



Campion School



Travel Plan

Reviewed December 2022 following completion of Expansion

(Review by Governors Resources Committee Due Mar 2023)

Review As Required

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Section One: Introduction

Campion School is a secondary education provider in Leamington Spa, Warwickshire serving primarily the South Leamington, Sydenham and Whitnash communities.

Campion School was formerly a Local Authority maintained school, which converted to Academy status in January of 2012.

The school currently has 955 pupils in full time education studying key stages 3 and 4 of the National Curriculum. In addition, the school currently has 127 pupils in full time education studying key stage 5 of the National Curriculum, known as 'Post 16'. This gives a total pupil population of 1082 on role for the academic year 2022/2023.

A number of volunteers and 'specialist' staff colleagues are also present throughout the academic year to support the wider aims and needs of the school. This is mostly on a part-time basis.

Due to changing local demographics, the Warwick District Councils 'Local Plan' and the increasing popularity of the school amongst local families, the number of pupils on role has increased steadily over the last few years, not only at transition age but in all year groups. Following the completion of the school's expansion program, the Year 7 PAN has increased to 210 with effect from September 2021. September intake 2022 was 209. There are waiting lists across all year groups and the school is over subscribed.

Section Two: School Location Details, General School Information, School Catchment Area, Existing Public Transport Options

2.1 School Location Details.

Address: Champion School, Sydenham Drive, Leamington Spa, Warwickshire, CV31 1QH

Email address is: head@champion.warwickshire.sch.uk

Telephone: 01926 743200

DfE Number: 937/4192

2.2 General School Information.

The school has a total PAN (Planned Admission Number) of 1075. This includes 210 pupils in years 7 & 8, 195 pupils in year 9, 180 pupils in year 10, 155 pupils in year 11 and a total of 125 pupils years 12 and 13.

The schools current pupil population is 1082 pupils for the 2022/23 academic year.

The school has been 'under-subscribed' for a number of years but due to a strong ethos, much improved academic success and a proven reputation, the popularity of the school has improved dramatically over the last few years and is now oversubscribed.

Planned Admission Number

	Year 7	Year 8	Year 9	Year 10	Year 11	P16	Total
2022/2023	210	210	195	180	155	125	1,075
2023/2024	210	210	210	195	180	155	1,160
2024/2025	210	210	210	210	195	185	1,220
2025/2026	210	210	210	210	210	210	1,260

The school site is open from 6am to 6.30pm each weekday. During school holiday periods the site is open from 8am to 4pm daily.

The school site is open for Lettings, evenings - 5.00pm to 9.00pm, weekends - 8.30am to 12.30pm Saturday and 8.30am to 3.30pm Sunday

The formal school day starts for pupils at 8.40am and finishes at 3.10pm (Years 7 to 11). Some Post 16 lessons continue until 4.10pm.

Pupils start arriving on site from 8am but 'peak arrival' time is between 8.20am and 8.40am. Approximately three quarters of the pupil population leaves site between 3.10pm and 3.30pm. The school retains only one access point onto/off the school site at the main school entrance.

Breakfast club runs 7.30am to 8.30am. There are considerable after-school/extra-curricular clubs operating (sporting fixtures/homework clubs/additional fun activities etc.) which start at 3.10pm and finish by 5pm. There are at present approximately 600 pupils who participate in such after-school clubs from a total current cohort of 1082 pupils.

2.3 School Catchment Area.

Campion School is situated in South Leamington and lies at the heart of the Sydenham, Brunswick and Whitnash areas where the majority of its pupils live. The school is situated approximately 2 miles from the main Leamington Spa town centre and approximately 1.5 miles from the main Whitnash town centre. The school is surrounded by housing, a large Asda superstore and the main rail link between Leamington Spa and London. Recent developments in the surrounding areas has seen an increase in residential housing locally.

The school serves a number of local feeder primary schools, the closest (geographically) being:-

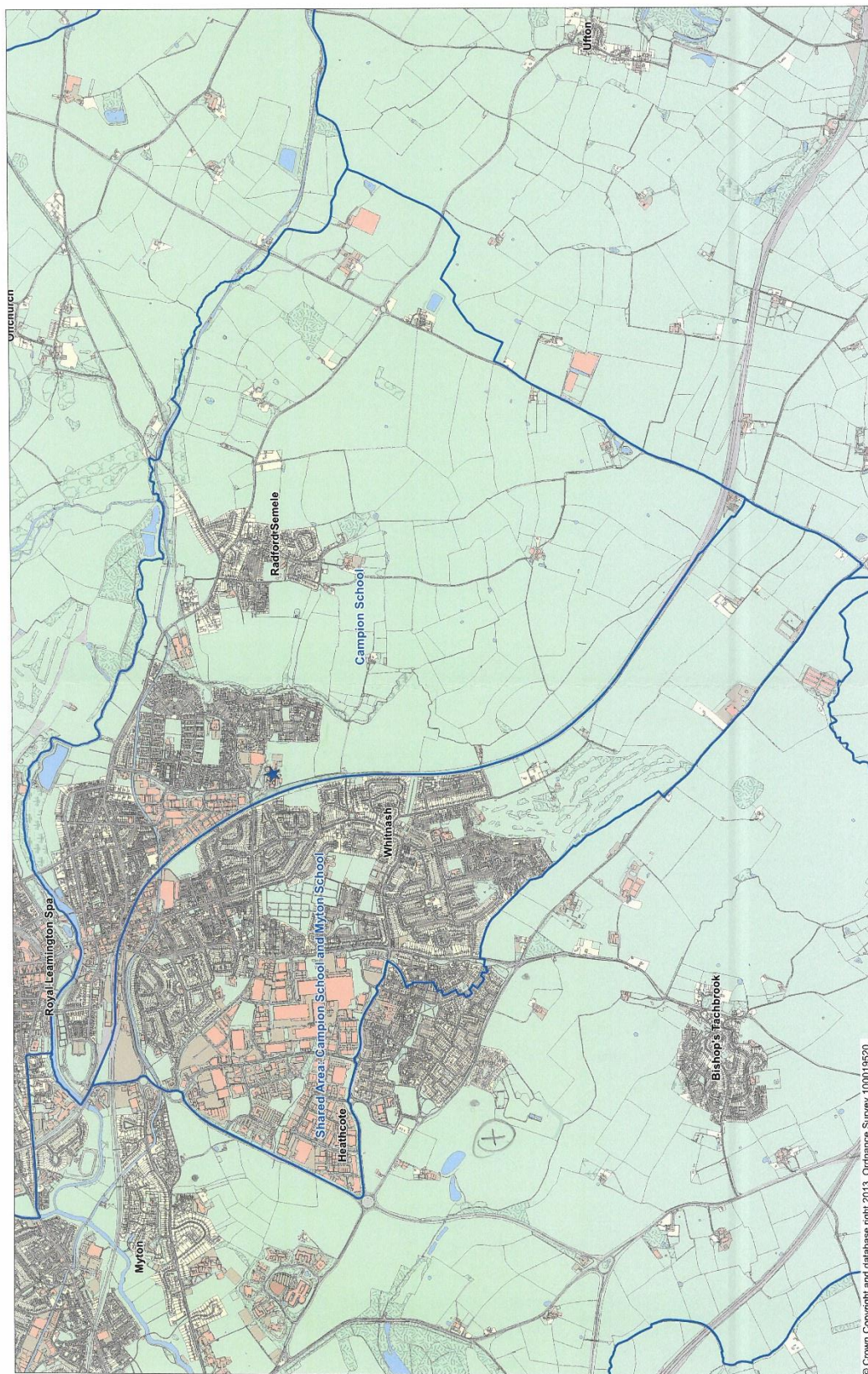
Sydenham Primary -	2 form entry
Whitnash Primary –	2 form entry
Shrubland Street Primary –	1 form entry
St Anthony’s Catholic Primary -	1 form entry
St Margaret’s Junior -	3 form entry
Radford Semele CofE -	1 form entry
Clapham Terrace Primary -	1 form entry
St. Patricks Catholic Primary -	1 form entry
Kingsway Primary -	1 form entry

All of the schools above are within walking distance of Campion with approximate walking times varying between 5 and 30 minutes.

The school receives pupils from other local primaries, some situated some distance from the school, but in much smaller numbers to the feeder schools listed above.

The ‘Priority Area Description’ for Campion school, according to Warwickshire County Councils Admissions Arrangements (adopted by the Academy) are as follows:-

The Parish of Radford Semele and the town of Royal Leamington Spa bounded in the north by the River Leam. The western boundary is formed by the railway track from the Sydenham parish boundary to the River Leam. The area bounded in the north and east by the railway track, Europa Way (excluded), Heathcote Lane and Prince’s Drive in the west and including the parish of Whitnash, West of the railway line is shared with Myton School.



Campion School Catchment Area Map.

2.4 Existing Public Transport Options.

The school is served by a number of local transport solutions. There are reasonable bus routes, good road and cycle facilities and acceptable pedestrian routes which all provide access to the school site directly or within the vicinity of its immediate location.

2.4.1. Road Access.

The school is accessed via a roundabout which forms part of a main carriageway and is the main link between the Sydenham estate and Whitnash/Brunswick areas. This is a busy road and is used throughout the school day as a main access to the Asda superstore which is located immediately adjacent to the school site to the northern boundary and the local housing and business estates.



Roundabout and main access road onto the school site.

2.4.2. Cycle Access.

The school is served by two dedicated cycle lanes which culminate at the school's main access gate. These cycle lanes lie adjacent to the pedestrian/walking paths and go in three directions away from the school gate. One cycle lane leads directly down Sydenham Drive and onto the nearby industrial/housing estates of Sydenham and Brunswick. The second cycle lane leads right out of the school gate and directly onto the Sydenham housing estate and to the local Asda superstore. The third leads left out of the school gate and directly towards the Whitnash and Brunswick housing estates.

None of the cycle lanes continue more than approximately 0.5 to 0.75 miles in any direction and eventually lead onto pedestrian footpaths/the main vehicle carriageway.



Cycle lanes leading away from the main school gate.

2.4.3. Pedestrian/Walking Access.

The school has good pedestrian access which serves the local housing estates through a network of paths which are all well-lit and maintained by the local authority.

NB. There are some concerns about the safety of the pedestrian/cycle routes across the two main roundabout branches of the main road outside of the school gates as there are currently only 'drop-kerbs' and 'mid-point crossing islands' with no specific zebra/pelican or supervised crossing etc. Members of the Senior Leadership Team and Duty staff patrol these areas at the end of school and continue to monitor the situation.

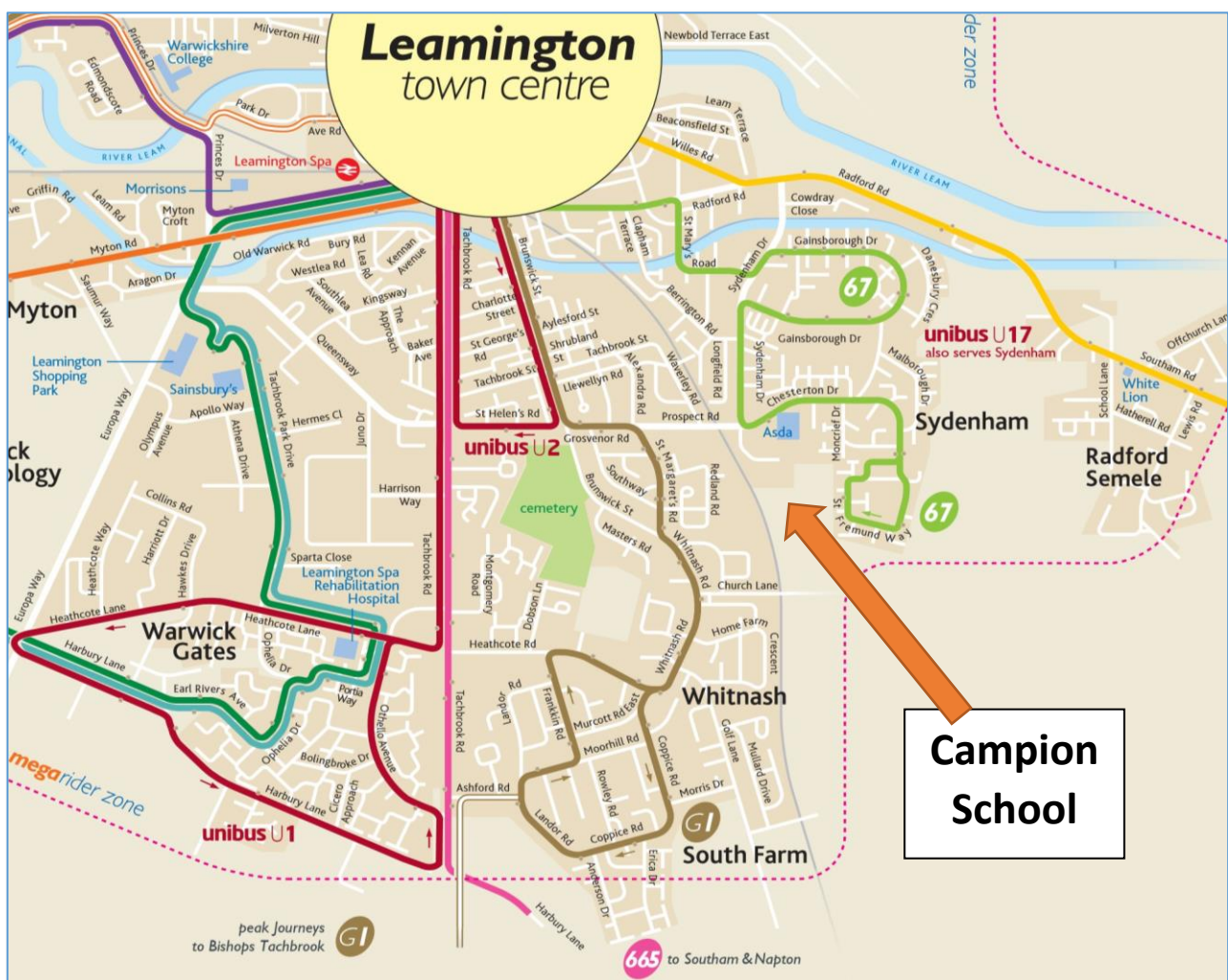
2.4.4. Rail Access.

The school is some considerable distance from the main railway station of 'Leamington Spa'. The station is on the main route between the Midlands and London and has a high number of connecting options to the local and national rail network. It is a good 30-to-40-minute walk from the station to the school or some 10 minutes via car/taxi.

NB. At the time of surveying 1 pupil and no staff used this travel option.

2.4.5. Bus Access.

The school is served via two main bus routes run by the company Stagecoach. The nearest bus stops are located on Chesterton Drive (route 67) and St Margaret's Road (route Gold G1). There is also additional 'Uni-Rider' services (Unibus U2 and U17) which come within walking distance of the school.

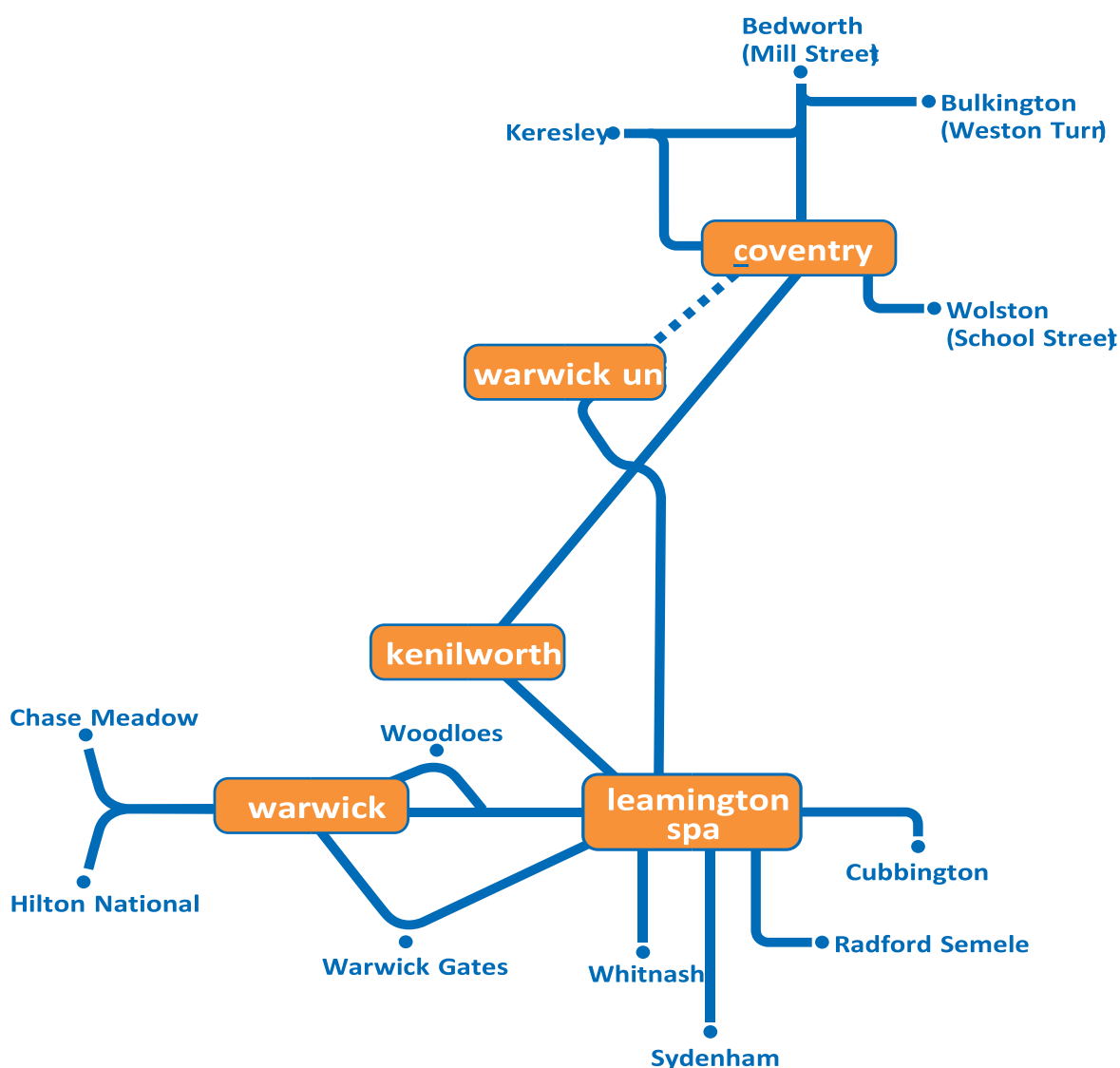


Stagecoach Bus Routes Gold G1, Route 67 and Unibus U2 & U1

The Chesterton Drive (route 67) and St Margaret's Road (route Gold G1) bus stops are only 2 minutes and 5 minutes respectively walking distance from the main school gates.

The route 67 and Gold G1 routes are served by buses of up to 8 minutes frequency at peak times which include the morning and afternoon start and finish times of the school.

The 'Uni-rider' services (Unibus U2 and U17) are mostly frequented by students who travel to Warwick University from the surrounding housing estates. The frequency of these services is slightly less than the other local bus routes but they do reach a much broader geographical area as shown below.



Uni-Rider Bus Routes Unibus U2 & U17

Due to the availability of regular local bus services, the school does not have its own dedicated school bus service.

Section Three: School Travel Survey (Pupils and Staff), Data Collection Results (Inc. Current Transport Methods – Pupils and Staff)

In order to establish the baseline position with regard to staff and pupil travel, travel surveys were undertaken in November 2022

A copy of the pupil and staff questionnaire is included in **Appendix 1**.

The total number of surveys completed and the response rate is shown below.

Year Group	Pupils/Staff on Role	Surveys Completed / Response Rate %	
Year 7	208	131	52%
Year 8	208	122	58%
Year 9	199	113	56%
Year 10	183	92	50%
Year 11	155	68	43%
Year 12	86	46	53%
Year 13	43	18	41%
Pupil Totals	1082	590	54%
Staff	195	92	

The following most informative questions were asked via the survey and the cumulative responses to each shown.

For the purposes of this report, results are shown in 'combined pupil/staff response' form, however, analysis has been completed at a 'per year group' (for pupils) level and all responses were considered at an individual responder level. Full analysis is available if required to the reader.

A brief summary of each set of question responses is given including any anecdotal evidence collected during the survey process.

How long is your trip to school?

NB. Some answers would have been 'best guesses' as actuals not known.

Combined Pupil Response - Total	
Distance (Miles)	% of group
0 to 1 mile	51%
1 to 2 miles	27%
2 to 3 miles	11%
3 to 4 miles	5%
4 or more miles	6%

Staff Response	
Distance (Miles)	% of group
0 to 1 mile	16%
1 to 2 miles	16%
2 to 3 miles	11%
3 to 4 miles	11%
4 or more miles	46%

Summary.

The vast majority of pupils live within the school's catchment areas and between 0 to 2 miles from the school site.

Approximately half of the school's staff live more than 3 miles from the school site.

How do you normally travel to school? If there is more than one travel mode then please only put the mode that makes up the majority of your trip.

<i>Combined Pupil Response - Total</i>	
Travel Mode	% of group
Walk	48%
Cycle	13%
Bus	1%
Train	0.1%
Taxi	1%
Car	30%
Car Share with someone else	5%
Other (Please State)	1%

<i>Staff Response</i>	
Travel Mode	% of group
Walk	10%
Cycle	9%
Bus	0
Train	0
Taxi	0
Car	74%
Car Share with someone else	7%
Other (Please State)	0

Summary.

The majority of pupils walk or cycle to school. Just over quarter of pupils travel to school in a car with a further 5% of total pupil numbers sharing a car with others. Very few pupils used public transport. Of those pupils who travelled via taxi, all were provided this transport via the local authority due to need. Those who opted for the 'other' category travelled to school on scooters.

It was no surprise, based on housing distance from the school site, that three quarters of school staff travelled by car. The remaining staff either walked or cycled to site. No staff used public transport.

Would you consider travelling to school by using a different travel mode?

<i>Combined Pupil Response - Total</i>	
ANSWER	% of group
Yes	49%
No	51%

<i>Staff Response</i>	
ANSWER	% of group
Yes	28%
No	72%

If you answered YES to “Would you Consider travelling to schoolboy using a different travel mode?”, what mode of transport would you like to use?

<i>Combined Pupil Response - Total</i>	
Travel Mode	% of group
Walk	37%
Cycle	45%
Bus	13%
Train	1%
Taxi	6%
Car	31%
Car Share with someone else	7%
Other (Please State)	8%

(NB: Some pupils chose more than one alternative)

<i>Staff Response</i>	
Travel Mode	% of group
Walk	38%
Cycle	46%
Bus	1%
Train	15%
Taxi	0
Car	3%
Car Share with someone else	38%
Other (Please State)	0

(NB: Some staff chose more than one alternative)

Summary.

Cycling to school or the use of a scooter is becoming more popular and many said they would prefer to do this if their circumstances allowed. The key for most pupils though was that liked to be accompanied by their friends.

Most modes of transport were determined by parents where there was a need to drop multiple children to different locations (schools) and/or get to a place of work as part of the same journey.

Pupils talked of wanting to walk/cycle with friends but not living close enough to do so easily. Pupils indicated that they were happy to walk or cycle if they were with friends on the journey.

School will aim to promote split journeys as part of walk to school week, whereby they are driven so far and then walk the rest of the journey.

Staff who would like to use public transport did not feel it was frequent, reliable or cost effective.

Why do you use the mode of transport you use at the moment? (Mark one answer)

Combined Pupil Response - Total	
Reason	% of group
It's Convenient	56%
Cost	4%
Time Saving	21%
Poor Accessibility	1%
Safety	2%
Health Reasons	3%
Other (Please State)	13%

Staff Response	
Reason	% of group
It's Convenient	50%
Cost	2%
Time Saving	24%
Poor Accessibility	8%
Safety	0
Health Reasons	4%
Other (Please State)	12%

Summary.

Pupils responded in most part based on convenience and time-saving. Of those in the 'other' category, distance and lack of a vehicle in the family/parents who don't drive were the main responses. It should be noted that access to public transport was only

a minor concern with the vast majority of pupils living close to the school site and able to access the good local services (buses etc.) if required.

For staff, convenience and time-saving again were the main factors. Other factors included, access to useful, joined-up public transport when travelling to site over greater distances, alternative public transport options and needing to drop children at nursery etc.

Alternative travel options were then asked about in more detail in the travel survey.

What would make WALKING a more attractive travel option for you?

<i>Combined Pupil Response - Total</i>	
Option	% of group
Improved Pavements	18%
Improved Street Lighting	13%
Safer Road Crossings	24%
Other people to walk with	38%
Road Safety Training	3%
Other (Please State)	10%
Nothing - would not consider walking	21%

(NB: some pupils chose more than one option)

<i>Staff Response</i>	
Option	% of group
Improved Pavements	16%
Improved Street Lighting	10%
Safer Road Crossings	13%
Other people to walk with	3%
Road Safety Training	1%
Other (Please State)	14%
Nothing - would not consider walking	60%

(NB: some staff chose more than one option)

Summary.

For those pupils who would consider WALKING as an alternative/more attractive travel option, most would like to see safer road crossings, improved pavements and other people to walk with. Very few saw the need for 'road safety training'. Those who choose to cycle would prefer to continue to do so due to the reduction of time on their journey and that they enjoy it more.

The vast majority of staff 'would not consider walking' due to distance from site of their homes.

What would make CYCLING a more attractive travel option for you?

<i>Combined Pupil Response - Total</i>	
Option	% of group
More cycle lanes	28%
Improved street lighting	8%
Safer cycle road routes	26%
Improved cycle storage at school	18%
Cycle safety training	5%
Other (Please State)	5%
Nothing - would not consider cycling	37%

(NB: some pupils chose more than one option)

<i>Staff Response</i>	
Option	% of group
More cycle lanes	21%
Improved street lighting	10%
Safer cycle road routes	26%
Improved cycle storage at school	4%
Cycle safety training	2%
Other (Please State)	7%
Nothing - would not consider cycling	54%

(NB: some staff chose more than one option)

Summary.

For those pupils who would consider cycling as an alternative/more attractive travel option, most would like to see more cycle lanes and safer cycle road routes. Some pupils said their parents did not feel it was safe for them to cycle to school on the roads, particularly in the winter months.

The vast majority of staff 'would not consider cycling' again due to distance from site of their homes. Cycle lanes and safer cycle routes were also a key factor for those staff who would consider cycling. Another factor was the need to carry resources/markings etc.

What would make BUS TRAVEL a more attractive travel option for you?

<i>Combined Pupil Response - Total</i>	
Option	% of group
Improved Reliability	10%
Improved access to Bus Stops	11%
Cheaper Tickets	25%
Other people to travel with	9%
Other (Please State)	3%
Nothing - would not consider bus travel	63%

(NB: some pupils chose more than one option)

<i>Staff Response</i>	
Option	% of group
Improved Reliability	20%
Improved access to Bus Stops	6%
Cheaper Tickets	21%
Other people to travel with	2%
Other (Please State)	8%
Nothing - would not consider bus travel	64%

(NB: some staff chose more than one option)

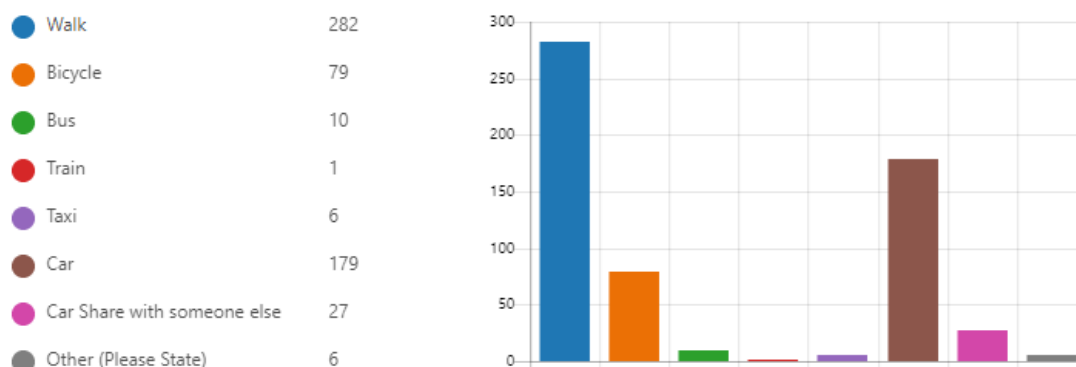
Summary.

Staff and pupils who would consider BUS TRAVEL as an alternative/more attractive travel option, agreed that they would like to see 'improved reliability' and 'cheaper tickets'.

The vast majority of staff 'would not consider bus travel' due to a lack of reliability, cost of tickets and again, due to distance they travel to school.

Visual display of pupils' current travel choices verses their preferred mode of transport if circumstances allowed.

5. How do you normally travel to school? If there is more than one travel mode then please only put the mode that makes up the majority of your trip.

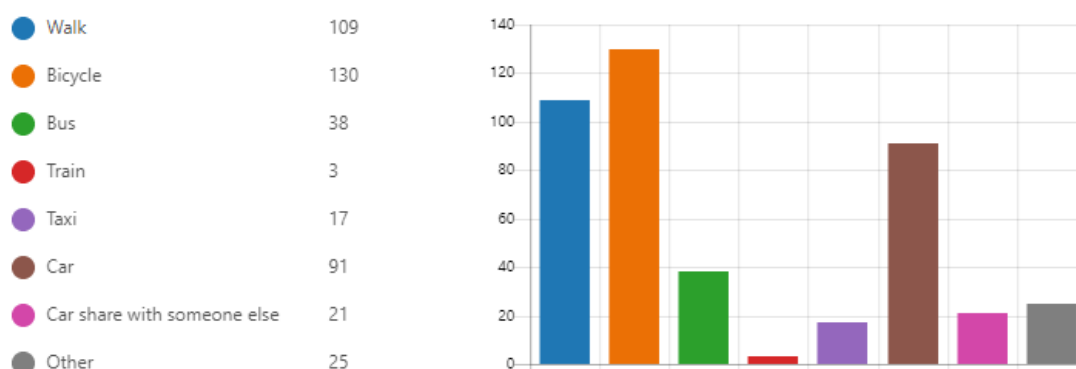


6. Would you consider travelling to school by using a different travel mode?

Yes	288
No	302



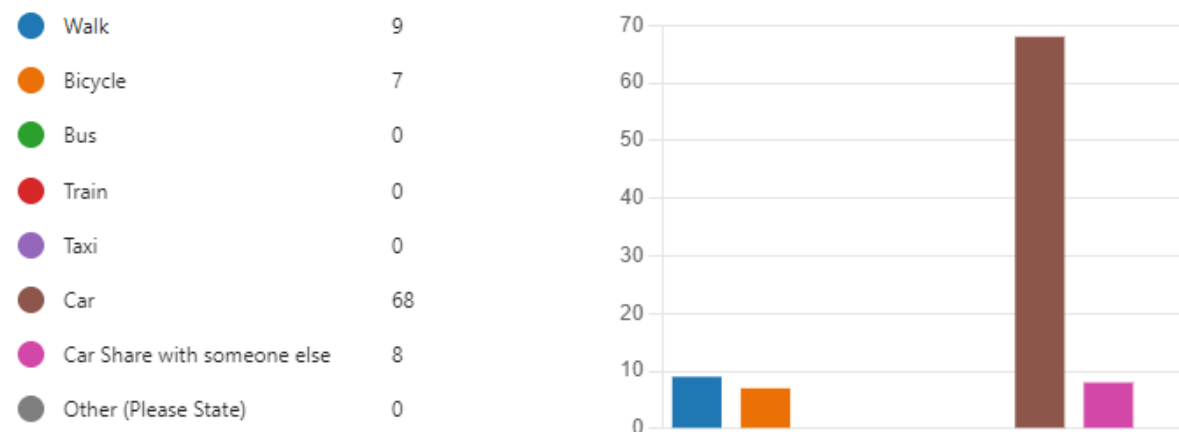
7. If you answered YES to question 6, what mode of transport would you like to use?



Visual display of staff current travel choices verses their preferred mode of transport if circumstances allowed.

5. **How do you normally travel to school? If there is more than one travel mode then please only put the mode that makes up the majority of your trip.**

[More Details](#)



7. **Would you consider travelling to school by using a different travel mode? (0 point)**

[More Details](#)

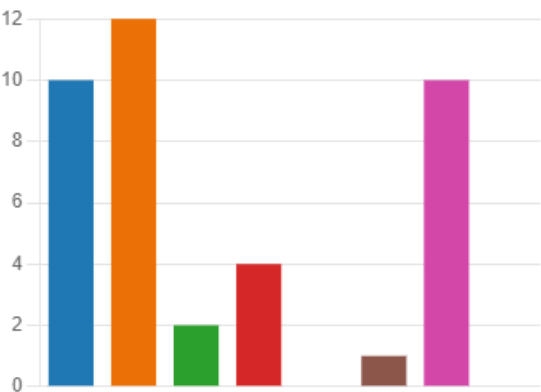
Insights



8. If you answered YES to question 7, what mode of transport would you like to use? (0 point)

[More Details](#)

Walk	10
Bicycle	12
Bus	2
Train	4
Taxi	0
Car	1
Car share with someone else	10
Other	0



Section Four: Current Travel Issues, Site Limitations and Existing Facilities

The school site remained largely unchanged for 20 years prior to Expansion Phase 1 and Phase 2 which was completed in September 2022. Recent increases in pupil and associated staff numbers have started to make an impact in regards to safe and/or sufficient capacity to accommodate some travel methods to, from and around the school site.

4.1 Current Travel Issues.

Recent travel related issues have included the following: -

- Traffic congestion at the front of school at peak 'pick-up' times, 2.45pm to 3.20pm. This is an issue throughout the academic year but is further enhanced during the winter months of November to March when parents wish to collect their children by car due to colder weather etc. Post expansion this issue has eased considerably with the addition of extra pick-up/drop-off bays. This will need to be monitored as the school continues to grow.
- Cycle storage required exceeds the existing capacity available on site for pupils and staff. Cycling has become increasingly popular and whilst Phase two of expansion gave school the addition of a new cycle hut, this only housed 10 cycles, so space is still restricted. The school are looking at obtaining further bike storage for the new P16 building to further ease pressure.
- A small number of 'near-miss' incidents involving pupils leaving the school site at the end of the school day with impatient drivers/parents stuck, primarily in the congestion at the school entrance. This issue has been alleviated post expansion due to the addition of two new zebra crossings and the new position of a gatekeeper who monitors pupils and traffic leaving school. Congestion will be monitored as pupil/staff numbers grow.
- Following expansion, the issues around lack of capacity on site for staff, visitor car parking for has been alleviated during the normal working day. For 'school events' (Parents evenings, sports days etc.) parking still presents an issue. On these occasions school relies on the good will of its neighbour, ASDA supermarket, as any overspill of traffic tends to use their car park.

- There are still safety concerns about pupils safely crossing over the main carriageway immediately adjacent to the external roundabout where there are no zebra/safe crossing facilities or supervision.



Cycle storage

4.2 Site Limitations and Existing Facilities.

Car parking

The site has three main car parks, a small car park behind “The HUB” and additional minor car park next to ‘C Block’. It was proposed in the travel impact assessment that the short stay car park to the front of school would be converted to a dedicated drop off/pick up parking area. This is now in place; it acts as visitor parking throughout the day.

- 38 (approx.) spaces to the car park adjacent to the main front gate entrance. This is used for staff parking.
- 44 (approx.) spaces to the car park at the rear of the PE block. This includes 3 accessible spaces. This is used for staff parking.
- 63 spaces to the front of school car park including four accessible spaces. 16 marked spaces to the main front driveway allocated as drop off/pick up parking.
- 3 spaces to the rear of ‘C Block’. This is used for staff parking.
- 16 spaces to the rear of “The Hub”. As stated in the travel impact assessment there is a further opportunity to increase staff parking in this area by seven

spaces where there are storage facilities. It has not been necessary to action this up to date.

- During expansion Phase 2, Western Power Distribution installed a new sub-station. The extra capacity this provides means we now have the option of allowing the use of the electric vehicle charging points for staff members.

The school's previous parking issue has been alleviated due to the addition of extra spaces to the front of school car park following expansion.



Main school car park showing additional car parking, dedicated drop off/pick up point area, additional zebra crossing and added accessibility bays.

Cycle Facilities

The site has four areas where pupils and staff can store their cycles. These are located next to each other at the front of school and adjacent to the main school reception.

- 68 space 'open' racks.
- 44 space 'covered/shelter' racks.
- 30 space 'open' racks (fitted during 2017/18 academic year)
- 10 space 'covered/shelter' racks (fitted during 2021/2022 academic year)

Cycling has become increasingly popular. Additionally, the use of scooters (push along/non-powered) has seen a dramatic increase. The new Sixth Form building does not have a cycle shelter attached to it.

The cycle facilities are covered by CCTV to aid security.

Pedestrian and Vehicular Access

The school site has just one vehicle and pedestrian access point situated to the northern boundary at the top of Sydenham Drive. The pedestrian pathway extends for only 15 meters on the left-hand side of the main entrance (as viewed from outside the main gates) where pedestrians then need to cross over the vehicular roadway to join the single pathway into the main school site. This crossing point is not marked or signposted. The other pedestrian pathway, which starts on the right-hand side of the main entrance (as viewed from outside the main gates), extends into full access of the school site. There is one minor crossing point along this pathway but vehicular access is restricted here.

Parental 'drop-off' and 'pick-up'

The school has a dedicated area for the parents to pick up and drop off their children. The area can still become very busy at 3.10pm as parents all arrive together to collect their children. The increased parking facility at the front of school has eased congestion considerably. The congestion lasts for 15-20

minutes and the additional road space at the front of school allows the traffic to flow easier than it had done previously.

Service and Delivery Vehicles

The school site has no dedicated area/facility to accommodate large service vehicles (delivery trucks, coaches, refuse lorries etc.). These vehicles access site as per the smaller vehicles. If these larger vehicles enter site during peak periods they can, and do, cause significant issues with the normal circulation of parent/visitor/staff vehicles.

The school attempts to manage the access times of such vehicles wherever possible (e.g. refuse lorries attend site before 7.30am by request) but this is especially difficult, if impossible, for delivery vehicles.

Section Five:

Outline of Objectives, Work Already Undertaken and On-going. Details of the Schools Action Plan to Achieve the Outcomes Desired

Outline of Objectives

This travel plan seeks to promote sustainable and safe travel to, from and around the school site. Travel planning can produce a wide range of benefits to students, parents and staff, including increased health and fitness, reduced congestion, a cleaner/less polluted atmosphere, fewer car accidents/near-misses and increased punctuality.

Based on our recent surveys, informal discussions with school stakeholders and the wider implications/planning of an expanding Campion pupil role, the following outline objectives have been identified:

- To reduce the overall need to travel, particularly during peak periods
- To promote awareness of travel related issues and the impact of traffic on the school/local environment with pupils and parents
- To influence the level of private car journeys to and from site to reduce congestion and improve pedestrian safety
- To promote car-sharing with staff and pupils/parents as a further means to reduce congestion and improve pedestrian safety
- To promote sustainable modes of transport such as walking, cycling and public transport and provide improved facilities for 'on-site' access and storage of cycles/scooters etc.
- To work closely with local delegated authority holders and transport decision makers to achieve safer routes to the school site and promote sustainable travel options

The school attempts to be proactive in all areas of legal/moral/educational responsibility in regard to its pupils and users of the school site. As such, over the last academic year a number of projects have already been undertaken to address some of the current travel issues and the limitations of facilities on the school site.

Work Already Undertaken and On-going

The following is a list of projects/areas already achieved during the academic year (2021/2022) and/or where we continue to participate/lead on the desired outcomes.

Promotion of safer cycling.

- Assemblies have included safety messages about use of cycling on and off the school site.
- Pupils have been stopped from riding their cycles on the school site. Pupils now push their cycles along the pedestrian footpaths until they can join the dedicated cycle paths which start immediately outside the main school entrance gates. This has removed all incidents (to date) of 'near-misses' on site with pupils riding on the school driveway with cars present.
- The Champion Cycle Hub scheme has now been set up using the funding provided as part of Phase one of the expansion programme. Details of this are provided in Section Nine.
- The school have increased the number of staff on duty at the start and end of the school day along the whole of the front driveway/pedestrian pathways to supervise pupil and parental activity.
- The main school gate is now closed at 9am and re-opened at 2.45pm. School have employed a gatekeeper to man the gate during these times ensuring only necessary access is allowed. From 2.45pm onwards the gatekeeper supports with monitoring pupils leaving site ensuring they leave in an orderly manner. Pupils/staff are not allowed to ride their bikes until they are off site. The gatekeeper and members of the Senior Leadership Team also monitor traffic on the two zebra crossing near the entrance/exit to school.
- Letters/information has been sent home to parents (via post, email and text message) to give advice on cycle security and use on the school site.
- A further 10 additional 'covered' cycle racks to the existing cycle facilities were added as part of Phase 2 of expansion. School are planning to add further 'open racks' outside the new P16 Block.

Promotion of safer car access/use on the school site.

- The school have written to parents to advise them of the issues surrounding the congestion at peak times asking for their support and avoidance of accessing the site at these times wherever possible.
- The school have increased the number of staff on duty at the start and end of the school day along the whole of the front driveway/pedestrian pathways. This supervision has improved the way parents park/wait and has led to assisting vehicles by managing traffic flow etc.
- The school has installed internal security fencing/gates to isolate the main school site from the front 'public' area during the main pupil school hours of 9am and 3pm. This was, in part, in regard to safeguarding concerns. As part of this scheme, staff have been encouraged to make more use of the 'less popular' carpark to the rear of the PE block. This has resulted in more 'visitor' parking being available to the front of the school site whilst making staff parking more secure.
- The capacity of the main school car park at the front of school car park has increased considerably following work completed during Phase 2 of expansion. This has allowed the addition of a dedicated drop off/pick up zone which eases congestion at peak times. This area provides safe visitor car parking during the school day. There has also been the addition of two further accessibility spaces.
- The employment of a school gatekeeper to restrict vehicles on site during the working day and monitor traffic at the end of the school day.
- Further promotion of staff/pupil car-sharing.
- As stated in the travel impact assessment within Phase 2 of the expansion project the road approaching school from the direction of ASDA supermarket has been widened allowing an extra lane for traffic to enter school on the left thus easing traffic congestion at the roundabout and entrance to school has been actioned.

Promotion of Walking.

Given the significant majority of pupils who live in close proximity to the school and choose to walk each day, it is considered that such a travel mode not only provides a real, healthy and economical alternative to other travel modes, but removes other significant issues related to car use.

As such, the school will look to establish and promote, through its 'pupil voice', and House Council groups, ideas which could promote walking such as 'social walking groups', central 'meet and walk' areas, Campion 'walking week' etc. and look to reward any participants through expansion of the schools existing rewards system.

Campion school was awarded an Eco-Schools Green Flag in July 2022. The eco group plan to further promote walking and cycling within our community. They plan to make the walk to school week in May of each year more of an event.

<https://www.livingstreets.org.uk/products-and-services/projects/walk-to-school-week>

Parents and pupils whose circumstances require them to drive into school will be encouraged to walk at least part of the journey. Thus, further easing congestion at school.

Events supporting environmental awareness and promotions such as Walk to School week, cycle safety etc are further promoted through the schools newsletter and the wider community newsletter through the schools involvement with The Sydni Partnership Group.

Details of the Schools Action Plan to Achieve the Outcomes Desired

The following are our 'School Travel Plan' **priority objectives** and **smart targets** defined from survey analysis and our outline of current needs/outcomes desired.

Priority Objectives.

	Description
Objective 1	Devise a 'School Travel Plan' which considers the schools current position
	and the impact of the growth of pupil/staff numbers over future
	years following expansion
Objective 2	Publicise the 'School Travel Plan' and seek support and input from key
	stakeholders including our pupils, parents, staff, governors,
	education partners, local authority, local planning authorities and others.
Objective 3	Improve transport education by referencing the 'School Travel Plan' where
	appropriate during curriculum lessons, school events and parental
	engagement opportunities.
Objective 4	Increase the number of pupils walking to school by a minimum of 5%.
	Promote staff walking to school where appropriate.
	Consider any necessary facilities required to achieve this.
Objective 5	Increase the number of pupils cycling to school by a minimum of 5%.
	Promote staff cycling to school where appropriate.
	Consider any necessary facilities required to achieve this.
Objective 6	Monitor and review the 'School Travel Plan' at appropriate intervals.

Smart Targets and Action Plan.

Initiatives	Smart Target	Target Date	Action/s	Persons Responsible	Funding
Walking	Increase numbers of pupils walking to school from 48% to 53%	Sep-23	Promote the benefits. Assemblies and curriculum lessons.	SLT	
			Encourage 'social walking groups' & 'meet and walk' areas through the House Council teams.		
			Continue working with local councillor to enhance safer road crossings at entrance of the school.		Local Authority funded.
			Reward pupils who walk to school through the school's reward system.		Pastoral budget for blazer lapel badges etc.
	Increase the percentage of staff walking to school	Sep-23	ECO Club to promote walk to school week (May)	SLT	
			Promote the benefits.		LBM budget for additional staff lockers
Cycling	Increase numbers of pupils cycling to school from 13% to 18%	Sep-23	Promote the benefits. Assemblies and curriculum lessons.	SLT	
			Encourage 'social cycling groups' through the House Council teams.		
			Install necessary additional cycle racks/storage.		LBM budget for additional racks.
			Continue working with local councillor to investigate the extension of existing cycle path routes into the neighbouring housing estates.		Local Authority funded.
			Reward pupils who cycle to school through the school's reward system.		Pastoral budget for blazer lapel badges etc.

			Promote the benefits.		
			Install dedicated staff cycle storage area.		
			Provide more storage on site to accommodate staff belongings/work items.		
				SLT/Operations Manager	
					LBM budget for additional racks.
					LBM budget for additional staff lockers

Initiatives	Smart Target	Target Date	Action/s	Person Responsible	Funding
Publicise the School Travel Plan	Establish that most key stakeholders are aware of the School Travel Plan and its aims and objectives	Sep-23	Publish the School Travel Plan on the schools website.	Marketing Manager	
		Sep-23	Conduct verbal surveys with parents at each year group parents evening once per academic year.	SLT	
		Sep-23	Ensure that the School Travel Plan is an agenda item on at least one Resources Governors meeting per academic year.	Operations Manager	
Promote transport education	Establish, by a show of hands, that at least 80% of our pupils are aware of the School Travel Plan and its basis, use and intentions.	Jun-23	Discuss the School Travel Plan in assemblies.	SLT	
		Sep-23	Conduct verbal 'show-of-hand' awareness surveys with pupils at assemblies.	SLT	
		Sep-23	Ensure that the School Travel Plan is available to use in any curriculum area to promote its contents and support relevant department teaching.	Heads of Dept's.	

Year on year comparison monitoring.

The following tables will be populated, by means of a 'hands-up' survey, each academic year to establish our position towards achieving our smart targets (in relation to increasing the numbers walking and cycling to school).

Combined Pupil Response Totals					
Travel Mode	2022/2023	2023/2024	% Change	2024/2025	% Change
Walk	48%	%	%	%	%
Cycle	13%	%	%	%	%
Bus	1%	%	%	%	%
Train	0.1%	%	%	%	%
Taxi	1%	%	%	%	%
Car	30%	%	%	%	%
Car Share with someone else	5%	%	%	%	%
Other (Please State)	1%	%	%	%	%

Combined Staff Response Totals					
Travel Mode	2022/2023	2023/2024	% Change	2024/2025	% Change
Walk	10%	%	%	%	%
Cycle	9%	%	%	%	%
Bus	0	%	%	%	%
Train	0	%	%	%	%
Taxi	0	%	%	%	%
Car	74%	%	%	%	%
Car Share with someone else	7%	%	%	%	%
Other (Please State)	0	%	%	%	%

Section Six: Responsibilities for Monitoring

In order to ascertain the effectiveness of the travel plan in achieving its objectives set out in section five, the travel plan will be subject to ongoing monitoring and review.

The schools Operations Manager will retain responsibility for implementing the travel plan. The success of the plan will not rely solely on any individual but also on the support of staff, senior management and governing colleagues.

As Champion School is committed to achieving the objectives set out in section five, the travel plan will be promoted by the Head Teacher and supported by the schools Governing Body as a key benefit to the school.

The travel plan will be subject to ongoing review and evolution where required and will be used to support the schools current planning towards an increased pupil role through its expansion plans with the local authority.

Wherever possible, the school will seek to update its pupil travel data, through further surveys, 'hands-up' group discussions and parental feedback to help direct future planning.

Sustainable travel, health benefits and wider environmental issues will be incorporated into appropriate curriculum areas such as PE, Geography, Science, PSHE etc.

Use of the school's website, social media platforms and information channels will be used to advertise/promote issues, achievements and projects as appropriate.

Monitoring and Approval.

6.1 Monitoring and reviewing our plan

Date of next full travel questionnaire to students and staff: *October 2023*

Date of next 'hands-up' surveys with pupils: *Autumn Term 2023*

Our School Travel Plan review will be completed: *November 2023*

Reviews will then be carried out annually from: *October 2024*

The person responsible for ensuring the annual review will be done:

Teresa Collins, Operations Manager

6.2 Approval

The following signatures confirm the school management have read the contents of this document. By signing this document the school is committing itself to make every effort to resolve the problems identified within the enclosed document and implement the actions identified.

Head Teacher

Jassa Panesar



Operations Manager

Teresa Collins

Chair of Governors

Fergus Durrant

Section Seven: Access to Travel Plan (Pupils, Staff, Parents, School Community)

The school travel plan will be made available to all staff and pupils of Campion School along with parents and carers.

As part of the new Year 7 induction programme, an assembly will be held notifying pupils of the main entrance points to the school site, recommended walking routes and promoting the use of sustainable, safe, healthy and environmentally friendly travel mode options.

The travel plan will be made available on the school's website along with any further advice and support which may be of relevance as appropriate.

Reference to the school's travel plan will be made wherever possible when discussing relatable issues or areas of school life and at school-based events and activities.

Travel issues/options will also be discussed as part of wider H&S new staff/volunteer induction programmes in addition to existing schemes.

A hard copy of the travel plan will be displayed on the staffroom noticeboard and at parental/pupil information points throughout the school.

The governing body will be kept informed of progress of the travel plan through the Resources Committee who will assist/advise as appropriate with its function and evolution.

Consultation and involvement of key stakeholders.

The following table sets out the groups of key Campion stakeholders who will have access to this travel plan and be involved with the future review and development of it as appropriate. Dates shown are provisional at the time of writing.

Method	Date	Number Involved	Outcome/Results
Pupils			
Assemblies (House)	From Jan 2023	210 max per assembly	
House Council Meetings	From Jan 2023	10 per meeting	
Post 16 Council	From Jan 2023	10 per meeting	
Year 11 Student Leaders	From Jan 2023	10 per meeting	
Staff			
Staff Meeting/Briefing session	Sept From Jan 2023	All Staff	
Parents			
Website, newsletter, social media, notice board	Throughout Year	Accessible to all parent/carers	
Governors			
Resources Governor meeting	March 2023 Meeting	Governors/Staff	
Other key stakeholders			
Local Councillors	Spring Term	Sydni Partnership Group	
Local Business (Asda)	Spring Term	Sydni Partnership Group	
AgeUK (nature reserve partners)	Spring Term	Volunteer Team	

Section Eight: Past and Future Growth

Campion School Expected Pupil Feed Through Due To Expansion

		Academic Year										
					Phase 1 Completion	Phase 2 Completion					Phase 1/2 fully completed	
		2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	
Teaching Classes Per Year Group (NB. Yrs 12 & 13 are taught in much smaller groups) - (NB. Yrs 9 11 are taught in core subjects as shown but also option subjects where a higher number of lessons are taught collectivel y)		Year 7	Year 7	Year 7	Year 7	Year 7	Year 7	Year 7	Year 7	Year 7	Year 7	
		Year 7	Year 7	Year 7	Year 7	Year 7	Year 7	Year 7	Year 7	Year 7	Year 7	
		Year 7	Year 7	Year 7	Year 7	Year 7	Year 7	Year 7	Year 7	Year 7	Year 7	
		Year 7	Year 7	Year 7	Year 7	Year 7	Year 7	Year 7	Year 7	Year 7	Year 7	
		Year 7	Year 7	Year 7	Year 7	Year 7	Year 7	Year 7	Year 7	Year 7	Year 7	
		Year 8	Year 7	Year 7	Year 7	Year 7	Year 7	Year 7	Year 7	Year 7	Year 7	
		Year 8	Year 8	Year 7	Year 7	Year 7	Year 7	Year 7	Year 7	Year 7	Year 7	
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		Year 11	Year 10	Year 10	Year 9	Year 9	Year 9	Year 9	Year 9	Year 9	Year 9	
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		Year 11	Year 11	Year 10	Year 10	Year 9	Year 9	Year 9	Year 9	Year 9	Year 9	
		Year 12	Year 11	Year 10	Year 10	Year 9	Year 9	Year 9	Year 9	Year 9	Year 9	
		Year 12	Year 11	Year 11	Year 10	Year 10	Year 9	Year 9	Year 9	Year 9	Year 9	
		Year 12	Year 12	Year 11	Year 10	Year 10	Year 10	Year 10	Year 10	Year 10	Year 10	
		Year 13	Year 12	Year 11	Year 10	Year 10	Year 10	Year 10	Year 10	Year 10	Year 10	
		Year 13	Year 12	Year 11	Year 11	Year 10	Year 10	Year 10	Year 10	Year 10	Year 10	
			Year 13	Year 12	Year 11	Year 10	Year 10	Year 10	Year 10	Year 10	Year 10	
			Year 13	Year 12	Year 11	Year 10	Year 10	Year 10	Year 10	Year 10	Year 10	
				Year 12	Year 11	Year 11	Year 10	Year 10	Year 10	Year 10	Year 10	
				Year 12	Year 11	Year 11	Year 11	Year 11	Year 11	Year 11	Year 11	
				Year 13	Year 12	Year 11	Year 11	Year 11	Year 11	Year 11	Year 11	
				Year 13	Year 12	Year 11	Year 11	Year 11	Year 11	Year 11	Year 11	
					Year 12	Year 12	Year 11	Year 11	Year 11	Year 11	Year 11	
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								Year 13	Year 12	Year 12		
								Year 13	Year 13	Year 13		
								Year 13	Year 13	Year 13		
									Year 13	Year 13		
										Year 13		

* Yr7 intake may be increased this year through negotiation with WCC.

** First academic year with full proposed intake of 210 pupils in Year 7.

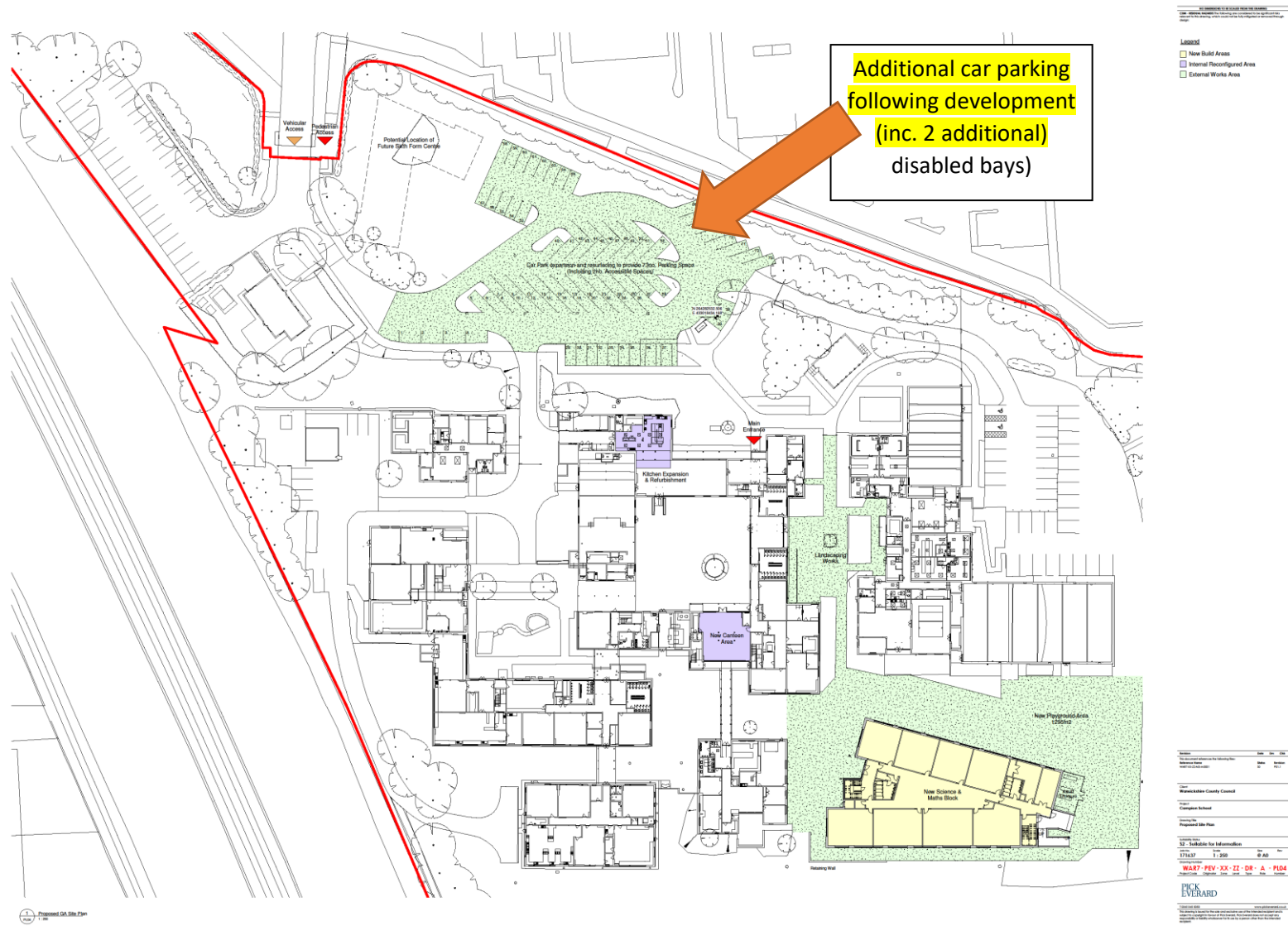
^a TBC. Not currently funded via WCC (but proposed to be).

^{AA} Makes allowance for a 5% uplift on Post 16 pupil numbers and an ultimate retention rate of 80% from Yr11.

As a result of increased pupil numbers, staff numbers (teaching and non-teaching) will also increase over time. The proposed staffing projections are shown in the following table

EXISTING/PROPOSED STAFFING NUMBERS DUE TO EXPANSION

		2022/23 Academic Year	Full-Time Equivalent (FTE)	Proposed at Phase 1&2 Full Occupation 2026/27 Academic Year	Full-Time Equivalent (FTE)
	General Working Pattern				
Teaching Staff (Full-Time)	8.30am to 4.30pm	50	50	55	
Teaching Staff (Part-Time)	Variable	29	28.69	35	
TA/Pastoral Staff (Full-Time)	8.00am to 4.00pm	5		7	
TA/Pastoral Staff (Part-Time)	9.00am to 3.00pm	1		3	
Technical Support Staff (Full-Time)	8.30am to 4.30pm	3		4	
Technical Support Staff (Part-Time)	9.00am to 2.00pm	7		8	
Admin Staff (Full-Time)	8.30am to 4.30pm	6		7	
Admin Staff (Part-Time)	9.00am to 2.00pm	10		11	
Site Staff (Full-Time) Shift-Patterns	Covering 6.00am to 6.30pm	4		4	
Catering Staff (Part-Time)	8.30am to 2.00pm	12		15	
Cleaning Staff (PartTime) Shift-Patterns	Covering 2.30pm - 3.30pm	13 (plus 12 agency)		25	
Exam Invigilators (May-July) (Part-Time)	8.30am to 3.00pm	19		24	
Mid-day supervisors		4		4	
Supply Staff	Varied	up to 20 staff		20	
	Total Staff	195		222	



Additional car parking following phase two development

Following the completion of the schools development program and the steady rise in pupil numbers, school will very carefully monitor future travel mode planning, safe and secure pedestrian and vehicular access, internal traffic management controls, cycle storage and security and other related factors.

Our travel plan is a key working document which will need to be referred to as the schools population increases further.

Priority will always be given to the safety of our staff, pupils and visitors in regards to travel to, from and on site.

Section Nine: 'Campion Cycle Hub'

As part of the Phase One expansion programme of the school, there was a planning condition set against the project to mitigate any air quality issues in and around the school community. Further to review and formal approval by the Warwick District Council Environmental Health Officer (WDC EHO) it is proposed to use the associated funding made available to the school from this mitigation measure to create and administer a 'Campion Cycle Hub' scheme. This 'Hub' would provide and promote green travel to and from the school site and within the wider school community by means of providing maintenance facilities, second hand cycles and road safety awareness to Campion pupils and staff.

Scheme Management

A scheme has been setup and line managed by the deputy headteacher and run as a job share for a nominal allowance by two members of staff.

Scheme Details

The scheme provides for free repairs and cycle workshops, subsidised helmet scheme, repurposing old donated bikes for students without bikes and cycle safety lessons.

We run assemblies to support and encourage cycling.

We run a twice weekly cycle club where students can book in and get lessons on how to look after and maintain their cycles. We provide free replacements for brake pads, lights, inner tubes and help them check brakes and gears are working. We subsidise (up to 100% depending upon financial situation of students) for bigger items such as wheel replacements.

We have cycle safety lessons up to level 3 for year 7 and 8 students.

We take donated cycles in reasonable condition and repair them and then give them to students in need of a bike.

We encourage and subsidise helmets to encourage safety and discuss the use of helmets in assemblies.

We will incorporate cycling events as part of our sports provision and our sports day events.

We are trying to offer a salary sacrifice schemes for staff to buy a cycle to travel to work.

Scheme Funding

The scheme will be fully funded from a Warwickshire County Council (WCC) grant made available through the Phase One expansion project scheme by means of mitigating air quality issues as a planning condition. The funding is proposed to last 5 years in the first instance.

The table below shows the proposed funding breakdown.

Summary of Costs

Item	Year 1	Year 2	Year 3
TLR	£1500	£1500	£1500
Bike2Work ¹	£8000	Carried forward	Carried forward
Bikeability	Free	Free	Free
Dr Bike ²	£1800	£1800	£1800
Cycle Helmets	£2000	£2000	£2000
Cycle Fund ³	£3000	£3000	£3000
Total	£16300	£8,300	£8,300
Total			£32,900

¹ Bike2Work Upfront cost gets returned to provide funds for following year at no extra cost. There is a slight saving on employer contributions.

² Dr Bike Costing based on 2 mechanics for 5 hours over 6 days. In order to plan for sustainability, we could offer a bike service for £10-£15 and free for PP, Bike services are usually £50 - £80 plus cost of parts.

³ Cycle Fund We could offer second hand bikes, offer a grant towards the cost, provide safety equipment.

Appendix 1. Copy of survey undertaken in November 2022 with pupils and staff.



Campion School Staff Travel Survey

We would appreciate it if you would take the time to fill this travel survey in. It is to fulfil the needs of the Schools Travel Plan which will look to improve the health and well-being of the school's student and staff population. The results of this travel survey will be confidential and will only be used for the purpose of the school travel plan — they will not be passed onto a third party. The survey should take no more than 5 minutes to complete. Thank you in advance for completing the survey.

Required

1. Today's date *

Please input date (dd/MM/yyyy)

2. What is your role in school? *

Enter your answer

3. What is your home postcode? Please leave blank if not known.

Enter your answer

4. How long is your trip to school? *

- ☐ 0-1 miles
- ☐ 1-2 miles
- ☐ 2-3 miles
- ☐ 3-4 miles
- ☐ 4 or more miles

5. How do you normally travel to school? If there is more than one travel mode then please only put the mode that makes up the majority of your trip. *

- ☐ walk
- ☐ Bicycle
- ☐ Bus
- ☐ Train
- ☐ Taxi
- ☐ Car
- ☐ Car Share with someone else
- ☐ Other (Please State)

6. If you answered 'other' to question 5, please explain here

Enter your answer

7. Would you consider travelling to school by using a different travel mode?

- ☐ Yes
- ☐ No

8. If you answered YES to question 7, what mode of transport would you like to use?

- ☐ Walk
- ☐ Bicycle
- ☐ Bus
- ☐ Train

Taxi

Car

Car share with someone else

Other

9. If you answered 'other' to question 8, please explain here

Enter your answer

10. Why do you use the mode of transport you use at the moment? (tick one answer only) * ☐ It's convenient

☐ Cost

☐ Time saving

☐ Poor Accessibility

☐ Safety

☐ Health reasons

☐ Other (please state)

11. If you stated 'other' to question 10, please explain here

Enter your answer

12. What would make WALKING a more attractive travel option for you?

*

Improved pavements

Improved street lighting

Safer road crossings

Other people to walk with

Road safety training

C] Other (please state)

Nothing — would not consider walking

13. If you answered 'other' 'to question 12, please explain here

Enter your answer

14. What would make CYCLING a more attractive travel option for you? *

More cycle lanes

Improved street lighting

C) Safer cycle road routes

Improved cycle storage at school

Cycle safety training

Other (please state)

Nothing, would not consider cycling

15. If you stated 'other' for question 14, please explain here

Enter your answer

16. What would make BUS TRAVEL a more attractive travel option for you? *

C] Invroved reliability

Improved access to bus stop

Cheaper tickets

Other people to travel with

Other (please state)

Nothing, I would not consider bus travel

17. If you stated 'other' for question 16, please explain here

Enter your answer

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Campion School Pupil Travel Survey

We would appreciate it if you would take the time to fill this travel survey in. It is to fulfil the needs of the Schools Travel Plan which will look to improve the health and well-being of the school's student and staff population. The results of this travel survey will be confidential and will only be used for the purpose of the school travel plan – they will not be passed onto a third party. The survey should take no more than 5 minutes to complete. Thank you in advance for completing the survey.

* Required

1. Today's date *

Please input date (dd/MM/yyyy)



2. What your group are you in? *

- ☐ Year 7
- ☐ Year 8
- ☐ Year 9
- ☐ Year 10
- ☐ Year 11
- ☐ Year 12
- ☐ Year 13

3. What is your home postcode? Please leave blank if not known.

4. How long is your trip to school? *

- ☐ 0-1 miles
- ☐ 1-2 miles
- ☐ 2-3 miles
- ☐ 3-4 miles
- ☐ 4 or more miles

5. How do you normally travel to school? If there is more than one travel mode then please only put the mode that makes up the majority of your trip. *

- ☐ Walk
- ☐ Bicycle
- ☐ Bus
- ☐ Train
- ☐ Taxi
- ☐ Car
- ☐ Car Share with someone else
- ☐ Other (Please State)

6. Would you consider travelling to school by using a different travel mode?
*

- ☐ Yes
- ☐ No

7. If you answered YES to question 6, what mode of transport would you like to use?

- ☐ Walk
- ☐ Bicycle
- ☐ Bus
- ☐ Train
- ☐ Taxi
- ☐ Car
- ☐ Car share with someone else
- ☐ Other

8. Why do you use the mode of transport you use at the moment? (tick one answer only)

*

- ☐ It's convenient
- ☐ Cost
- ☐ Time saving
- ☐ Poor Accessibility
- ☐ Safety
- ☐ Health reasons
- ☐ Other (please state)

9. What would make WALKING a more attractive travel option for you? *

- ☐ Improved pavements
- ☐ Improved street lighting
- ☐ Safer road crossings
- ☐ Other people to walk with
- ☐ Road safety training
- ☐ Other (please state)
- ☐ Nothing – would not consider walking

10. What would make CYCLING a more attractive travel option for you? *

- ☐ More cycle lanes
- ☐ Improved street lighting
- ☐ Safer cycle road routes
- ☐ Improved cycle storage at school
- ☐ Cycle safety training
- ☐ Other (please state)
- ☐ Nothing, would not consider cycling

11. What would make BUS TRAVEL a more attractive travel option for you? *

- ☐ Improved reliability
- ☐ Improved access to bus stop
- ☐ Cheaper tickets
- ☐ Other people to travel with
- ☐ Other (please state)
- ☐ Nothing, I would not consider bus travel

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Campion School Travel Plan. Date December 2022