

School Travel Plan



Policy date: 31 August 2019
Review Date: September 2020

Why this Travel Plan?

Definition:

“A Travel Plan is a document put together by a school or a group of schools which sets out a package of short, medium- and long-term measures to encourage more children, young people and staff to choose alternatives to the car when making the journey to school”.

It signifies an all-round commitment to develop safer routes to school. The need for travel plans has arisen due to growing concerns over:

- Increasing congestion associated with the ‘school run’ – since the mid-1980s the percentage of children that are driven to school has more than doubled, whilst walking has diminished significantly. The growth in school-related vehicular trips has a negative impact with respect to peak hour congestion.
- Pupil health concerns concerning inactive lifestyles – the encouragement to increase healthier travel options is an important step to promote wellbeing, health and reduction in obesity levels.
- The need for pupils to gain “road sense” and independence.
- Road safety issues and concerns partly generated by school run related traffic.
- Air quality and climate change - national government acknowledges that the problem of traffic congestion and pollution must be tackled at the local level. Travel Plans encourage schools to play their part by reducing the impact of staff and pupil travel behaviours on the environment and encouraging healthier forms of transport such as walking and cycling.

Aims

The aims of this travel plan are:

- To increase awareness amongst pupils, parents and staff about the health, environmental and social consequences of their travel choices.
- To reduce traffic congestion around the school gates.
- Increase the number of children walking and / or cycling to school.
- To improve safety on the journey to school by reducing car use.
- To increase the number of pupils participating in road safety education.
- To review the School Travel Plan on a regular basis.

School Introduction

Location

UAH was formed in 2011 and is situated on the edge of the rural small market town of Holbeach in South Lincolnshire.



The school currently has 1,386 pupils of which 325 are 6th formers. The planned expansion of the school will see pupil numbers expand to almost 1,600 by 2025.

CURRENT PUPIL NOS BY YR GP	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
YR 7	224	224	240	240	240	240	240
YR 8	209	224	224	240	240	240	240
YR 9	207	209	224	224	240	240	240
YR 10	197	207	209	224	224	240	240
YR 11	176	197	207	209	224	224	240
YR 12	178	160	175	207	180	190	200
YR 13	118	165	150	165	180	170	180
WHOLE SCHOOL TOTAL	1309	1386	1429	1509	1528	1544	1580
11-16 TOTALS	1013	1061	1104	1137	1168	1184	1200
POST 16 TOTALS	296	325	325	372	360	360	380

The Academy is a non-selective school in a county with a highly selective system. Our pupils travel from a wide radius of up to c15 miles by various modes of transport which are principally, school buses, parent/pupil owned cars and motorcycles, cycling and walking. The most recent survey of travel modes is shown in the table below:

Modes of Travel Survey (July 2019)								
Pupils by Year Group (%) and Staff (%)								
Mode	7	8	9	10	11	12	13	Staff
Car/Car Share	28.00	30.00	33.20	37.40	31.00	35.00	40.00	86.00
Taxi	13.60	9.50	8.00	10.00	12.60	11.80	11.00	0.00
Bus	20.50	23.20	28.20	30.50	25.30	25.70	21.90	0.00
Cycle	2.50	8.20	7.50	5.70	4.80	5.50	6.10	8.00
Walk	35.40	29.10	23.10	16.40	26.30	22.00	21.00	3.00
Moped/M/cycle					0.60	4.00	5.00	3.00
Total (%)	100	100	100	100	100	100	100	100

The rural nature of South Lincolnshire combined with the edge of town location of the academy and lack of rail infrastructure dictates that road transport accounts for the vast majority (c70%) of all school travel trips.



Arrival

There are facilities where wet clothes can be left to dry. Pupils and staff have adequate lockers available to provide secure space for personal items such as clothes, bikes helmets and lights.

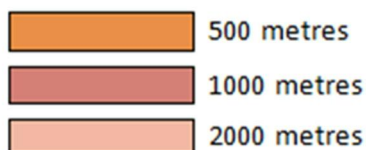
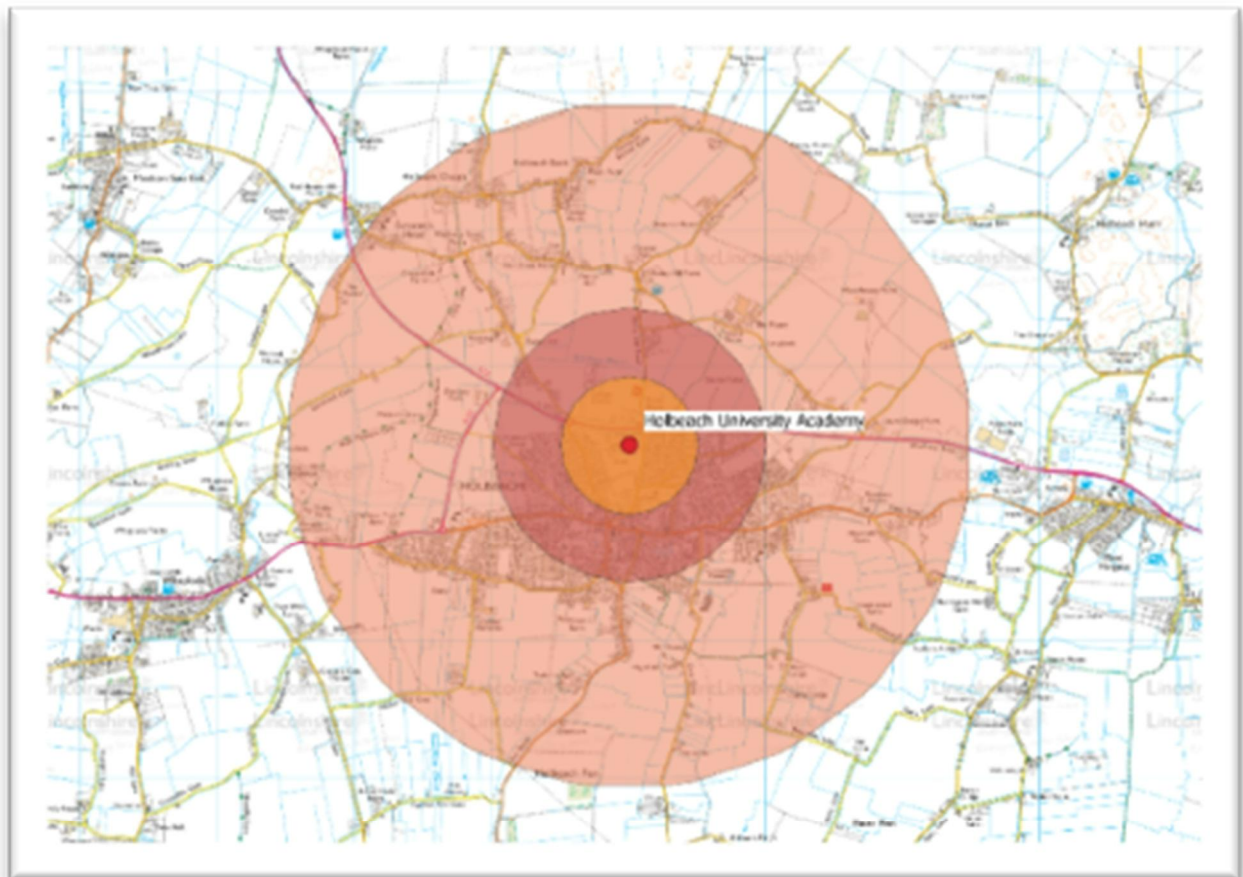
Car parking

As with many school sites, the availability of on-site parking spaces are limited. The second phase allows for additional parking. However, parking spaces on local roads together with the on-site capacity enables current demand for

vehicular spaces to be met. There are separate car and pedestrian entrances. Car movements on the school site do not currently cause concern.

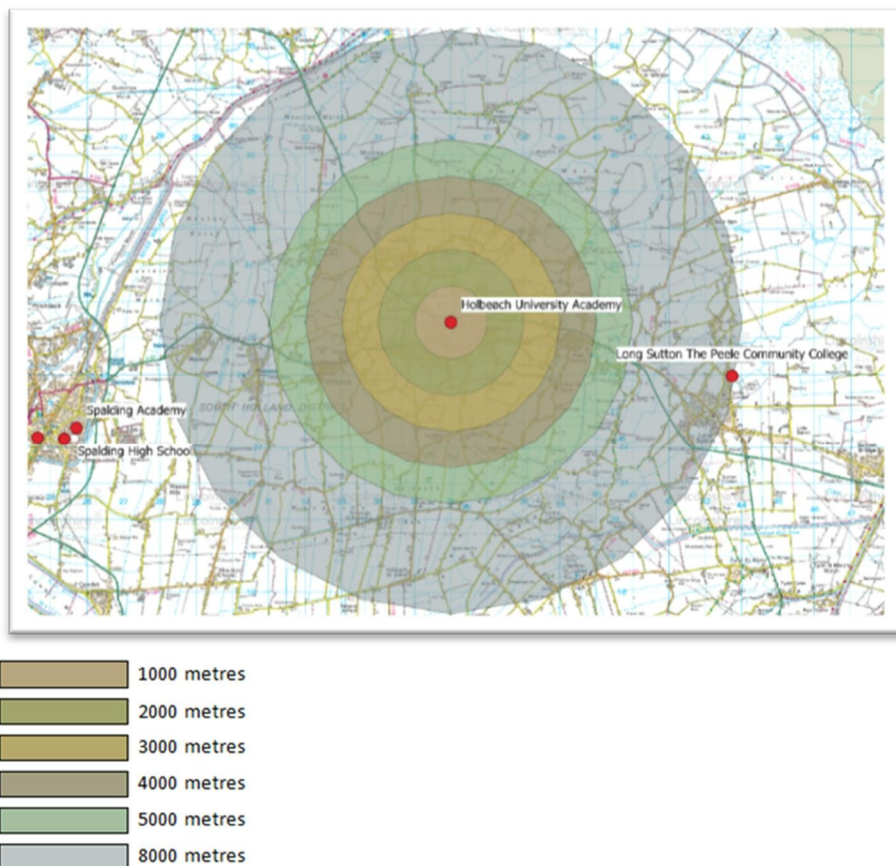
Access by foot

The walking catchment of UAH is shown in the map below. Essentially safe walking routes exist only within the urban catchment of Holbeach town and many potential routes are unsafe for younger unescorted pupils, particularly from the northern approach which entail crossing the heavily trafficked A17 route.



Cycling Access

The cycle catchment for UAH is shown on the map below:



Cycling is allowed and there are cycle parking spaces available on the school site. A programme of cycle training is about to be launched.

Road Safety Education

Road safety is currently taught, primarily through PHSE lessons and special assemblies.

Travel Information

Travel information is available for new pupils.

Holbeach Travel Strategy

The academy principal has participated in the ongoing Holbeach Travel Strategy, which has identified the key transportation issues affecting the town – these matters impinge on UAH and are summarised in the tables below.

Some of the challenges identified



Holbeach's **population is increasing**, including young people and the working age population.

Average earnings in Holbeach are below regional and national averages.

Education and skills levels are below national averages.

Levels of **employment and unemployment** vary within Holbeach.



Retailers in Holbeach struggle to compete with more varied retail offers in neighbouring towns, especially Spalding, Boston and Wisbech. Holbeach residents do a **very small proportion of their shopping in the town**.



The main industries in South Holland tend to be relatively **intensive users of freight transport**.

Recent construction of the roundabout at **Peppermint Junction has improved traffic conditions through Holbeach**, reducing the amount of through-traffic, especially lorries.

Away from the A17 and A151, all through-traffic and most local trips must pass through the Market Hill Junction in the town centre, which **operates at capacity in morning and evening weekday peak periods**, leading to queues and congestion.



Holbeach has **no rail service** and only **one scheduled bus service** to Spalding and King's Lynn. CallConnect only operates six days a week, 12 hours a day.

There are barriers to movement in some residential areas of Holbeach. Many pedestrian and cycle trips are routed through the town centre, especially the Market Hill Junction.



Numbers of ultra-low emission and electric vehicles owned in South Holland are very low and there are **no public electric charging points in Holbeach**.



Broadband and mobile connectivity is relatively poor in South Holland, restricting access for residents and businesses to the full range of opportunities the internet and mobile technologies provide.

Carbon emissions attributable to transport are rising in South Holland as a proportion of all emissions.

Communities surrounding Holbeach are **more deprived** in terms of barriers to housing and services, relative to other neighbourhoods in England, with a **significant reliance on private car travel**.



The number of **households without a car is increasing**, which presents barriers to accessing employment and services.

Holbeach is **far removed from the motorway and trunk road network** with long-distance and local traffic sharing single carriageway roads in and around the town.



Cycling infrastructure such as cycle lanes, quiet cycling routes and cycle parking facilities are **limited in and around the town**.

Road safety needs to be improved. In particular, there are high numbers of accidents at some junctions, including Market Hill.

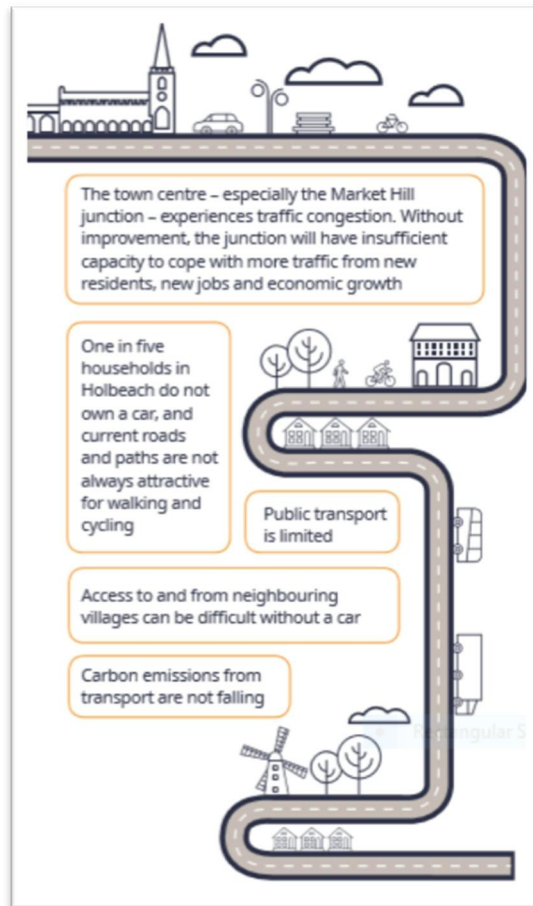
There are **no evening bus services**. Accessibility to employment in Holbeach and elsewhere is limited by the current timetable.



Walking and cycling activity levels are lower in South Holland than in other areas of Lincolnshire and nationally.

Over 1,800 pupils attend school in Holbeach. **Trips to and from schools in and near to the town generate amounts of traffic**.

Most people in the area travel to work by car or van. Around half of commuting trips wholly within Holbeach are made by car.



Opportunities



The number of **businesses and enterprises in South Holland** is increasing more quickly than across Lincolnshire as a whole.



Planned developments provide an opportunity to **gain funding from third parties for transport improvements.**



Improved access between Holbeach and surrounding communities – and towns such as Spalding and Boston – by **public transport would enable access to employment** and other opportunities further afield.



Around half of commuting trips wholly within Holbeach are by active modes (cycling, walking), which is above national averages and constitutes a good basis for increasing further and **encouraging a shift away from the private car.**



There is an opportunity to **develop a comprehensive cycling and walking network for Holbeach**, to support a significant increase in travel by active modes.



Air quality is relatively good in Holbeach and there is currently no Air Quality Management Area.

Maps of the School Site

The local area map is shown below.



Summary of Survey Findings and Consultations

The main points we have learnt are:

A high percentage of pupils and staff (73%) travel to school by car or other motor transport.

Pupils and staff resident within the local town (28%) walk or cycle to school.

The Holbeach Travel Strategy has identified limitations in local transportation modes that limit greater cycle and walking access for outlying villages.

The A17 main road to the north of the academy is difficult to cross and other potential walking routes to the south, east and west outside the built-up area of Holbeach are of limited usefulness to pupils.

Expansion of the town should provide funding for greater provision for both walking and cycling within Holbeach, which may provide opportunities for the UAH to promote these modes of travel to and from school.

Action Plan

The academy will set up a reinvigorated school Travel Planning Group (TPG) comprising, staff, pupils and parents to review current arrangements and produce a short- and medium-term action plan of activities and initiatives to promote

healthy and safe travel to school. Our current Academy Travel Action Plan is attached at Annex A.

The relevant and achievable actions/initiatives which the school would like to like to start will include inter-alia:

To encourage sustainable travel:

- Arrange a Walk to School Week event for those pupils and staff for whom it is appropriate.
- Investigate expanding on-site cycle storage.
- Recruit more volunteers to help with cycle training.

To promote road safety:

- Use online road safety materials to raise awareness.
- Expand cycle training.
- Increase the involvement of county council and police traffic safety personnel in school assemblies.

To raise awareness:

- Keep the local paper aware of work done by the school.
- Publish the Travel Plan on the school website.
- Have a School Travel noticeboard.
- Have school travel on the agenda for Governors, SLT, PTFA and pupil council meetings.

Promotion of the Travel Plan

Members of the school and the general public should be made aware and involved in developing the school travel plan. This can be done by:

- Placing a summary of the plan in the school prospectus
- Provide copies of the plan to new pupils and their parents
- Produce a STP newsletter updating parents and pupils
- Provide relevant information at open evenings
- Think about a school travel plan notice board

Monitoring and Review

We will monitor and review our school travel plan on an annual basis in the summer term for publication by the start of the new academic year in September.

Annex A - Action Plan

S = Short term
M = Medium term
L = Long term

AIM	ACTION	Time-scale	BY WHO	TARGET	Resources / Funding
1 (a) Increase travel Awareness	Confirm school travel plan and make it available to all staff, pupils, parents and school community. Publicise STP with a special launch.	S	Consultant	Produce a School Travel Plan. Launch event	
	Keep the School Community updated on the school Travel Plan progress and initiatives.	On - going	Principal, Heads of Year, TPG	1 newsletter article per term. An item on staff meetings agenda	Some Resources
	Develop a school travel notice board	S	SLT	Dec 19	Notice Board
	Promote National Walk to School Week	M	TPG	1 a year	
(b) Increase Travel awareness in Classroom activities	Build awareness into curricular and extra-curricular activities. e.g. an annual travel mode survey in geography lessons	M	Teachers	Ask School Travel Co-ordinator about lesson plans available.	
2 (a) Encourage Sustainable Travel	Hold a poster competition to promote sustainable travel on the school journey.	M	TPG	Select a poster and display it around the school	A prize for the winner
(b) Cycling	Hold cycle training courses.	Ongoing	TPG	More children trained in safe cycling and the highway code	
	Investigate expanded installation of cycle racks/ provide secure cycle storage.	M	LCC	Install racks for both teachers and pupils to use	Funding from external bids and school
(c) Walking	Identify and recommend safer walking routes to school - produce a leaflet and encourage pupils and parents to use the routes	M / L	TPG		Posters, letters to parents
	Review changes to the school buildings/grounds to improve segregation between vehicles and pedestrians.	M	SLT	Arrange a meeting with Lincs council's traffic engineer	Capital funds
(d) Public Transport	Increase publicity of public transport to staff and pupils. - school travel notice board to include timetables	M/L	Working Group Lincs Council Public	Information readily available Attractive display	Resources

	- train pupils in reading timetables, using buses - rewrite timetables so easy to read - Make sure parents / pupils are fully aware of school bus arrangements		Transport Unit	Inform Parents	
(e) Car Sharing	Promote car sharing to staff Promote car sharing to parents living in the same area - develop a car sharing notice board - regular information on lifts in Newsletter	M / L	TPG/SLT		
(3) Improve Safety	Work on measures to reduce the amount of vehicles driving to school and encourage responsible parking (away from the school site).	S/M/L	TPG	Include travel policies in school prospectus	
	Investigate physical traffic management measures to improve route to school, improve crossing points - send in your STP to Lincs Council Roads Department	M/L	Lincs Council TPG	Gain funding to implement physical measures	Funding from Lincs council
(4) Monitor, evaluate and review	Decide a Strategy to monitor progress. Assess new work areas and overcome problems.	On going	Working group	Keep the STP up to date.	