



University Academy Keighley

Travel Plan

'Inspiring Education in the Bradford District'

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1.0 Roles and Responsibilities

1.0 The responsibility for the implementation of this policy and provision rests with the Principal. On an operational basis, the management, responsibility and evaluation of this policy will be undertaken by the Vice Principal – Extended Academy and Widening Participation.

2.0 Suggested Audience:

All Staff, parent/carers and students

3.0 Related policies

3.1 This policy is part of a suite of policies which should also be referred to:

- Communication with Parents/Carers
- Community Cohesion

4.0 University Academy Keighley Mission Statement:

‘Inspiring Education in the Bradford District’

5.0 Introduction

5.1 The Academy is fully supportive of the development of a sustainable travel plan and through its predecessor school already successfully promotes sustainable travel. The construction of a high-quality cycle shelter recently, reflects the commitment that students, staff and the Academy have to sustainable travel.

5.2 The Academy acknowledges and fully supports the move towards ‘greener’ transport, recognising that many of the Every Child Matters outcomes can be supported by adopting a more sustainable transport approach:

- Be Healthy, through additional exercise and better air quality
- Stay Safe, by ensuring good access routes to and from the Academy and through the use of CCTVs and other measures on public transport
- Make a positive contribution; increased use of sustainable travel improves the environment for all members of the community.

6.0 Aims of Our Academy Travel Plan

The aims of our travel plan are as follows:

- reduce traffic and vehicle usage;
- reduce congestion outside Academy;
- increase walking;
- improve student, staff and visitor safety;
- involve the local community;
- improve the local environment;
- improve independence of children; and
- provide safer parking for staff and visitors

7.0 Key Findings

- 7.1 If parents/carers could be persuaded to allow their child to walk to the Academy at certain times, rather than travel by car then student car usage would decrease by up to 20%. The Academy plans to reduce car usage in the morning and in the afternoon and make some reduction by the next survey. From our observations it appears that walking, as well as the car, is the only method that has the backing of both the parents/carers and students as a preferred mode of travel.
- 7.2 Congestion around the Academy is a big issue, but will be improved with the new Academy building.
- 7.3 Concerns about crossing the road were raised by a high percentage of pedestrians. The roads that were particularly highlighted were Skipton Road and the by-pass. If the pedestrian crossing systems could be added to and possibly the addition of active crossing patrols then this problem would be considerably improved. The safety of the students would be improved,
- 7.4 When travelling by car, main concerns expressed by staff are that their vehicles are not safe while parked on the road side, and that female employees do not feel safe while walking in the dark. The most ideal situation, therefore, is a secure car park on the Academy grounds near the staff entrance, but not in the traffic route of students with adequate parking spaces for all staff and visitors. This has been a focus of the design of the grounds for the new Academy building and the co-located Beechcliffe Special School.
- 7.5 It appears a number of students were afraid of strangers, particularly year nine. Parents/carers also worried about the possibility of their child being confronted by a stranger. Some work has been done in lessons to address these fears. There will be a much improved CCTV system in and around the new building. This will cover a wider area to improve the safety of students, staff and visitors. The Academy wants to reduce the number of students who are afraid of strangers to a minimum.

8.0 Proposed Action Plan

Academy will do the following:

8.1 Encourage students to walk to the Academy by:

- promoting this to students at tutor periods; and
- promoting this to parents/carers in the parent/carer newsletter and at review days.

8.2 Lobby for further pedestrian crossings and crossing patrols on Skipton Road and the By-pass feed road by:

- writing to the council requesting a survey of existing crossing with a view to improvement; and
- encourage the Council to assess the frequency of pedestrian and vehicular traffic to decide if a further crossings is justifiable.

8.3 For students worried about strangers the Academy will:

- continue to help students to know how they should behave if confronted by strangers; and
- encourage groups of students to walk home together, with older students looking after younger ones.

8.4 Improve provision for Cyclists

This has been left out of the travel plan because traffic in the area is too busy. However, to increase cycle usage would help this plan meet its aims.

- Request that cycle lanes are created in the local area.
- Install a secure cycling shelter – within BSF for the new Academy.
- Encourage staff to join the Government's 'Cycle to Work' scheme (if Bradford Council implement it).

8.5 Improve the CCTV System by:

- making improvements to the CCTV system to increase coverage and improve student and staff safety in the design of the new Academy.

9.0 Monitoring and Review

- 9.1 In order to ensure that the objectives and targets are being achieved, we will carry out annual surveys to monitor travel methods. This review will consider students travel needs arising from new developments in education and transport provision and the Academy Travel Plan will be reviewed as necessary to take account of these.
- 9.2 We will carry out the survey, for monitoring purposes, in September every year or during the nearest tutorial period. This will be coordinated by the Academy travel plan co-ordinator who will review the Academy Travel Plan itself, also on an annual basis, in September each year.

10.0 Approval by the Governing Body and Review Date

- 10.1 This policy has been formally approved and adopted by the Governing Body at a formally convened meeting

Policy approved:

(Chair of Governing Body)

Date:

Date of Policy review:

11.0 Appendix 1: Outline of a Travel Plan?

11.1 Introduction

Over the last 20 years, the number of children travelling to school by car has doubled, despite many children living close enough to school to walk. One in five cars on the road in urban areas at the morning peak of ten minutes to nine is taking children to school, leading to localised congestion, increased air pollution, a rise in the number of children injured in road traffic accidents, and a reduction in health and fitness.

The promotion and provision of sustainable transport is high on Government as well as this Academy's agenda. 'Aiming High for Young People: A ten year strategy for positive activities' has very clear messages and excellent examples of how sustainable travel can support a broad range of initiatives. Through the 'Local Transport Act 2008' Local Authorities have been strongly encouraged to develop annual Sustainable Modes of Travel strategies (SMoTS).

11.2 What is a Travel Plan?

- a. A travel plan is a document produced by the Academy that sets out how it is going to encourage students to walk, cycle or use public transport on the journey to and from the Academy, in order to reduce the number of car journeys.
- b. The Academy travel plan contains information about the way students presently travel to and from the Academy, objectives and an action plan.
- c. In order to be successful, the travel plan will need to have the support of students and parents/carers, the Local Authority and any other relevant partners, such as the Police or Bus Operators. It will also need to be incorporated into the Academy Development Plan.

11.3 Why have a Travel Plan?

Travel plans are an excellent way of reducing both car use and road accidents on the journey to the Academy. An Academy Travel Plan can:

- Improve safety
- Improve the environment
- Improve health
- Encourage independence
- Improve accessibility

11.4 Specific Benefits to University Academy Keighley

The benefits of implementing this Academy travel plan are as follows:

- less congested environment immediately outside Academy;
- students will be healthier and fitter, which should improve attendance;

- crossing the busy roads in the local area will be safer for both our students and local residents;
- improve the reputation of the Academy;
- improve safety for students who walk to the Academy;
- staff and visitors will not be so anxious about their car or walking to it;
- increased use of sustainable transport modes would give students more choice, encourage independence and reduce reliance on parents/carers;
- the Academy has a better-managed arrival and departure of staff and students to the building with reduced potential for accidents;
- staff would spend less time on transport supervisory duties; and
- improved relations with the wider community would result from reduced congestion and improved student behaviour on timetabled buses.

11.5 Action points for the Academy are to:-

- encourage the use of more sustainable methods of transport;
- provide as much as possible off road car parking and suitable cycle storage whilst the new Academy is being built;
- continue discussions with Education transport to provide easier and safe access to public transport to the Academy;
- promote student and public safety and further improve student take up of public transport to reduce traffic and pollution;
- provide a safe environment for students and staff accessing the new Academy building by reducing congestion and improving safety on the Academy drive by:
 - designating a parking area for parents/carers collecting or depositing their children;
 - designating a properly laid out collection point for the special buses;
 - have an entrance directly off Cliffe Castle Park;
 - ensuring clear segregation on the new site of pedestrian and vehicular movement; and
 - there is full access around the new Academy site for emergency services.
- increase the number of students walking and cycling to the Academy;
- ensure that parking facilities are adequate for the new Academy when built;
- further improve student, staff and parent/carers awareness of travel issues; and
- further improve relations with the wider community, the bus company and colleagues at Holy Family Academy, securing the safety and good behaviour of all students on the journey to and from the Academy.

12.0 Appendix 2: Information about present arrangements, issues and conclusions

12.1 Location of Academy

- a. The Academy is located in the Utley area of Keighley. It is situated on a long exposed site between housing on Green Head Road and the grounds of Cliffe Castle.
- b. It is a Secondary school attended by 700 students between the ages of 11 and 19 years. 79% live within areas covered by post codes BD20 1, BD20 2 and BD20 3. It employs 134 teaching and support staff, not including catering and cleaning staff which is contracted out.
- c. The Academy is open to students between 08.00 and 17.30 hours, lessons running from 08.45 to 15.05. Demand for travel peaks between 08.15 and 08.40 and again between 15.05 and 15.30.
- d. The Academy stands on Green Head Road which feeds onto Skipton Road. Green Head Road is subject currently to traffic-calming measures and the latter is used by buses. Bus stops stand on either side of Skipton Road between its junction with Green Head Road and the by-pass roundabout to the A650.

12.2 Current Travel Patterns

- a. **Staff**
Most staff travel to work by car.

| | |
|--|----|
| Lancashire, North Yorkshire | 15 |
| Bradford, Bingley, Saltaire, Shipley, Baildon | 28 |
| Leeds | 11 |
| Halifax | 4 |
| Oakworth, Haworth | 10 |
| Glusburn, Crosshills, Sutton | 14 |
| Harrogate, York, Manchester | 5 |
| Keighley Central, Steeton, Silsden, Riddleston | 67 |

There is some car-sharing amounting to a saving of approximately 20 cars. Fewer than 10 staff live within walking distance. About 8 do not drive and use public transport which does not pass the Academy involving walking to the nearest bus stop on Skipton Road plus any journey from the east, south or west of the site usually involves changing at Keighley Bus station. There is no train station near the Academy.

- b. **Students**

Students travel from a wide catchment area.(See Table 1 below) Some 90% of students live within walking distance, in the Keighley area but only 52.2% of the total surveyed (see attached survey results) walk to the Academy. They reach the Academy

along Green Head Road, Spring Gardens Lane and via the Grounds of Cliffe Castle which all intersect at the Academy.

TABLE ONE Academic Year 2009-10

| | Year 7 | Year 8 | Year 9 | Year 10 | Year 11 | Year 12 | Year 13 | Total |
|-------|--------|--------|--------|---------|---------|---------|---------|-------|
| BD9 | | | 2 | | | | | 2 |
| BD13 | | | | 1 | | | | 1 |
| BD20 | 10 | 7 | 7 | 15 | 16 | 11 | 6 | 72 |
| BD21 | 75 | 72 | 77 | 90 | 132 | 76 | 38 | 560 |
| BD22 | 2 | 7 | 10 | 14 | 7 | 6 | | 46 |
| BD23 | | | | | | 1 | | 1 |
| BB8 | 1 | | | | | | | 1 |
| Total | 88 | 86 | 96 | 120 | 155 | 94 | 44 | 683 |

As can be seen from the above table the Academy has a wide catchment area but by comparison has few students who live in the immediate vicinity of the Academy (the Academy post code is BD20).

Most of the students travel to the Academy by foot, private car, bus or taxi. There is no dedicated bus; students use the timetabled service on route 914 from Thwaites Bow Road via the Central Bus Station. The students are deposited at the Academy entrance (near the CLC).

In the afternoon the bus parks on Green Head Road to pick up passengers.

Significant numbers of students, chiefly from Asian families, are collected by car. This together with the buses reduces Green Head Road to a single lane causing congestion and hazard down onto Skipton Road between approximately 15.00 and 15.35. upsetting local people living in the vicinity who use Green Head Road.

Other students returning to central Keighley areas walk along Skipton Road crossing over and along the busy bypass feed road into Hardings Lane also a very busy road.

Students living in spring Gardens Lane, Shann Lane and the Highfeild area walk along the footpath adjacent to the Academy grounds onto High Spring Gardens Lane, or through Cliffe Castle which offers a quieter traffic environment.

12.3 Existing travel arrangements

a. Traffic Problems

The new Academy is currently under construction and the site 'village' has had to be located on the lower car-park. By altering the top car park and reducing the amount of grass area, relocating the rubbish bins and the mini-buses to in front of the CLC, more parking spaces have been created. However this still does not meet the need for the staff and visitors.

Until the new building opens, during the 2010-11 academic year, students' main entrance is near the CLC and therefore no student should be coming into the main car-

park. However this does put additional congestion at the CLC entrance as it is also adjacent to the building site staff entrance. The contractors have instructed their workers not to arrive and leave at the Academy start and finish time. Access for materials to the site is further down Green Head Road. Again the contractors are trying to manage no deliveries at the Academy's busy movement time.

b. Parking

There are 120 parking spaces for staff and other cars. This is insufficient to cater for demand as the daily requirement is for some 150 spaces. This has the following consequences:

- visitors are forced to park on Green Head Road;
- the few members of the sixth form who use cars have to park them in unsuitable spaces on Green Head Road;
- some staff use "unofficial" parking spaces on Green Head Road;
- there is often erratic parking on site by parents/carers and visitors leading to problems when a staff member whose car is blocked in needs to leave unexpectedly;
- the parking on Green Head Road causes hazards at the end of the Academy day;
- parents/carers cannot find suitable parking spaces to pick up and drop off students; and
- vehicles making deliveries experience similar problems.

There are two reserved spaces for disabled parking and 2 dedicated spaces for the mini-buses in front of the CLC.

c. Student drop off/pickup

As a result of restricted vehicle access to the site and traffic congestion on Green Head Road, the insistence of parents/carers that they pick up immediately outside of the Academy gate generates significant conflict. This together with the bus reduces Green Head Road to a single lane causing congestion and hazard down onto Skipton Road between approximately 15.00 and 15.35, upsetting local people living in the vicinity who use Green Head Road.

d. Cycles

There are only facilities for 8 cycles on site. The roads to the Academy are extremely busy especially at the start and finish of the Academy day, this gives parents/carers concern for the safety of students cycling to the Academy.

e. Walking

The large number of students who walk to the Academy probably represents close to the maximum that can be achieved. Students and parents/cares have been made aware of the Academy's wish that as many as possible of them reach the Academy on foot and there has been some response.

f. Bus

The bus stop site used at the end of the day for the timetabled service is on Skipton Road, adjacent to Clockview Street causes problems as students have to cross the main road as some students ignore the crossing provided. The area is exposed and there is only a bus shelter on one side. Students can wait a long time in poor weather conditions for public transport. Apart from the bus mentioned above, journeys by bus are made using timetabled services and this can lead to conflicts of interest between students and the general public.

The timetabled buses are generally punctual and reliable. On the rare occasions when buses arrive late there have been behaviour difficulties but this is not significant.

g. Other Safety Issues

Due to the congestion and safety measures described above, emergency services have difficulty in gaining access to the Academy or to neighbouring properties at peak periods. Access to the rear of the site for emergency vehicles to the running track and synthetic pitch is through the building site. A system is in place for this to work and it has been tried.

The traffic calming installations along Green Head Road have reduced the speed of traffic and appear to have stopped the use of the road by heavy wagons thereby increasing safety on this road during the Academy day.

12.4 Conclusions

The most popular methods that students use to travel to and from the Academy are by car or walking, with walking becoming the main method to and from the Academy. When students are pedestrians their largest fears are crossing the road, the amount of traffic and to a lesser extent, strangers. Issues such as bad weather and the distance travelled are issues that the Academy cannot influence.

Some parents/carers, whose children travel to the Academy by car then walk home, should allow their child to walk to Academy. This gives some scope for the Academy to be able to reduce traffic, but for female students especially those of Asian origin there is a definite objection to this by parents/carers.

The main concerns when their child is a pedestrian include, too much traffic, strangers and crossing the road, particularly at the cross roads at the bottom of Green Head Lane and the By-pass

Staff travel habits are heavily slanted towards using the car and by walking. However, car usage is the most popular both in preferred and actual travel. Some of car users in theory could do more to car share, but other circumstances prevent them doing this.

- 5 Staff also consider their car to be less safe if it is parked outside the Academy grounds, with concern that their vehicle may be damaged or stolen. Walking in the dark in winter causes some concern by female staff.

6 As pedestrians, staff are mainly concerned about bad weather, too much work to carry home, crossing the road and too much traffic.

12.5 Plan evaluation and the identification of future need by students

The Plan will continue to be evaluated and further need identified through the Academy student council. This will seek to gather and expand the following information:

- where students travel from, how they travel to and from the Academy and whether they travel alone, with other students or with an adult;
- if travelling by car, whether there is potential for car sharing;
- what routes students use in travelling to and from the Academy;
- which places are found dangerous for walking and why;
- what difficulty students have in making the journey on foot or by cycle;
- details of accidents and near misses;
- problems with bus services and suggestions for their resolution; and
- what would encourage students to walk, cycle or take the bus?

The information gathered will be used in the first instance to ensure that this Academy Travel Plan provides better for students' safety and security in travelling to and from the Academy.