

# Madras College



## Travel Plan

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## 1. INTRODUCTION

### 1.1 School Background

Madras has a school roll of 1392 and 165 staff members. Madras College takes its name from the system of education devised by the school's founder the Rev Dr Andrew Bell. He was born in St Andrews in 1753, the son of a local magistrate and wig-maker. He studied at the University where he distinguished himself in mathematics. He became a clergyman of the Church of England and took up an appointment as chaplain to the regiments of the East India Company in Madras. One of his duties was to educate the soldiers' children. Because there was a shortage of teachers, he used the older boys, who had been taught the lesson by the master, to instruct groups of younger pupils. The pupils who assisted the teacher were called 'monitors'. This method of education became widely used in schools at home and abroad. After his return from India, Dr Bell made it his life's work to travel the country and encourage schools to adopt 'the Madras system', as it had come to be known. By the time of his death in 1832, over 10,000 schools were using his methods.

To make sure that his educational ideas would be preserved for the future, he made arrangements for the fortune his success had brought him to be used to found a school in his native town of St Andrews. By selling some land he owned he was also able to give money to the neighbouring town of Cupar so that in the end he founded two schools. One is the present Bell Baxter High School in Cupar which was originally called Madras Academy. The other is Madras College in St Andrews. The senior part of the school is still on the original site in South Street where the modern school has grown up behind the impressive 1833 quadrangle.

Madras College in its present form is the result of two amalgamations of St Andrews schools. The first took place in 1833 when the old Grammar School was joined with the "English" school to form the original Madras College. (The Grammar School stood on the grounds between Blackfriars' Church and Lade Braes Lane: the "English" school was on the grounds behind the Church of Holy Trinity.) The school building in South Street served as a secondary school for St Andrews and beyond

until 1889 when the Burgh School in Abbey Walk was erected by the School Board. From then on, the two schools existed side by side in the town. The Burgh School was the junior secondary, and Madras College the senior secondary until 1963 when Fife decided that all secondary schools should become comprehensive. Then the Burgh School and Madras College were joined to form the present Madras College.

There are now two buildings 1½ miles apart. In the 1950s and 1960s major extensions were added to the original building in South Street. In 1962 it was decided to rehouse the old Burgh School in the Kilrymont area on the south side of the town. Madras College, Kilrymont Road, a modern building with adjacent playing fields, was opened in 1967. It is attended by S1, S2 and S3 pupils.

The badge and motto is a simplified form of the school coat of arms. It shows a chevron between three bells - a reference to Dr Bell. The Latin motto is Pro Rege et Grege which literally means "For King and People". It reminds us of the importance of the idea of service to the community



## 2. SITE AUDIT

### 2.1 Access

For the purposes of the Travel Plan we will concentrate on the Kilrymont site as this, presently, is the most likely to be the site of a new or refurbished Madras.

Kilrymont has one main access gates for staff, pupils and visitors leading to the staff car park.

There are two pupil entrances at either end of the bus bay and a pupil entrance behind the PE block.

Access into the school building itself is obtained through six doors. These doors situated at main reception (2), Additional Support Department, girls lockers, boys lockers and the D&T Department. None of the doors are security controlled.



## 2.2 Car Parking

Main Staff Car Park: 87

PE Block: 51

## 2.3 School Bus Routes

Approximately 974 pupils use these buses on a regular basis.

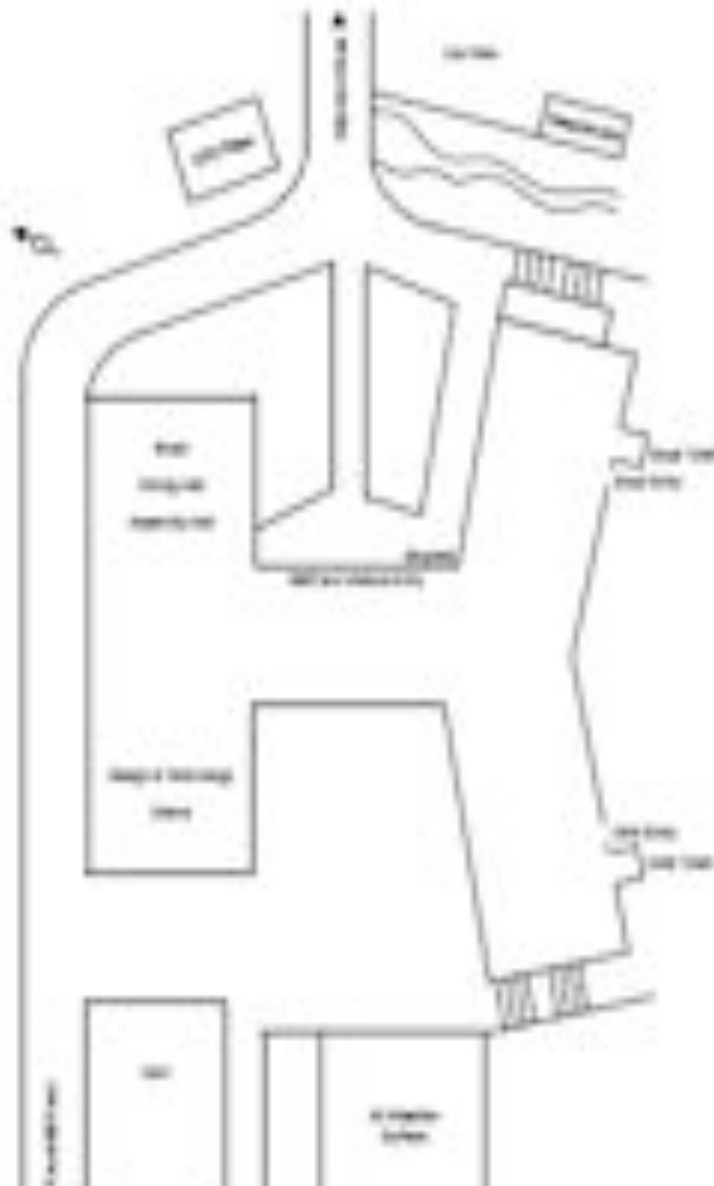
<b>Blue Bus</b>	<b>Blue Bus</b>
Newport, Drumoig, St.Michaels, Leuchars.  Woodside, New Gilston, Falfield, Bowhill, Largoward, Lathones, Peat Inn, Denhead, Craigtown, Bogward.  X60. Kinaldy, Dunino, Drumrock, Cellardyke.	99B Guardbridge, Leuchars.  Crail, Kingsbarns, Kinkell Braes Caravan Site.  Blebocraigs, Strathkinness, Dewars Mill, Bogward.
<b>Orange bus</b>	<b>Green Bus</b>
Tayport.  Newport, Wormit, Newton Farm, St.Fort Farm.	Wormit, Newport, St.Michaels, Leuchars.  Tayport, Craigie Farm.
<b>Brown Bus</b>	<b>Red Bus</b>
Newport, Drumoig, St.Michaels.  Leuchars, Guardbridge, Hepburn Gardens.	Tayport, Guardbridge.  Newport, Wormit, Newport Farm, St.Fort Farm.
<b>Yellow Bus</b>	<b>Purple Bus</b>
Easter Kincaple, Guardbridge, Leuchars, Dewars Mill.  St.Fort, Gauldry, Balmerion, Bottomcraig.	Tayport, Vicarsford,  Cairnsmill Caravan Park, Brewerswells, Peat Inn, South Falfield, Largoward, Lathallan.

## 2.4 Crossing Points

There are no controlled crossing points in the vicinity of the school.

The school has a designated 20mph limit up to the edge of the school grounds.

## 2.5 Site Plan



### **3. POLICY AND OBJECTIVES**

As a school, we are aware of the increasing number of pupils being transported to and from school by car. We are also aware of the many risks associated with this mode of transport. The number of children travelling to school by car has doubled in the past twenty years.

As well as promoting safety on the roads, personal health and well-being is also important and walking, or cycling to school, has numerous benefits for our young people. The Department of Health recommends “that children take an average of around 13,000 steps per day, to guarantee enough exercise to avoid the threat of obesity and diseases such as osteoporosis and diabetes”.

The mental and social benefits of walking to school should not be ignored either should the positive environmental impact.

It is for these reasons that Madras College is committed to developing a School Travel Plan.

#### **3.1 Formation of a Travel Action Group (TAG)**

Madras College set up a TAG in order to address the above issues and to produce, maintain and review the School Travel Plan. The group currently consists of: one Depute Rector; one classroom teacher; three senior pupils (S4 – 6) and 7 junior pupils (S1 - 3).

#### **3.2 Aim of the School Travel Plan (STP)**

- ✓ To identify, improve and promote safer routes to school.
- ✓ To reduce dangerous private vehicle congestion around the school grounds.
- ✓ To enhance road safety education and promote more active and independent travel, by our pupils, to and from school.
- ✓ To promote more sociable and environmentally friendly modes of transport to and from school, for our staff and pupils who live some distance outside of our catchment area.



### **3.3 Benefits of the School Travel Plan**

It is hoped that the development of our STP will result in improvements in pupil and staff safety whilst travelling to and from school through a greater awareness of road safety and a reduced number of private vehicles in and around the school at peak times. We also hope to promote the physical and mental health benefits of more active travel to school as well as the positive environmental impact.

**BENEFITS FOR PUPILS** – It is hoped that by walking, or cycling, to school, pupils will become happier and healthier both mentally and physically. The exercise has numerous benefits whilst allowing more sociable interaction with peers.

**STAFF** – Very few staff live within walking distance of school, however it is hoped that through car sharing, staff will save money and help protect the environment.

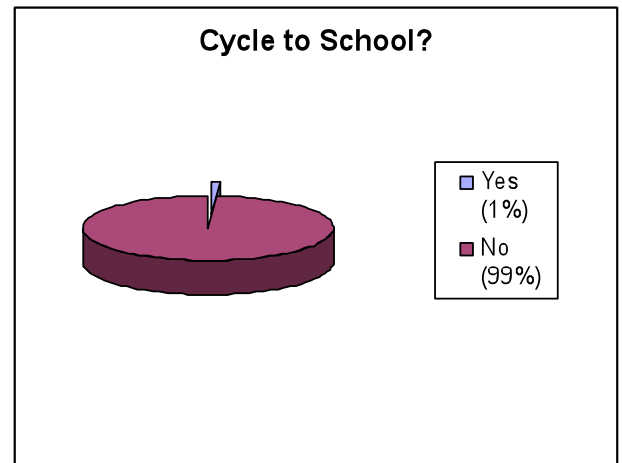
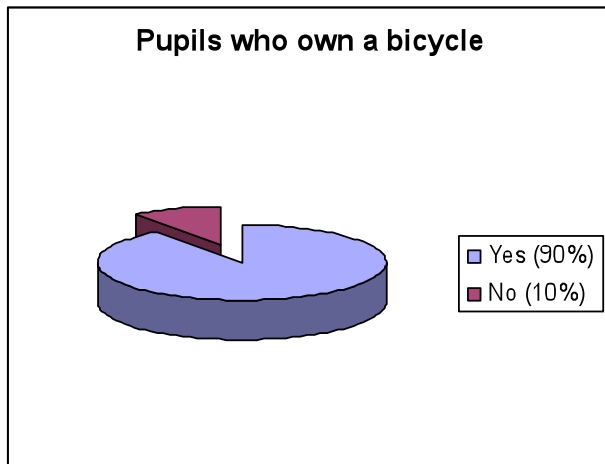
**SCHOOL** – The STP will further promote Madras College as a health promoting school.

**LOCAL COMMUNITY AND ENVIRONMENT** – Less car and bus travel by Madras pupils, parents and staff will help to lower the overall CO<sup>2</sup> emissions being produced meaning that we are becoming more active Global Citizens.

## 4. CURRENT TRAVEL PATTERNS

### PUPIL QUESTIONNAIRE

Graph of pupils who live within 2 miles and own a bicycle compared to cycle to school.

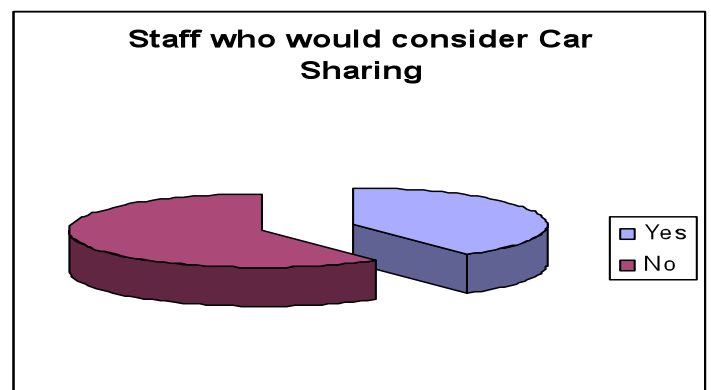


33% of pupils who live in St.Andrews walk to school, 40% take the bus and roughly 20% drive. Only 1% cycle.

We think we can improve percentages of cycle and walking pupils with measures such as providing covered, secure cycle parking.

### STAFF TRAVEL

The majority of Madras College's staff drive to school. At present only a small number of staff car share; 40% are interested but in some instances this is not possible geographically.



Of those who replied that they *could* car share, there were a variety of reasons why this was not feasible the most common being coordinating travel between the two buildings in addition to home & school.

Many of those staff who live close enough to cycle and walk are interested in doing so with correct provision. We are involved in initiatives such as a Pool Bike Scheme for inter-building Travel.

## 5. MAPPING WORK

One of the TAG's first tasks was to investigate the main routes travelled by pupils who walked and cycled to school. Below is a highlighted map of the three most commonly travelled routes to Morrison's.



## 6. ROUTE AUDIT OF KEY ROUTES TO SCHOOL

A Street Safety Audit of walking and cycling routes to Madras College School was carried out in December 2011. The audit was attended by Stuart Goodfellow (Fife Council), Gavin Waterston and Pupils from Madras College who carried out a mapping exercise to identify the routes they walk and cycle to school as well as routes to Morrison's at lunch.

## 7. KEY ISSUES AND BARRIERS

A variety of key issues and barriers were identified from the above information collected by the TAG. The main issues appear to relate to concerns about road safety on the lunch time trip to Morrisons that many pupils take.

### 1. Low number of pupils cycling to school.

There is inadequate secure storage for bicycles and no covered storage at Kilrymont meaning bikes are exposed to the elements.



### 2. Scooniehill Rd

Pupils entering and exiting the school from the main entrance have safety concerns due to speed of cars. The 20 mph zone finishes at the exit of the school.

#### **Recommendation from Fife Council Audit**

Traffic Management have a scheme in their 2012-13 Capital Works Programme to cover the remainder of the surrounding residential area with a 20mph speed limit.

This will cover all streets south of, but not including Lamond Drive, and east of, but not including, Largo Road. Both Lamond Drive and Largo Road are considered to be main traffic routes and as such are not suitable for inclusion in a permanent 20mph speed limit.



## **2. Overhanging branches on Scooniehill Rd.**

Shortly after leaving the school grounds, on the corner of Kilrymont Road with Roundhill Road there is an area of overhanging bushes on the footway.

### **Recommendation from Fife Council Audit**

Roads Management section of Transportation, which deals with such obstructions, has been contacted and they will issue instruction for the removal.

## **3. Roundabout at Morrisons**

This is a very busy roundabout. Many pupils cut across busy traffic at this point.

## **4. Station Park Crossing**

Many pupils who get the bus to Station Park cut straight across the main road rather than using the roundabout.



## 8. ACTION PLAN

In order to ensure the above actions are carried out, we have employed a number of initiatives and actions in Madras College.

Gavin Waterston will take part in on road Cycle Proficiency.

The TAG will also be presenting to the Pupil council throughout this academic year in order to promote active and safe travel to and from school.

Issue	Solution	Who	Target	Timescale
Low number of people cycling to school	1) Install a covered secure bike shelter.	Transportation Services	To increase cycling to school for pupils who live in St.Andrews to 2% by 2013.	Ongoing, starting after shelter is built.
See key survey results below [1]	2) Encourage pupils to see health benefits of cycling to school	School/TAG/House points.	As above.	Ongoing.
	3) Introduce appropriate training	School	As above.	Ongoing. Offroad training currently provided. Onroad once relevant staff are trained.
	4) Incentive schemes	School	As above.	Ongoing with monitoring.
Staff car journeys during the school day. [2]	1) Implement a staff pool bike scheme. 2) Install covered secure bike shelter.	School	To have 5% of staff signed up to staff pool bike scheme.	Ongoing.
Staff car journeys to work.	1) Implement a staff car sharing scheme. 2) To create a	School	To log numbers of staff currently lift sharing	Ongoing.

See key survey results below [3]	database of interested staff to organise lift sharing.		and increase this number.	
Pupils walking to school. [4]	1) Encourage parents to see health benefits of walking to school.  2) Provide locker area for wet coats.	School.  Transportation services.	To increase number of pupils who walk to school by 2%.	After locker area is provided.
Pupils taking dangerous routes to Morrisons at lunch. [5]	1) Increase size of 20 mph zone. 2) Cut back overhanging branches and bushes over road. 3) Improve road surface. 4) Educating pupils about safe choices at assemblies. 5) Period of monitoring by community police.	Transportation services. School. Police.	To reduce numbers of pupils making dangerous choices at lunch.	Ongoing.
Pupils taking dangerous routes to Station Park. [6]	1) Education at assemblies.  2) Inducting pupils in journey to Station Park. Many pupils take the bus because they don't know about the path behind the bus station.	Transportation services. School.	To reduce numbers of pupils making dangerous choices walking to Station Park.	Ongoing.
The buses. To be looked at in phase 2. [7]				

## **Survey Results – Key points:**

[1] 27 of the 30 pupils who live in St.Andrews and responded have bicycles. Extrapolating from this 90% of pupil have bicycles but the take up of cycling to school is very low (less than 1%).

[2] Our own survey showed an interest for pool bike scheme for inter-building travel – this has now been set up.

[3] 19 of 48 teachers would like to car share. Extrapolating from this roughly 40% of teachers wish to car share.

[4] 33% of pupils who responded to the survey and live within 2 miles of the school walk to school. Roughly 40% take the bus and roughly 20% get driven by car.

[5] TAG identified this a key dangerous pupil journey.

[6] TAG identified this as a key dangerous pupil journey.

[7] Many parents are concerned by the length of time busses take and behaviour on busses.

## **9. MONITORING AND EVALUATION**

In order to monitor and evaluate our Travel Plan we will continue to meet as a group termly. The next phase of the travel plan will look at bussing arrangements for pupils.

We will continue to complete the Hands Up surveys in order to monitor pupil progress and create our own survey for staff.

We will continue with our Pool Bike scheme as well as training pupils in mountain biking skills. We will investigate the “I bike” scheme run by Sustrans.

## **10. DISTRIBUTION OF SCHOOL TRAVEL PLAN**

The following bodies will receive a copy of the School Travel Plan:

- ✓ Fife Council Transportation Services and Travel Plan Team
- ✓ Fife Council Education Service
- ✓ Fife Constabulary Road Safety Unit
- ✓ Parent Council
- ✓ Active Schools Co-ordinator

Copies will also be made available to the parents and carers on the school’s website.