



Brighton Girls School

School Travel Plan

Client: GDST Brighton Girls

i-Transport Ref: VP/MD/AI//ITL16432-001C

Date: January 2021

Brighton Girls School

School Travel Plan

Client: GDST Brighton Girls

i-Transport Ref: VP/MD/AI//ITL16432-001C

Date: January 2021

**i-Transport LLP**  
85 Gresham Street  
London  
EC2V 7NQ

Tel: 020 3705 9215

[www.i-transport.co.uk](http://www.i-transport.co.uk)

COPYRIGHT

The contents of this document must not be copied or reproduced in whole or in part without the written consent of i-Transport LLP

## Contents

|                  |                                      |           |
|------------------|--------------------------------------|-----------|
| <b>SECTION 1</b> | <b>Introduction</b>                  | <b>1</b>  |
| <b>SECTION 2</b> | <b>Aims, Objectives and Benefits</b> | <b>5</b>  |
| <b>SECTION 3</b> | <b>Site Assessment</b>               | <b>7</b>  |
| <b>SECTION 4</b> | <b>Travel Patterns</b>               | <b>16</b> |
| <b>SECTION 5</b> | <b>Targets</b>                       | <b>22</b> |
| <b>SECTION 6</b> | <b>Measures</b>                      | <b>25</b> |
| <b>SECTION 7</b> | <b>Management and Monitoring</b>     | <b>30</b> |
| <b>SECTION 8</b> | <b>Action Plan</b>                   | <b>31</b> |

## Figures

|                 |   |
|-----------------|---|
| <b>FIGURE 1</b> | <b>Local Accessibility Plan</b>                         |
| <b>FIGURE 2</b> | <b>School Minibus: East Coast Route</b>                 |
| <b>FIGURE 3</b> | <b>School Minibus: Lewes Route</b>                      |
| <b>FIGURE 4</b> | <b>School Minibus: Adur Valley Route</b>                |
| <b>FIGURE 5</b> | <b>School Minibus: Sussex Country Route</b>             |
| <b>FIGURE 6</b> | <b>Shuttle Bus: Sports Ground to Brighton Girls Rtn</b> |

## Appendices

|                    |                         |
|--------------------|-------------------------|
| <b>APPENDIX A.</b> | <b>School Catchment</b> |
|--------------------|-------------------------|

## SECTION 1 Introduction

### 1.1 Overview

- 1.1.1 This School Travel Plan has been prepared by i-Transport LLP for Brighton Girls on behalf of The Girls' Day School Trust (GDST). Brighton Girls is an independent all-through girl's school for pupils aged 4-18 years. The school is located at:

Brighton Girls GDST  
Montpelier Road  
Brighton  
BN1 3AT

- 1.1.2 This School Travel Plan has been prepared in collaboration with the school and has been approved by:



**Rosie McColl**  
Head  
Brighton Girls  
Senior Reception: 01273 280280  
Prep Reception: 01273 280200 | Extension: 17220  
Connect with us: [Twitter](#) | [Facebook](#) | [LinkedIn](#) | [Instagram](#)

- 1.1.3 This School Travel Plan will be implemented immediately but will be formally rolled out at the start of September 2021, when the new academic year commences. Thus, targets set within this plan are set from September 2021 allowing the school a period of bedding in to ensure that measures are in place to facilitate pupils, parents and staff to make informed and educated choices about how they travel from the start of September 2021.
- 1.1.4 Over the course of the next few months Brighton Girls will be actively encouraging the school community to become involved with this School Travel Plan.
- 1.1.5 There is already a staff working group specifically set up to roll out this School Travel Plan and that working group has been involved in the preparation of this Plan and will be responsible for its development going forward.
- 1.1.6 In addition, Brighton Girls plan to run a number of initiatives to garner interest amongst pupils at the school, across all year groups in the coming months, with ideas including active travel

poster competitions, promotion of active and sustainable travel through the school council and awareness of the health and wellbeing benefits of active travel through the curriculum.

***“Brighton Girls couldn’t be anywhere other than at the heart of vibrant, open, forward-facing Brighton. We’re a dynamic, creative, friendly school where girls are confident, passionate and kind – not only ambitious for themselves, but for society.” (Brighton Girls)***

- 1.1.7 The school is immensely proud of its location and is seeking to take full advantage of this opportunity and to become a leader amongst schools in the area to create mode shift away from private car use.

## 1.2 Definition

- 1.2.1 A School Travel Plan is defined as:

***“A School Travel Plan (STP) is a document which sets out how a school will promote safer, active and sustainable travel to school, with the main emphasis being on reducing the number of children being driven to and from school. A good STP should be based on consultation with teachers, parents, pupils and governors and the local community. In order to ensure that the plan remains relevant and appropriate to changing circumstances it is essential that the plan is reviewed and updated regularly.***

***An effective school travel plan put forward a package of measures to:***

- ***reduce the number of vehicles used on the journey to school;***
- ***improve safety on the journey to school;***
- ***encourage more active and sustainable travel choices.” (Brighton and Hove Council)***

- 1.2.2 The school does not currently operate a formal STP. However, a number of measures aligned to a STP, such as the staff working group referenced previously, are already in place.

## 1.3 School Location

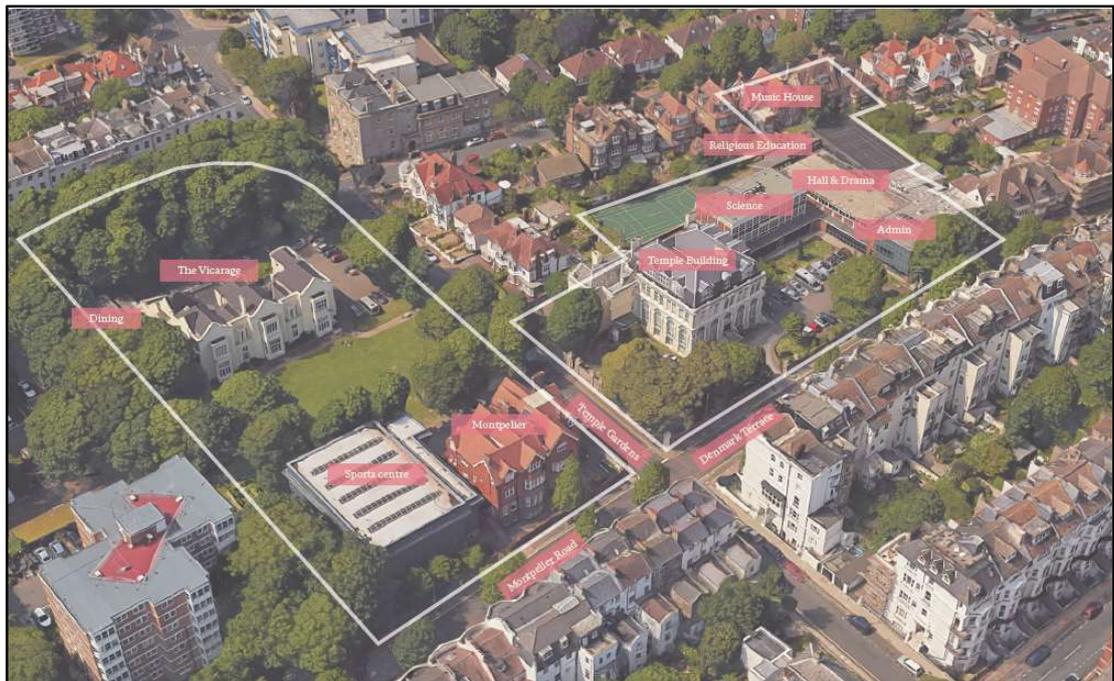
- 1.3.1 Brighton Girls is located in the heart of bustling Brighton city centre and is approximately 750m (straight line distance) east of Brighton railway station and approximately 400m to the north of Brighton town centre. The school is located within the unitary authority of Brighton and Hove City Council (BHCC).

- 1.3.2 The school is split across two sites, separated by Temple Gardens, known as the Vicarage site and the Temple site. The school offers a number of pedestrian, vehicular and shared access

points to both the Vicarage and Temple sites at present. These are by way of Denmark Terrace, Temple Gardens (north and south) and Norfolk Terrace.

1.3.3 A site location plan of the school site is provided at Image 1.1.

### Image 1.1: Site Location Plan



Source: Walters and Cohen

1.3.4 The school accommodates in the region of 500 pupils from 4-18, which fluctuates slightly year to year and currently employs 75 members of staff.

## 1.4 Structure

1.4.1 This STP sets out sustainable transport objectives and targets for Brighton Girls, together with a package of measures to facilitate and encourage pupils, staff and visitors alike to travel to/from the school by walking, cycling and public transport. It also sets out the ongoing management arrangements for the STP, including appointment of a Travel Plan Co-ordinator (TPC), and defines the monitoring strategy that will be adopted.

1.4.2 The remainder of this STP is structured as follows:

- Section 2 – Aims Objectives and Benefits;
- Section 3 – Policy Context;

- Section 4 – Site Assessment;
- Section 5 - Travel Patterns;
- Section 6 – Targets;
- Section 7 – Measures;
- Section 8 – Management and Monitoring; and
- Section 9 – Action Plan.

## SECTION 2     **Aims, Objectives and Benefits**

### 2.1     **Aims**

2.1.1     The overarching purpose of this STP is to influence behaviour change and to create mode shift towards sustainable modes of travel and, particularly, towards active travel. In this context, the primary aim of this STP is to reduce the number of vehicular trips made to the school at the beginning and end of the school day by both pupils and staff.

### 2.2     **Objectives**

2.2.1     In addition to the primary aim, the following objectives are identified:

- Implement a range of measures that will encourage and support the use of more sustainable modes of travel to school, including walking, cycling and public transport;
- Inform staff, pupils and their parents/guardians, and visitors of the local public transport facilities available;
- Improve the health of the school community by promoting active means of travel;
- Monitor the effectiveness of the STP through regular travel surveys of pupils and staff; and
- Improve safety on the school journey for those walking and cycling.

### 2.3     **Benefits**

2.3.1     Implementation of this STP offers many benefits which extend across the school and also into the wider community. Such benefits include a commitment to promoting sustainable forms of transport and improving children's health and safety on the journey to school, as well as improving mental health and well-being for pupils and staff more generally. In addition, the positive effect of this STP in reducing private car use will, in turn, enhance the environment for local neighbours to the school and the wider community.

2.3.2     The potential benefits of this STP include:

- Less cars and reduced congestion around the school which can reduce emissions, improve air quality and improve safety;

- Healthier, more active pupils, families and staff;
- Improved well-being for pupils, parents and staff as well as the local community;
- Improved attendance, cognitive ability and achievement.
- Safer walking and cycling routes around the school;
- Improved school grounds with available provision for bicycle storage;
- Improving children's skills to travel independently and safely, broadening future opportunity; and
- A more accessible school site.

## SECTION 3 Site Assessment

### 3.1 Site Location

3.1.1 Brighton Girls is located in Montpelier Road, BN1 3AT. The site is split across two main areas. From September 2021 they will be used by:

- Northern Site, known as **Temple site** (for senior pupils 11-18) – this is bound to the north by residential units, Denmark Terrace to the east and Temple Gardens to the south.
- Southern Site, known as **The Vicarage site** (for junior pupils 4-11) – this is located directly opposite the Temple site, and bound by Template Gardens to the north, to the east by Montpelier Road, and to the west by Norfolk Terrace.

### 3.2 Access Arrangements

3.2.1 Access arrangements to the school for pedestrians, vehicles and shared are presented at Image 3.1.

**Image 3.1: Access Arrangements**



### 3.3 Opportunities for Walking and Cycling

3.3.1 There are a wide range of walking and cycling facilities available to pupils, staff and visitors travelling to and from Brighton Girls.

### Walking

- 3.3.2 Denmark Terrace routes along the school's eastern boundary. There are footways on both sides of the carriageway which provide a direct route into the school. Footways also provide a direct route to bus stops located to the south of the school on Montpelier Road. At the four-arm crossroads of Denmark Terrace/ Montpelier Road and Temple Gardens, dropped kerbs and tactile paving are provided on all arms to assist pedestrians across the junction.
- 3.3.3 Montpelier Road continues south of Temple Gardens and footways continue on both sides of the carriageway and provide direct access south towards Western Road and the beginning of Brighton's local retail 'high street' and city centre area.
- 3.3.4 Temple Gardens runs east-west from Montpelier Road, bisecting the two school sites. Footways are provided on both sides of the carriageway along the extent of Temple Gardens. There are raised informal crossing points with tactile paving and build outs located at intervals along Temple Gardens, and outside of the school's pedestrian accesses. These are shown at Image 3.2.

**Image 3.2: Raised Pedestrian Crossing Points – Temple Gardens**



Source: Google Maps

3.3.5 All roads within the vicinity of the school are street lit, subject to a 20mph speed limit and offer natural surveillance from surrounding properties which front the carriageway.

3.3.6 As such, the school already offers an environment which supports safe travel for pedestrians.

### **Cycling**

3.3.7 Whilst there are no designated cycle facilities in the immediate vicinity of the school site, there are a number of identified cycle routes and lanes within the wider Brighton and Hove area which are accessible from the school site. These include a cycle route to the north, along Dyke Road (approximately 450m from the site) which provides an identified route to the east. Additional cycle routes and facilities, including shared routes, cycle contraflows and on-road cycle lanes are accessible from Brighton city centre.

3.3.8 As referenced in respect of pedestrians, roads in the vicinity of the school experience low vehicle speeds, street lighting and traffic calming measures surrounding the school site which collectively create an environment conducive to safe cycling within the carriageway.

## **3.4 Opportunities to Travel by Public Transport**

3.4.1 Brighton Girls is located in the heart of bustling Brighton city centre and is approximately 750m (straight line distance) east of Brighton railway station and approximately 400m to the north of Brighton city centre. **Figure 1** shows the location of Brighton Girls in the context of local bus stops, routes and Brighton railway station.

### **Bus**

3.4.2 The closest bus stops to Brighton Girls are located on Montpelier Road, approximately 80m south of the junction with Temple Gardens. The northbound bus stop is served by the bus route 21A and the southbound stop is served by bus routes 21A and 18. Additional bus stops are located on the B2066 Western Road, approximately 400m from the site, which provide access to a number of additional bus services. A summary of the local bus services available from the bus stops on Montpelier Road is provided at Table 3.1.

**Table 3.1: Summary of Local Bus Services**

| Service No. | Route                   | Frequency  |  |  |
|-------------|-------------------------|--|--|--|
|             |                         | Mon-Fri  | Sat  | Sun  |
| 18          | Queens Park-Pepper Pot  | 2 services per hour<br>First service at 09:36<br>Last service at 18:18 | 2 services per hour<br>First service at 09:36<br>Last service at 18:18 | 2 services per hour<br>First service at 09:36<br>Last service at 18:18 |
| 21A         | Marina-Goldstone Valley | Hourly service<br>First service at 06:37<br>Last service at 18:52      | Hourly service<br>First service at 06:37<br>Last service at 18:52      | Hourly service<br>First service at 08:51<br>Last service at 18:52      |

Source: Brighton & Hove Buses

- 3.4.3 The additional services from Western Road provide access to a number of frequent bus services serving destinations such as Hove, Littlehampton, Shoreham-by-Sea, Steyning, Portslade Village and Southwick.
- 3.4.4 As shown in Table 3.1, frequent bus services are available to and from the site during and between the school start and finish times. Bus travel is therefore a viable transport option for pupils, staff and visitors to the school.

### Rail

- 3.4.5 Brighton railway station is located approximately 1.0km walking distance from the site, and Hove railway station is located approximately 2.0km walking distance from the site. This is equivalent to a 13 minute and 24 minute walking time, respectively.
- 3.4.6 Table 3.2 summarises rail services available from both Brighton and Hove railway stations, including average weekday frequencies and typical journey times.

**Table 3.2: Summary of Rail Services**

| Rail Station | Destination     | Weekday Frequency (Peak) | Typical Journey Time |
|--------------|-----------------|--------------------------|----------------------|
| Brighton     | Portsmouth      | 2 services per hour      | 1 hour 23 minutes    |
|              | Hove            | 5 services per hour      | 4 minutes            |
|              | London Victoria | 4 services per hour      | 1 hour 5 minutes     |

| Rail Station | Destination     | Weekday Frequency (Peak) | Typical Journey Time |
|--------------|-----------------|--------------------------|----------------------|
|              | Southampton     | 2 services per hour      | 1 hour 48 minutes    |
|              | Hastings        | 2 services per hour      | 1 hour 15 minutes    |
| Hove         | London Victoria | 4 services per hour      | 1 hour 12 minutes    |
|              | Littlehampton   | 4 services per hour      | 56 minutes           |
|              | Brighton        | 4-5 services per hour    | 4-6 minutes          |
|              | Portsmouth      | 2 services per hour      | 1 hour 18 minutes    |

Source: National Rail

3.4.7 Table 3.2 demonstrates there are frequent rail services accessible from both rail stations which provide opportunities for pupils, staff and visitors to travel to and from the school by rail.

### 3.5 School Transport

3.5.1 Despite being in an accessible location in the heart of the city with a variety of sustainable travel options available, Brighton Girls also already offer a number of exclusive school bus routes for pupils and staff of the school to provide even greater mode choice and to further discourage people from travelling by car. These routes are typically targeted at those pupils living at greater distances from the school and the routes seek to offer a sustainable travel choice for those pupils living in areas that little or no alternative option to private car travel. There is already good uptake of these services amongst senior school pupils.

3.5.2 The existing school bus services operated by Brighton Girls are as follows:

#### **East Coast Route (Litlington/Seaford/Saltdean/Rottingdean/Ovingdean/Kemp Town)**

- **Zone 1:** up to and including Saltdean;
- **Zone 2:** Telscombe Cliffs and eastward.

#### **Lewes Route (Lewes & surrounding areas villages (Newick/Ringmer), or Ditchling Rd/Stanford Ave, Brighton)**

- **Zone 1:** Up to and including Lewes Town;
- **Zone 2:** Lewes Villages and beyond.

### Adur Valley Route (Steyning/Henfield/Shoreham/Southwick/Hove Station)

- **Zone 1:** Up to and including Shoreham (River Adur);
- **Zone 2:** Henfield, Steyning.

### Sussex Country Route (Burgess Hill & surrounding areas, or London Road/Westdene/Withdean, Brighton)

- **Zone 1:** Westdene, Withdean, Brighton;
- **Zone 2:** From Patcham Roundabout or Dyke Road Roundabout onwards.

3.5.3 The stops for these minibus services are focussed on locations where there is a concentration of pupil households, with some pupils able to be picked up outside their homes. The school bus services are operated exclusively by the school and can adapt as pupil catchments change. The routes are reviewed each year with priority generally given to pupils living the further distance away, or to those not on an easily accessible public transport route.

3.5.4 Plans showing the four routes operating at present, together with the postcode catchment of pupils in the vicinity of these routes are included at Figures 2-5 as follows:

- **Figure 2:** East Coast Route
- **Figure 3:** Lewes Route
- **Figure 4:** Adur Valley Route
- **Figure 5:** Sussex Country Route

3.5.5 This is another demonstration of how the school is already operating a number of initiatives focussed on promoting use of public transport over private car on the school journey.

3.5.6 In addition, from September 2021, the school will provide a new shuttle bus service between Brighton Girls (Montpelier Road) and the Brighton Girls sports ground at Radinden Manor Road, Hove. This shuttle will be available for both pupils and staff and will operate a service picking up at Radinden Manor Road in the morning to transport pupils and staff to the Montpelier Road site and vice versa in the afternoon. The number of journeys in the morning and afternoon will be based on demand and it is likely that either one or two journeys will take place using a 15-seat minibus. An indicative route plan for this shuttle is included at Figure 6.

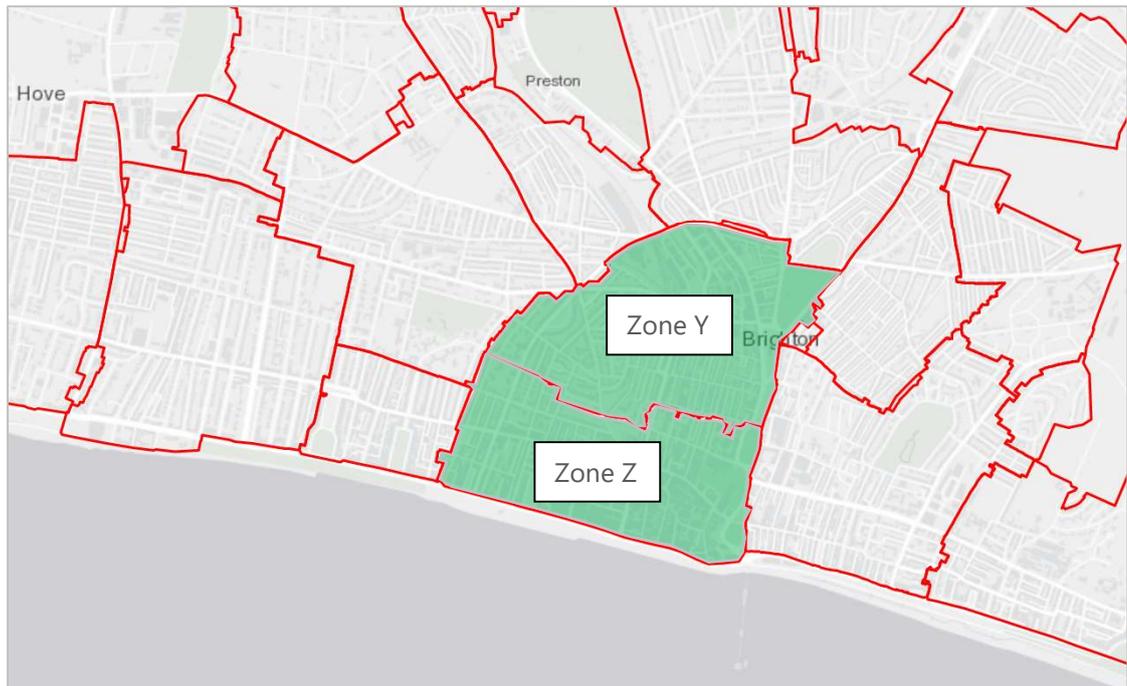
- 3.5.7 This same Figure 6 also identifies junior school pupil catchments for those pupil households who currently have no links with the Senior school (i.e. those junior pupil households that may seek to use the new shuttle bus).
- 3.5.8 Figure 6 demonstrates that there is significant opportunity for uptake of the shuttle bus service. A total of 17 junior school households live within 2km walking distance of the Brighton Girls sports ground and a further 15 junior households are located closer to the Brighton Girls sports ground than the Montpelier Road site. As such, there are immediately 32 junior school households that may opt to use the shuttle bus and would most likely find it advantageous to do so.
- 3.5.9 It is also worth noting, at Figure 6, that a further 14 junior school households are already located within 2km walking distance of the Brighton Girls site.

## 3.6 Local Highway Network

- 3.6.1 The local highway network in the vicinity of the site largely consists of residential streets that are subject to a 20mph speed limit. As stated earlier at section 4.3 of this STP, traffic calming features are installed on a number of surrounding streets which comprise speed bumps, carriageway narrowing or similar, which contribute to the provision of a safe environment for all road users including pedestrians and cyclists. Street lighting is provided throughout the local area and natural surveillance provided by surrounding residential properties fronting the carriageways further improves the safety of all road users.

### On-Street Parking and Restrictions

- 3.6.2 The school is located across two Controlled Parking Zones (CPZ) operated by BHCC. The school falls within CPZs 'Y' and 'Z' as identified in the BHCC parking zone map extract, included at Image 3.1.

**Image 3.1: Brighton and Hove Parking Zone Map**

Source: Brighton and Hove Parking Zone Map

3.6.3 Both CPZs operate during the following time periods:

- Pay and display bays – 09:00-18:00 Monday to Sunday; and
- Permit bays and shared bays – 09:00-20:00 Monday to Sunday.

3.6.4 In the vicinity of the school there are double yellow lines, with no loading restrictions, which prevent parking at any time. Loading however is allowed.

### 3.7 Deliveries and Servicing

3.7.1 The school attracts a number of servicing and delivery trips. These trips include:

- Postal/ courier deliveries;
- Stationery / toiletries/ furniture/ equipment deliveries;
- Catering provisions;
- Refuse collection;
- Recycling collection;
- Occasional courier deliveries / collections; and
- Facilities Management (e.g., window cleaning etc).

- 3.7.2 The school actively encourages deliveries to be made at times that do not coincide with pupil drop-off and pick-up periods and outside of the network peak hours. Deliveries to the school are made on-site, with vehicles accessing the school via Norfolk Terrace.

## SECTION 4    **Travel Patterns**

- 4.1.1 A suite of travel surveys were undertaken across the school in November 2020 to establish baseline travel patterns for the school. A summary of results is set out within this section.
- 4.1.2 It should be noted that these surveys were undertaken whilst the Coronavirus Pandemic was on-going. However, at the time the surveys were undertaken all pupils were present in school and no Guided Home Learning activity was taking place. Thus, the surveys are considered to be representative of the normal scenario and robust in transport terms for the preparation of this STP since the surveys are likely to record an artificially high proportion of car travel. This is driven by the fact that the pandemic has temporarily altered travel habits and created an unnatural reduction in public transport use and an increase in private car use as people seek to avoid public travel with other individuals.
- 4.1.3 As stated at the start of this document, this STP will be implemented right away, but will not be formally rolled out until September 2021. This is partly attributable to the fact that at the time of writing pupils are once again at home and the school has returned to Guided Home Learning.
- 4.1.4 However, it is envisaged that once formal roll-out of this STP occurs in September 2021, pupils will have once again returned to school and travel patterns will be less affected by the pandemic. There is an opportunity to review and validate the baseline mode share set out within this STP in September 2021 or shortly after.

### 4.2    **School Composition**

- 4.2.1 The school accommodates a high proportion of siblings. A total of 78 sibling households comprising 175 pupils (equivalent to 2.2 pupils per sibling household) currently exist within the school out of a total of 340 households, comprising 437 pupils. Thus, some 40% of pupils across the junior and senior schools are from sibling households.
- 4.2.2 As such, there is significant scope to influence pupil travel behaviour given that families will likely adopt the same travel habits as one another.

## 4.3 Mode of Travel

### Pupils

4.3.1 A survey was issued to pupils and parents/ guardians of all year groups to establish existing mode share for pupils travelling to and from Brighton Girls. Tables 4.1 and 4.2 summarise the mode of travel recorded by pupils and parents/guardians, respectively.

**Table 4.1: Mode of Travel – Pupil Survey Results**

|                 | Mode |                   |                   |            |                             |                      |                  |       |
|-----------------|------|-------------------|-------------------|------------|-----------------------------|----------------------|------------------|-------|
|                 | Walk | Cycle/<br>Scooter | School<br>Minibus | Public Bus | Car/Van<br>(not<br>sharing) | Car/Van<br>(sharing) | Park and<br>Walk | Train |
| <b>Pre-Prep</b> |      |                   |                   |            |                             |                      |                  |       |
| Total           | 19   | 3                 | 8                 | 0          | 62                          | 4                    | 8                | 0     |
| %               | 18%  | 3%                | 7%                | 0%         | 59%                         | 4%                   | 7%               | 0%    |
| <b>Senior</b>   |      |                   |                   |            |                             |                      |                  |       |
| Total           | 105  | 6                 | 26                | 37         | 57                          | 23                   | 3                | 5     |
| %               | 40%  | 2%                | 9%                | 10%        | 22%                         | 7%                   | 3%               | 1%    |
| <b>Combined</b> |      |                   |                   |            |                             |                      |                  |       |
| Total           | 124  | 9                 | 34                | 37         | 119                         | 27                   | 11               | 5     |
| %               | 34%  | 2%                | 9%                | 10%        | 32%                         | 7%                   | 3%               | 1%    |

Source: Pupil November 2020 Surveys.

Note: Numbers may not sum due to rounding

**Table 4.2: Mode of Travel – Parent/Guardian Survey Results**

|                 | Mode |                   |                   |            |                             |                      |                  |       |
|-----------------|------|-------------------|-------------------|------------|-----------------------------|----------------------|------------------|-------|
|                 | Walk | Cycle/<br>Scooter | School<br>Minibus | Public Bus | Car/Van<br>(not<br>sharing) | Car/Van<br>(sharing) | Park and<br>Walk | Train |
| <b>Pre-Prep</b> |      |                   |                   |            |                             |                      |                  |       |
| Total           | 9    | 7                 | 2                 | 0          | 75                          | 12                   | 2                | 0     |
| %               | 8%   | 7%                | 2%                | 0%         | 70%                         | 11%                  | 2%               | 0%    |
| <b>Senior</b>   |      |                   |                   |            |                             |                      |                  |       |
| Total           | 59   | 4                 | 22                | 37         | 82                          | 15                   | 2                | 4     |
| %               | 26%  | 2%                | 10%               | 16%        | 36%                         | 7%                   | 1%               | 2%    |

|                 | Mode |                   |                   |            |                             |                      |                  |       |
|-----------------|------|-------------------|-------------------|------------|-----------------------------|----------------------|------------------|-------|
|                 | Walk | Cycle/<br>Scooter | School<br>Minibus | Public Bus | Car/Van<br>(not<br>sharing) | Car/Van<br>(sharing) | Park and<br>Walk | Train |
| <b>Combined</b> |      |                   |                   |            |                             |                      |                  |       |
| Total           | 68   | 12                | 24                | 37         | 157                         | 27                   | 4                | 4     |
| %               | 20%  | 4%                | 7%                | 11%        | 47%                         | 8%                   | 1%               | 1%    |

Source: Parent November 2020 Surveys.

Note: Numbers may not sum due to rounding

4.3.2 It can be seen from the results set out at Tables 4.1 and 4.2, that the majority of pupils are driving to school with a large proportion also walking and cycling.

4.3.3 For a robust assessment of the estimated mode share, the results of the parent survey have been applied (see Table 4.2). This approach demonstrates, across the whole school, Brighton Girls attracts:

- Some 55% of pupils (4-18) travelling to school by car (including car sharers);
- Approximately 24% of pupils walking and cycling; and
- Some 19% of pupils travelling by public transport (including school bus, public bus and rail).

### **Staff**

4.3.4 The school surveys also included staff. The mode of travel to work for staff is presented in Table 4.3.

**Table 4.3: Mode of Travel – Staff Survey Results**

|                              | Mode       |      |       |   |                   |                  |       |            |
|------------------------------|------------|------|-------|---|-------------------|------------------|-------|------------|
|                              | Car Driver | Walk | Cycle | Car Driver<br>(shared<br>with<br>another) | Drive and<br>Walk | Car<br>passenger | Train | Public Bus |
| <b>Pre-Prep</b>              |            |      |       |   |                   |                  |       |            |
| Total                        | 7          | 2    | 1     | 1   | 1                 | 1                | 0     | 0          |
| %                            | 54%        | 15%  | 8%    | 8%  | 8%                | 8%               | 0%    | 0%         |
| <b>Senior and Sixth Form</b> |            |      |       |   |                   |                  |       |            |
| Total                        | 26         | 15   | 3     | 4   | 0                 | 3                | 2     | 1          |
| %                            | 48%        | 28%  | 6%    | 7%  | 0%                | 6%               | 4%    | 2%         |

|       | Mode            |     |    |    |    |    |    |    |
|-------|-----------------|-----|----|----|----|----|----|----|
|       | <i>Combined</i> |     |    |    |    |    |    |    |
| Total | 33              | 17  | 4  | 5  | 1  | 4  | 2  | 1  |
| %     | 49%             | 25% | 6% | 7% | 1% | 6% | 3% | 1% |

Source: Staff November 2020 Surveys

Note: Numbers may not sum due to rounding

4.3.5 The staff mode share reveals the following:

- The majority of staff travel to school via a private car (49%);
- Some 31% walk and cycle to school; and
- A further 14% are car passengers/ share a lift; and
- Approximately 4% travel by public transport (including rail and bus).

## 4.4 Travel Distances

### Pupils

4.4.1 A review of the existing pupil postcodes has been undertaken and is presented at Appendix A.

4.4.2 The school has a predominantly local catchment to the Brighton & Hove area. However, this is less concentrated than for a school which adopts a local distance-based approach to admissions. Brighton Girls offers an assessment-based entry for all pupils and so attracts pupils from a wider catchment.

4.4.3 There are currently girls at the school who travel further afield from Rottingdean, Saltdean and Newhaven in the east, Shoreham and Worthing in the west, as well as some villages within the south downs to the north.

4.4.4 There are approximately 60 pupil households located within 2km of the school, demonstrating that there is ample opportunity to enhance the walk mode share for pupils at Brighton Girls. Notably, as identified earlier at Figure 6, 14 junior school households are located within 2km walking distance of Brighton Girls.

### Staff

4.4.5 Staff members were also asked how far they live from the site. This enables a better understanding of travel mode choices and establishes a baseline that can be used to develop a

strategy to encourage more sustainable modes of transport. The results of the survey are outlined in Table 4.4.

**Table 4.4: Distance to work – Staff Survey Results**

|                              | Less than 5 Km | 5-10 Km | 10-15 Km | 15-20 Km | 20-25 Km | More than 25 Km |
|------------------------------|----------------|---------|----------|----------|----------|-----------------|
| <b>Pre-Prep</b>              |                |         |          |          |          |                 |
| Total                        | 8              | 1       | 3        | 0        | 0        | 1               |
| %                            | 62%            | 8%      | 23%      | 0%       | 0%       | 8%              |
| <b>Senior and Sixth Form</b> |                |         |          |          |          |                 |
| Total                        | 24             | 11      | 6        | 7        | 3        | 3               |
| %                            | 44%            | 20%     | 11%      | 13%      | 6%       | 6%              |
| <b>Combined</b>              |                |         |          |          |          |                 |
| Total                        | 32             | 12      | 9        | 7        | 3        | 4               |
| %                            | 48%            | 18%     | 13%      | 10%      | 4%       | 6%              |

Source: Staff November 2020 Surveys

Note: Numbers may not sum due to rounding.

- 4.4.6 As shown above, 62% of nursery and pre-prep staff members live less than 5km from the school. For senior and sixth form staff members, 44% live less than 5km from the school. Across all year groups, nearly half (48%) of all staff members live less than 5km from the school.

## 4.5 Staff Attitudes to Walking, Cycling and Public Transport

- 4.5.1 Staff were also asked what would encourage them to walk, cycle or use public transport to travel to work. A range of possible reasons was provided with staff able to pick up to three. A summary of the results reveals the top three is provided in Table 4.5.

**Table 4.5: Staff Attitudes to Walking, Cycling and Public Transport**

|          | What would encourage you to walk or cycle?                    | What would encourage you to use public transport? |
|----------|---|---|
| Pre-Prep | Showers, lockers and changing rooms                           | Faster journey times                              |
|          | Safer walking and cycle routes around school and where I live | Cheaper fares                                     |
|          | Financial support to purchase a bicycle and equipment         | More direct route                                 |
| Senior   | Showers, lockers and changing rooms                           | Cheaper fares                                     |

|  | What would encourage you to walk or cycle?                    | What would encourage you to use public transport? |
|--|---|---|
|  | Safer walking and cycle routes around school and where I live | Faster journey times                              |
|  | Financial support to purchase a bicycle and equipment         | More frequent services                            |

Source: Staff November 2020 Surveys

4.5.2 Table 4.5 highlights the following:

- Staff would be encouraged to walk or cycle if suitable facilities were to be provided, including financial support; and
- Faster and cheaper public transport options would also encourage staff.

## 4.6 School Travel Surveys

4.6.1 As part of this STP, the school will undertake yearly travel surveys, collated by online surveys and/ or multi-modal counts which will record the mode of travel for all pupils and staff. The results will be used to inform the progress of the STP, and results will be provided to BHCC.

4.6.2 As referenced at the start of this section, the STP will be implemented right way but will not be formally rolled out until September 2021. As such, there is an opportunity to validate the baseline travel survey results once pupils have returned to school and once the Coronavirus pandemic situation has, hopefully, subsided. Nevertheless, a range of targets have been set for the school and these are considered to be appropriate in order to kick start implementation of this STP before formal implementation in September 2021. These targets are presented in the following section.

## SECTION 5 Targets

### 5.1 Overview

5.1.1 Targets are the measurable goals against which this STP can be assessed. Best practice guidance places emphasis on targets being 'SMART', that is: Specific, Measurable, Achievable, Realistic and Time Bound. Targets should also be linked to the Travel Plan objectives. The objectives of this STP are presented earlier at Section 2.2.

5.1.2 The targets set out within this section will be reviewed, and revised where necessary, upon completion of the first set of school travel surveys. The targets set out below have been calculated based on the mode share results of the baseline travel survey and are shown for junior and senior pupils separately since there are some differences between the travel behaviour of girls in the junior and senior schools.

5.1.3 This is natural and is attributable to factors such as the age of children and a greater need for younger children to be escorted by a parent or guardian as well as availability of, and involvement in, before and after school clubs which alter the time of day at which individuals travel.

### 5.2 Targets – Junior Pupils

#### Target 1 – Reduce Vehicular Trips to/from the School.

5.2.1 To reduce the number of junior school pupils being dropped off/ picked up by private vehicles at the school from 70% to 60% over a period of 5 years from September 2021.

#### Target 2 – Increase Sustainable Travel Trips to/from the School.

5.2.2 To increase the proportion of junior school pupils travelling by sustainable travel modes to the school (i.e., walking, cycling and public transport) from 30% to 40% over a period of 5 years from September 2021.

### 5.3 Targets – Senior Pupils

#### Target 3 – Reduce Vehicular Trips to/from the School.

5.3.1 To reduce the number the number of senior pupils being dropped off/ picked up by private vehicles at the school from 36% to 30% over a period of 5 years from September 2021.

#### Target 4 – Increase Sustainable Travel Trips to/from the School.

- 5.3.2 To increase the proportion of pupils travelling by sustainable travel modes to the school (i.e., walking, cycling and public transport) from 64% to 70% over a period of 5 years from September 2021.

#### 5.4 Targets - Staff

#### Target 5 – Increase Sustainable Travel Trips to/from the School – Staff.

- 5.4.1 To increase the proportion of staff traveling by sustainable travel modes (i.e., walking, cycling, public transport, car sharing) from 51% to 60% over a period of 5 years from September 2021.

#### 5.5 Target Summary Tables

- 5.5.1 A year-by-year target for pupils and staff, based on the targets outlined above, is presented at Tables 6.1 to 6.3 for junior pupils, senior pupils and staff, respectively.

**Table 6.1: Travel Plan Targets – Pupils (Junior)**

| Mode                       | Mode Share |        |        |            |         |
|----------------------------|------------|--------|--------|------------|---------|
|                            | Baseline   | Year 1 | Year 3 | Year 5     | Year 5+ |
| Vehicle                    | 70%        | 67%    | 64%    | <b>60%</b> | 60%     |
| Sustainable Trips          | 30%        | 33%    | 36%    | <b>40%</b> | 40%     |
| Walk                       | 10%        | 12%    | 13%    | <b>15%</b> | 15%     |
| Cycle                      | 7%         | 7%     | 8%     | <b>9%</b>  | 9%      |
| Public Transport / Minibus | 2%         | 2%     | 3%     | <b>4%</b>  | 4%      |
| Car Sharing                | 11%        | 12%    | 12%    | <b>12%</b> | 12%     |

Source: Consultant's Estimates

Note: Numbers may not sum due to rounding.

**Table 6.1: Travel Plan Targets – Pupils (Senior)**

| Mode              | Mode Share |        |        |            |         |
|-------------------|------------|--------|--------|------------|---------|
|                   | Baseline   | Year 1 | Year 3 | Year 5     | Year 5+ |
| Vehicle           | 36%        | 33%    | 28%    | <b>30%</b> | 30%     |
| Sustainable Trips | 64%        | 66%    | 68%    | <b>70%</b> | 70%     |
| Walk              | 27%        | 28%    | 29%    | <b>30%</b> | 30%     |
| Cycle             | 2%         | 3%     | 4%     | <b>5%</b>  | 5%      |

| Mode                              | Mode Share |        |        |            |         |
|-----------------------------------|------------|--------|--------|------------|---------|
|                                   | Baseline   | Year 1 | Year 3 | Year 5     | Year 5+ |
| <i>Public Transport / Minibus</i> | 28%        | 29%    | 30%    | <b>30%</b> | 30%     |
| <i>Car Sharing</i>                | 7%         | 6%     | 5%     | <b>5%</b>  | 5%      |

Source: Consultant's Estimates

Note: Numbers may not sum due to rounding.

**Table 6.3: Travel Plan Targets – Staff**

| Mode                    | Mode Share |        |        |            |         |
|-------------------------|------------|--------|--------|------------|---------|
|                         | Baseline   | Year 1 | Year 3 | Year 5     | Year 5+ |
| Sustainable Trips       | 51%        | 53%    | 56%    | <b>60%</b> | 60%     |
| <i>Walk</i>             | 26%        | 27%    | 29%    | <b>31%</b> | 31%     |
| <i>Cycle</i>            | 6%         | 7%     | 8%     | <b>9%</b>  | 9%      |
| <i>Public Transport</i> | 4%         | 6%     | 7%     | <b>10%</b> | 10%     |
| <i>Car Sharing</i>      | 14%        | 13%    | 12%    | <b>10%</b> | 10%     |

Source: Consultant's Estimates

Note: Numbers may not sum due to rounding.

## SECTION 6 Measures

### 6.1 Overview

6.1.1 STP measures include provision of new infrastructure together with education and promotion of initiatives to encourage uptake of sustainable and active modes on the school journey.

6.1.2 This section details the infrastructure to be provided, the 'soft measures' to be implemented, and the publicity and promotion of these measures to be undertaken at Brighton Girls. It is these measures that will enable Brighton Girls to deliver the objective of this STP and achieve the targets of this STP, which will ultimately unlock the valuable health, environmental and sustainable benefits of this STP to the school and to the wider community.

6.1.3 It is noted that whilst the school does not currently, nor has previously, implemented a STP at the site, some of the below measures are already taking place. The benefit of this STP is that these measures will continue and will be fully supported and monitored as part of this STP.

### 6.2 Infrastructure

6.2.1 The school will provide the following infrastructure measures to support this STP:

- Removal of ten staff car parking spaces supported by travel survey information which confirms that demand for staff parking is lower than provision (i.e., removal of redundant parking spaces);
- Provision of 101 cycle parking spaces (delivered as part of a listed building application submitted to BHCC in January 2021);
- Provision of cycle facilities for staff, including showers, changing rooms and lockers, for those who wish to cycle to school;
- Changes to access arrangements to provide better access and circulation for pupils navigating the school sites;
- Dedicated spaces for car sharers in the staff car park to discourage single occupancy car travel; and
- Provision of three blue badge parking spaces.

---

## 6.3 Soft Measures

6.3.1 A range of measures will be used to encourage active travel and use of public transport. The 'soft measures' for pupils and staff are set out below.

### Soft Measures for Pupils

- Parents/ guardians will be invited, and actively encouraged, to sign pupils up to the existing school minibus services which will collect and drop pupils directly to and from the school's entrance;
- From September 2021, the school will provide a shuttle bus between the Brighton Girls site in Montpellier Road and the Brighton Girls sports ground at Radinden Manor Road, Hove. This shuttle will be available for both pupils and staff and will operate a service picking up at Radinden Manor Road in the morning to transport pupils and staff to the Montpellier Road site and vice versa in the afternoon. Analysis suggests some 32 junior households can easily access this shuttle service and may find it convenient to use this service.
- The school will review, subject to demand, the following potential initiatives:
  - 'Walking buses' from central locations to the school, escorted by parents/guardians and/or staff;
  - For younger pupils, implement 'kiss and drop' arrangements whereby a member of staff greets children at the school entrance and escorts them directly into the school speeding up the drop-off process; and
  - Staggered arrival and departure times for different year groups.
- Promotion of national initiatives such as Walk to School Week (<https://www.livingstreets.org.uk/products-and-services/projects/walk-to-school-week>) which promote and encourages students to walk all or part of the way to school every day for a week and 'Bike to School Week' (<https://www.sustrans.org.uk/our-blog/projects/uk-wide/schools/bike-to-school-week/>) campaigns. These will be promoted through lessons, assemblies, school post and posters around the school;
- Promotion of before and after school clubs;

- Publish walking and cycling routes to the school as well as information regarding the benefits of walking and cycling to school in common areas. This includes the production of 'Walking Zones' as promoted by BHCC which set out the walking zones for five-, 10- and 15-minute walk distances from the school;
- Promotion of the STP steering group which older pupils will be able to join;
- Promotion of the STP through the School Council;
- Use public transport and/or walk to/from school field trips, where possible;
- The school can organise 'Bikeability' training courses for children in Years 5 – 10 (<https://www.brighton-hove.gov.uk/content/parking-and-travel/travel-transport-and-road-safety/cycle-training-children-and-young-people>) which also include road safety training courses on scooter safety training and pedestrian training.
- Parents/ guardians to be informed of the local parking restrictions surrounding the school and opportunities to travel by sustainable modes through pupil's enrolment information and School Post;
- Parents/ guardians will be discouraged from driving in general but will also be educated, and encouraged, to turn off engines when outside of the school and waiting for pupils, through pupil's enrolment information and School Post;
- Parents/ guardians will be requested to refrain from undertaking u-turn manoeuvres on the roads outside the school, through pupil's enrolment information and School Post; and
- Information on the status of the School Travel Plan, results and progress of targets will be updated to parents/ guardians through regular School Post communications / emails and information displayed in public areas.

### **Soft Measures for Staff**

6.3.2 The following measures will help encourage existing and future staff to travel to school by more sustainable means.

- Staff to be offered the option of using existing school minibus services;

- Staff will be offered the option of using the new shuttle bus between the Brighton Girls site in Montpelier Road and the Brighton Girls sports ground at Radinden Manor Road, Hove. This shuttle will be introduced in September 2021 and will operate a service picking up at Radinden Manor Road in the morning to transport pupils and staff to the Montpelier Road site and vice versa in the afternoon.
- The formation of a potential carpool/ sharing system/rota for colleagues who live close to one another;
- Priority parking for car sharers;
- Set up of a STP steering group to be led by the Travel Plan Co-Ordinator;
- Provision of an 'information board' in a communal staff area with links to Brighton and Hove's public transport websites, including maps of local walking and cycling routes.
- Promotion of national walking and cycling events, such 'Bike Week' (<http://bikeweek.org.uk/>) and 'Walk to Work' week;
- Promotion of Brighton and Hove's subsidised cycle training sessions for employees working in Brighton and Hove (<https://www.brighton-hove.gov.uk/content/parking-and-travel/travel-transport-and-road-safety/city-cycling-skills-and-training>);
- Promotion and encouragement of staff to participate in the Government's 'Cycle Scheme' which provides tax free biked for employees through their employer (<http://www.cyclescheme.co.uk/>);
- Promotion and encouragement of staff to take up the Government's Season ticket loan scheme which allows employers to lend staff money to buy a season ticket which they can pay back, interest free, through their wages;
- Procure up to date cycle maps from Brighton and Hove City Council and distribute to staff, including copies within the communal area;
- Set up a Bicycle User Group (BUG), if and where demand arises;
- During staff inductions, staff will be informed of the local parking restrictions in the area and the limited ability to park on-street and will be discouraged from driving to school.
- Investigate car parking allocation prioritised to those staff who demonstrate a need (for instance poorly located to public transport services or similar), although this measure is unlikely to be required since there is a surplus of parking to demand.

## 6.4 **Publicity and Promotion**

- 6.4.1 The sustainable transport options available to staff, students and their parents/guardians will be identified as part of the staff and student induction programmes.
- 6.4.2 In addition, the soft measures identified will be publicised and promoted to staff through communal noticeboard, and to students and their parents/guardians through regular School Post communications and the school's website.

## 6.5 **STP Steering Group**

- 6.5.1 A travel plan steering group will be set up by the school. The group will be led by the Travel Plan Co-Ordinator (TPC) (see Section 8) and will be focused on progressing implementation and delivery of this STP, its objectives and targets. The group will consist of staff members, pupils, parents and Governors of Brighton Girls.
- 6.5.2 During each term, staff, parents and Governors will be provided with opportunities to join the STP steering group. The group will meet on a regular basis (twice per term) with the TPC responsible for organising meetings and identifying actions.
- 6.5.3 The group will also hold an annual review of the STP and survey results and update the STP as necessary. The TPC will be responsible, on behalf of the group, to disseminate any updates from the steering group and/or STP to the school.

## SECTION 7 Management and Monitoring

### 7.1 Travel Plan Co-ordinator (TPC)

7.1.1 The Travel Plan Co-ordinator (TPC) will ensure that the measures identified in this document are in place. The contact details of the nominated TPC for the school are:



**Bailey Freeland-Jones**

Teacher - PE

Brighton Girls

Senior Reception: 01273 280280

Prep Reception: 01273 280200 | Extension: 01273 280280

Connect with us: [Twitter](#) | [Facebook](#) | [LinkedIn](#) | [Instagram](#)

7.1.2 The role of the TPC includes:

- Overall responsibility for delivery of this STP;
- Overseeing implementation of the 'soft measures' outlined in Section 7;
- Carrying out annual travel surveys and analysing the results;
- Raising awareness of this STP amongst staff, pupils, and their parents/guardians;
- Overseeing monitoring of this STP and ensuring deadlines are adhered to; and
- Reporting the results of the STP to BHCC as required.

### 7.2 Monitoring

7.2.1 This STP will be monitored and reviewed annually from September 2021, to understand how progress is being made towards achieving the STP targets and meeting the objectives.

#### Travel Surveys

7.2.2 Annual pupil and staff travel surveys will be carried out over the STP period of the school. The surveys will include:

- 'Hands Up' surveys of all pupils; and
- Staff travel survey (either electronically or manually).

## SECTION 8 Action Plan

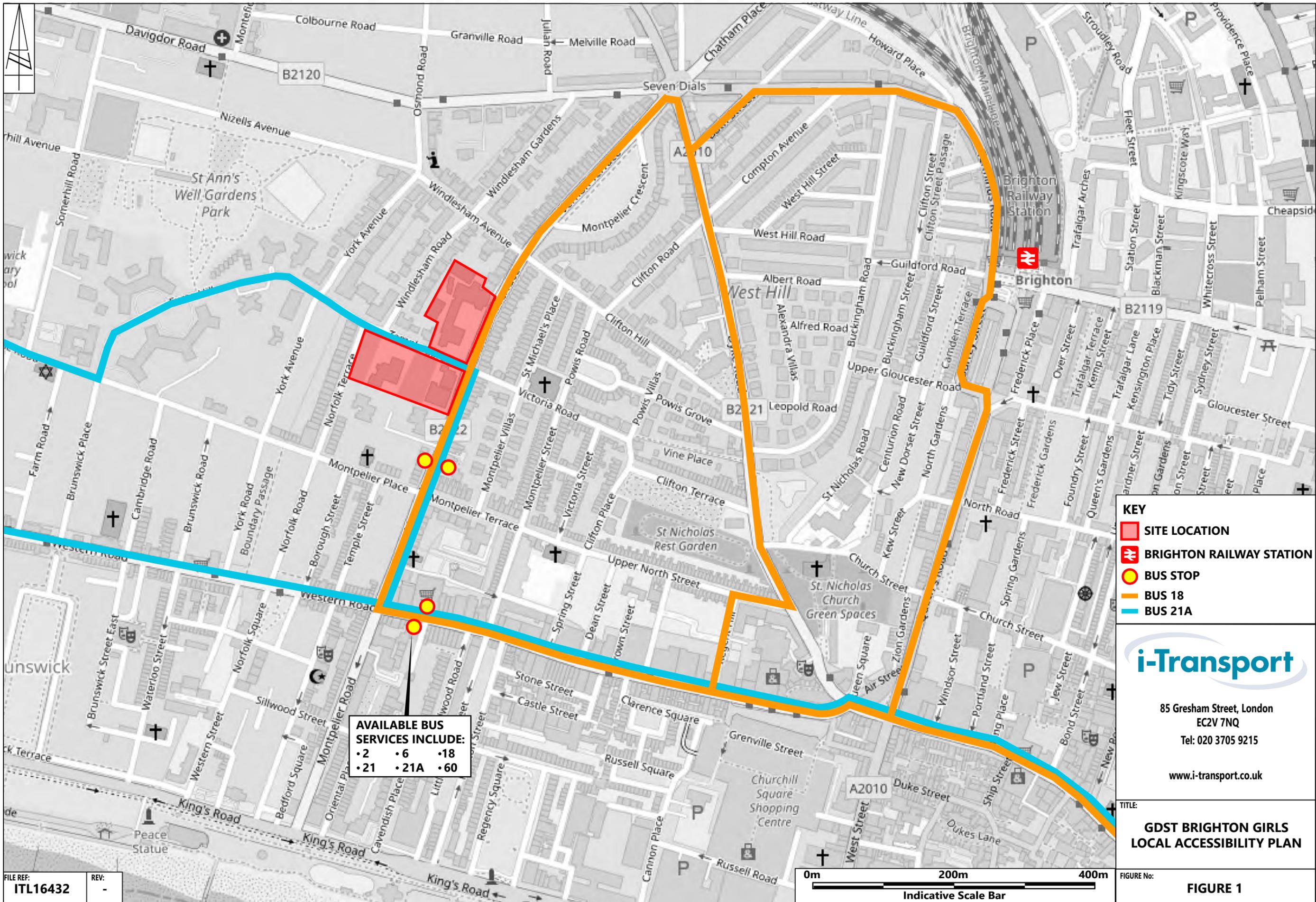
8.1.1 An outline Action Plan is presented at Table 9.1 and set out a programme for delivering the measures of this STP.

**Table 9.1: Action Plan of Measures**

| Summary of Measures  | Responsibility | Timescale   |
|--|----------------|---|
| Installation of 101 cycle parking spaces on-site   | GDST           | September 2021  |
| Removal of 10 staff car parking spaces   | GDST           | September 2021  |
| Introduction of new shuttle bus for pupils and staff between Brighton Girls sports ground and Montpelier Road sites                                | GDST           | September 2021  |
| Include information on the STP as part of the new staff and student induction programme  | School / TPC   | September 2021 /Ongoing                                     |
| Information to staff, students and parents on National Walk to Work/ School Week/ National Bike Week   | TPC            | Ongoing   |
| Promotion to parents/guardians of the school's minibus services and potential incentives to encourage uptake                                       | School / TPC   | Ongoing   |
| Creation of the STP steering group   | TPC            | Ongoing/ every term   |
| Promotion to staff of the Government's 'Cycle Scheme'  | TPC            | Ongoing   |
| Promotion of the Council's cycle training schemes for staff and students   | TPC            | Ongoing   |
| Undertake annual student and staff travel surveys  | TPC            | Annually from September 2021                                |
| Review, analyse and disseminate results of the school travel surveys   | TPC            | Annually from September 2021                                |
| Monitor progress of the STP against the targets and objectives   | TPC            | Progress report to be prepared annually from September 2021 |
| Ensure that all information in relation to the STP is clearly available to staff, students and parents using the staff noticeboard and School Post | TPC            | Ongoing   |

Source: Brighton Girls and Consultant's Estimates

## FIGURES



- KEY**
- SITE LOCATION
  - BRIGHTON RAILWAY STATION
  - BUS STOP
  - BUS 18
  - BUS 21A

**AVAILABLE BUS SERVICES INCLUDE:**

- 2
- 6
- 18
- 21
- 21A
- 60



85 Gresham Street, London  
 EC2V 7NQ  
 Tel: 020 3705 9215  
[www.i-transport.co.uk](http://www.i-transport.co.uk)

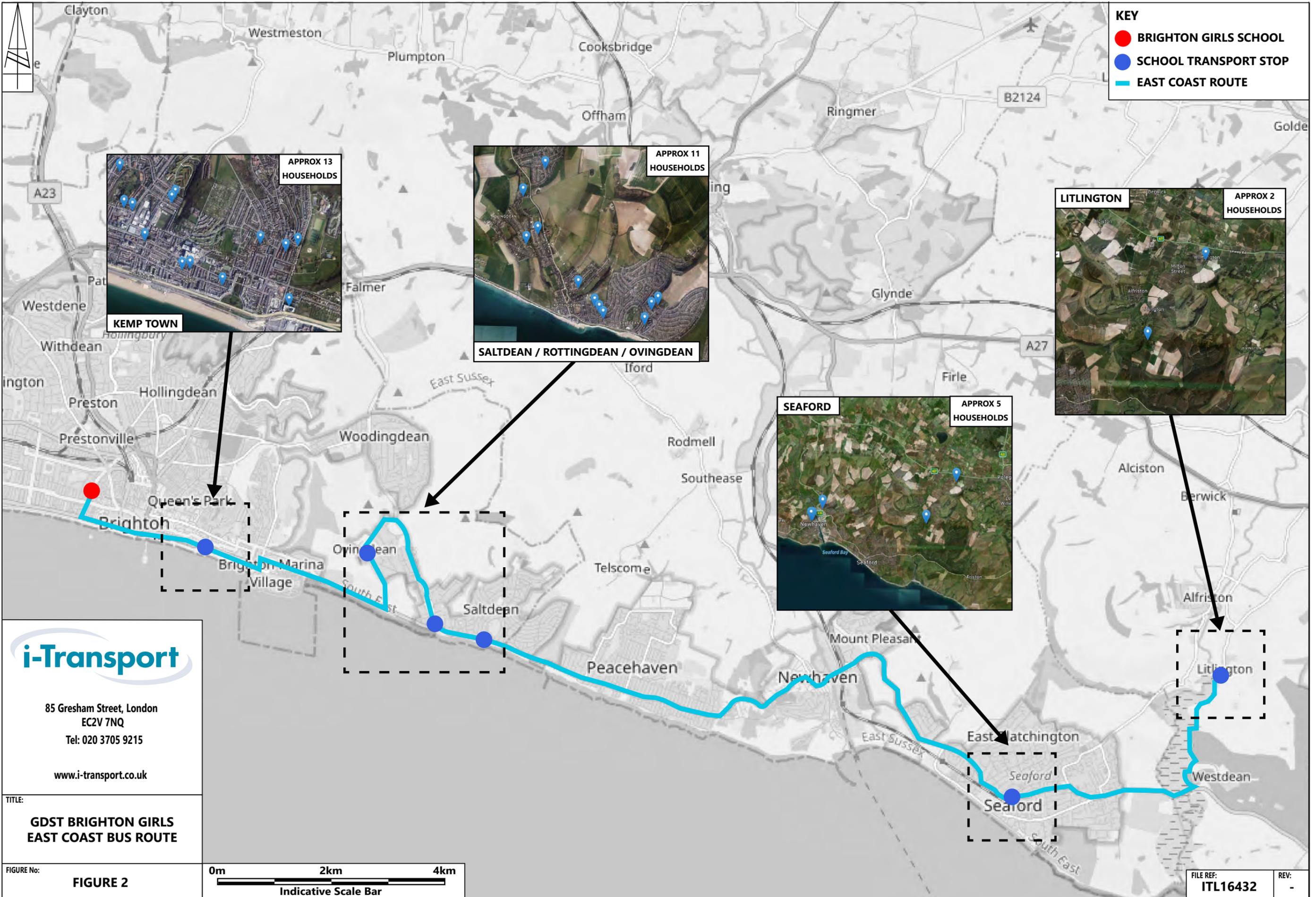
TITLE:  
**GDST BRIGHTON GIRLS  
 LOCAL ACCESSIBILITY PLAN**

FILE REF: ITL16432  
 REV: -

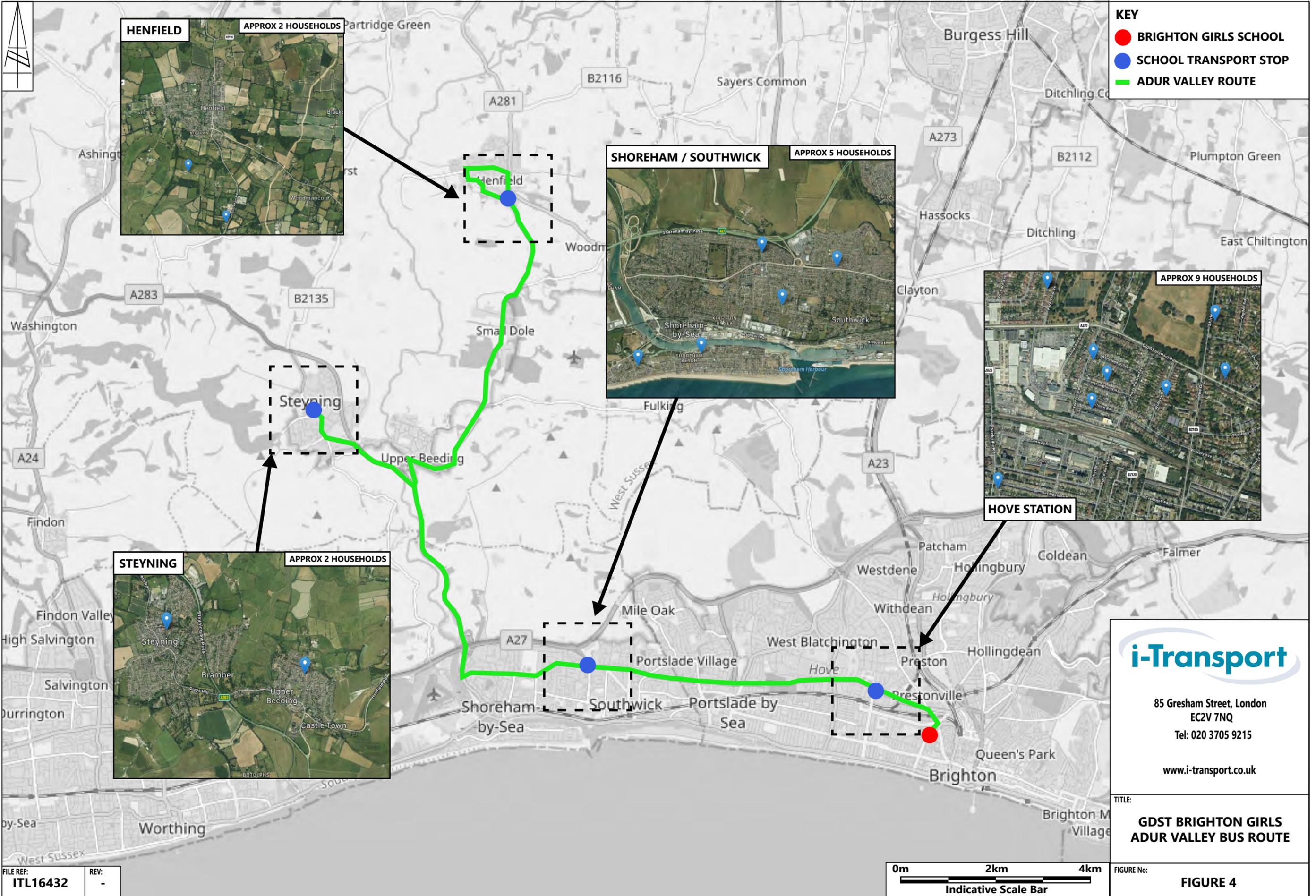


FIGURE No: **FIGURE 1**

Reproduced from ordnance survey by the permission of the controller of her majestys stationery office. Crown copyright. All rights reserved. Licence number 100022432

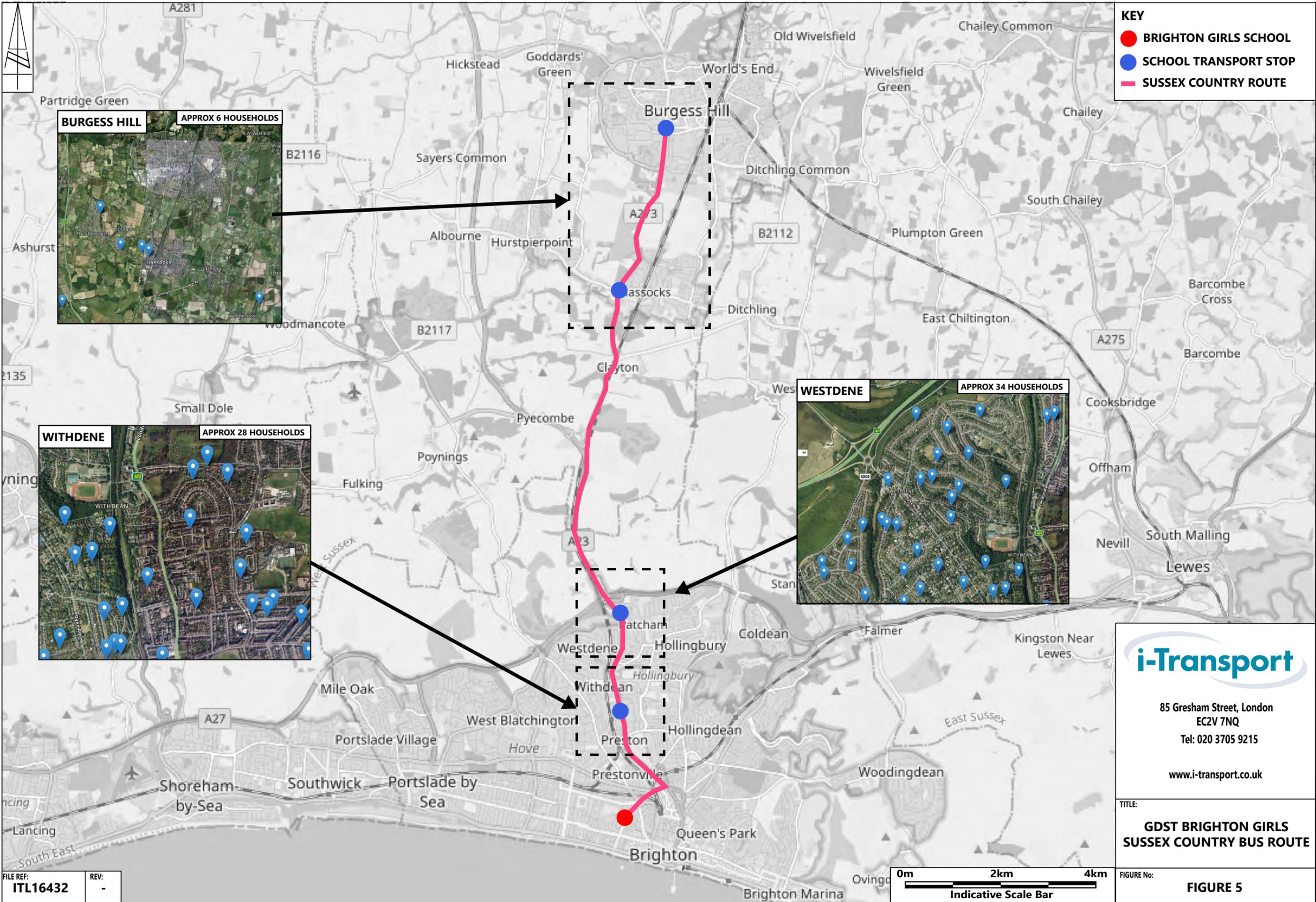






FILE REF: ITL16432  
REV: -

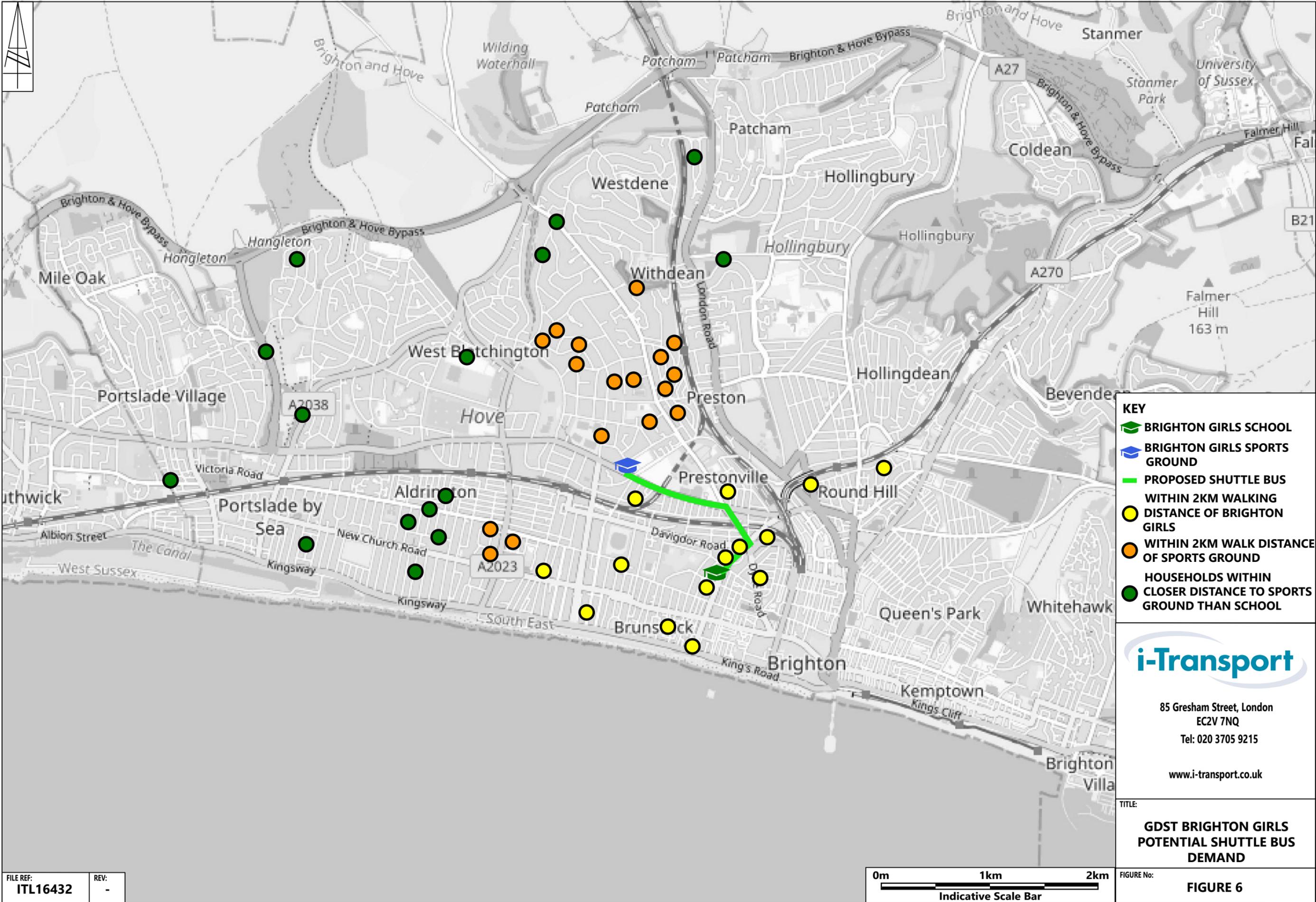
Reproduced from ordnance survey by the permission of the controller of her majestys stationery office. Crown copyright. All rights reserved. Licence number 100022432



FILE REF:  
**ITL16432**

REV:  
-

Reproduced from ordnance survey by the permission of the controller of her majestys stationery office. Crown copyright. All rights reserved. Licence number 100022432



Reproduced from ordnance survey by the permission of the controller of her majestys stationery office. Crown copyright. All rights reserved. Licence number 100022432

## **APPENDIX A. School Catchment**



**KEY**

- BRIGHTON GIRLS SCHOOL
- WITHIN 2KM
- WITHIN 5KM
- WITHIN 20KM

**i-Transport**

85 Gresham Street, London  
 EC2V 7NQ  
 Tel: 020 3705 9215  
 www.i-transport.co.uk

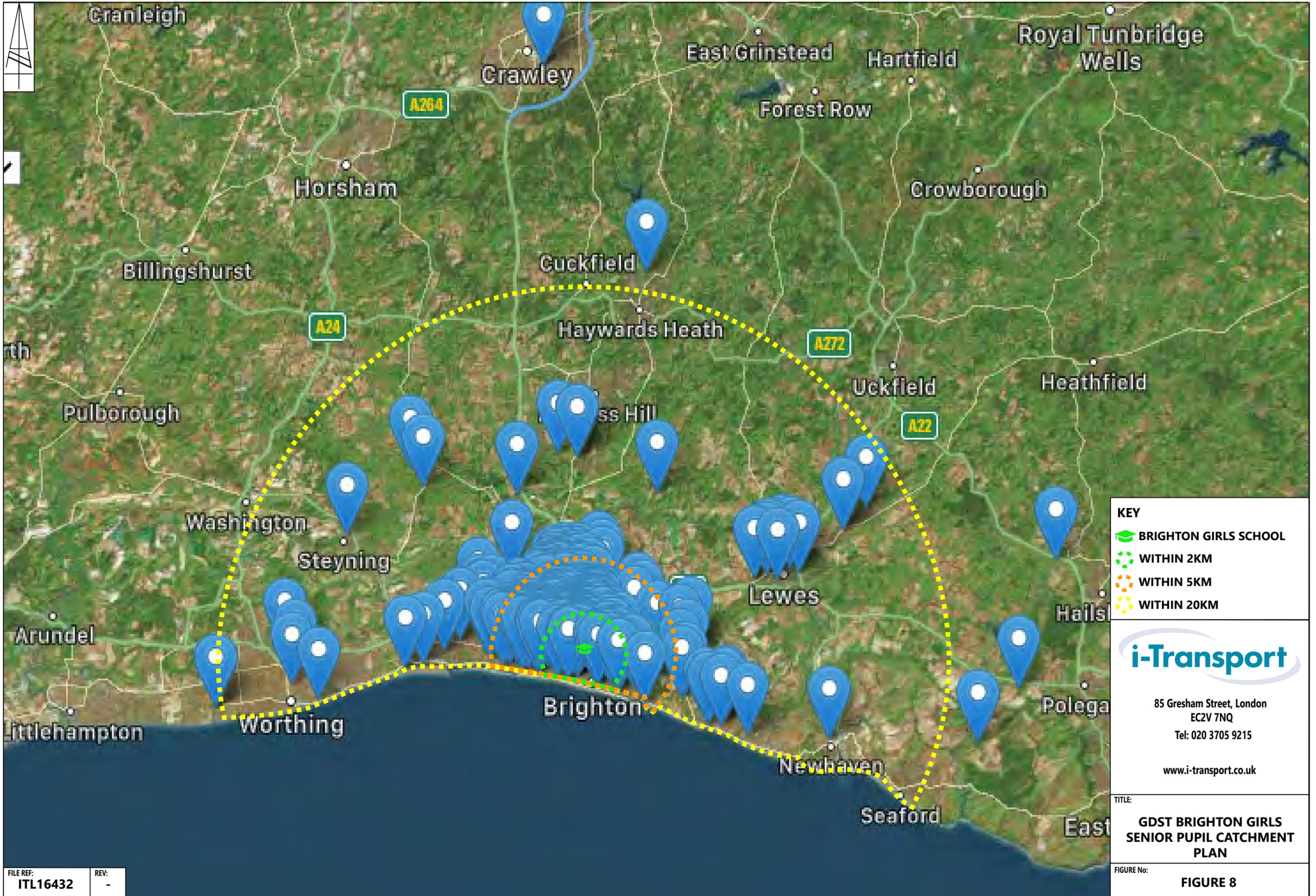
TITLE:  
**GDST BRIGHTON GIRLS  
 JUNIOR PUPIL CATCHMENT  
 PLAN**

FIGURE No:  
**FIGURE 7**

FILE REF:  
**ITL16432**

REV:  
 -

Reproduced from ordnance survey by the permission of the controller of her majestys stationery office. Crown copyright. All rights reserved. Licence number 100022432



**KEY**

-  BRIGHTON GIRLS SCHOOL
-  WITHIN 2KM
-  WITHIN 5KM
-  WITHIN 20KM

**i-Transport**

85 Gresham Street, London  
 EC2V 7NQ  
 Tel: 020 3705 9215  
 www.i-transport.co.uk

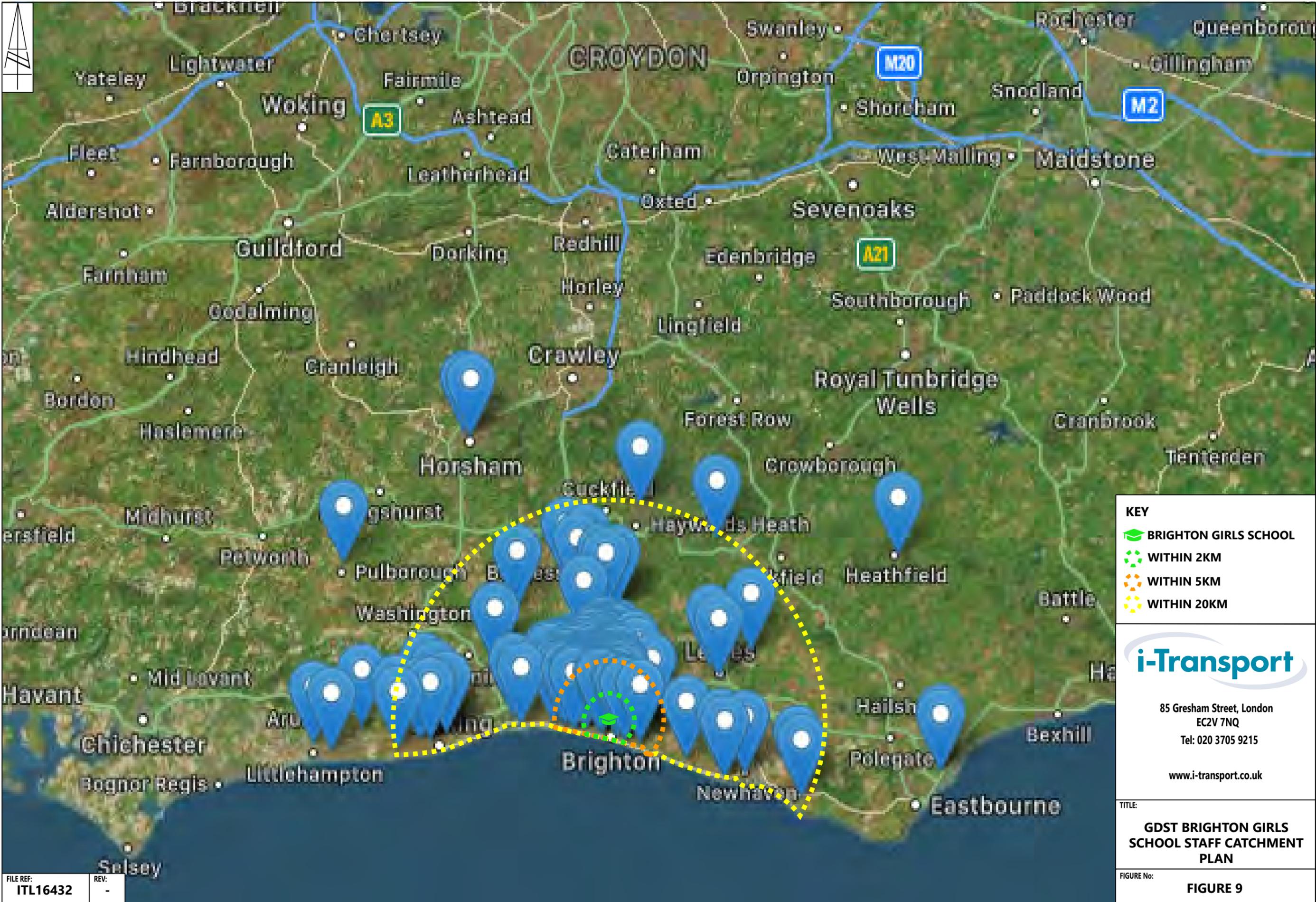
TITLE:  
**GDST BRIGHTON GIRLS  
 SENIOR PUPIL CATCHMENT  
 PLAN**

FIGURE No:  
**FIGURE 8**

FILE REF:  
**ITL16432**

REV:  
 -

Reproduced from ordnance survey by the permission of the controller of her majestys stationery office. Crown copyright. All rights reserved. Licence number 100022432



**KEY**

- BRIGHTON GIRLS SCHOOL
- WITHIN 2KM
- WITHIN 5KM
- WITHIN 20KM

**i-Transport**

85 Gresham Street, London  
 EC2V 7NQ  
 Tel: 020 3705 9215  
 www.i-transport.co.uk

TITLE:  
**GDST BRIGHTON GIRLS  
 SCHOOL STAFF CATCHMENT  
 PLAN**

FIGURE No:  
**FIGURE 9**

FILE REF:  
**ITL16432**

REV:  
 -

Reproduced from ordnance survey by the permission of the controller of her majestys stationery office. Crown copyright. All rights reserved. Licence number 100022432