

# ARK Blacklands Primary Academy

## School Travel Plan

Date: **September 2020**

Version 5



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## Section 1: Contact Details and Working Group

School name: ARK Blacklands Primary Academy  
School address: Osborne Close, Hastings, East Sussex, TN34 2HU  
Contact numbers: 01424 429 279  
E-mail: [info@arkblacklandsprimary.org](mailto:info@arkblacklandsprimary.org)  
Website: <http://arkblacklandsprimary.org/>

Regional Director: Lorraine Clarke  
Principal: Natalie Rankin  
Travel Plan Coordinator: Gill Hulls

### Travel Plan Coordinator

ARK Blacklands Primary Academy has nominated an internal School Travel Plan (STP) Coordinator, Gill Hulls. Her responsibilities will be to inform all staff, pupils, parents and regular visitors of the existence and benefits of the STP and enforce the measures. She will ensure that the Travel Plan is monitored and reviewed on an annual basis. To ensure that the STP is monitored effectively, ARK Blacklands Academy will promote the benefits of the Travel Plan and adjust it as necessary to achieve the objectives.

### Regional Director

The Regional Director has ultimate responsibility for the Travel Plan. She will also be responsible for appointing a new Travel Plan coordinator, if the present one is unable to continue in their role, and briefing them on their responsibilities.

### Principal

The Principal has the day to day responsibility for the Travel Plan, ensuring that the targets are met.

### School Governors

The Travel Plan Coordinator, Principal, and Regional Director will ensure that the School Governors are informed of the progress of the Travel Plan and consulted on any suggested improvements at annual meetings of the School's Governing Body.

## Section 2: Introduction

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Our School Travel Plan (STP) is a working document that sets out the measures that ARK Blacklands Primary Academy will use to promote walking and cycling in order to reduce the amount of single car usage. These measures will be based on the research carried out during 2015 and thereafter on a regular basis. Training and raising awareness of travel issues are an inherent part of school life. The intention of this document and measures implemented is to improve the way in which all our stakeholders: staff, children and parents think about travel.

The STP provides the school with a means by which to effectively manage the transport needs of the staff, pupils and visitors to the school site. It is not intended to be anti-car, but will detail the alternative modes of transport available as much as possible.

## Section 3: School Details

ARK Blacklands Primary Academy is a School which has the capacity to educate, at present (2020/2021), 615 primary age children (aged 4 to 11). There are a total of 87 members of staff (33 of which are full time). There is one vehicular access into the school, providing access to the staff car park, where 'School Keep Clear' markings are situated outside. Pedestrians also access the school via this main gate located on Osborne Close.

There are currently 37 formal parking spaces on site for staff only, which allows staff to park within the school grounds. Parents / guardians dropping off or picking up children by car are not permitted to park on the school site and so are required to park on-street.

The School site is opened for pupils from 8:00am when Breakfast Club starts. We currently have a staggered start to the school day – 8:30 and 8:45am with formal registration for the School at 8:55am; this allows a staggered entry in to School which has helped alleviate some of the pressures on parking and congestion in the morning. The School also has a staggered finish at 3:00pm and at 3:15pm with an optional after school club available from 3:00pm until the times stated below.

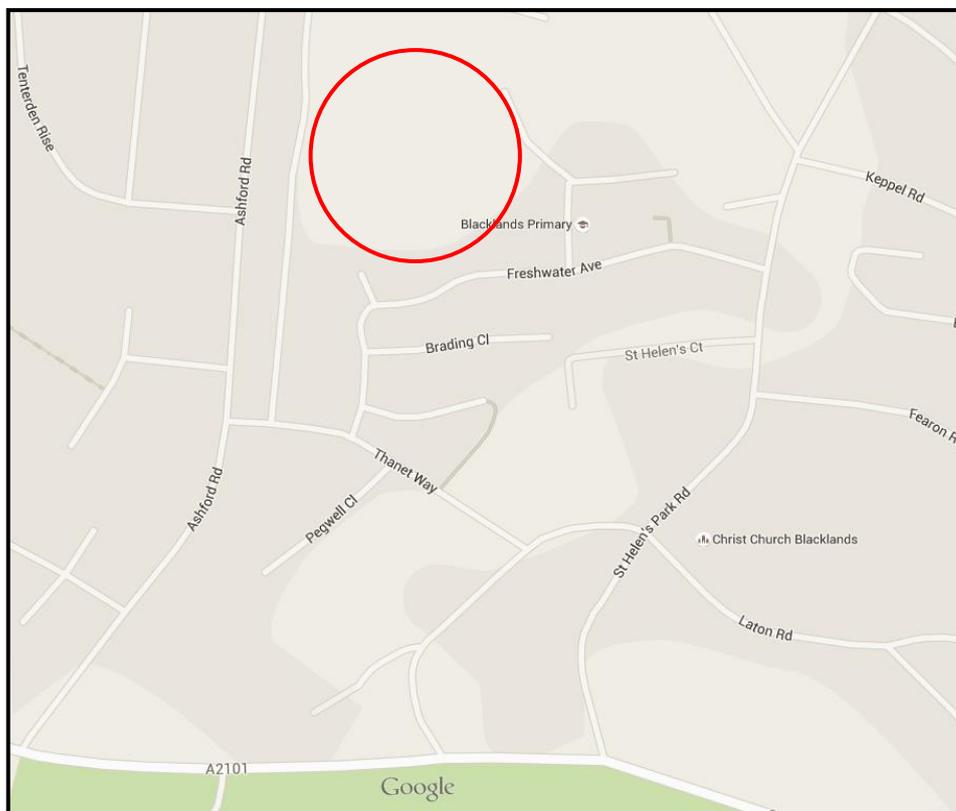
School clubs are provided at additional charge, which allow for a large number of children to carry out a number of activities within the School grounds until their parents are able to pick them up. Extra curricula activities run by the School have included:

- Cookery (Monday – Thursday, finishes at 4:30pm)
- Art (Monday and Thursday, finishes at 4:30pm)
- Dance (Tuesday and Friday, finishes at 4:15pm)
- Football (Tuesday, finishes at 4:30pm)
- 6LOVE Sport (Wednesday and Friday, finishes at 4:15pm)
- Lego (Wednesday, finishes at 4:20pm)
- Karate (Thursday, finishes at 4:30pm)
- BOOM Active (Thursday, finishes at 4:15pm)
- Gardening (Friday, finishes at 4:30pm)

Children are also welcome to attend Out of School Club, finishing daily at 5.15pm

## **School Location**

The School is situated in Hastings along Osborne Close. A 30mph speed limit is in place within the vicinity of the School. The School is situated within a large residential area. The location of the site can be seen in **Figure 1** below.



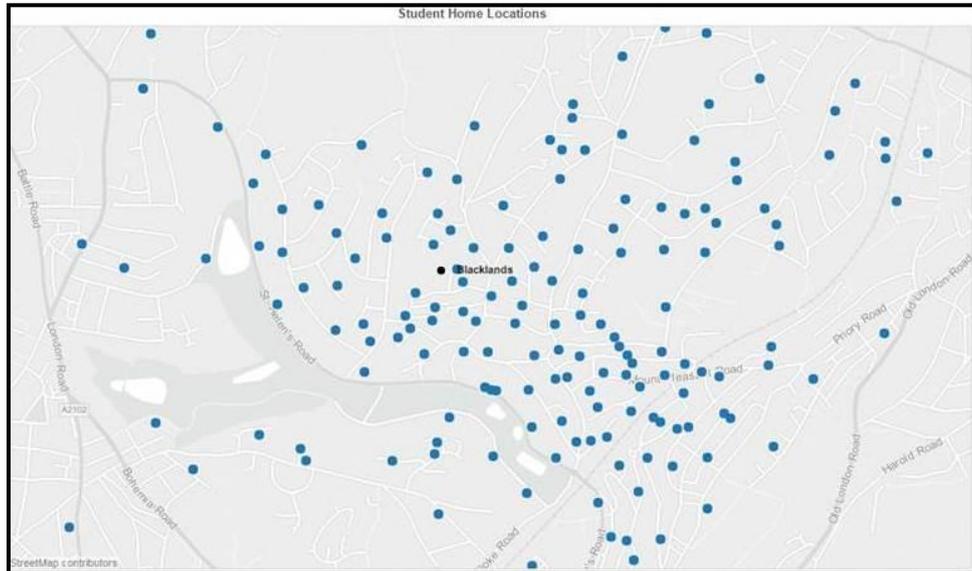
**Figure 1: Site location**

**Source: Google Maps**

The roads in the vicinity of the School have lit footways along at least one side of the carriageway, which are suitable for walking to the School from many of the surrounding residential streets. There are additional street-lit footpaths from Freshwater Avenue to Brading Close and from Manston Way to Thanet Way which are also suitable for walking children to school. A lollipop man is located on St Helen's Park Road to the north of the junction with Freshwater Avenue creating a safe crossing place for pupils.

Pupil postcodes have been plotted on a map (see **Figure 2** over) to show the catchment and distribution of pupils. The majority of the pupils live within 2,000 metres of the school. A few students travel further than this to attend school.

**Figure 2: Plot of Pupils Home Postcode Locations**



Some parents drive their children to School, which means that they are required to park on-street. The residential roads in the vicinity of the School have a mix of off-road and on-street parking for residents.

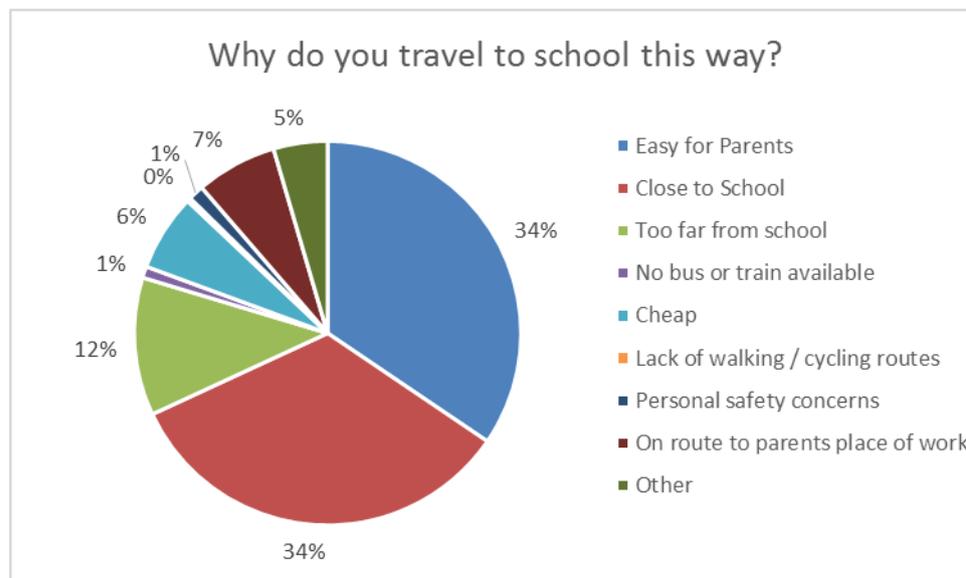
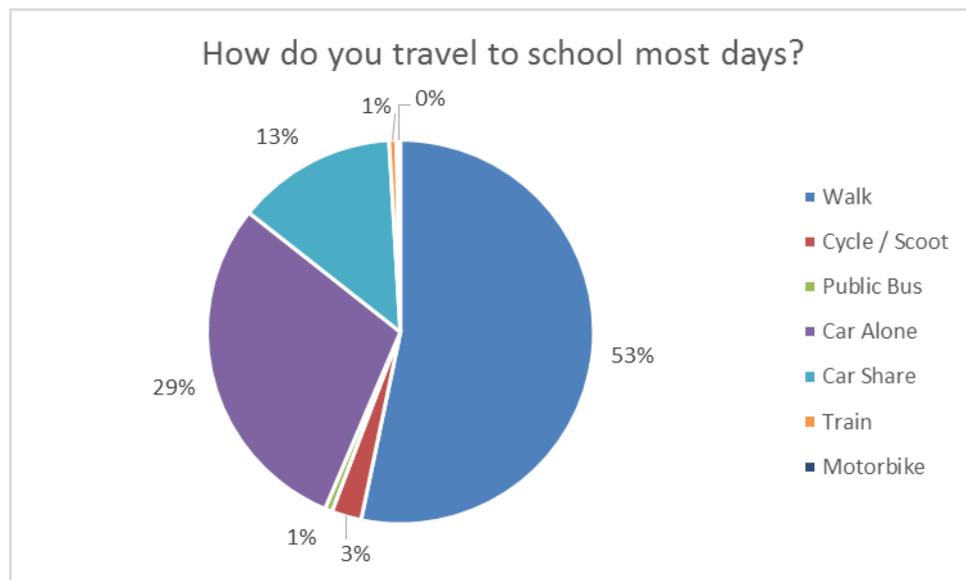
There are currently 24 bicycle stands at the school.

## Section 4: Survey results

A School Travel Survey was undertaken in September 2015. A questionnaire was given to all pupils, parents and staff. The questionnaire asked questions about existing travel habits and ideal travel arrangements. We received completed questionnaires from 295 pupils (55%), 27 parents and 10 members of staff (13%). A summary of the results and brief conclusions are presented below.

### Pupil and parents survey results

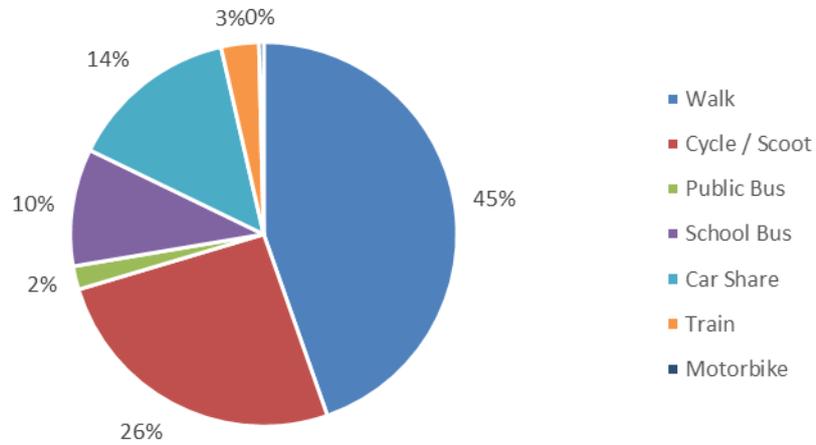
#### How do pupils travel to school most days?



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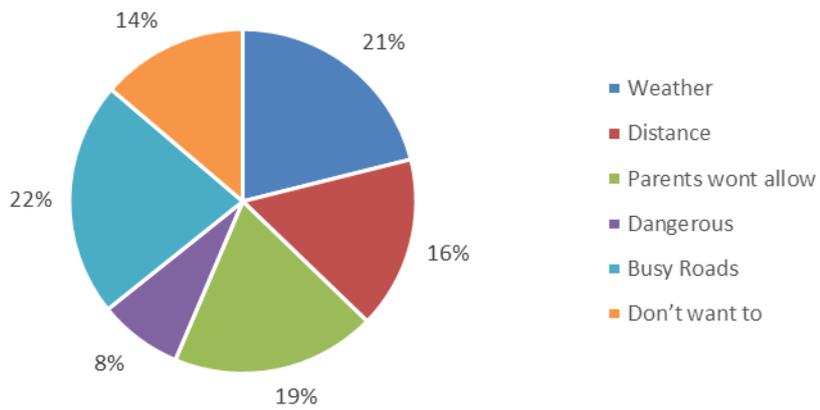
#### How would pupils like to travel to and from school?

### How would you like to travel to and from school?

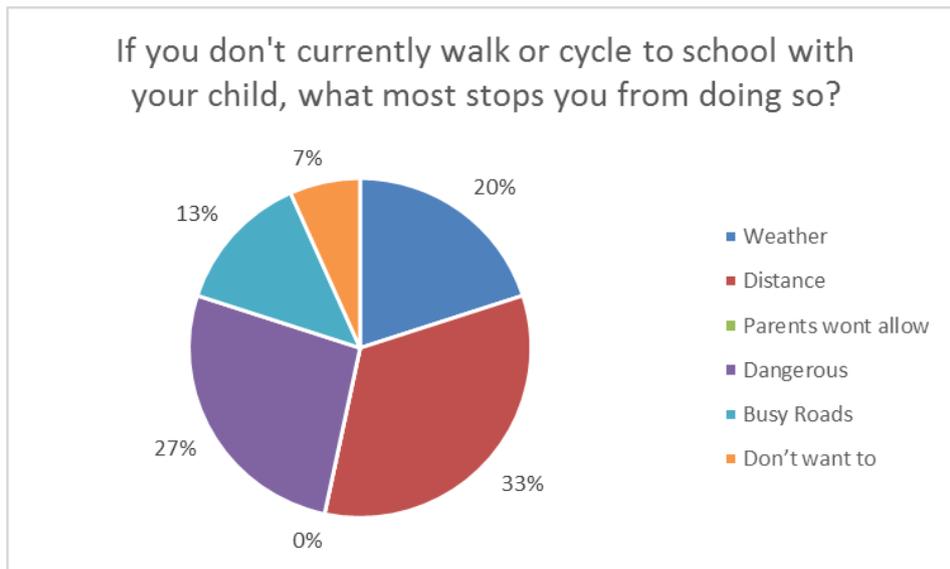


### What stops pupils from walking or cycling to school?

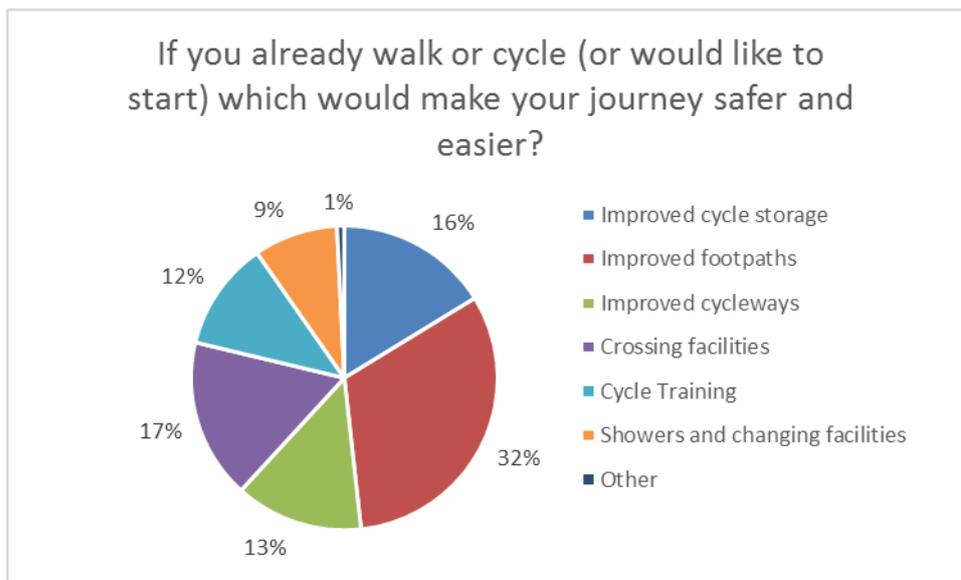
If you don't currently walk or cycle to school, what stops you from doing so?



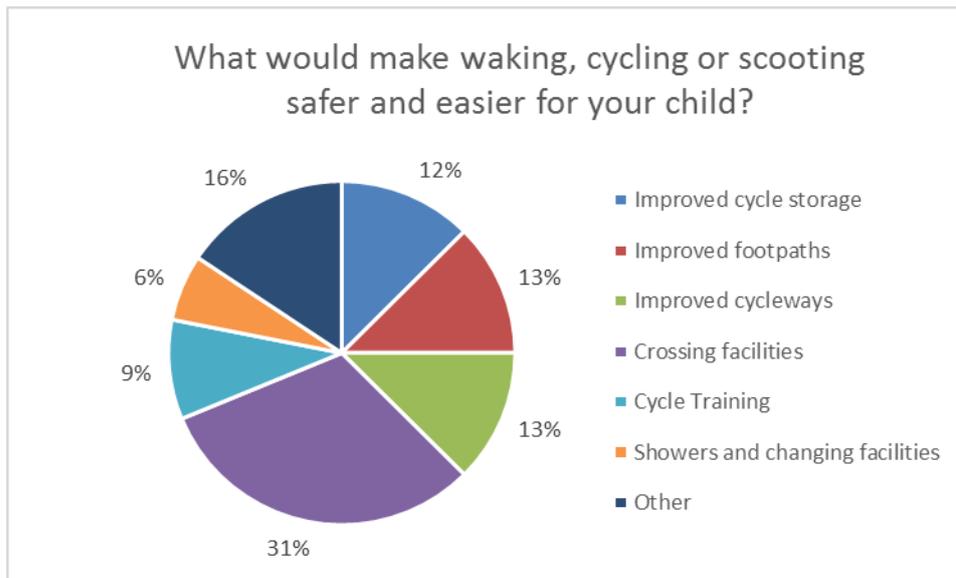
**What stops parents walking to school?**



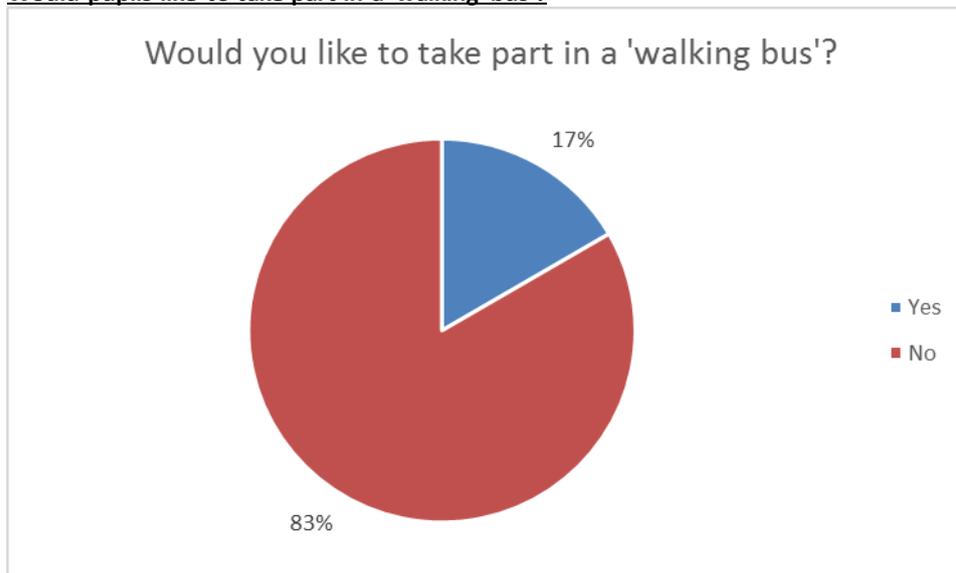
**What would make it easier and safer for pupils to walk or cycle to school?**



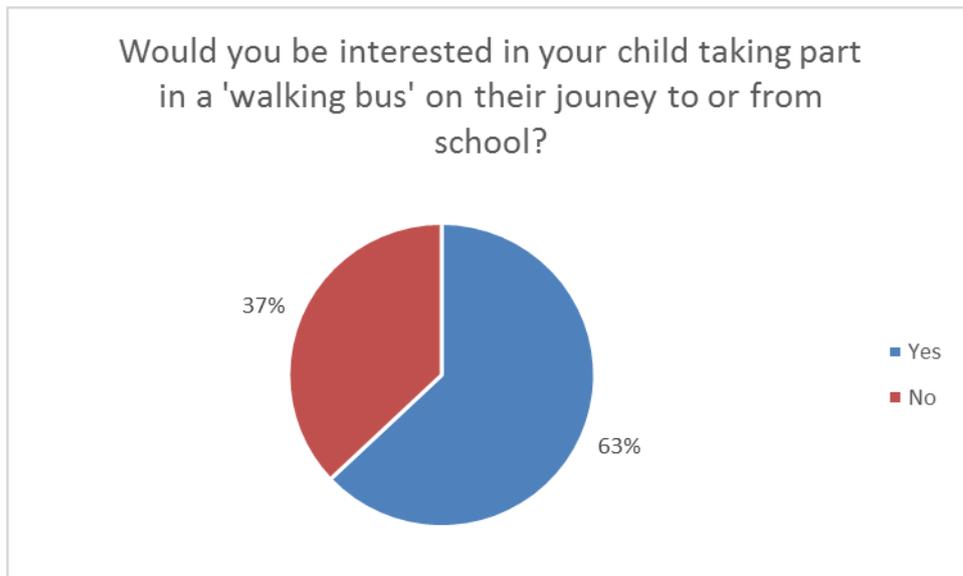
**What would make it easier and safer for parents to walk or cycle to school?**



**Would pupils like to take part in a 'walking bus'?**



**Would parents like their children to take part in a 'walking bus'?**



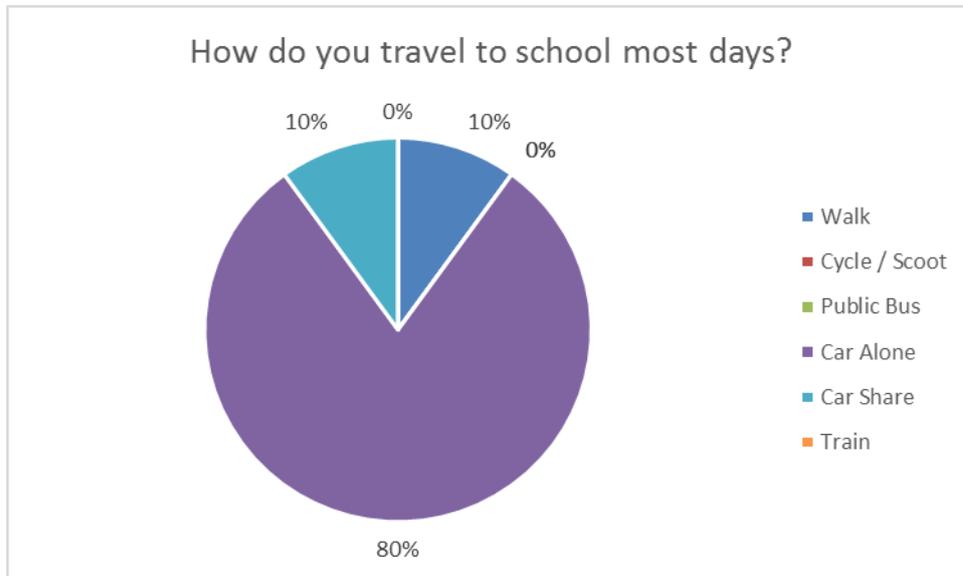
**Would parents be interested in volunteering to help with the 'walking bus'?**



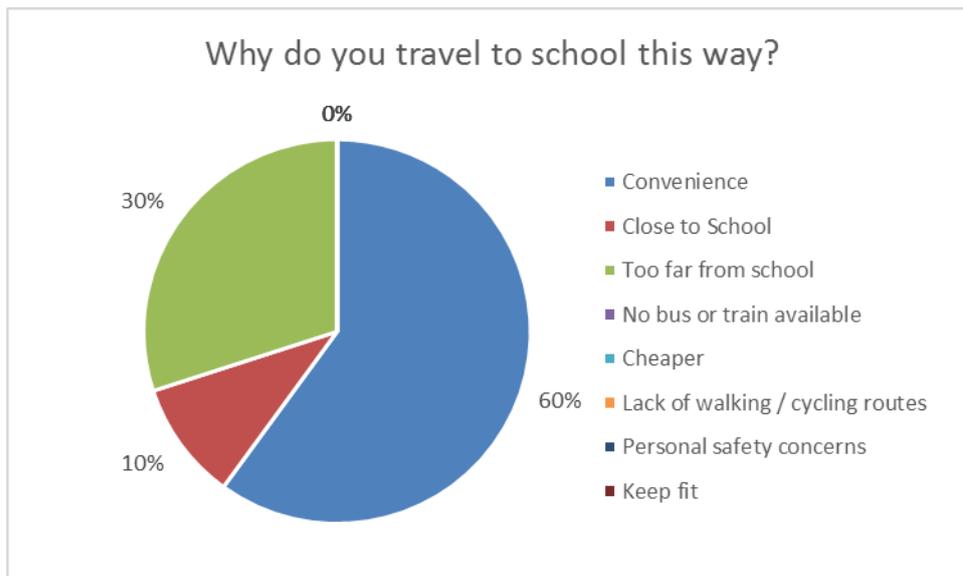
Many parents noted that they would be unable to volunteer due to work commitments.

## Staff survey results

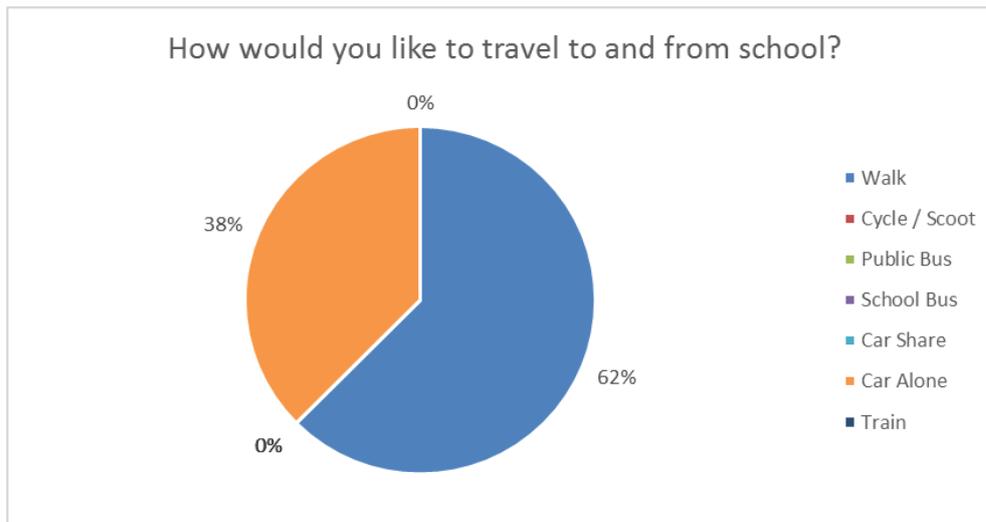
### How do members of staff travel to school?



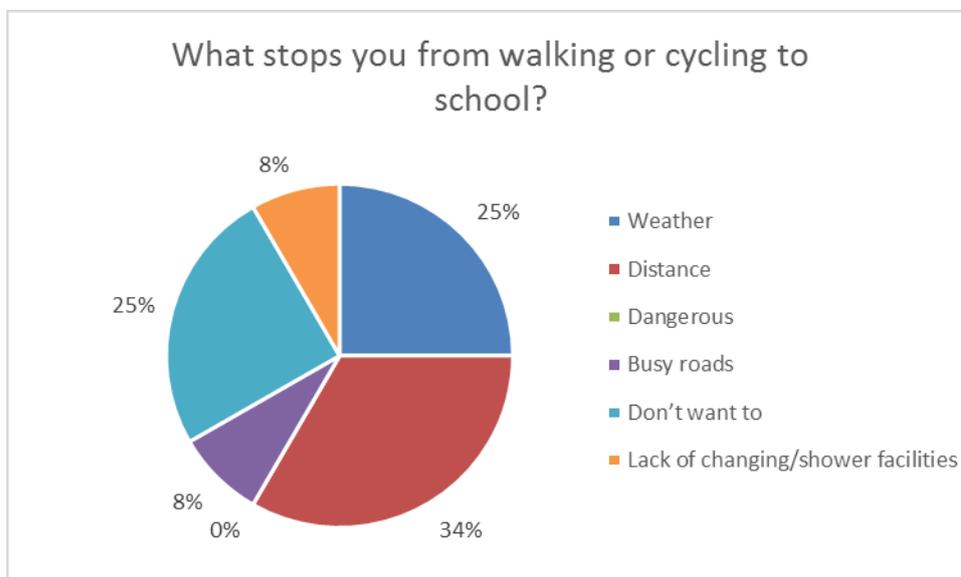
### Why do members of staff travel to school that way?



**How would staff like to travel to school?**



**What stops staff walking or cycling to school?**



**Analysis of survey Results**

The overall results of the travel surveys were encouraging, with 83% of pupils saying they would like to walk, cycle/scoot or take the bus to school and 17% of pupils saying they would be interested in taking part in a walking bus. 63% of parents said that they would be happy for their children to take part in a walking bus with 31% able and willing to volunteer with the walking bus.

85% of the pupils who responded own a bicycle. There is clearly scope to make improvements and significantly increase the number of pupils travelling to School on foot or by bicycle/scooter. While 26% said they would like to cycle/scoot, 12% said they would like cycle training, 16% said they would like improved cycle storage and 13% said they would like to see the cycle ways improved. It should be noted that for many of the children that said they would like these improvements they did not check the 'cycle/scoot' option as the way they would like to travel to school suggesting that they do not feel safe with the current arrangements. As the school grows we will continue to encourage and support more children to walk and cycle to School. 10% of pupils said they would use a school bus if there was one available.

Improved footpaths, cycleways, crossing facilities and more cycle training were some of the main measures which pupils and parents said would encourage them to travel by more sustainable modes.

Many parents and pupils have voiced concerns over the attitude of drivers, particularly mounting kerbs and the congestion around the school gates.

62% of staff said that they would like to walk to work. Distance was the main reason preventing them from travelling by more sustainable modes.

Travelling to school on foot or cycle will be encouraged and use of the private car minimised, wherever possible. Pupils and staff will be encouraged to use more sustainable methods of travelling to school.

## Section 5: Travel Issues

### **Walking**

The travel survey carried out in September 2015 shows that 53% of pupils walk to school. There are indications that more pupils would walk or cycle to school if there were improvements to local footpaths and regular maintenance to the footpaths and crossing facilities. Awareness of good walking routes leading to the School will also be promoted to new parents, visitors and staff.

Is it important to keep children motivated to walk to school with Walk to School Week and Walk to School badges. Additionally, promoting children coming to school using scooters, by providing scooter training and increased scooter storage. A walking bus was investigated as there was support for this from both pupils and parents, but it was found that there were no suitable drop-off/pick-up points within the vicinity of the school and so a walking bus would be unsuitable. A consultation was held with staff and parents regarding the possibility of staggered drop off and pick up times to alleviate the issues. Although staff were happy to change the times of the school day, this was not globally supported by parents. The Local Authority investigated the possibility of an additional entrance for pedestrians but this was not feasible.

### **Cycling and scooting**

Just 3% of pupils currently travel to school by bicycle or scooter. However, 26% of pupils indicated in the travel survey that they would like to cycle to school if the following was improved or expanded:

- Cycle and scooter storage at the school;
- Cycle training;
- Improved cycleways;
- Improved crossing facilities.

Since the survey was completed, cycle storage at the school has increased and crossing facilities have been put in place in the vicinity.

### **Buses**

From the 'School Travel Survey' it can be seen that 3% of pupils use public transport and none of the staff surveyed currently travel to or from School using public transport. When asked 'How would you like to travel to and from school?' none of the staff and 12% of the pupils saw public bus or School bus as an attractive option.

The School is served by several public bus routes including No. 7 and 21/21A/22. The nearest bus stop is located just 300m away on Down's Road / St Helens Park Road.

### **Roads & traffic**

The school fronts Osborne Close, which has to cope with a fairly high density of traffic during pick up and drop off. The majority of the roads in the local area are residential with footways on at least one side of the carriageway.

### **Parking**

The existing School layout has parking provision on site for staff only. Formally there are 37 marked out bays within the car park to the front of the school entrance. Pedestrian access will remain in the current location. As mentioned previously, parents who drive are required to park on-street. It has been reported that the vast majority of cars park in a sensible and considerate manner, in 'safe' locations. However, as is to be expected near any School, some parents aim is to get as close to the School as possible, which can result in parking very close or, in some cases, on junctions, restricting visibility for all road users. Cars have also been observed to park on dropped kerbs, across driveways and on the single yellow lines along Freshwater Avenue.

## Section 6: Aims & Objectives of Travel Plan

### Aims

The specific aims are:

- To encourage a reduced reliance on the car through the reduction in the length and number of motorised journeys, particularly those journeys undertaken in single occupancy vehicles;
- To promote the use of alternative means of travel which are more suitable and environmentally acceptable.

### Objectives

The objectives of the STP are:

- To encourage walking;
- To encourage cycling;
- To encourage the use of public transport;
- To limit travel to the school by car to a level that can be accommodated by the proposed parking facilities and on-street capacity, by encouraging car sharing and considerate parking.

## Section 7: Targets and Action Plan

### Targets

Targets have been set for both the pupils and staff, with regard to the objectives listed earlier in this Travel Plan.

Objective	Target							
		2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
To encourage Walking	To increase the number of children walking to school	53%	54%	54%	55%	55%	55%	56%
	Approx. No. Pupils	286	300	308	322	330	338	353
	To increase the number of staff walking to school	10%	12%	14%	15%	16%	17%	18%
	Approx. No. Staff	8	9	11	12	13	14	16
To encourage Cycling	To increase the number of children cycling to school	3%	3%	4%	4%	4%	5%	5%
	Approx. No. Pupils	16	17	23	23	24	31	32
	To increase the number of staff cycling to school	0%	0%	0%	0%	1%	1%	2%
	Approx. No. Staff	0	0	0	0	1	1	2
To encourage use of the Public Transport	To increase the number of children taking public transport to school	2%	2%	2%	2%	3%	3%	3%
	Approx. No. of Pupils	11	11	11	12	18	18	19
	To increase the number of staff taking public transport to school	0%	0%	0%	1%	1%	2%	2%
	Approx. No. Staff	0	0	0	1	1	2	2
To limit travel to the school by car to a level that can be accommodated by the schools parking facilities and on street capacity	To decrease the number of children coming to school by car	42%	41%	40%	39%	38%	37%	36%
	Approx. No. Pupils	227	228	228	228	228	228	227
	To decrease the number of staff coming to school by car	90%	88%	86%	84%	82%	80%	78%
	Approx. No. Staff	68	68	68	68	68	68	68
Maximum total number of Pupils		540	555	570	585	600	615	630
Maximum total number of Staff		72	75	77	79	79	79	79

## Measures

ARK Blacklands Primary Academy aims to undertake the following measures.

PROPOSED MEASURES	WHICH TARGET(S) THE MEASURE IS LINKED TO	FUNDING AND COSTS	BY WHO	BY WHEN	ACTUAL DATE STARTED / - COMPLETED
Publish the STP on the Website	General	Minimal	STP Coordinator	September 2016	September 2016
Request for considerate parking by parents to be made in monthly newsletter, as well as promotion of <i>Walk to School Week</i> and <i>Keep the Zig Zags clear</i> campaign.	To decrease the number of children coming to school by car to 36%	None	Office Team	September 2015	In every other Newsletter and separate email/text communications
Encourage parents to "Park at the Park" and walk the final distance to school with their children	To reduce the number of cars parking in the close vicinity of the school	Unknown	STP Coordinator	September 2016	Signs at front of school
Develop an STP section of the School website explaining the STP and outlining other modes of transport	To increase the number of staff and pupils coming to school by public transport	None	STP Coordinator	September 2016	September 2016
Include information on other modes of transport other than the car in Travel Plan Packs for every member of Staff and regular visitors. Travel Plan pack to be agreed with ESCC and revisions made as necessary	To decrease the number of staff (and governors) coming to school by car to 78%	Fees covered in Co-ordinator fees	STP Coordinator	September 2016	September 2016
ESCC has made funds available to fund traffic surveys and implement provision of a pair of drop curbs either side of Freshwater Ave. ESCC Highways to undertake traffic survey prior to end of academic term July 2016 and further surveys will be undertaken annually to determine the impact of the school extension on parking pressures on the surrounding roads. The school will also carry out questionnaires regularly (annually) to monitor the effectiveness of the updated travel plan.	General- to encourage pupils and staff to use alternate methods of travel to school.	ESCC funded	ESCC /school	October 2015	October 2015

MEASURES TAKEN	TARGETS	FUNDING AND COSTS	RESPONSIBILITY	BY WHEN	ACTUAL DATE STARTED / - COMPLETED
Promote walking to school. School to consider: Walk to School Week and Walking badges, pedometer scheme.	To increase the number of children (56%) and staff (18%) walking to school	Minimal	STP Coordinator	September 2016	September 2016
Provide new cyclestands, scooter pods and/or shelter for existing stands, which will be monitored on a regular basis	To increase the number of children cycling to school to 5%	TBC	ARK Blacklands Primary Academy/ESCC	During construction	September 2016
Increase staff parking within the school grounds	To ease parking pressure in the local area	Unknown	Ark Schools	September 2016	September 2016
Investigate extending the provision and promotion of Bikeability to lower years to encourage them to cycle or scoot.	To increase the number of children cycling to school to 5%	TBC	STP Coordinator	September 2016	September 2016
Investigate comprehensive Road Safety Education for the whole school.	To increase the number of children walking to school to 56%	Unknown	Head of School	October 2016	October 2016
Provide scooter training in year 2 and increased scooter storage space.	To promote children coming to school using scooters	Unknown	STP Coordinator	November 2015 / during construction	September 2016
Distribute cycling and public transport guides in the school reception.	To increase the number of staff (3%) and pupils (4%) coming to school by public transport	Unknown	STP Coordinator	November 2015	September 2016
Investigate a cycle purchase scheme with a local bike shop.	To increase the number of children cycling to school to 5%	TBC	STP Coordinator	September 2016	September 2016
Encourage further "Silent Protests" by pupils	To encourage considerate parking/driving by parents	None	Pupil Council Facilitator	December 2016	



## Section 8: Awareness Raising & Consultation

All staff, pupils and parents will be informed of the existence and benefits of the STP. A STP pack will be issued to all members of staff and form part of the induction pack for new staff. Relevant information will be displayed in prominent locations in the school where it is easily viewed, such as, on notice boards and the School website.

Feedback will be collected by placing suggestion boxes near to where the information is displayed, as well as by the formal monitoring process as detailed later. Staff, pupils, parents and visitors will also be directed initially to the STP Coordinator if they have any specific concerns or suggestions for improvement.

Regular liaison with East Sussex County Council will also be undertaken to ensure that the Travel Plan targets are on track. A summary of any comments received and changes made to the Travel Plan will be discussed with School Governors prior to implementation. The Board of Governors will also be briefed annually on the results of the formal monitoring process.

## Section 9: Monitoring and Reviewing

### **Monitoring**

Progress on the implementation of the measures will be monitored by the STP coordinator on a regular basis (at the start of every term). Feedback will be collated by the STP coordinator, with potential improvement measures, before consultation with the Board of Governors and, if felt necessary, EastSussex County Council to decide how improvements could be made.

The STP Coordinator will listen to the views of pupils, parents, other members of staff and visitors to the school about any difficulties encountered during their travels to/from the school and determine how these might be overcome, either by improving the current measures or by implementing new ones. The STP Coordinator will keep a log of any difficulties encountered, potential improvements to current measures and possible new measures.

### **STP Review**

It will be necessary to formally review the STP on a regular basis. The first review will be six months after the first school year the STP has been in operation and the second will be 18 months after. Subsequent reviews will then be undertaken every two years until otherwise agreed with East Sussex County Council.

The STP Co-ordinator is responsible for recording progress towards the targets set previously. Staff and pupils will be surveyed as to their means of travel to the site as part of the continuing target and to identify areas that can be improved. The table on the next page shall be used to record progress and identify areas for improvement.

Whilst the annual progress surveys are likely to consist of many of the questions included in the original survey carried out in 2015, it will be necessary to liaise and agree with East Sussex County Council any changes to the questionnaires and/or additional questions. New questions may include asking whether they enjoy a particular measure, how it could be improved and whether they have any suggestions for new measures.

A report with findings from the above surveys will be discussed with the Governors, before being copied to East Sussex County Council. The STP Coordinator will attend the East Sussex County Council STP Group to help develop their understanding of Travel Planning issues and perhaps provide further ideas for improving the Plan.

### **Recovery Plan**

As part of the STP review and discussions with East Sussex County Council, recovery measures may be required to ensure the targets are being met. Pitfalls in the way that current measures are being implemented will be investigated first and ways of improving these measures will be looked at. If these improvements do not allow the School to meet their targets, discussions will be held with East Sussex County Council about what further measures could be implemented and the possibility of gaining extra funding in order to successfully implement more stringent measures. These measures may include restricting parking by parents within a certain distance of the School, staggering School drop-off and pick-up, and locating suitable sites for Park 'n' Stride.

## Section 10: Signatures

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Our School Travel Plan has been approved by the Principal and School Council Facilitator (and will be monitored by the same).

Principal:

Signature:

School Council Facilitator:

Signatures:

Any other parties involved in developing the School Travel Plan:

Signatures: