	385	143	715	53.8

<b>Bus</b>	528	147	735	71.8
<b>Walk</b>	543	160	800	67.9
<b>Car</b>	526	142	710	74.1



<b>10. How many minutes of exercise do you usually get per day</b>	<b>Year 7</b>	<b>Year 8</b>	<b>Year 9</b>	<b>Year 10</b>	<b>Year 11</b>	<b>TOTAL</b>	<b>%</b>
Under 10 mins	1	2	0	0	2	5	3.2
10 - 15 mins	2	3	2	3	0	10	6.3
15 - 20 mins	5	7	2	3	2	19	12.0
20 - 25 mins	3	1	3	3	3	13	8.2
over 25 mins	24	17	32	18	20	111	70.3
<b>Total</b>	35	30	39	27	27	158	100.0



33% of Varndean students surveyed say they buses to get to school, and 51% walk, although only 1.6% cycle. Bus use is 10% higher in the

mornings than at neighbouring Stringer. (This may be connected to its position on the hill). 12% use cars to travel to school. Car use decreased after school with more students walking and less using the bus. This dropped to around 18%. This is lower than afternoon bus use at Stringer (20%) but not significantly so.

33% of students said they lived more than 2km from the school, compared to 30% of Stringer students. 67% say they live within 2km. These distance correlate roughly with journey times. 36% say their journey takes more than 25minutes compared with 29% of Stringer Students.

89% travel to school either alone or with other students. 11% travel with an adult. More students travel home with others or alone after school. 4.7% would like to cycle if they could. 19% would prefer to be driven. This desire is more pronounced in year 10 and 11.

Cycling was considered the most hazardous mode, followed by walking. Buses were next and students thought car travel was the safest.

79% of students said they got 20 minutes or more exercise a day. Nearly 10% said they got less than 15. The year 8 group in this sample got less exercise than any other year group, but at least 60% got 20 min+ per week.

On the school maps, the top five locations named by Varndean students as places where they felt it was dangerous to cross were:

Ditchling Road north of Balfour Road – 6

Osborne Rd/ Ditchling Rd – 4

Surrenden Road/ Stringer Way – 4

Hollingbury Rd/ Hollingbury PI – 3

Balfour Rd/ Ditchling Rd - 3

Very few followed the instructions to circle crossing points they felt were dangerous, so numbers are low.

### **Staff Results (0 surveyed)**

Staff surveys were delayed. These will be conducted and results included in a separate report back to the school.

### **Parent/ Carer Results (55 responses)**

96% of the parents sampled say the journey to school uses sustainable modes. This decreased slightly in the afternoon. 80% say they live within 2km of the school. 58% say the journey between home and school takes 20 minutes or less.

75% gave cycling the two highest danger ratings. Walking was thought a lot safer with only 19% suggesting it was at all dangerous. Car travel was thought safe or very safe by 74%. Buses were considered safe or very safe by 69%.

88% thought their child had 20 minutes or more exercise per day.



Parents commented on Balfour Road and the behaviour of drivers at peak times. Making this road one way has been suggested. Some parents are under the impression there are no school buses for Stringer and have suggested there should be more. Alternatives to buses using Loder Road have also been suggested, such as drop offs on Surrenden Road, making the students walk to the Stringer campus.

## Parent/Carer Comments

- The crossing outside Balfour Primary school is also a dangerous spot. I have children in Balfour and Varndean. The Balfour 'crossing' - green paint on road, is useless. Cars don't give way and show little respect for parents and pupils crossing. A better system is urgently needed before someone is hurt. The parking down Balfour Road is also a hazard. People park on both sides of the narrow road, mostly half on the pavement - from 8.30am onwards, then again from 2.45pm. This is from Varndean and mostly Balfour parents - who should live close! This problem is magnified when the school runs trips needing coaches - its grid lock - double yellow lines down one side would solve this.
- Rather than bus pupils into Stringer drop them off and pick up at St Marys church, therefore they can walk the short distance increasing their physical activity per day this would improve road matter in Loder Road, bearing in mind this is the same route for Balfour primary school children.
- There needs to be more school buses as currently there isn't any serving Varndean/Stringer/Balfour school. This would ensure safety of children who rely on buses.
- The main problem at Varndean along Ditchling road is at the end of the school day when the children come out trying to cross Ditchling road to get the bus, as the timing of the bus is the same time as the school finishes, so they rush out to try and get the bus, Maybe the bus company could adjust the times of the buses so that the children do not need to rush out and try and cross the road to get the bus.
- Children should be allocated there local nearest school the catchment areas are wrong at present as children have to travel all over town to get to school.
- Make Balfour Road one way.
- Would like to see more children encouraged to cycle. Team up with bike train more. Would like to see fewer cars down Balfour road which is always dangerous.
- More travel awareness needs to be taught in school.
- In my opinion the most dangerous elements for children walking to school are cars parked on junctions and corners (obscuring vision across and around corners is lethal) and drivers dropping off children near and around the school gates.
- No except that I am grateful for any work and implementation on this issue to make school journeys safer.
- The top of Balfour road by the entrance the Varndean School, is too narrow to allow parking. If there were double yellow lines in this area it would make it safer to cross the road.

- Too many parents take their children to school by car and park anywhere they like, including on school keep clear markings, too close to junctions and with scant regard to road safety.

**Eight Varndean parents** were willing to be part of a focus group on school travel. Their names and contact details will be supplied to the school.

## 4. Main findings

Student travel surveys reflected the expectation that primary school students tend to live closer to their school than secondary ones. Despite this, the percentage of primary students being driven to and from school was as high as or higher than secondary students in the same area, despite the fact that more secondary students live further from their schools.

The vast majority of primary students were collected, whereas this was a tiny minority in both secondary schools. There is clearly a big change between year 6 & 7.

More students at every school would like to cycle, though enthusiasm is greatest in Primary where Bikeability training takes place. Both parents and children perceive cycling as the most dangerous mode of transport. Some would like more cycling facilities to improve safety. Staff at both schools which surveyed them said they would like to cycle more. Almost half already use sustainable transport to get to and from school.

Parents at primary and secondary tended to slightly overestimate the amount of exercise their children got.

A comparison of bus use between the two secondary schools shows interesting differences. Varndean students are much more likely to use buses in the morning than Stringer students. In the afternoons this is not the case, with Varndean's users being slightly fewer than Stringers. This could be down to Varndean's location further up the hill, or the fact the school currently has no school bus provision and public services available are extremely busy. This has contributed to the safety issue being addressed by the measures on Ditchling Road. Bus access to the Stringer campus and its impact on Loder Road traffic may also need to be looked at.

Balfour Road is mentioned by many parents and students in comments and location maps. There is a parking problem here that leaves many feeling unsafe. A school crossing patrol outside Balfour would seem to be a popular measure with Balfour parents and pupils, but also with students at both secondary schools who walk through the area. A one way system has been suggested, but this tends to increase speeds which is not desirable in an area with schools.

There are currently school keep clears and double yellow lines on this section of Balfour Road. A regular dialogue between parents and the schools about the antisocial parking on pavements in Balfour Road may be beneficial, although this problem is likely to be ongoing. Enforcement officers can ticket vehicles parked on pavements, double yellow lines and school keep clears. Some enforcement action in Balfour Road will be requested.

## **5. Proposed Improvement Measures**

Following the consultation exercise with the schools, a visit to the area by the School Travel Officer and a Road Safety Engineer was undertaken to identify other feasible measures at the sites that were identified. See Site location map (Appendix 3.1).

The measures are outlined as follows:

- Introduce a zebra crossing and build outs to help pedestrians cross from the corner near St Mary's Church to The Ride in Preston Park.
- Extend the kerb on the corner of Preston Park Avenue to slow left turns out onto Preston Drove and improve visibility down Preston Drove
- Remove the bus stop north of the upper gate to Varndean School and replace it with a pedestrian refuge and build outs allowing pupils to cross more safely to the bus stop opposite.
- North of Friar Road, create a new bus stop outside 391 Ditchling Road
- Refresh existing double yellow lines on the junction of Loder Road and Surrenden Road.

## **6. Timescale and Consultation**

### **Autumn Term 2012**

- report to Transport Committee Meeting with final design

### **Winter 2012/ 2013**

- Construction of scheme

### **Summer 2013**

- Post scheme monitoring

## **7. Conclusions and final remarks**

- The results of the surveys from the participating schools indicates that there would be strong support for a range of measures that

would create a Safer Route to School. Surrenden Road cannot be addressed by this scheme but will be addressed by the Crossing Request scheme. Officers responsible for school bus provision will be given a copy of this report.

- Given the number of children who travel to school on foot or who require good access to their school, the schools and local community has the potential to gain much from the scheme.