



IPSWICH SCHOOL

REVIEW OF SCHOOL TRAVEL PLAN 2022

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| Date of last review of School Travel Plan | <ol style="list-style-type: none">1) Original Travel Plan signed off by Headmaster/Chair of Governing Body and Suffolk CC 20 June 20132) The Travel Plan is reviewed annually, following 'hands up' surveys of pupils, parents, staff and local residents in the Michaelmas term each year, and an annual update is sent to Suffolk County Council. In recent years the annual plans have been reviewed by Sharon Payne, Principal Transport Planner, Suffolk County Council. |

Any significant changes since original plan or last review (e.g. NOR, school times, major building work, new travel issues etc)

The Covid pandemic had a significant impact on school life during 2020-2022. Some practices adopted in response to the pandemic have stayed with us, including a majority of our Parents' Evenings taking place 'online', which reduces evening and day time parking issues around the school site.

Pupil numbers in the Senior School have grown from 780 to 920 in recent years. The School continues to be recognised as the top academic school in Suffolk and we have a growing national reputation for sport. Pupil numbers in our nursery (The Lodge Day Nursery) have also grown. The nursery opened in 2018 and has gone from strength to strength. We have been mindful that increased pupil numbers has the potential to increase traffic volumes, and that is why there has been a renewed campaign this year to increase bus usage on all routes, and explore reasons why parents choose not to use the service.

A reminder that our school bus services are managed by Kura, a specialist company in the sector. Our buses now have GPS trackers, and pupils are able to electronically sign on and off the buses. This enables the school and parents to track bus movements and further improves pupil safety. We have continued (with Kura's assistance) to explore ways to enhance and expand our bus routes to encourage pupils/families to use the school bus service and thus reduce the number of car journeys made to school.

We continue to gradually expand our use of the Anglesea Heights site (located opposite the 'blue gates' on Ivry Street). The Prep School and Nursery utilise buildings previously used as care bungalows, and we have a thriving boarding house for older pupils and a staff accommodation unit. The main 'old hospital' building is used as an art gallery and exhibition space.

We are using the car park at Anglesea Heights for staff parking during the day (particularly for staff who start and/or finish work outside peak times). This reduces pressure on the main school car parks and the need for staff to find parking on the roads around the School. The Anglesea Heights parking area is also used for staggered, parental drop offs and pick ups for our younger children in the Prep School. We have also introduced pedestrian restrictions designed to reduce the number of Prep parents using Ivry Street for drop offs and pick ups. Parking at Anglesea Heights is also used for after school events as required to ease congestion on Ivry Street. Due to the location of the car park (immediately opposite the main pupil entrance), the car park has a security gate to stop people entering and leaving it at peak times to maintain road safety near the school entrance.

We will be continuing to look at all possibilities, including further enhancements to our parking provision and traffic management at peak times, using the additional space we have acquired following the expansion of our site to include Anglesea Heights.

We introduced (for the school community only) a voluntary one-way traffic system along Ivry Street in 2020 to try to improve traffic flows. Resident responses to recent travel surveys indicate this has largely been seen as a positive move.

We continue to offer a Cyclescheme, which is popular and well used by staff, with an increased number cycling to school. We have encouraged the use of car sharing (for pupils and parents) with some good results.

We publish a periodic newsletter for local residents that is delivered to properties in Ivry Street, Holly Road, St Edmunds Road, Henley Road, Warrington Road and Constitutional Hill. The newsletter lets local residents know about key school events, reports on topics relating to travel issues and development projects.

We continue to communicate regularly with our parents via school newsletters and termly communications. We try hard to encourage good pick up and drop off behaviours. This helps us to maintain positive relationships with our neighbours; an important priority for us.

The School has a monitoring station to look at air quality around the school's sites, particularly in and around Ivry Street where a majority of school traffic comes and goes. We have regular communication with Kura to ensure school buses 'switch off engines' whilst waiting and signage has been put up on Ivry Street. We are keen to ensure we take all reasonable actions to manage and reduce air pollution levels around the school sites for the sake of our pupils, parents, staff and neighbours.

2. New travel data (last 5 surveys only shown)

To assess how well your initiatives have worked in reducing car trips in the last 12 months, you need to repeat a Hands-Up Survey and complete the table below. Compare your new data with your previous data (in your last Travel Plan or annual review) and **then set new SMART targets** for the next year. (A hands-up survey is available from your travel planner).

| Mode of transport comparison | 2018 | | 2019 | | 2020* during Covid pandemic | | 2021 | | 2022 | | Targets for 12 months' time October 2023 Key focus areas* | |
|------------------------------|------|------|------|------|-----------------------------|------|------|------|------|------|---|------|
| | No | % | No | % | No | % | No | % | No | % | Number | % |
| Walk | 80 | 22.4 | 83 | 21.5 | 82 | 22.5 | 63 | 20.2 | 80 | 23.9 | | 25%* |
| School Bus | 156 | 43.7 | 160 | 41.5 | 146 | 40.1 | 132 | 42.3 | 135 | 40.3 | | 50%* |
| Car | 101 | 28.3 | 119 | 30.7 | 106 | 29.1 | 98 | 31.4 | 95 | 28.4 | | 25% |
| Car Share | 3 | 0.8 | 12 | 3.1 | 7 | 1.9 | 8 | 2.5 | 7 | 2.1 | | 4% |
| Park & Walk | 9 | 2.5 | 3 | 1 | 7 | 1.9 | 2 | 0.06 | 10 | 3.0 | | |
| Cycle | 2 | 0.6 | 1 | 0.25 | 9 | 2.5 | 4 | 1.2 | 1 | 0.2 | | |
| Public Bus | 4 | 1.1 | 7 | 1.8 | 6 | 1.6 | 7 | 2.2 | 4 | 1.2 | | |
| Train | 2 | 0.6 | 2 | 0.5 | 0 | 0 | 2 | 0.06 | 4 | 1.2 | | |

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|-----------------------------|------------------------------|--------------------------------|--------------------------------|--------------------------------|------------------------------|
| Total pupils replied | 358 (45%) | 387 (48%) | 367 (42.6%) | 312 (35.4%) | 336 (36.5%) |
| | 386/793 use school bus = 48% | 396/805 use school bus = 49.2% | 385/860 use school bus = 44.7% | 376/880 use school bus = 42.7% | 414/920 use school bus = 45% |
| Total pupils asked | 793 | 805 | 860 | 880 | 920 |

| STAFF | 2018 | | 2019 | | 2020* during Covid pandemic | | 2021 | | 2022 | | Targets for 12 months' time October 2023 Key focus areas* | |
|-------------------|------|------|------|------|-----------------------------|------|------|------|------|------|---|------|
| | No | % | No | % | No | % | No | % | No | % | Number | % |
| Mode of transport | | | | | | | | | | | | |
| Car | 117 | 68.4 | 112 | 65.8 | 126 | 68.1 | 116 | 66.7 | 140 | 71.4 | | 60%* |
| Walk | 35 | 20.5 | 36 | 21.2 | 32 | 17.3 | 34 | 19.5 | 38 | 19.4 | | 25%* |
| Cycle | 10 | 5.8 | 18 | 10.5 | 16 | 8.6 | 17 | 9.7 | 12 | 6.1 | | 15% |
| Car Share | 1 | 0.6 | 1 | 0.5 | 1 | 0.5 | 1 | 0.05 | 1 | 0.5 | | 3% |
| Public Bus | 1 | 0.6 | 0 | 0 | 1 | 0.5 | 1 | 0.05 | 1 | 0.5 | | |
| Train | 0 | 0 | 1 | 0.5 | 0 | 0 | 1 | 0.05 | 2 | 1 | | |
| Motorbike | 0 | 0 | 2 | 1 | 2 | 0.5 | 1 | 0.05 | 1 | 0.5 | | |

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|----------------------------|----------------|----------------|----------------|-----------------|----------------|
| Total staff replied | 171 (47.5%) | 170 (47.2%) | 185 (51.4%) | 174 (48.33%) | 196 (52.9%) |
| Total staff asked | 360 | 360 | 360 | 360 | 370 |

| PARENTS Mode of transport comparison | 2018 | | 2019 | | 2020* during Covid pandemic | | 2021 | | 2022 | | Targets for 12 months' time October 2023 Key focus areas* | |
|---|------|------|------|------|-----------------------------|------|------|------|------|------|---|-----|
| | No | % | No | % | No | % | No | % | No | % | Number | % |
| School Bus | 157 | 35.1 | 174 | 38.4 | 225 | 32.9 | 166 | 34.2 | 141 | 34.6 | | 48* |
| Car | 157 | 35.1 | 154 | 34 | 263 | 38.5 | 176 | 36.3 | 152 | 37.3 | | 30 |
| Walk | 97 | 21.7 | 92 | 20.3 | 134 | 19.6 | 103 | 21.2 | 88 | 21.6 | | 22* |
| Public Bus | 4 | 0.9 | 7 | 1.5 | 9 | 1.3 | 5 | 1 | 4 | 1 | | |
| Car Share | 8 | 1.8 | 12 | 2.6 | 14 | 2 | 2 | 0.4 | 2 | 0.4 | | 3 |
| Cycle | 6 | 1.3 | 1 | 0.2 | 3 | 0.4 | 2 | 0.4 | 3 | 0.7 | | |
| Scooter | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Train | 0 | 0 | 3 | 0.6 | 3 | 0.4 | 2 | 0.4 | 2 | 0.4 | | |
| Park & Walk | 6 | 1.3 | 3 | 0.6 | 4 | 0.6 | 4 | 0.8 | 3 | 0.7 | | |

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|------------------------------|-----------|-----------|-----------|-------------|-------------|
| Total parents replied | 449 (56%) | 453 (56%) | 682 (79%) | 488 (55.4%) | 410 (44.5%) |
| Total parents asked | 793 | 805 | 860 | 880 | 920 |

| LOCAL RESIDENTS Comparison of 3 main things causing frustration | 2018 | | 2019 | | 2020* during covid pandemic | | 2021 | | 2022 | | Targets for 12 months' time December 2023 Key focus areas* | |
|---|------|------|------|-----|-----------------------------|----|------|------|------|------|--|------|
| | No | % | No | % | No | % | No | % | No | % | Number | % |
| Inconsiderate parking – <i>at peak pupil drop off/pick up times</i> | 18 | 16 | 15 | 17 | 9 | 35 | 10 | 31.3 | 8 | 28.6 | | 12%* |
| Inconsiderate parking – <i>pupils/staff all day</i> | 6 | 5.4 | 4 | 4 | 2 | 8 | 2 | 6 | 2 | 7.1 | | |
| Traffic Congestion | 11 | 10 | 11 | 13 | 4 | 15 | 2 | 6 | 5 | 17.9 | | 8%* |
| Parking for events | 4 | 3.6 | 8 | 9 | 0 | 0 | 0 | 0 | 1 | 3.6 | | |
| Road Safety concerns | 10 | 9.1 | 12 | 14 | 2 | 8 | 2 | 6 | 2 | 7.1 | | |
| Access to property | 4 | 3.6 | 5 | 6 | 0 | 0 | 2 | 6 | 2 | 7.1 | | |
| Speeding traffic | 12 | 10.9 | 11 | 13 | 4 | 15 | 2 | 6 | 1 | 3.6 | | |
| Traffic noise | 2 | 1.8 | 3 | 3.5 | 2 | 8 | 8 | 25 | 1 | 3.6 | | |
| Bus movements | 11 | 10 | 6 | 7 | 1 | 4 | 4 | 12.5 | 0 | 0 | | |
| Pollution | 7 | 6.4 | 8 | 9 | 2 | 8 | 2 | 6 | 1 | 3.6 | | 5%* |
| Other (not traffic related) | 2 | 1.8 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 7.1 | | |

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|--------------------------------|------------|------------|----------|------------|------------|
| Total residents replied | 30 (27.3%) | 39 (35.4%) | 32 (29%) | 37 (33.6%) | 29 (26.3%) |
| Total residents asked | 110 | 110 | 110 | 110 | 110 |

3. Set priorities, outcomes and milestones

Please use the plan below to set your priorities, outcomes and milestones. You can have more than 1 priority if you like, with as many outcomes necessary to achieve your priorities with details of ways in which you intend to achieve them. The milestones column is for you to record your success throughout the year at reaching your outcomes. Some suggestions have been made for you, but you should tailor these to suit your school

| PRIORITY (Overall aim) | OUTCOME (Measurable target and timescale) | INITIATIVES to reach outcome | LEAD | MILESTONE (report success throughout the year) |
|-----------------------------------|---|---|--|--|
| I. PUPIL/STAFF CAR SHARING | <p>Previous annual survey results indicated:</p> <p>We have not made the progress we had hoped with this in recent years and need to refocus on initiatives to encourage more pupils/staff to consider car sharing.</p> | <p>We have tried initiatives to put families/staff in touch with other families living in similar outlying locations and/or attending after school events/clubs to enable parents to contact other parents in their local area.</p> <p>We will re-focus on these initiatives using feedback/ideas from pupils, parents and staff in the 2022 surveys.</p> | CFB Bus Co-ordinator and TAB Director of Co-Curricular | Initiative is ongoing – communication channels with parents/staff are key. |

| PRIORITY (Overall aim) | OUTCOME (Measurable target and timescale) | INITIATIVES to reach outcome | LEAD | MILESTONE (report success throughout the year) |
|-------------------------------|--|--|--|--|
| <p>2.SCHOOL BUS</p> | <p>Encourage increased use of School bus service to reduce volumes of cars at peak times</p> | <p>Ongoing review of bus routes, timings and schedules to ensure bus service is attractive to families, but increased bus movements do not cause road safety hazards or increase in number of complaints from residents.</p> <p>We have looked at ways to reduce the length of some bus journey times, by combining routes and the annual travel survey gave suggestions for new routes and stops.</p> <p>We plot the postcodes of all pupils and contact parents to inform them of the bus running in their area.</p> | <p>CFB and JMH (School Bus Coordinator and Director of Finance and Operations)</p> | <p>Management of the buses is undertaken by Kura, a specialist provider, who have software packages to help devise best routes, track journeys and electronically register pupils.</p> <p>Ongoing work in partnership with Kura to ensure routes are well managed, attractive and environmentally efficient.</p> |

| PRIORITY (Overall aim) | OUTCOME (measurable target and timescale) | INITIATIVES to reach outcome | LEAD | MILESTONE (report success throughout the year) |
|--------------------------|---|---|---|--|
| <p>3. PARKING</p> | <p>Improve parking arrangements for events and functions in the evenings and at weekends and for staff/pupils needing to park on-site and on neighbouring roads during the day. Improve flow of traffic at peak times to avoid congestion/inconvenience to residents</p> <p>Use of Anglesea Heights parking areas is helping us to improve measures such as pupil safety (safer pick up and drop off options), and improve capacity for staff parking.</p> | <p>Communication with parents via school publications, website and portals to encourage good practice – e.g. observing voluntary one-way system, not accessing Ivry Street, making use of school bus services, car sharing, finding alternative drop off and pick up places (away from main school site), encouraging healthy travel options (walking), switching off engines, not parking in resident zones and not blocking resident accesses, making use of available parking on school sites (including Anglesea Heights) instead of parking on Ivry Street (for events).</p> | <p>JMH (Director of Finance and Operations)</p> | <p>Progress made, level of complaints from residents has fallen in recent years.</p> <p>Resident surveys show this is a diminishing concern since we purchased Anglesea Heights and moved some events online (such as Parents' Evenings).</p> <p>Focus in 2023-24 will be peak time drop offs and pick ups, which is the key issue raised by residents living close to the school.</p> |

Key: JMH – Jenny Hunwicke, Director of Finance and Operations CFB – Carole Brown (School Bus Co-ordinator and liaison point with Kura)

In addition to the above initiatives, over which the School has direct influence, we also have the longer term aim of continuing discussions with external entities such as Suffolk County Council, Ipswich Buses and Ipswich Park and Ride. It will be our aim to encourage continual review of measures that we believe will further benefit pupils, parents, staff and residents, such as improved road signage, crossings and speed controls around the School. The surveys conducted also suggest improved public bus services (running past the School at peak times) would encourage use of public transport. These longer term aims are, of course, aspirational and would require the agreement of the relevant external bodies and, in the case of the County Council, agreement to appropriate public funding. It should be appreciated that the School has no direct influence over the decisions made by external parties.

Once you have a completed your School Travel Outcomes Document please email to Sharon Payne MTPS, Principal Transport Planner, Transport Strategy Growth, Highways and Infrastructure, Suffolk County Council.

