

# St. Begh's Catholic Junior School TRAVEL PLAN

November 2017



*At School we encourage the promotion of a safe and healthy environment and are proactive in reducing our carbon footprint for all members of the school community. It is therefore imperative that we promote and support independent travel and - where available - the use of buses and shared travel.*

**Approved by the H&S Committee on 20<sup>th</sup> February 2018.  
Review: November 2019**



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## 1 School details

Name of school	St. Begh's Catholic Junior School		
Type of school ( <i>Infant, Junior, Primary or Secondary</i> )	Junior		
Status of school ( <i>Academy, Community, Foundation, Independent, Voluntary Aided or Voluntary Controlled</i> )	Voluntary Aided		
Number of pupils on roll ( <i>full time &amp; part time</i> ) & SEN	f/t 266	p/t 0	SEN 26
Number of staff ( <i>full time &amp; part time</i> ) ( <i>it is highly recommended that a supplementary Travel Plan for staff and other school users is developed</i> )	f/t 20		p/t 17
Age range of pupils	7 - 11		
<b>School contact</b>			
Head Teacher	Mrs. Catherine Mallard		
Address	St. Begh's Catholic Junior School Coach Road Whitehaven Cumbria		
Postcode	CA28 7TE		
Telephone/Fax numbers	Tel: 01946 696959		Fax: N/A
Email address	<a href="mailto:admin@st-beghs.cumbria.sch.uk">admin@st-beghs.cumbria.sch.uk</a>		
Website	<a href="http://www.stbeghs.co.uk/">http://www.stbeghs.co.uk/</a>		
<b>School Travel Plan contact</b>			
Name	Mark Hankin		
Telephone number	01946 506043 / 07913813442		
Email address	mark.s.hankin@gmail.com		
<b>School situation and use</b>			
Detailed description of school locality and catchment area	<p>St. Begh's Catholic Junior School lays approximately mid-point along Coach Road to the South of Whitehaven Town Centre. The school has two access points, one adjacent to Coach Road and one reached from within the grounds of St. Begh's Church. Both accesses have a gate for vehicles and a separate gate for pedestrians and cyclists. Vehicles are not permitted in the school grounds unless by prior arrangement or in emergency situations.</p> <p>Coach Road has surfaced footways running along the length of it on both sides of the carriageway. There is a 20mph speed limit in force and traffic calming along its length in the form of speed cushions, narrowings in the carriageway and splitter/refuge islands. A School crossing patrol operates at in-muster and out-muster times.</p> <p>Outside the School on Coach Road are yellow 'school zig-zag' road markings with a 'Monday - Friday 8.00am to 6.00pm, Term Time Only' waiting restriction and 'double yellow line' waiting restrictions, which limit available space for vehicles to park. There are crossing patrol flashing signals, but no triangular warning signs highlighting to motorists that they are approaching a school. However, these are being replaced by the Highway Authority</p>		

Staff at present park in allocated spaces within the Church car park by permission of the Church.

Parents, who drop off/collect pupils by car, do so using other spaces within the Church car park or by parking nearby on Coach Road or The Gardens. Use of the car park is by permission of the Church.

The Gardens, a residential area opposite St. Begh's, has a Disc Parking Scheme in operation, where on-street parking is limited to 1 hour, (no return within 1 hour), 8.30am - 6.00pm Monday to Friday (Resident Permit Holders Exempt).

There are no scheduled bus routes or stops along Coach Road itself, though Services 1, 3 and 33C serve Station Road, with stops approximately 200m north east of the school, and Services 1, 2, 2A, 3, 32E and Gold 300 serve Preston Street, with stops approximately 270m to the south west of the school. All bus stops have surfaced footway links to Coach Road.

Corkickle railway station, an unmanned request-stop station, is approximately 250m walk from the school along surfaced footways around the southern end of The Gardens.

National Cycle Route 72, crosses Coach Road approximately 100 metres to the south west of St. Begh's. This cycle route links the harbour with the Corkickle and Mirehouse areas of Whitehaven and links to the towns/villages of Moor Row, Cleator, Cleator Moor, Egremont, Frizington, Arlecdon and Rowrah. The cycle route is near the Western start of the C2C cycle route and is popular with many cyclists and pedestrians.

Properties 9 to 26 at The Gardens do not have any footways and children from this area must walk along the carriageway. There is an oval 'green' area in the centre of these properties which is owned and maintained the Copeland Borough Council.

Amenities and services along Coach Road include St. Begh's Church, two social clubs, a gym, a football training facility, rugby ground, bowling green, petrol station, vehicle repair garage, and light industrial retail units, all of which generate varying degrees of vehicular and pedestrian traffic. Wider amenities and services include a park, the Bridges Retail Park (includes Macdonald's, B&M, Carpet Right and Poundland), a public house, hairdressers, Morrison's supermarket, leisure centre, two health centres, a permit only car park, veterinary centre, Home Bargains, Iceland, Aldi and Asda stores, a cycle shop, motorcycle garage and Enterprise car rental.

There are plans to construct a car park accessed from Preston Street, which may impact on future traffic volumes and flows along Coach Road.

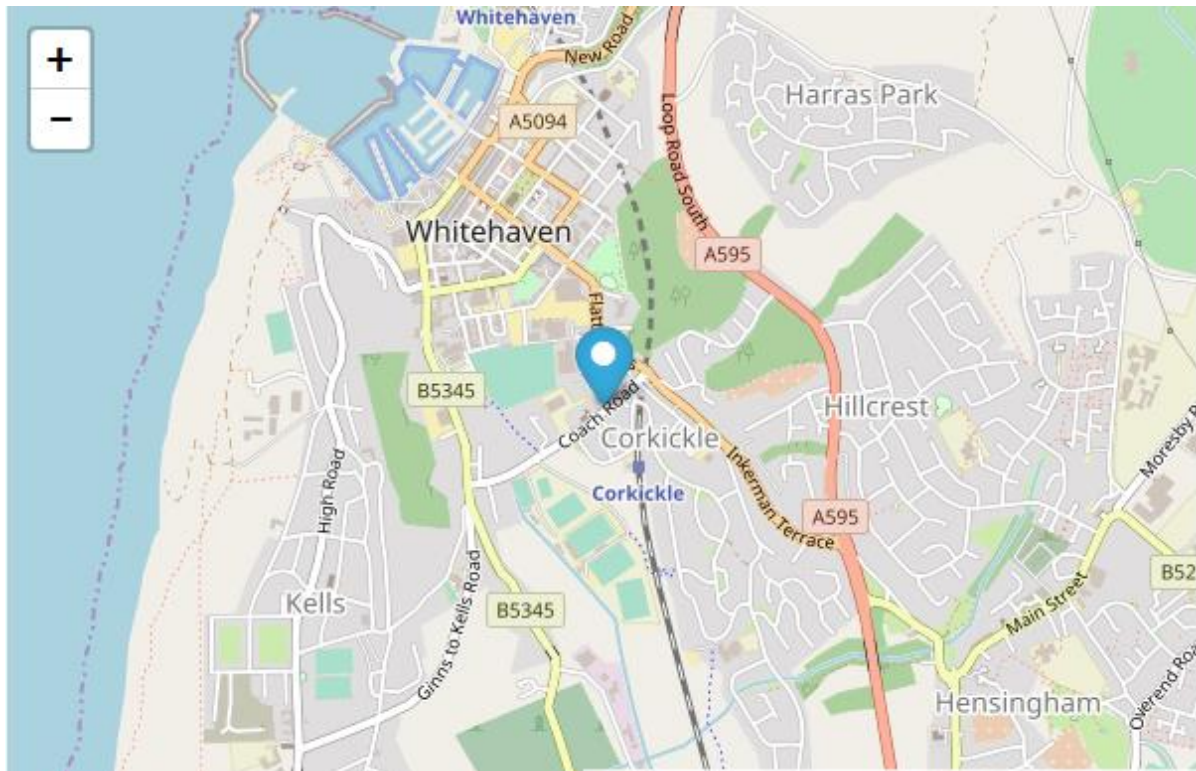
Main traffic routes close to the school include the A595 running north - south between Carlisle and Barrow-in-Furness and the west - east running A66, between Workington and Scotch Corner.

The catchment area for St. Begh's extends to a radius of 9 miles.

Facilities ( <i>e.g. playground, car park, sports hall, community centre</i> )	Playground, sports hall (also used as assembly hall/dinner hall). Car park adjacent to the school is for church use only, though at present permission is granted for access by parents dropping off or picking up their children.			
Number of accesses - vehicle/pedestrian/cycle/shared	Vehicle	Pedestrian	Cycle	Shared
	2 (emergency/maintenance only, no vehicles usually on school premises)			2 - for pedestrians and cyclists
Core school times	08.55 - 15.30 Mon to Fri			
Other uses ( <i>e.g. extra-curricular/community access, including days and times</i> )	Mon - Fri - Computer Club 08.15 - 08.50 Mon - Judo 15.30 - 16.30 Tue - Multi-sports 15.30 - 16.30 (yrs 3 & 4) Weds - Multi-sports 15.30 - 16.30 (yrs 5 & 6) Thurs - Drama 15.20 - 16.20			

## School Location & Catchment Area for Staff & Pupils

### School Location in Whitehaven



### School Catchment Area



The general School catchment area stretches from Egremont, south of Whitehaven, to Cleator Moor and Gilgarran to the east and Workington to the north. One recorded postcode is at Sillith, which is in the far north of the County.

## 2 Key contacts - to develop and implement the plan

Name and contact details	Position	Responsibilities
Nancy Sloan <a href="mailto:nancy.sloan@cumbria.gov.uk">nancy.sloan@cumbria.gov.uk</a> 07971 446231	School Travel Officer	Advises on safe routes to school; Liaises with Traffic Management Officers regarding highway measures; Provides guidance on Active Travel initiatives and cycle training; Supplies relevant materials to support the initiatives.
Mrs. Catherine Mallard <a href="mailto:admin@st-beghs.cumbria.sch.uk">admin@st-beghs.cumbria.sch.uk</a> 01946 696959	Head teacher	Liaises with School Travel Officer and Travel Plan Coordinator; arranges for Active Travel Initiatives to be introduced to school
Health and Safety Committee	Accountable body	Implementing, monitoring effectiveness of and reviewing Travel Plan
Mr. Mark Hankin <a href="mailto:Mark.s.hankin@gmail.com">Mark.s.hankin@gmail.com</a> 07913 813 442	Travel Plan coordinator	Liaises with Head teacher, Health and Safety Committee and School Travel Officer;
Diocese	Consultee	
Belmont	Consultee	

Who were consulted, on what subject and how?			
Consultee	Consultation subject	Consultation method	Date
Parents	The journey to school	Questionnaire and letter	06.10.17 - 13.10.17
Pupils	Mode of travel	Hands up survey	02.11.2017
Staff	Mode of travel	Questionnaire	02.11.2017

## 3 Baseline Surveys

Three surveys were undertaken by the School to determine existing patterns and trends of travel to /from St. Begh's for pupils, staff and parents/carers.

The pupil survey was of the 'hands up' type and all classes were surveyed on the same date, 02/11/2017.

There were 257 pupils in school on the date of the survey and the data analysis, below, reflects this number.

The staff survey was also carried out on 02/11/2017. All staff were available and responded to the survey.



Date of Parents/Carers survey: 06/11/2017 - 13/11/2017

PARENTS/CARERS - How do you travel to and from school?																
Total No. of Pupils	Car		School Bus or taxi		Service Bus or taxi		Walk		Cycle		Scooter		Car Share		Train	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
110*	74	67.3	6	5.5	3	2.7	4	3.6	2	1.8	19	17.3	2	1.8	0	0.0

\*94 questionnaires returned, but some parents/carers voted for more than one option

The 94 returned surveys represent just over 35% of the possible total. Whilst this is not as high as the School would have liked, it does give usable data on which to build a strategy for the Travel Plan. The results of the Questionnaire are shown in full in Appendix A with comments from the various questions of the survey shown in Appendices B, C, D, E and F.

A sizable percentage (almost 60%) of journeys made by car are part of a combined journey, either taking siblings to other schools or the parent/carer travelling onward to work. However, one common recurring concern from respondents was the inconvenience and risk to pedestrians from vehicles being parked on footways or waiting restrictions (Double Yellow Lines or School Zig-Zags). This was highlighted numerous times in the comments received and cited as a perception of why the journey to School on foot, cycle or scooter could be considered 'dangerous'.

The percentage of pupils walking, cycling or scooting to School, just over 17%, has increased since the 2005 survey (13%) and the 2009 survey (11%). This in part is due to a significant reduction in pupils using service or school buses, but a long way short of the aspirations of pupils who wish to travel by one of those means (64.4%) as shown in the pupil survey.

PARENTS/CARERS - How would you like to travel to and from school?												
Total No. of Pupils	Car		Car Share		Service Bus		Walk		Cycle		Scooter	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
115*	34	29.6	5	4.3	1	0.9	41	35.6	24	20.9	10	8.7

\* 94 questionnaires returned, but some parents/carers voted for more than one option

65.2% of Parents and Carers would prefer their children to walk, cycle or scoot on the journeys to/from School and with 33.9% still wishing to use a car or to car share. However, this is still a significant reduction on present journeys, with potentially car sharing almost doubling.

There are good footway links on either side of the School which are accessible from car parks - at Bridges Retail Park and 'Home Bargains' respectively - which are ideal for setting up either Park and Stride or Walking Bus initiatives. St Begh's used to have a Walking Bus, but over time this has ceased.

Cycling along Coach Road at School in muster and out muster times would only ideally be undertaken now by competent, self-assured cyclists. The morning cycle commute is less congested and with good cycleway links to Coach Road, it would be possible to cycle part way and then push the cycle safely along the footway to the School.

Date of pupil survey: 02/11/2017

PUPILS - How do you travel to and from school?																
Total No. of Pupils	Car		School Bus or taxi		Service Bus or taxi		Walk		Cycle		Scooter		Car Share		Train	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
257	199	77.4	27	10.5	2	0.8	17	6.6	1	0.4	1	0.4	10	3.9	0	0.0

From parent/carer survey information, it has been shown that over 78% of pupils travel 2 miles or less on the journey to school, yet just over 7% walked, cycled or scooted on the day of the survey. Nearly 71% of parents/carers who responded to their survey thought the route to school, for those wishing to walk, was either 'very safe' or 'fairly safe'.

In 2005, 54% of pupils travelled to/from School by car and rose to 70% in the 2009 survey. This increasing trend demonstrates that a key objective here is to increase the number of journeys undertaken by foot, cycle or scooter. As well as obvious health benefits for pupils, parents and carers, studies have shown that pupils who use physical effort to travel to School tend to arrive more alert and perform better during the day. Group activities, such as a Walking Bus, also increases social bonds between pupils.

It is acknowledged that almost 60% of the car journeys made by pupils travelling to/from school are part of a combined journey. However, initiatives such as Park and Stride' or a Walking Bus could reduce the number of car journeys, congestion, carbon footprints and the potential for pedestrian/vehicle conflict.

PUPILS - How would you like to travel to and from school?																
Total No. of Pupils	Car		School Bus or taxi		Service Bus or taxi		Walk		Cycle		Scooter		Car Share		Train	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
224*	68	30.4	16	7.1	5	2.2	42	18.7	56	25.0	24	10.7	10	4.6	3	1.3

\* number of pupils differs from above due to fewer responding in this part of survey

64.4% of pupils responding to the survey would prefer to walk, cycle or scoot to school, contrasting sharply with just over 7% that journeyed to school by one of these methods on the survey date. It can be assumed then, that almost two-thirds of pupils wish to take a more active journey to or from School, if possible. As stated above, each of these physical methods of undertaking the school journey increases fitness and health, builds social skills, increases alertness in class and reduces traffic congestion, carbon footprints and the potential for pedestrian/vehicle conflict.

1.3% of pupils wish to travel to school by train, but the Cumbrian Coastline service is infrequent, with the latest arrivals before school start time being 7.26 am from the North (Carlisle) and 8.06 am from the South (Barrow). This would make it an inconvenient choice in travelling to/from School.

Date of staff survey: 02/11/2017

STAFF - How do you travel to and from school?																
Total No. of Staff	Car		Bus or taxi		Walk		Cycle		Motorcycle		Car Share		Train		Other - specify	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
37	28	75.7	0	0.0	9	24.3	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0

Just over three-quarters of staff travel by car to School and the remainder walk. The reason cited most often for this, is living too far from School to get there by other means. Appendix F shows all responses made during the survey.

One response cited that the respondent walked to School at present, but only because they had not passed their driving test yet.

STAFF - How would you like to travel to and from school?																
Total No. of Staff	Car		Bus or taxi		Walk		Cycle		Motorcycle		Car Share		Train		Other - specify	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
37	11	29.7	0	0.0	23	62.2	2	5.4	0	0	0	0	1	2.7	0	0.0

The indication that almost two thirds of staff would prefer to walk is excellent and would set a fitting example to pupils. This too would have health and alertness benefits for those walking, and perhaps some staff could assist in a Walking Bus scheme, dependant of course on where they live.

Another option would be to park away from the School and take an alternative method of transport in. This allows the convenience of the car but also give some health benefits as well. Car sharing could also be a suitable option to assist in reducing congestion, etc.

## 4 Transport and road safety problems

From the comments received, the main transport and safety problems are as follows:

1 Parking issues, such as limited parking at the School (Church car park) and on Coach Road; parents parking on the footways or grassed areas; parents parking in a dangerous manner, etc. Note: parking in the Church car park is by permission of the Parish Priest of St. Begh's Parish only and can be withdrawn. The long-term dependence on this permissive parking facility cannot be taken for granted.

2 The number of vehicle journeys pupils take to/from school

3 'Other drivers' and their behaviour

Note: Between 13 November and 27 November 2017, the Church car park was closed at School start and finish times as work was being undertaken on the Church roof. The opportunity was taken to carry out a traffic survey looking at parking habits, along Coach Road only, to assess the impact of the car park being closed.

The results of the survey are still being analysed at the time of writing, but large numbers of Parents/Carers were parking illegally (on the footways or on waiting restrictions) at in muster and out muster times. However, it was noted that traffic congestion was not as severe on Coach Road due to traffic entering and exiting the Church car park, and it was safer for pedestrians/pupils walking through the closed-off car park.

From a road safety perspective, the closure of the Church car park removed some immediate danger of vehicle/pedestrian conflict, but reintroduced it, in part, on Coach Road itself. However, further road safety education of the pupils may partially address this issue, as may holding road safety information sessions with parents and carers, or enforcement of illegal parking.

## 5 Recommendations for Action

The actions are linked to the issues identified in Section 4 and the Active Travel team can help with this process, especially with regard to engineering measures and training. Viability, budgetary and other constraints could affect the introduction of any measures recommended for action. Please note that it will be necessary to discuss any potential measures with CCC highways staff prior to progression.

1 Inconsiderate parking issues and congestion within the Church car park can be addressed by closing the Church car park. Other parking issues along Coach Road or The Gardens could be dealt with through education of drivers, or by enforcement

2 Buy land opposite the School (which is presently unoccupied) and construct a new car park under the control of the School. However, this is unlikely to lead to any reduction in car usage as effectively the School would be endorsing the use of the car as the preferred mode of transport

3 Develop sustainable transport alternatives to car travel, such as introducing one or more Walking Bus services, encouraging Park and Stride, cycling or scooting. Incentives could also be used to encourage pupils to walk, at least part way, to School. The reintroduction of a School Bus could also be considered in removing some car journeys

4 Promote the Green Cross Code, introduce Safe Scooting and continue to use Bikeability

5 Provide cycle and scooter parking facilities at the School to encourage the use of these modes of transport

## 6 Changes in travel mode

The basic premise of the Travel Plan is that pupils and staff should attempt to change their travel patterns away from non-sustainable modes such as the private car, to healthy and sustainable choices such as walking, cycling and scooting. There are no numerical targets at this stage, but the actual shifts in travel mode can be measured as numerical and percentage changes following each annual review. Some broad targets are shown below, and you are encouraged to make notes on how you think that these can be achieved.

### Broad targets and notes on how they will be achieved

***Broad Targets:***

Target 1: Reduce journeys made by private car

Target 2: Set up a walking bus

Target 3: Increase walking journeys

Target 4: Increase cycling and scooting journeys

Target 5: Increase the use of car sharing

***Notes on how to achieve the targets:***

*1: By advising parents of the benefits of walking to School - even if only part way - and of the Walking Bus and Park and Stride initiatives*

*2: Meet with volunteer parents and take advice from School Travel Officer*

*3: As 1, above*

*4: Introduce Safe Scooting and continue with Bikeability. Consider provision of cycle and scooter storage facilities*

*5: Advising parents of others living in the same postcode area to promote the use of car sharing*

## 7 Action plan

7.1 Measures to promote safe and sustainable travel (add or delete as appropriate)					
Measure	Year Group(s)	No. of pupils taking part	Start date dd/mm/yy	Measure to be actioned by	Comments
<b>WALKING, CYCLING AND SCOOTING</b>					
100 mile walk	All & Staff	All invited	tbc	Headteacher	
Take part in Walk to School Week	All	All invited	May 2018	Headteacher	
Take part in Feet First	All	All invited	Oct 2018	Headteacher	
Set up a Walking Bus	All	All invited	08/01/18	Mark Hankin	
Take part in The Big Pedal	All & Staff	All invited	tbc	Headteacher	
Cycle-Smart (discounted cycle helmets)	All & Staff	All eligible	tbc	Mark Hankin	
Bikeability Level 1 & 2	Years 5 & 6	tbc	tbc	Headteacher	
Safe Scooting level 1 - 3	All	All invited	Jan 2018	Mark Hankin	
Green Cross Code training	All	All invited	Feb 2018	Mark Hankin	
<b>CAR SHARE</b>					
Car share	All & Staff	tbc	tbc	Headteacher	
<b>ROAD SAFETY</b>					
Take part in Road Safety Week	All	All	21/11/17	Headteacher	
Road safety lessons	All	All	22/11/17	Mark Hankin	
Promote use of high visibility clothing	All	All	22/11/17	Mark Hankin	
Road safety talk with parents	All parents/carers	All parents/carers invited	29/11/17	Mark Hankin	To advise parents on ways in which they can reduce car journeys and help to make it safer for pupils going to/from School
<b>INFORMATION</b>					
Enable staff access to Active Travel newsletter	All staff	n/a	21/11/17	Headteacher	Newsletters to be distributed around staff for information

## 7.2 Proposed school engineering measures (e.g. cycle/scooter storage, pedestrian access)

Measure	Estimated cost (£)	Comments
Get overgrown hedges/foilage cut back to secure full footway widths	£0	Letters to be sent to land owners from Cumbria County Council requesting that hedges/foilage be cut back
<i>Provision shelter for cycles and scooters</i>	<i>£1500</i>	<i>Cumbria County Council and School</i>

## 7.3 Proposed road safety engineering measures (eg zig-zags, footways, crossing points)

(These proposals will need to be agreed in consultation with the relevant Authority)

Measure	Estimated cost (£)	Relevant Authority (eg County Council, Countryside Commission)	Comments
<i>Get overgrown hedges/foilage cut back to secure full footway widths</i>	<i>£0</i>	<i>Cumbria County Council</i>	<i>Hedges/foilage close to school have been cut back</i>
<i>Introduction of TRO's to The Gardens and Coach Road</i>	<i>£2,500</i>	<i>Cumbria County Council</i>	<i>To be considered for the next Whitehaven TRO review</i>
<i>Provision of 'School ahead' warning signs</i>	<i>£400</i>	<i>Cumbria County Council</i>	<i>Signs have already been ordered and are awaiting delivery and installation</i>

Note: Coach Road has received a great deal of traffic calming and already benefits from the provision of speed cushions, build-outs, pedestrian refuge islands, a Crossing Patrol, School Patrol flashing signals and several waiting restrictions. The road also has a 20-mph speed limit in force. Accordingly, there are very few other engineering measures that can be carried out on Coach Road.

## 7.4 Measures to sustain the travel plan (amend, add or remove as appropriate)

Measure	Action by	Notes
Maintain, review and update the Travel Plan annually	Health and Safety Committee	For consistency and control of the plan
Promote sustainable travel to children, staff and parents	Head Teacher and School Travel Officer	To encourage a culture of active and sustainable travel
Embed sustainable travel policy in school documentation	Head Teacher	To formalise a culture of active and sustainable travel
<i>Safe Scooter training</i>	<i>Mark Hankin</i>	<i>To be undertaken by Mark Hankin in conjunction with Active Travel team</i>

## 8 Signed Agreements

The signatories below agree to implement this School Travel Plan and to review it on an annual basis. This review will also consider pupil travel needs arising from new developments in education and transport provision, and the Travel Plan will be revised as necessary to take these in to account.

Signatures	
Head Teacher	Name: Mrs. Catherine Mallard
	Signed:
	Date: 19.7.18
Chair of Governors	Name: Rev. Deacon Stephen Scott
	Signed:
	Date: 19.7.18

The signatory below agrees to support, advise and give guidance on this School Travel Plan

School Travel Officer	Name: Ms. Nancy Sloan
	Signed:
	Date: 6.7.18