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**WILLINGDON COMMUNITY
SCHOOL
BROAD ROAD
EASTBOURNE
EAST SUSSEX**

**SCHOOL
RE-DEVELOPMENT**

**TRANSPORT STATEMENT
INCORPORATING SCHOOL
TRAVEL PLAN STRATEGY**

Issue A

Date 18th December 2017

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Job No 8600J



Registered No. FS 37624

**WILLINGDON COMMUNITY SCHOOL
BROAD ROAD
EASTBOURNE, EAST SUSSEX
School Redevelopment
Transport Statement
incorporating
School Travel Plan Strategy**

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Transport Statement incorporating School Travel Plan Strategy

1.00 Introduction

- 1.01 This Transport Statement (TS) is prepared in support of a Planning Application being made on behalf of East Sussex County Council (ESCC) for re-development works to allow the expansion of the Willingdon Community School (The School).
- 1.02 Currently the site is occupied by The School and consists of several buildings many linked together sports fields, tennis courts and some onsite parking.
- 1.03 It is a secondary school catering for 11-16 year olds and with a currently role of 1000 pupils which is in line with its current PAN. There are currently 60 full time staff and 55 part time amounting to a Full Time Equivalent (FTE) of 95 staff.
- 1.04 The proposal is to expand Willingdon Community School from 1,000 places to 1,200 places, increasing the published admission number (PAN) from 200 to 240 with effect from 1 September 2020. This is the figure that the design team have been instructed to work with but it is anticipated that this total won't be reached for a number of years, if at all, as the current year group numbers roll out. The expansion will necessitate a further 8 full time staff.
- 1.05 The main part of the expansion work involves the demolition of an existing block which is in poor condition and to provide a new sports block which along with some re-configuration and remodelling of the existing buildings will provide the required accommodation for the increased number of pupils. The works on site are currently proposed to start in July 2018 and complete Autumn 2019.
- 1.06 The existing car parking within the school site is very limited and underprovided for the number of existing staff, with regular on road parking on Broad Road required to accommodate some staff and visitors. There has been some initial dialogue with the ESCC planners at an open planning meeting and a proposed car parking plans 8918/P105 & P106 (Appendix B) highlights the proposal to increase the number of parking spaces by 28 to a total of 64. This does not provide the total number that are identified in the ESCC parking standards as the maximum provision but uses the only available space to increase the parking without affecting the school sports playing areas and definitely deals with the proposed increase in staff related to the proposed increase in pupils.

Transport Statement incorporating School Travel Plan Strategy

- 1.07 The TS considers the likely increase in trip generation resulting from the proposal and any effect this may have on the local highway network. It looks at the particular transport characteristics of this type of development, considers how they will impact on the network and considers what mitigation measures could be put in place to reduce any impact.
- 1.08 East Sussex County Council are both the Highway Authority and the Planning Authority for this site. Monson Engineering Ltd was commissioned by Morgan Sindall on behalf of the applicant to prepare the TS.

2.00 Site Context**Existing Site**

- 2.01 The school site is located in the Wannock area which lies to the north of Eastbourne and to the south of Polegate in East Sussex.
- 2.02 The site lies to the north of Broad Road a short distance to the west of its junction with Farmlands Avenue. The site comprises the school buildings & parking areas in the south east corner, with school playing fields and netball courts to the north and to the west of the site. The school site is surrounded on all sides by predominantly residential properties including those to the south of Broad Road.
- 2.03 Access to the school for vehicles is by means of a gated access at the eastern end of the frontage which also has a pedestrian access, predominantly for the offices/reception, attached to it. To the west are the main pedestrian accesses, one by a zebra crossing and the other close to the bus stops. A further small gated access provides for maintenance vehicles to reach the playing fields and is only occasionally used.
- 2.04 The school, has on-site parking for 36 vehicles located in various areas on the eastern flank. There are no on-site parking facilities for visitors nor for drop off/pick up by car or bus. Bus drop off and are marked as Bus Stop able to accommodate four buses/coaches at one time.
- 2.05 Broad Road is a major access road running from the A2270 Eastbourne Road in the east to a junction with Wannock Lane in the west. It provides access to the Wannock area linking with other access roads and providing access to the school and private properties fronting it. A short distance to the east of the school, Broad Road has a crossroads junction with Farmlands Avenue, another major access road running more north/south.
- 2.06 In the vicinity of the school access it is a single carriageway typically 6.5m in width with footways and wide grass verges on both sides. It has street lighting and it lies within a 30mph limit and there is a zebra crossing close to the main pedestrian access.

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- 2.07 There are a mixture of parking restrictions on Broad Road including double yellow lines, School Keep Clear zig zags in front of the school, zig zags for the zebra crossing and bus stops freeways. Most of the properties fronting the road have off-street parking but where on street parking is permitted, to the western end of the site, it is heavily used during term times by staff in particular.
- 2.08 Parking on site is currently available for 36 staff including 4 disabled spaces. The site also has cycle parking for 25 bikes.

Proposed Changes

- 2.09 The proposed changes to the School will increase the maximum number of pupils from 1000 to 1200 by adding 1 extra class to each year through the school and amending the PAN. To achieve the increase in capacity an existing block which is in poor condition will be demolished and a new sports block provided which along with some re-configuration and remodelling of the existing buildings will provide the required accommodation for the increased number of pupils.
- 2.10 Additional on-site car parking is to be provided with some at the rear of the existing parking and the rest being a new parking area at the front of the site which will involve modification of the existing maintenance access. In total a further 28 spaces will be provided for staff parking. Given that staff numbers will only be increasing by 8 this means that 20 of the new spaces will be available to staff who currently have to park on-street which will provide some benefit to the local roads.
- 2.11 In addition, more cycle parking facilities will be provided with dedicated parking for 10 staff and 72 pupils being available in covered cycle stores with provision for a further 48-80 cycle spaces in the future.
- 2.12 The works will also include surfacing of the grass verge areas adjacent to the Bus Stop zone to provide a better and safer waiting area for the pupils. It will also mean that the buses can better utilise the length of the stop without having to avoid the grassed areas being at the doors thus allowing 4 buses to wait in the Bus Stop zone. One final benefit will be that the footway can be left clear and not be blocked by waiting pupils.

Transport Statement incorporating School Travel Plan Strategy

- 2.13 The new staff parking area at the front of the site will be gated and no access/egress will be available during certain times to ensure that no conflicts with the school buses can occur. In essence this will mean the gates being closed before the first bus is due in the AM peak and not opened in the PM peak until after the buses have left.

3.00 Transport Context

Site Accessibility

- 3.01 Lying as it does to the north of Eastbourne in the Wannock area, the facilities on site serve a wide area including neighbouring villages to the west. The school has an 'open access' policy for student entry and mainly draws students from the immediately adjacent residential areas of Wannock, Willingdon, Lower Willingdon and Polegate. However, many students travel from other parts of Eastbourne and the surrounding areas such as Westham, Stone Cross, Pevensey and Pevensey Bay with dedicated bus services running to/from these areas.

Buses

- 3.02 Bus services run near the school as well as the dedicated school services. There are bus stops around the Broad Road/ Farmlands Avenue junction as well as in front of the school where the "drop off " area is. Cuckmere, Stagecoach, Compass and Seaford & District all run services some of which are occasional or school day only. However the 54 and 56 are hourly services serving Eastbourne, Polegate, Hailsham and Uckfield as well as other local residential areas, and the 51 service runs half hourly throughout the day between Eastbourne and Hailsham taking in Willingdon, Polegate and other local areas.

<https://bustimes.org.uk/localities/lower-willingdon>

- 3.03 The nearest station to the school is Polegate which is approx. 1.5km away to the north which can be reached on public footways in good condition and with street lighting. The station also has a good amount of cycle storage facilities, mostly covered which could be used for linked commutes. Regular services run by Southern Trains to London, Brighton, Hastings and Eastbourne as well as other local destinations. Trains run at least half-hourly in each direction throughout the day with more trains per hour during peak times.

<https://www.southernrailway.com/travel-information/plan-your-journey/timetables?stationid=390ba76f3b334f3a985478dac8fc1566>

Cycling

- 3.04 Much of the catchment area is fairly flat and suitable for cycling to be an option for both staff and older pupils and there is cycle parking on site which is to be significantly extended as part of the proposal. There are no cycle lanes in the immediate vicinity but both East Sussex County Council and Eastbourne Borough Council actively support cycling.

<https://www.eastsussex.gov.uk/leisureandtourism/countryside/cycling/guidesandmaps/>

<https://www.visiteastbourne.com/Eastbourne-Walking-Cycle-Routes/details/?dms=3&venue=3413234>

Existing Issues

- 3.05 As with most schools, traffic issues cause concern during drop off and pick up times.

At a recently held public consultation event into the proposed expansion, several issues were frequently raised, these being:-

- Concern at the additional demand for parking from more staff. The current parking provision is insufficient and staff park, mostly on Broad Road to the west of the school but also around the Broad Road/Farmlands Avenue junction.
- The Broad Road/Farmlands Avenue junction suffers from parking too close the junction which frequently blocks it during school times
- Parents picking up children, park across drives, on double yellow lines and zig-zags etc. together with double parking at times.
- The parking on Broad Road to the west results in a long stretch of alternate one-way traffic with frequent conflicts when patience wears thin.

Transport Statement incorporating School Travel Plan Strategy

- 3.06 These issues are ongoing and whilst some of the parking issues are addressed in the proposals for the expansion others together with further issues raised in the Travel Plan survey will be identified in the updated STPs being prepared for the school together with proposals for their consideration.
- 3.07 It should be borne in mind however, that the pressure on the local roads relating to any school only lasts for a short period of time as is typical outside most schools. The PM peak at schools does not coincide with the traditional peak on the local highway network and the issues are therefore restricted to the immediate area outside the school. The AM peak coincides with the traditional peak and has more of an effect on the network however many more of the parents dropping off the children will be on route to work and the school run will therefore be part of a linked trip.

Transport Statement incorporating School Travel Plan Strategy

4.00 Transport Use & Travel Patterns

Travel Modes - Pupils

4.01 The School carried out a pupil survey in October 2017 to inform preparation of the TS and the eventual updating of the STP.

Usual Mode of Travel	% Pupils
Walk	42.0%
Cycle	2.4%
Car/car share	23.0%
Bus	32.1%
Scooting	0.5%
	100%

The survey received a response rate of 55% from the school role at the time and the results may be summarised as follows:-

Travel by car: 23.0%
 Walking/cycling/other: 77.0%

4.02 The high proportion of pupils travelling by non-car methods (77.0%) is a reflection of the highly residential nature of much of the catchment of the school and the distance many pupils will travel to school. The provision of dedicated bus services from/to the more remote parts of the catchment area also contributes with 32.1% bus use.

The lack of parking facilities at the school will also deter use of the private car.

Travel Modes - Staff

4.03 There are currently 60 full time staff and 55 part time amounting to a Full Time Equivalent (FTE) of 95 staff.

Transport Statement incorporating School Travel Plan Strategy

4.04 The School also carried out a staff travel survey to inform preparation of the TS and updating of the STP however the response was limited, possibly due to work demand at this time of year.

Mode of Travel	% Staff
Walk	6.67%
Cycle	6.67%
Car	66.67%
Car Share	20%
Bus	0%
Other (train)	0%
Total responses	100%

4.05 Staff are encouraged to take part in incentives that are promoted by East Sussex County Council and by other groups. They are encouraged to car share where possible and in general, are expected to be positive role models for the pupils.

Additional Trips

4.06 Based on the current travel modes identified in the pupil survey it is expected that the following additional trips will result from the additional 200 pupils:-

Usual Mode of Travel	Number of Pupils	% Pupils
Walk	84	42.0%
Cycle	5	2.4%
Car/car share	46	23.0%
Bus	64	32.1%
Scooting	1	0.5%
	200	100%

Transport Statement incorporating School Travel Plan Strategy

- 4.07 With only 8 additional staff envisaged it is reasonable to expect that 7 will come by car or car share as these are the only significant modes used by staff.
- 4.08 Being a school, there will be the two distinct peaks in traffic movements with little movement outside these two hours. In this case the school's principal hours are 08:45 – 15:15 and whilst the AM peak may coincide with local peak hours on the network the PM peak will not. During school holidays and half-terms there will be virtually no movement during weekdays.
- 4.09 It is also expected that most of the staff will be in place at the school prior to the children's arrival and after their departure so the additional car trips will not occur at the same time.
- 4.10 The additional trips generated by the expansion will lead to an increase in traffic movements which has the potential to affect the local highway network.
- 4.11 Trip demand during school terms happens at regular times each day and it is likely that staff, parents, residents and other road users will be, or will become, familiar with the traffic patterns which realistically, only occur for short periods of the day during term times. Many will adjust their travel patterns to reduce the impact of the trips on the local roads.
- 4.12 It should be noted that the school is preparing an updated STP and accept a commitment to dealing with issues arising from transport and travel to and from the site in association with various councils and other appropriate bodies such as the local police. This will not only be aimed at reducing trips by private car to the site but will also be necessary to ensure that school travel is done in the most cost effective manner. It will also look at how best to get those that do drive to comply with regulations, particularly parking, and show more consideration for local resident.
- 4.13 The expansion of the school is proposed to address an increased demand for places from within the catchment and given the demand for places is from the local catchment, it is hoped that the schools active promotion of the STP can get new pupils to adopt none car measures from an early stage, particularly those for whom the buses are available, which will continue throughout their time at the school.

Transport Statement incorporating School Travel Plan Strategy

- 4.14 The increase of the school role from 1000 to 1200 is also expected to take place over a period of 5 years, during which time the school will be continually developing its STP to push the percentage of non-car trips to a higher level each year.

5.00 Visual Survey/Observations

5.01 On Friday 1st December, a visual survey was carried to cover the AM and PM school peaks during which the operation of the drop off and pick was observed. This involved walking up and down the school frontage and included discussions with staff who were on “duty” outside the school.

AM Peak

- By 7:30 the staff car park was mostly full and on street parking was taking place mostly on Broad Road.
- From 7:45 most on street parking close to the main entrance was taken up. One or two early drop off were observed.
- From 7:55 the Broad Road spaces near the entrance were full and those to the west were filling up. Drop off were observed in the Bus Stop zone and on the zig-zags. Pupils had started to arrive on foot. There was also parking around the Broad Road/Farmlands Avenue junction.
- From 8:05 Broad Road parking was full with some drop offs and an increasing number using Church Close and Broadview Close to drop off and turn.
- At 8:21 the first bus arrived closely followed by the 2nd from the west by which time Broad Road parking was extensive meaning a long give and take for the bus to negotiate. The third and fourth buses followed within 3 minutes. With the 1st bus having left the Bus Stop zone the others could fit in without blocking Broad Road. The Deputy Head advised that all 4 arriving together was unusual and they were normally in a 3 with a gap to the 4th.
- After the buses, there was a few late arrivals but the peak was generally over and there were on-street parking spaces available around the Broad Road/Farmlands Avenue junction as well as on Broad Road itself to the west.
- In general, there is very little waiting during the AM peak with most cars displaying a Kiss and Drop behaviour. This did however, include some stopping on the zig-zags, yellow lines and the Bus Stop zone.

Transport Statement incorporating School Travel Plan Strategy

PM Peak

- 2:20 and the first “waiter” is observed on Broad Road to the west although there a few empty spaces. The on-street parking closer to the main entrance was still in place which suggests school staff.
- By 2:25 two further “waiters” had parked on double yellow lines in Church Close making it difficult for residents to get in.
- By 2:30 parking was building up around the Broad Road/Farmlands Avenue junction with parking particularly close to the junction. Broadview Close was also filling with parking right up to the junction on double yellow lines. Waiting continued to build up and by 2:40 congestion was occurring around the Broad Road/Farmland Avenue junction because of the number of parked cars. Waiting had also extended along Broad Road to the west to and into Wannock Avenue. Cars were observed trying to turn into Church Close but finding it full, going elsewhere.
- At 2:46, the 1st bus arrived with the second at 2:49 and parked to suit the tarmac footways which meant poor use of the bus stop zone. A couple of cars waiting in the bus stop zone and on zig-zags however the one in the bus stop zone moved when the third bus arrived at 2:55 at which time the kids started boarding the buses.
- Very few pick-ups outside the school during PM relying on waiting and pupils going to the cars.
- At 3:00 the no 51 bus was observed at the stop on the corner of Coppice Avenue. Because of the parked cars close to the junction traffic was stopped in both directions whilst a good number of school children got onto the bus.
- At 3.05 the buses left by which time most of the waiters had also gone. On this occasion, the 4th bus was quite late however the waiting pupils were marshalled by two members of staff until the bus had left.

Transport Statement incorporating School Travel Plan Strategy

6.00 School Travel Plan Strategy

6.01 The current existing School Travel Plan (STP) is very dated but the school is taking the opportunity of the expansion to update it to reflect the future school and to consider addressing the current issues relating to traffic and travel to at and around the school.

6.02 Staff and pupils surveys have recently been carried out which provides data to inform the development of the updated STP. As well as establishing current modal splits it allows for the assessment of the likely level and modes of additional trips that will be generated by the expansion enabling baseline levels to be set against which targets can be agreed with the LPA.

6.03 As well as the surveys and the visual observations, a public consultation event was held at the school at which interested parties could view the proposals and raise any issues of concern. These can be incorporated into the STP and from that, actions can be identified to try and address these where possible.

6.04 The main issues where identified as:-

- | | | |
|-------------------------|---|---|
| Parking | - | Insufficient parking on site meant that staff parked on the road causing congestion; |
| | - | Parking around the Broad Road/Farmlands Avenue junction resulting in the junction becoming blocked; |
| | - | Parking on Broad Road to the west resulting in a long give and take section of road, with regular conflicts between vehicles. This results in some taking to the grass verge to pass; |
| Inconsiderate parents - | - | Parents waiting on yellow zig zags, double yellow lines and in Bus Stop zone; |
| | - | Parking by parents, particularly in the PM peak, across private drives and on double yellow lines on junctions; |
| | - | Parents stopping directly in front of school to drop off; |

Transport Statement incorporating School Travel Plan Strategy

- 6.05 Through the production and implementation of this STP the school will promote and increase sustainable travel to and from school and look to address the traffic-related problems which generally affect all school communities such as congestion, pollution and accident risk as well as addressing those specific to this school.
- 6.06 The school will take the opportunity of the expansion to re-launch the STP and seek to be more proactive in monitoring and reviewing it regularly. The STP will be promoted to existing and prospective parents and the wider school community through the Student Council and school web site and the updated version will be “re-launched” to coincide with the start of the works and not wait until the additional pupils are on role. The school will also look to establish regular contact with their local Police Community Support Officer, the Parish Council etc. to maintain an ongoing dialogue to address issues as they arise.

Transport Statement incorporating School Travel Plan Strategy

7.00 Conclusions

- 7.01 It can be seen from the assessment that the proposal to expand the school is likely to result in an increase in the number of car trips most of which most will be concentrated in the school peak hours. The afternoon school peak hour does not coincide with the traditional peak traffic hours and is therefore less critical to the operation of the highway network.
- 7.02 The morning peak school hour does coincide with the traditional peak hour and the effect of the additional trips is more likely to have an impact on the network. However, the assessed trip levels are not considered to be significant and are unlikely to have any material impact.
- 7.03 A Construction Traffic Management Plan is to be submitted with the planning application which deals with the traffic that will be generated during the course of the works. As the school will continue to operate during much of the works, careful planning of traffic movements has been considered and HGV movements in particular, will be banned during the peak school travel hours. These plans were displayed at the public event.
- 7.04 The site is well located to encourage use of non-car modes to access the school lying as it does within a large residential area with good cycle and footway links. The demand for places that has driven the need for expansion comes from the local catchment, much of which is within walking distance of the school and with much of the remainder served by school buses.
- 7.05 The school will adopt a robust approach to updating the STP and to its implementation and monitoring going forward giving an ideal opportunity to reduce single car trips which will help to mitigate the effects of the expansion itself. The expansion in numbers will take place over a number of years giving parents, pupils and staff time to adapt to the conditions on the local network and for the school to continue to promote the STP with the intension of reducing car usage.

Appendices

Appendix A	-	Site Plan	-	8918/P104
Appendix B	-	Proposed Car Parking Plans-		8918/P105 and P016
Appendix C	-	Existing Willingdon Community School STP		
Appendix D	-	Traffic Management Plan (Construction)		

Appendix A - Site Plan



Site Location: 50°48' 41.7816"N 0°14' 28.3499"E

KEY
— Site Boundary



PROPOSED SITE PLAN Scale 1:500

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REVISION DATE

DESCRIPTION

MACKELLAR SCHWERDT
architects

The Old Library
Albion Street, Lewes, East Sussex BN7 2ND
email: info@mackellarschwerdt.co.uk
tel: 01273 480608

STATUS: **FOR PLANNING**

CLIENT: **East Sussex County Council**

PROJECT NAME: **Willingdon Community School**

LOCATION: **Broad Road, Willingdon**

DRAWN BY: **AT**

CHECKED BY: **SK**

SCALE: **1:500, 1:600**

SHEET SIZE: **A1**

DRAWING TITLE: **Proposed Site Plan**

DRAWINGS:

FOR PLANNING

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DRAWING NUMBER:
8918 / P 104

Appendix B – Proposed Car Parking Plans



PROPOSED EXTERNAL WORKS CAR PARK I

REVISION DATE

DESCRIPTION



The Old Lorry, East Sussex, East Sussex, BN1 2ND
www.mackellar-schwerdt.co.uk
Tel: 01323 460008

FOR PLANNING
East Sussex County Council
Wilmington Community School
Broad Road, Wilmington

STATUS:

CLIENT:

PROJECT NAME:

LOCATION:

DRAWN BY:

CHECKED BY:

SCALE:

SHEET SIZE:

DRAWING TITLE:

DRAWINGS:

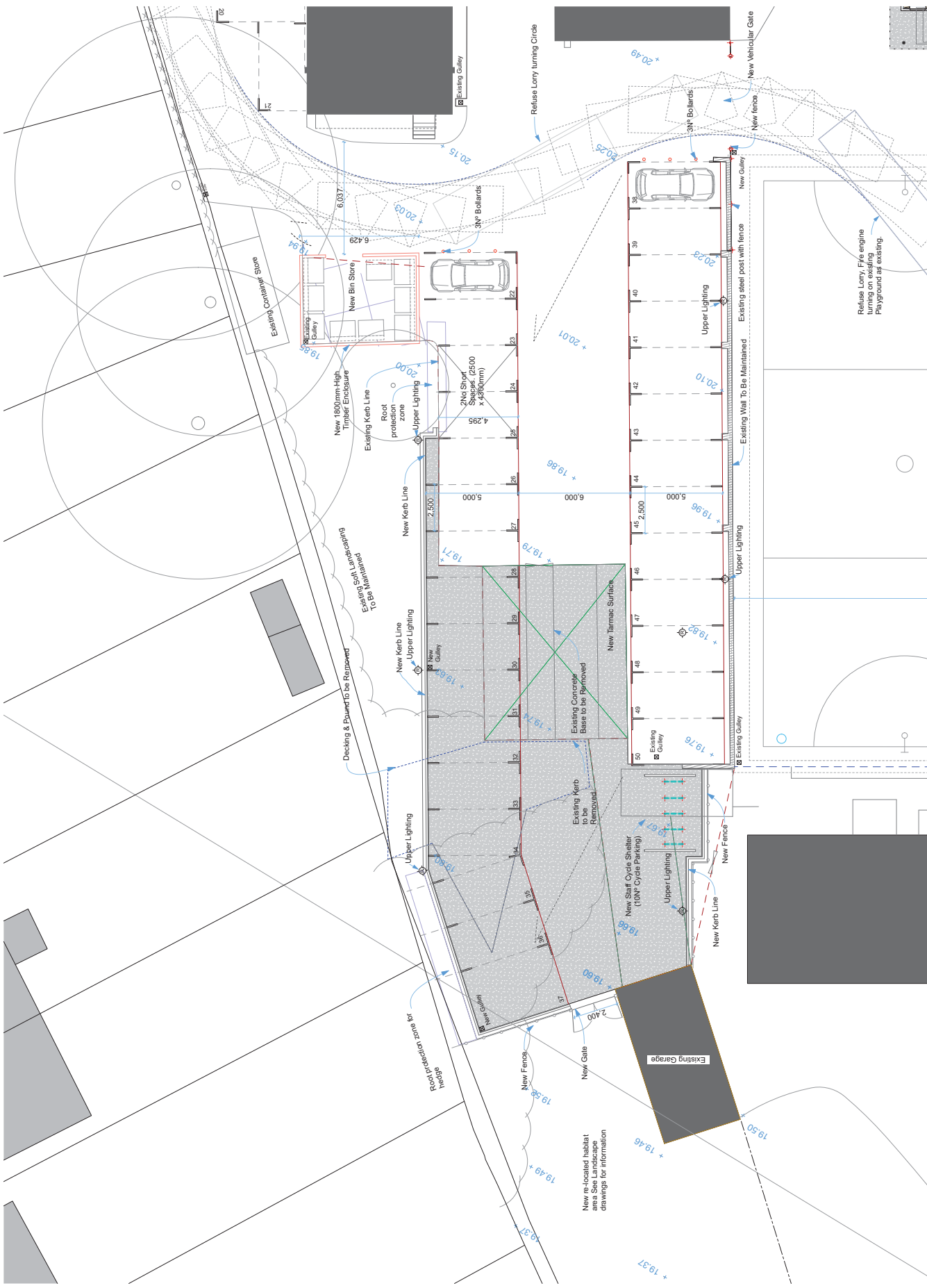
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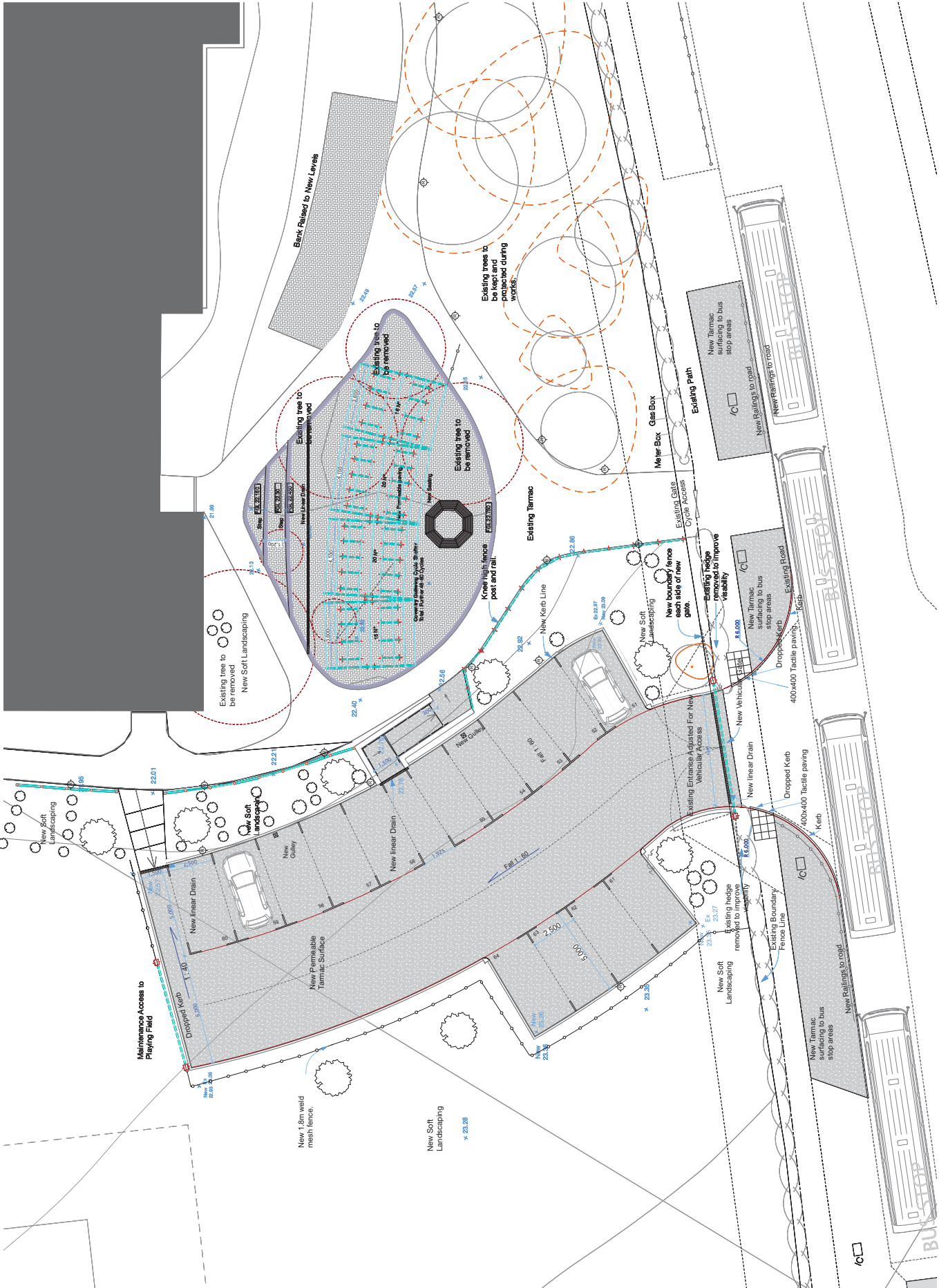
8918 / P 105



PROPOSED EXTERNAL WORKS CAR PARK I

SCALE 1:100





REVISION DATE: DESCRIPTION:
 STATUS: FOR PLANNING
 CLIENT: East Sussex County Council
 PROJECT NAME: Willington Community School
 LOCATION: Broad Road, Willington
 DRAWN BY: AT
 CHECKED BY: SK
 SCALE: 1:100
 SHEET SIZE: A1
 DRAWING TITLE: Proposed External works - Car Park 2
 DRAWINGS:

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 The contractor shall ensure that all plants, materials and workmanship conform with the specifications and standards set out in the drawings and shall be responsible for compliance with all current Codes of Practice and standards of the relevant authorities.

PROPOSED EXTERNAL WORKS CAR PARK I
 SCALE 1:100



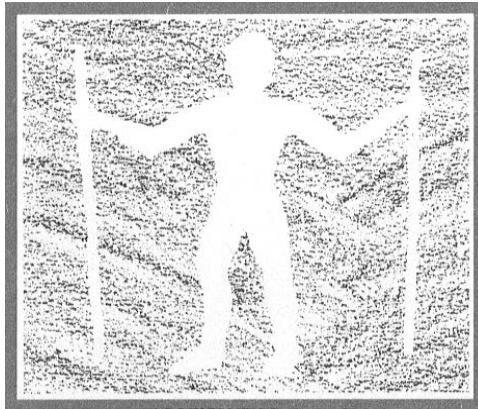
DRAWING NUMBER:
8918 / P 106

Appendix C – Existing Willingdon Community School STP

Willingdon Community School

School Travel Plan

Spring Term 2004



In association with



Willingdon Community School Travel Plan

Foreword from Head and Chair of Governors

With the production of a Willingdon Community School Travel Plan it is our aim to highlight and address a number of issues concerning our students health and safety, traffic congestion within the local community, as well as the environment.

The School Travel Plan is an important document setting out a package of measures aimed at reducing car use by our staff and parents, as well as improving safety on school journeys. This document has been prepared in conjunction with the East Sussex County Council School Travel Plan Co-ordinator.

The School Travel Plan demonstrates our commitment to environmental and community concerns, promoting school travel issues amongst our students, staff, parents and the wider community.

The School Travel Plan will be a living document, subject to annual review/survey, that has been endorsed by all in the School, as well as our governors and parents.

Should any parent or resident wish to discuss their views with us or comment on this School Travel Plan please do not hesitate to contact us here at the School.

Signed

Headteacher
Willingdon Community School

Signed

Chair of Governors
Willingdon Community School

Willingdon Community School Travel Plan

Introduction

Willingdon Community School, in conjunction with East Sussex County Council, Wealden District and Willingdon and Jevington Parish Councils, are actively working towards helping meet central government transport policy objectives, by way of this School Travel Plan.

This School Travel Plan Document contains various measures aimed at, reducing the number of car journeys undertaken by parents bringing students into School, increasing the numbers of students walking or cycling to and from School, and provides an ongoing commitment to the local community in working to address the traffic problems around the School site.

These objectives and measures include:-

- **Obtaining approval from ESCC for the School Travel Plan, in order to access capital funds to support school based measures as identified in the document.**
- **Increasing levels of cycling to and from school, through increased and improved cycle storage facilities, including designated lockers, showers etc.**
- **Reducing traffic congestion, through active encouragement of car sharing schemes and highlighting the health benefits of walking to and from School.**
- **Collaborating with the relevant agencies regarding improving safety on the main roads, the routes into school, as well as within the vicinity of the School.**
- **Increasing bus use by reinforcing School's expectation of codes of conduct required of our students on buses, encouraging closer liaison between school, liaison officers and bus companies in order to resolve issues.**
- **Highlighting existing traffic problems around the school site by way of "Contact" newsletter, discouraging parents from dropping off/picking up students at peak times.**
- **Encouraging "shared" ownership of issues, by raising awareness of aims and objectives of the School Travel Plan, amongst our students and staff, parents and the local community.**
- **Encouraging input from the above in order to produce a relevant and up to date School Travel Plan, to be accessible via the school web-site.**
- **Identifying key targets in order to measure progress of the School Travel Plan.**
- **Commitment from the School to review and update the School Travel Plan, on at least an annual basis.**

Governors and staff at Willingdon Community School, through the creation of this School Travel Plan, are keen to demonstrate the benefits that can be achieved through meeting the objectives as contained in the Document. These benefits range from our student's own health, through walking/cycling to and from school, as well as being committed to the welfare of our residents and the local community, with regard to minimising traffic congestion and the resulting impact on the local environment. Our students have provided the survey data that forms the basis of this School Travel Plan, and it is their involvement that the School will intend to continue to develop and encourage, by linking the community and environmental issues raised, to the relevant subject areas within the curriculum.

Willingdon Community School Travel Plan

Description

- **Students**

Willingdon Community School is a secondary school for some 930 students, aged from 11 to 16 years old. It is a popular school and student numbers are rising steadily.

- **Staff**

Willingdon Community School currently has over 100 teaching and support staff.

- **Catchment Area**

The school has an 'open access' policy for student entry and draws students from the immediately adjacent residential areas of Wannock, Willingdon, Lower Willingdon and Polegate. However, many students travel from other parts of Eastbourne and the surrounding areas such as Westham, Stone Cross, Pevensey and Pevensey Bay.

- **School Hours**

School hours are from 8.30am to 2.55pm. After-school and holiday clubs are also in operation. The school is also used as an adult education centre with evening classes during the spring, autumn and summer terms.

Map of local area



Willingdon Community School Travel Plan

Access Arrangements to Willingdon Community School

Entrances

The main entrances to the school are along Broad Road where there are three entrance points. The main access (near to the junction with Coppice Avenue) is the only vehicle access and is also used by staff, visitors, for deliveries and for student access to the existing cycle parking facilities. The other entrances are for pedestrians only, one being the main student entrance and the other being for students arriving and departing by the dedicated bus services.

Bus Services

There are three dedicated bus services operating to and from the school. These carry around 230 -240 students each day from outlying areas such as Westham, Stone Cross, Pevensy and Pevensy Bay. The bus stops are marked on the carriageway and there is a paved waiting area inside the school grounds. Staff undertake supervisory duty at the start and end of each school day to ensure that the students are accessing and exiting the school grounds appropriately and safely.

Parking

The car parking available within the school grounds is not sufficient to accommodate all staff vehicles so they park in the unmarked sections on Broad Road. This on-street parking means that parents/guardians delivering and collecting children, park to the west of the bus stops or around the Farmlands Avenue crossroads to the east. Parents are regularly reminded by the School, of the need to give due regard to local residents in relation to their parking and dropping off/picking up of students to and from school.

Policies on Cycling and Bus Travel

Willingdon Community School requires all students who bring their cycles to school to have a permit. There are currently 51 valid cycle permits held by the school, with spot checks being carried out by the School to ensure permit records are up to date.

The school does have an existing "Travel Policy" in place, however this policy concentrates on the availability and use of public transport, in particular the schools dedicated bus services. The Policy also details the conduct expected of Willingdon students when travelling on the buses, and the means by which students, parents, passengers and the bus company themselves, can raise concerns or complaints with regard to safety issues. There is also a "Safe Travel To School" leaflet, published by ESCC, detailing responsibilities of students and parents with regard to school transport.

Willingdon has a police school liaison officer who visits the school to discuss various issues with year 7 students including bus travel and, specifically, the problems caused by bad behaviour and vandalism on buses. The Bus Company has a contact list so the operator knows exactly whom to inform at the school. The Bus Company makes an effort to maintain good relations with the schools served by their buses through their regular contact, irrespective of whether an incident has occurred.

Willingdon Community School Travel Plan

Safe Routes to Schools – Action so far.....

Following collaboration between staff and students at the School, East Sussex County Council and the Safe Routes to School organisation, there have already been a number of changes made, both to cycle storage facilities within School, and in Broad Road itself, around the vicinity of the site.

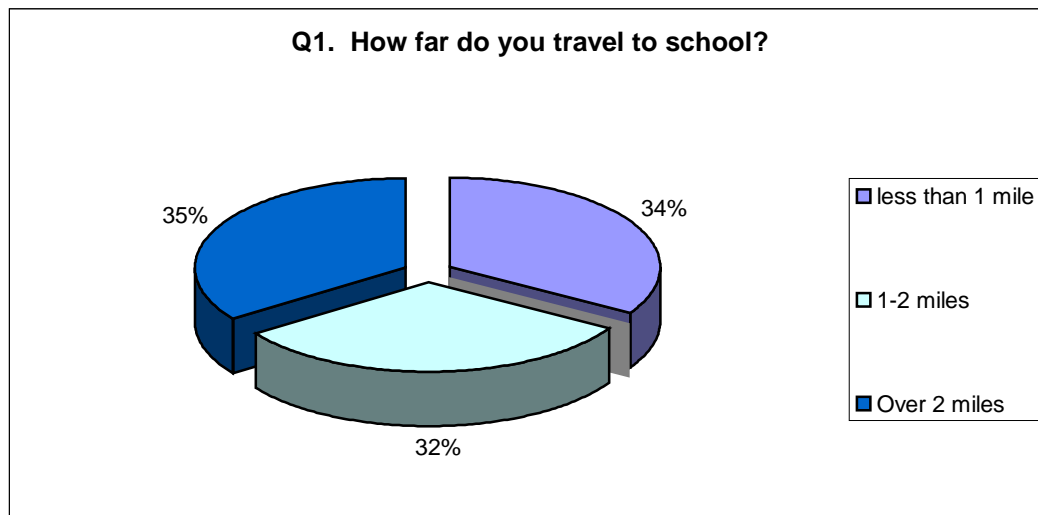
The following is a summary of the key features that were installed in Broad Road through the Safe Routes to School project:

- Raised zebra crossing.
- Raised "table" at the junction of Coppice Avenue and Broad Road: designed to slow traffic at this point and give greater priority to pedestrians.
- Shared footway on the school side, for pedestrians and cyclists.
- Raised access to the school entrance for cyclists.

We are currently working alongside East Sussex County Council and the Safe Routes to Schools team, in order to increase the provision for cycle storage and improved facilities within the school site, to further enable students, and our own staff, to take up the opportunity of cycling to and from the School.

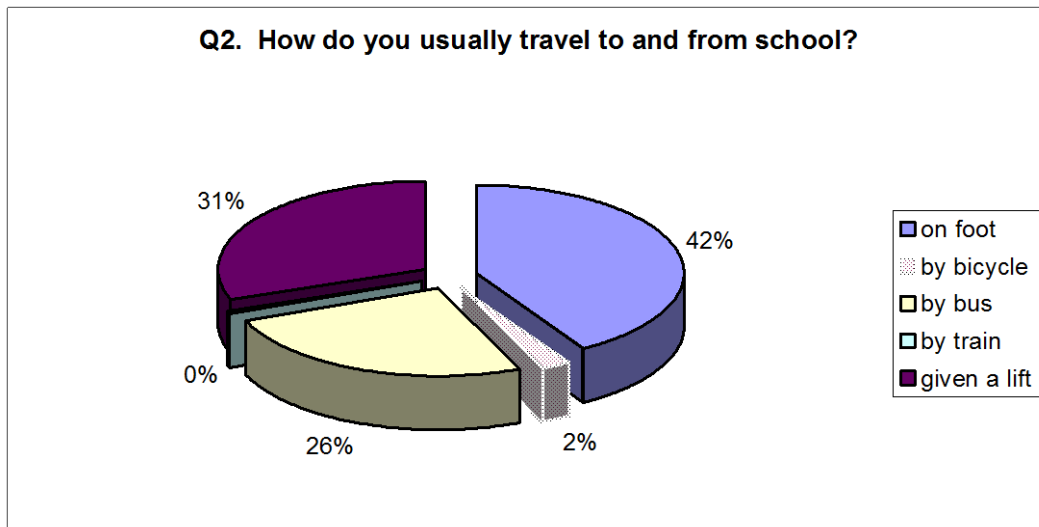
Travelling to and from School - Responses

In May 2003 a detailed survey of modes of travel by students and staff was undertaken, with 601 responses received, which form the basis of the data below.

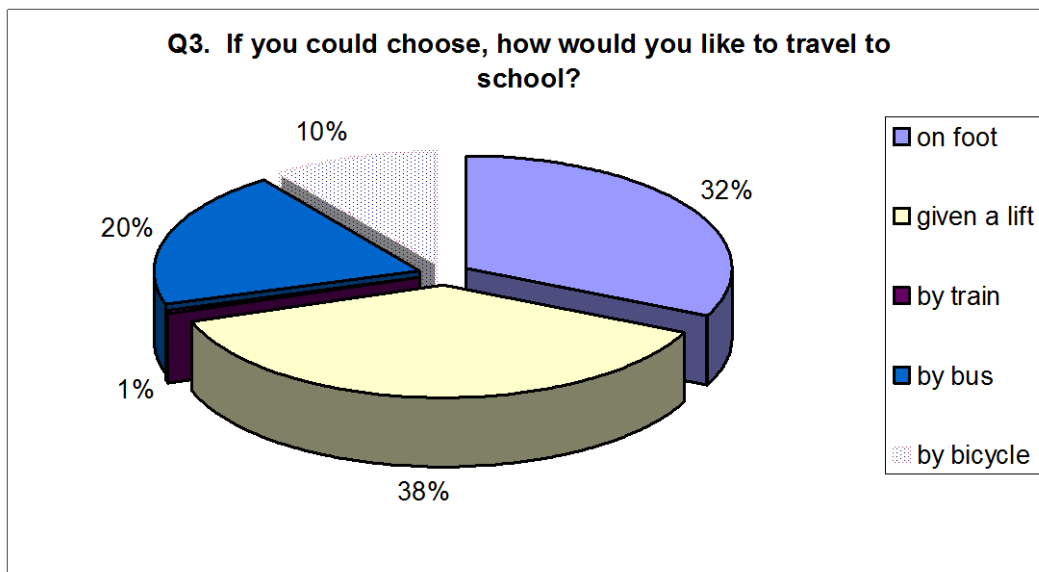


Approximately **34%** live within 1 mile of school, **32%** between 1 and 2 miles and **35%** live 2 miles or more.

Willingdon Community School Travel Plan



Walking is the most common method of travel to and from school - **42%**. After this being driven to and from school is the next most common mode of travel - **31%**, and travelling by bus - **26%**.



When students across the school were asked for their preferred mode of travel around **10%** would prefer to cycle to school compared with around **2%** cycling at present.

Willingdon Community School Travel Plan

Summary of additional information relating to travel patterns among students at Willingdon Community School

The following statements are drawn from the questionnaires returned by students in years 7 to 9.

- **84% of students own a bicycle.**
- **Of those who currently walk or cycle to school, 12% consider that their journey is ‘dangerous’ or ‘unsafe’.**
- **Amongst the students that are driven to school, 42% of these car journeys are being made just to bring children to school, the remaining 58% are part of a longer car journey.**
- **44% of car journeys made to and from school are also made for the benefit of one student only.**
- **For those students who travel to and from school by bus, 55% site other student's behaviour as a problem, with the same percentage stating overcrowding as a problem.**
- **21% of students who cycle to school, or would like to cycle to school, think that storage facilities are not good enough at present.**

501 students completed the questionnaire. Our thanks go to Rosie O’Neil, Shannon Dunlop, Leanne Atherton and Kirsty Booth of 7CT for their help in collating the responses to the questionnaires.

Future Targets resulting from School Travel Plan

- **Increase cycle storage from current provision of 25 - 30 to 50 by the end of academic year 2003-04. From 50 to 100 by the end of academic year 2004-05.**
- **Increase the 2% of students cycling in to School from 2% to 5% by end of the academic year 2003-04. From 5% to 8% by the end of academic year 2004-05, and from 8% to 10% by the end of academic year 2005-06.**
- **Reduce the numbers of students travelling by car by 31% to 25% by end of the academic year 2004-05. From 25% to 20% by the end of academic year 2005-06.**
- **Reduce the number of staff driving to school by 5%, through car sharing and/or increasing cycle provision, by the end of academic year 2004 - 05.**

Willingdon Community School Travel Plan

Future Objectives – Funding

In September 2003, the Government launched 'Travelling to School:- an action plan' to help schools promote safe and healthy travel to and from school. Section 12 of the plan outlines a joint commitment from the Department for Education and Science (DfES) and the Department for Transport (DfT) to allocate a £10,000 grant for a typical secondary school to help upgrade school's travel related facilities.

This additional capital grant will be available for all maintained schools that have an authorised school travel plan in place by 31 March 2004. The DfES have stated that the school travel plan grant is intended to help schools to support sustainable travel to school and therefore expects schools to spend the grant on measures identified in their school travel plan, such as secure cycle parking, designated lockers or changing facilities.

Willingdon Community School is working with ESCC's School Travel Plan Co-ordinator to ensure that this additional capital funding is received in June 2004 and that appropriate additional cycle storage facilities can be purchased and installed as described in our "Future Targets". (Preparatory works for the increase in cycle provision have been ordered in advance of the DfES grant funding).

Future Objectives – Improving Communication

Promote the advantages of walking and cycling to School through the incorporation of the School Travel Plan in the School Prospectus, Student Planner and half termly "Contact" Newsletter. School Travel Plan document to be available and updated on school web-site – www.willingdon.e-sussex.sch.uk

Regular reminders to be issued to parents, regarding the School's Travel Plan aims/objectives, to ensure that the roads around the site are kept as free from unnecessary traffic and congestion as possible. Promoting "ownership" from parents/staff/visitors with regard to problems faced by local residents as a consequence of school related traffic.

School to actively encourage car sharing between parents/guardians, in order to ease and reduce traffic congestion and pollution. School to also actively encourage car sharing between staff, where possible, in order to meet those same objectives. "Contact" newsletter to highlight ESCC endorsed web site – www.travelchoice.org.uk that encourages national car sharing schemes as well as providing guidelines for users with regard to safe and effective travelling.

Regular feedback between School and Bus Company via the Student Voice forum, to enable issues regarding bus travel to be discussed and progressed.

Incorporation of input/feedback from local residents and the Parish Council with regard to the content and objectives contained in the School Travel Plan.

Willingdon Community School Travel Plan

Residents bordering the school boundary in Broad Road and the immediate vicinity, will be given access to the document and be asked for their comments by way of an annual questionnaire, which will be issued at the same time as the annual survey of students and staff.

Annual review through Student/Staff/Parent/Resident Survey to evaluate the progress of the Willingdon Community School Travel Plan.

Future Objectives – Promoting Partnership

In conjunction with East Sussex County Council, campaign for more effective and extensive double yellow lines from Broad Road/Coppice Avenue junction, to the main school entrance, thus reducing the congestion problems.

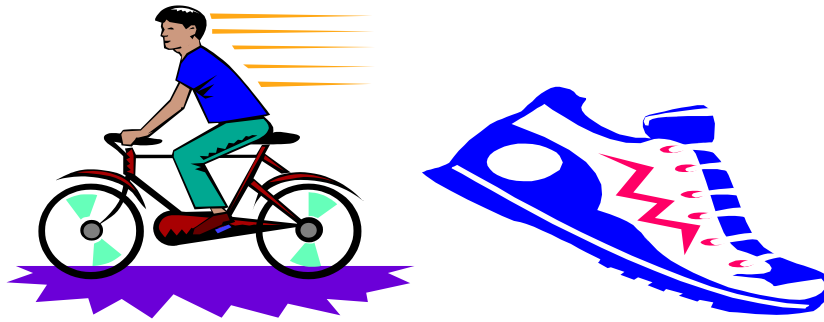
In conjunction with councillors and officers from Willingdon and Jevington Parish Council, Polegate Town Council and Willingdon Primary School, support the extension of the existing “cycle network” routes, to enable safer cycling into school from the main Stone Cross/Polegate and Eastbourne roads.

Linking with the local parish council to support it’s various traffic initiatives, such as the promotion of the “Kill Your Speed” campaign, by way of “Contact” etc.

ESCC School Travel Plan Co-Ordinator to provide quarterly update to Willingdon Community School regarding progress on local road safety issues.

Offer cycle proficiency courses on school site/liaison with feeder primary schools for prospective year 7s.

Willingdon Community School Travel Plan



Top 5

ways in which you can make a difference!!

1. During peak hours, by choosing an alternative method of transport than coming in by car, you can reduce the 20% of cars on the road that are undertaking the “school run”.
2. In slow moving traffic, students in cars are exposed to pollution levels 2 to 3 times higher than those experienced by pedestrians. By walking or cycling into school you will have immediately chosen the healthier option!
3. Walking in to school rather than being driven in, will also significantly reduce UK greenhouse gas emission levels. Cars currently produce 20% of the UK’s green house gas emissions.
4. Walking provides numerous health benefits, including improving the efficiency of the heart and lungs, burns off body fat, increases energy, reduces blood pressure and stress, and studies have indicated that every minute of walking can extend your life by up to 2 minutes – that’s 2 for 1!!
5. Cycling up to 5 miles a week, can burn off 1,000 calories from the average adult. Regular cyclists typically enjoy a fitness level equivalent to being 10 years younger than the rest of the adult population.

Reference:

Safe Routes to Schools (Sustrans) web-site – www.sustrans.org.uk

East Sussex County Council – Safe Routes to Schools Team

“A Safer Journey to School” – DfEE publication

“The Healthy Facts of Walking” by Nicole Niemiec

Other sources - www.bhfactive.org.uk
www.travelchoice.org.uk

Appendix D – Traffic Management Plan (Construction)

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Construction Phase Health and Safety Plan (CPHSP) – (PEP Part 2)

Appendix F Traffic Management Plan (TMP)

1. Introduction

This plan describes the access / egress arrangements for vehicles and pedestrians onto the Willingdon Secondary School construction / demolition site; the movement of vehicles in and around site and the off-loading of stores and materials.

The plan will be regularly reviewed and revised to allow for the development of the site and the environment. This will be done by the manager with the responsibility for logistics with assistance from the project manager and project safety advisor.

2. Site description

The project comprises of a new build Sports Block to the North Western end of the existing school. The existing ROSLA Block is currently sited in this location and will be demolished to allow the new Sports Block to be located in proximity to the footprint of this. Other works involve the refurbishment and remodelling of existing classrooms within the school. The new build Sports Block will be fully segregated from the existing school and should not directly affect staff, pupils or visitors. It is intended that much of the refurbishment and remodelling works inside the school will be carried out during school holiday periods to lessen the impact on staff, visitors and pupils.

3. Safe workplaces

a. Pedestrians and vehicle separation

Q Are there 'pedestrian only' areas from which vehicles are completely excluded?

A Yes there are segregated pedestrian areas as detailed in the logistics plans.

Q Where are safe designated pedestrian routes to work locations?

A As detailed in the logistics plans.

Q Will vehicles only areas, especially where space is limited or traffic is heavy be provided?

A As detailed in the logistics plans.

Q Where are safe vehicle routes around site?

A As detailed in the logistics plans.

b. Loading / off loading and storage areas

Q How will vehicle movements, unnecessary deliveries and double-handling of materials be avoided on site?

A MS site management will be notified of deliveries in advance and at the Start of Shift Briefing (SOS) the gateman will be notified of intended delivery locations. This will enable deliveries to be efficiently dealt with on site minimising unnecessary vehicle movements on site. Deliveries will be co-ordinated in line with the programme requirements and procurement schedule and planned and sequenced carefully in advance. Storage areas will be clearly identified to prevent double-handling of materials.

Q How will loading and unloading vehicles be controlled?

A The gateman will take the lead in the banking of vehicles on and off site, controlling pedestrian movements near the site entrance and gates if required. The gateman will notify the subcontractor of the delivery arrival and aid in unloading if required.

c. Public protection

Q What precautions will be taken to prevent vehicle operations endangering the public?

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A The gateman will ultimately be responsible for vehicles entering and leaving site. It will be ensured that he is in possession of an up to date vehicle banksman training card/certificate. Toolbox talks will be given as and when necessary.

Q What areas have been identified as vulnerable to vehicle operations, eg schools, hospitals, occupied housing sites?

A The works are on an existing school site and adjacent to a residential area. These have been considered and assessed in the Project Delivery Plan.

d. Information

Q What information will be provided to drivers and pedestrians prior to entering site?

A Project specific Delivery Plan and a Green Travel Plan will be issued in advance to the supply chain. Information to pedestrians will be via visual site signage and the gateman verbally advising pedestrians prior to or on entry to the site.

Q How will changes to site traffic routes be communicated to site workers and visiting drivers?

A Changes in routes will be communicated to the workforce at large during the SOS briefing. Drivers will be notified via the driver induction form and gateman verbally issuing instructions.

4. Safe vehicles

a. Vehicle selection

Q Are there any limitations on the site which might impact on vehicle and selection?

A Delivery vehicles must be suitable for the materials being delivered. Large deliveries should be planned in advance of the delivery date. Delivery times will be selected to avoid peak morning and afternoon times associated with school.

b. Vehicle inspection and maintenance

Q What planned vehicle inspection and maintenance programme has been established?

A Generally this will be by subcontractors and suppliers. Weekly plant inspections will be carried out and recorded on site.

Q How are vehicle faults / defects reported and closed out?

A Visual inspections by supervisors, operatives and management, thorough weekly inspections and regular maintenance checks.

5. Safe driving and working practices

a. Reversing

Q What control measures are in place for reversing operations eg one way traffic routes, designated turning areas, reduce vehicle movements, visibility?

A Due to the one entry point on site and the layout of the project it is impossible to introduce a one-way system, however it is anticipated that a turning circle will be provided for vehicles to turn around before leaving site.

b. Loads

Q How will loading / unloading of vehicles on level ground be achieved?

A Unloading of materials is anticipated to be carried out in various ways that will depend on the size of delivery. Unloading by hand (very minor deliveries), unloading by HIAB, unloading by telehandler and unloading by crane should be expected through different phases of the project.

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c. Drivers / operator

Q What competence levels and accreditation are required as a minimum standard for all drivers / operators and how will this be controlled?

A The minimum standard required for all drivers is competency, holding the correct valid licences and authorisation to drive/operate their associated vehicles. Operators must be competent and hold the relevant accreditation. Full UK drivers licence is required and CPSC for HIAB & Moffett.

d. Signallers

Q What safe systems of work has been implemented to prevent signallers from being struck by vehicles?

A All signallers will be fully trained and competent. Pedestrian routes will be provided.

Q How will signallers be identified on site and communicate with drivers?

A Signallers will be identified by an orange h-vis vest/jacket. The signaller will invariably be the MS nominated gateman to will meet any delivery at the gate.

e. Safe working practices for specific vehicle

Q What safe working practices are required for specific vehicles?

A All deliveries will be notified in advance of arrival on site.

A All drivers to stop and report to the site gateman to sign in and wait to be directed.

A Drivers to keep to the site speed limit which is 5mph.

A Once on site, delivery vehicles will activate orange hazard lights.

A Whilst stationary, engines must be switched off to avoid unnecessary air/noise pollution.

A Vehicles MUST NOT reverse without a banksman in attendance.

A Drivers must wear full PPE when leaving the cab.

A Personnel must not stand on the back of open vehicles without edge protection.

A All loose loads to be sheeted prior to leaving site.

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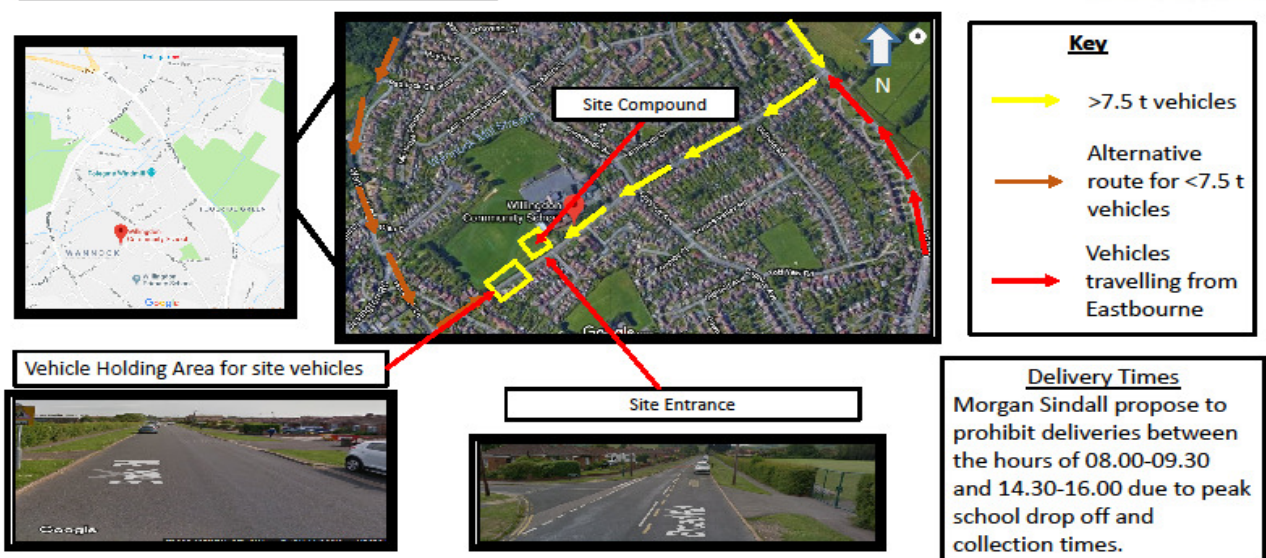
Plan

Construction Phase Health and Safety Plan (CPHSP) – (PEP Part 2)

Site layout plan

A site layout plan marked up with traffic routes and key installations is produced and displayed. It is regularly reviewed and forms part of the induction process. The layout will be well presented and easily understood by any persons. If necessary the information below maybe depicted on more than one layout.

Delivery Travel Plan for Willingdon Community School Eastbourne BN20 9QX



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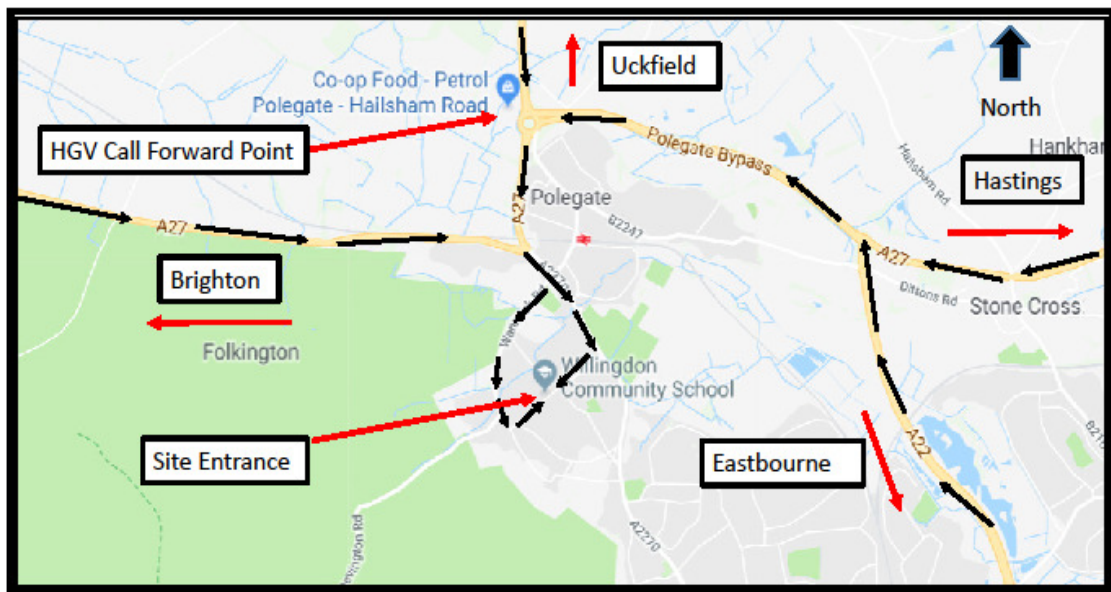
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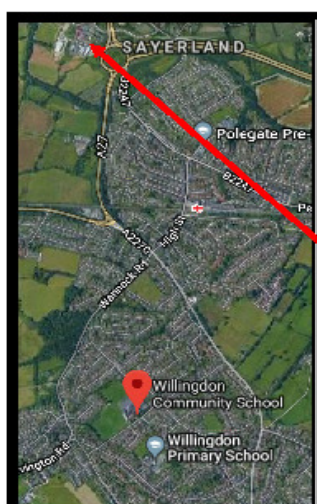
Delivery Travel Plan HGV Call Forward Point
Willingdon Community School
Eastbourne BN20 9QX

MORGAN SINDALL



Delivery Travel Plan for Call Forward System of >7.5t Vehicles.
Willingdon Community School
Eastbourne BN20 9QX

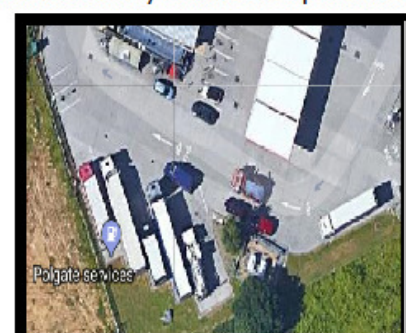
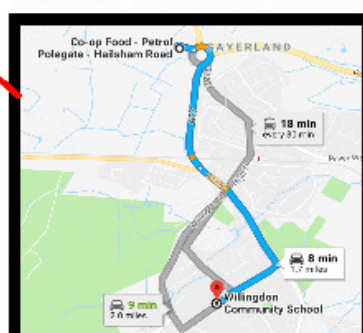
MORGAN SINDALL



Morgan Sindall intend to use a call forward system for vehicles larger than 7.5t. The holding point will be at Polegate Services, where there are HGV bays. This is located 1.7 miles from site.

The benefits of this system are two-fold;

1. Alleviate any potential HGV congestion around the site entrance and roads surrounding the site.
2. It will ensure no HGV vehicles will be in the vicinity of the site at peak time.



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Construction Phase Health and Safety Plan (CPHSP) – (PEP Part 2)

6. Managing construction transport – duty holders

- Q What duty holders have been appointed to assist in traffic management on and off site?
A Subcontract specific traffic Marshalls, Site Gateman.

7. Risk assessment

Summary of control measures to ensure safe site traffic routes should include:

	Vehicle routes	Pedestrian routes
Site entrance	Adequate sight lines, signs, maps, security and vehicle management procedures.	Separate entrance point, signs, and instructions.
Parking areas	Separate site vehicle, delivery and worker parking areas. Provide temporary lorry parking / holding area by the site entrance to manage deliveries and allow vehicles to turn away from site if not allowed to enter site.	Provide safe pedestrian routes from parking areas to offices, welfare facilities and workplaces. Provide clear signs and instructions to workers.
Office and welfare facilities	Locate offices and welfare facilities and other areas of frequent pedestrian activity away from primary site traffic routes. Provide signs and pedestrians and vehicle control measures where vehicle routes cross pedestrian routes.	Provide safe pedestrian routes from parking areas to workplaces. Provide clear signs and instructions to pedestrians.
Primary traffic routes	Primary traffic routes should allow the safe passage of site and delivery vehicles away from pedestrian routes. Establish one way systems where possible.	Establish primary pedestrian routes which provide safe access to work areas, away from main vehicle routes where reasonably practicable. Provide physical protection where pedestrians are at risk of being struck by vehicles or their loads. Establish crossing points and pedestrian control measures where necessary.
Secondary traffic routes	Define safe routes for all vehicle operations on site.	Provide protected pedestrian routes in areas where vehicles regularly pass.
Storage areas	Locate storage and loading areas away from areas of frequent pedestrian activity.	Provide separate pedestrian access, clear signs and instructions to workers.
Vehicle facilities	Locate vehicle washing areas, sheeting gantries and weigh bridges off primary vehicle routes.	Provide safe pedestrian access across vehicle routes to all places of work.

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Plan

Construction Phase Health and Safety Plan (CPHSP) – (PEP Part 2)

Driver / operator rules

12 essential rules to safe use of vehicles

Zero tolerance – your licence to work

1. Used designated turning areas
2. Do not reverse unless absolutely necessary and then only with the assistance of a competent signaller
3. Use visibility devices when manoeuvring e.g. CCTV, mirrors
4. Ensure safe systems of work are followed
 - Use designated reversing areas
 - Fit and use radar proximity devices
 - Maintain communication and visibility with signallers during reversing operations
5. Use warning lights and alarms when reversing
6. Ensure site speed limit is maintained
7. Load and unload vehicles on level ground in areas away from passing traffic, pedestrians and overhead hazards
8. Only operate vehicles if you are competent and authorised to drive them
9. Carry out all daily checks on your vehicle and report defects immediately to your supervisor
10. Follow site procedures and comply with site rules
11. Do not allow passengers to ride on vehicles unless safe seating is provided
12. Ensure loads are safe and secure to transport.

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Construction Phase Health and Safety Plan (CPHSP) – (PEP Part 2)

Hazard identification and control measures

Key hazard identified	Significant risk and who may be harmed	Control measures
Restricted site access	Striking pedestrians and operatives.	Establishment of segregated vehicle and pedestrian route onto and off the site. Refer to appendix A.
Restricted road and pedestrian access around the site	Striking site personnel and temporary / permanent structures.	Establishment of segregated vehicle and pedestrian routes around the site. Refer to appendix A Establish warning signs.
Site visitors	Being struck by vehicles.	Establishment of segregated vehicle and pedestrian routes around the site Refer to appendix A. Visitors must wear high visibility garments whilst out on site. All visitors must be accompanied at all times.
Steep gradients	Overturning vehicles – driver/personnel injury.	Select appropriate vehicles for site conditions. Keep gradients to a minimum.
Vehicles reversing in confined areas	Striking site personnel and other vehicles.	Where possible provide one way route through the site to eliminate reversing. Vehicles must have visual warning light on at all times. Vehicles must have audible alarm warning when reversing. Trained banksman must be in attendance.
Vehicles being unloaded adjacent to the site gates	Injury to passing pedestrians.	Temporary road barriers must be erected when gates are left open. Banksman to be in attendance.
Site personnel	Site personnel being struck by vehicles.	Establishment of segregated vehicle and pedestrian routes around the site Refer to appendix A. Pedestrian routes must be identified by blue netting and signage etc. Operatives must wear high visibility garments whilst out on site. All site personnel must undergo a site safety induction before starting on site, which will cover vehicle segregation and site rules.
Vehicles entering and leaving site	Striking pedestrians, site personnel and other vehicles.	Security to control and monitor incoming and outgoing vehicles. All vehicles to be controlled by trained and competent banksmen. Vehicles cross over's to be constructed at all gates. Site hoarding erected around the exposed sections of the project to deny access to the general public.
Vehicles picking up mud on wheels	Leaving mud on the highways causing road traffic accidents and accidents to pedestrians.	Outgoing site vehicles must enter the wheel wash before leaving site. Excessive mud on wheels to be removed by jet wash. Drivers to check wheels for excessive mud before leaving site. Road Sweepers where applicable

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Vertical edges	Falling of vehicles and vehicle loads. Injury to site personnel	Road barriers must be installed to vertical edge. Timber baulks to be positioned at least 1m back from edge. Earth berms. Controlled speed limit.
Concrete pumps overturning	Injury to pedestrians and site personnel	Ensure all outriggers are positioned correctly.
Obstructions and services	Overturning of vehicles. Damage to installed structure.	Highlight obstructions and services.
Noise and vibration and emissions	Effects on site personnel and pedestrians.	Vehicles to be regularly inspected and maintained.
Drivers lacking competence	Out of control vehicles. Striking site personnel and damage to structures	All site drivers to have a current certificate of training achievement and to be competent. Drivers to receive adequate supervision and monitoring.
Vehicle arrival and departure	Site congestion. Striking site personnel and pedestrians. Causing road traffic accidents. Vehicle drivers being struck by another vehicle or load.	Security to control and monitor incoming and outgoing vehicles. Drivers must wear mandatory PPE when out on site. All drivers to be issued with drivers rules. Refer appendix B.
Key hazard identified	Significant risk and who may be harmed.	Control measures.
Speeding vehicles	Striking pedestrians and other vehicles.	All vehicles to observe the site speed limits. All drivers to be issued with drivers rules. Refer appendix B. Speed humps installed where necessary.
Loading and unloading of vehicles	Striking site personnel.	All loads to be unloaded under the supervision of a trained and competent banksman.
Disruption to the local traffic and highways	Causing congestion and possible road traffic accidents.	Vehicles to use the designated approach roads.
Non site vehicles entering the site	Striking pedestrians, site personnel and other vehicles.	Security to monitor incoming and outgoing vehicles. Signs to be displayed on approach to site roads.

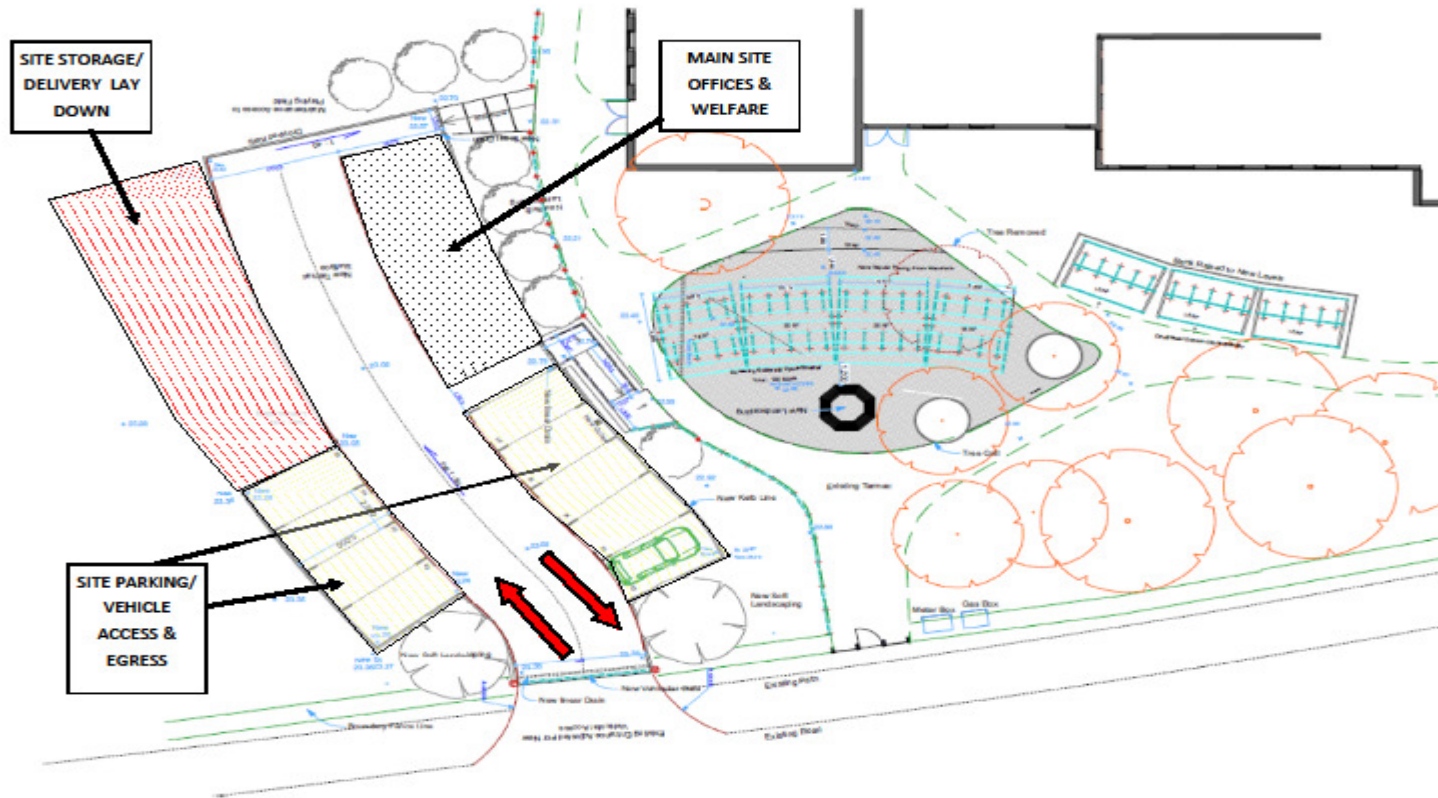
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WILLINGDON SECONDARY SCHOOL—SITE PROPOSED SITE LAYOUT



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