

Alfred Barrow STP

This School completed a School Travel Plan in 2001/2003. In order to retain an approved status the travel plan must be refreshed each year. Although not a full travel plan, this document acts as an up to date version of the existing plan. This information is taken from the original travel plan.

I School details

DCSF school reference number	
Type of school	
Number on roll (including no. of SEN pupils with a brief description of subsequent impact on travel)	
Number of staff (It is highly recommended that a supplementary Travel Plan for staff and other school users is developed)	
Age range of pupils	
School contact details	
Head teacher	
Address	Alfred Barrow School, Barrow-in-Furness, Cumbria
Postcode	
Telephone number	
Fax	
Email address	
Website	
School situation and use	
Description of school locality/ catchment area and current transport links (e.g. bus services/cycle routes)	<p>Alfred Barrow School is situated in the town centre in an area of high density Victorian terraced housing adjacent to the central shopping area. It is surrounded by roads on all sides. At the front of the school Duke Street acts as a major conduit for traffic between the A6087 and the town centre.</p> <p>The roundabout at the junction of Duke Street, Michaelson Road, Dalton Road and Greengate Street is the focal point for town centre traffic. It also provides the main through route to Barrow Island and the town's major employer, Bae Systems. Greengate Street and Duke Street are the major access routes to their shipyard on Barrow Island.</p> <p>Evidence from the survey shows that of 500 pupil's 20% (100) travel to school by car, 71% (approx 300) walk and 19% (100) travel by bus in order to get to school.</p> <p>The main bus stops involve pupils crossing Greengate Street, Dalton Road and/or Duke Street. The survey does not show how many pupils in total actually need to cross these routes either on their way to or from school or go into town at lunchtime. The distribution of pupils by primary school suggests that over half the pupils need to cross these bust thoroughfares.</p>

	<p>It is not surprising that only 10% of pupils consider their journey to school is safe and that 45% think it is unsafe or dangerous. The survey evidence suggests that 27% of pupils have been involved in an accident and almost 75% of these were pupils on foot either walking directly to school or completing their journey after a bus ride. The School Travel Plan recognizes that the school has a responsibility to work with appropriate authorities to improve safety on the journey to school, especially at dangerous crossing points and to make pupils more aware of safe behavior on their journey to school.</p> <p>The high levels of sustainable travel evidenced in the survey are also a feature school travel in the feeder primary schools and the Alfred Barrow School aims to maintain these levels through its mainstream and out of hours curriculum and by responding positively to related initiatives such as the Healthy School Award and Junior Citizenship schemes and by promoting events such as a Healthy School day.</p> <p>The School Travel Plan is another means of providing further opportunities for pupils to become aware of and respond to green issues and issues of sustainability. The school will liaise closely with the Road Safety Officer as it continues to address these concerns through the mainstream curriculum opportunities, by organizing one off events and its out of hours activities programme (Appendix 2). It is hoped that such a programme will help the school achieve a 10% reduction in the number of pupils travelling to school by car. Initial feedback has indicated that more pupils, including some who travel by car, would travel to by bike if secure bike storage was available. Unfortunately the school has struggled to prepare a balanced budget for 2002/2003 and has only achieved this by some staff wastage and by increasing class sizes. Budget forecasts based on primary school numbers indicate no increase in pupil numbers for the next three years and so the school does not envisage being able to fund such a facility in the immediate future.</p>
Opening times (including clubs)	
Use/facilities (e.g. playground, car park, entrances, school crossing patrol)	

Aims / Objectives

The School Travel Plan aims to encourage all members of the school community to consider issues of health, safety and sustainability when planning their journey to school by:

- Improving safety on the journey to and from school
- Reducing the number of car trips made by parents, staff and pupils
- Promoting high levels of fitness and health within the school community.

Objectives:

- To provide secure bike storage as a means of encouraging more pupils to cycle to school.
- To link this with the Out of Hours and Healthy School programmes to provide relevant training and learning opportunities.
- To improve safety on the journey to school especially at major crossing points.
- To identify initiatives regarding issues of health, fitness and sustainability that will contribute to the schools personal, health and social education (PHSE) and citizenship programmes.
- Target – reduction in cars 20% - increase in cycling.

2 Working party and consultation

Names of people in the working party could include:

Co-ordinator (main school contact), Pupils, Staff, Governors, Parents, BWTS Capita Contact, County/Local/Parish Councillors, Police, Outside Agencies, Local bus operators, Members of the local community.

The questionnaire was undertaken with the help of the Local Highways and Road Safety office. The school has now formed a governor's sub-committee to prepare and monitor the Travel to School Plan and to collect additional evidence to support the plans objectives. This group will work closely with the school council and form groups to promote the Travel to School Plan linking learning objectives from the PHSE and citizenship programmes. The original questionnaire or its revised version will be given to the new year 7 pupils following their transfer from primary schools. The School Travel Committee will produce its own questionnaire for use with existing pupils. They will also produce a questionnaire for all school staff to provide baseline evidence about the way in which staff travel to school and encourage staff to set their own targets based on the outcomes. There are also implications for any new staff car parking arrangements once work starts on the sports hall development.

3 Baseline survey results

Include details of the original survey results (if taken).

How do you travel to school?																
Year	Date of survey (dd/mm)	No. of pupils	Bus		Car/Van		Car Share		Cycling		Rail		Walk		Other	
			No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%

4 Targets and review

Please complete the survey annually in order to assess any modal shift which may have occurred. The school will complete the survey in ...(MONTH).

How do you travel to and from school?																
	Date of survey	Total no. of pupils	Bus		Car/Van		Car Share		Cycling		Rail		Walk			
			No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Baseline:200_																
Yearly Target %																
Survey:200_																
Yearly Target %																
Survey:200_																
Yearly Target %																

5 Summary of transport and road safety problems

Include details of transport and road safety problems before the travel plan was completed and how these were improved upon. What measures were introduced? (e.g. cycle storage). Were these measures beneficial?

From the evidence available three problems have been identified:

Pupils are reluctant to use bikes to travel to school because there are no secure facilities for storing bikes during the school day. Evidence in the survey suggests that more pupils would cycle if the school had bike sheds. This would increase fitness levels and reduce the number of car trips. Pupils have also expressed concern about the lack of identified cycle ways leading to the school.

Pupils are concerned about crossing from school towards the town centre. The main crossing point is at the junction of Greengate Street, Church Street and Dalton Road. The pavement area outside the Sheffield pub is restricted. There is no clearly defined crossing point and visibility is difficult because of the curves and bends as these three routes meet with the Duke Street roundabout.

Even at the defined crossing area by the roundabout visibility, traffic volume and uncertainty regarding the traffic's intended exit route make it a difficult crossing point. Pedestrians often have to cross between vehicles queuing to enter the roundabout system. Traffic coming from Duke Street too take the first exit left towards Dalton Road and Greengate Street often comes at speed treating the interchange as a bend or curve in the road and not as an entry/exit system linked to the roundabout. The school council has also discussed this problem.

The school has been successful in bidding to develop a fitness centre/sports hall on land currently used as a car park directly in front of the school but on the opposite side of Duke Street. Once this enters the planning phase the school will need to seek advice from the highways office about how to facilitate the safe crossing of the immediate section of Duke Street by scores of pupils several times per day. This section of the road appears to be wider than a normal street and it is anticipated that the crossing time for pupils and public would be longer than the norm. There is also a bus stop between the school entrance and the roundabout which can prevent those wishing to cross the road from seeing clearly traffic exiting from the roundabout on to this section of Duke Street.

This facility will be run as private business from 5.30pm each day, at weekends and during the school holidays. Because of its proximity to the proposed Morrison's development there may be traffic and landscaping implications that impact on both developments and also on the school which may need to be addressed through the School Travel Plan.

6 Suggested measures

Include details of any further improvements required / engineering measures / education and training planned or any other proposed or outstanding measures.

Programme for implementation (from original travel plan):

The School has established a School Travel Committee that will report back to the governing body through the appropriate sub committees.

The committee will work in partnership with the School Council to achieve its objectives by building on the existing form reps system. This will enable the committee to continue to update the evidence base through questionnaires, photographs and by recording personal experiences of accidents and near accidents.

The identified key worker from School Council will report back monthly to the School Council and committee chairman.

School Council Form reps will work with form tutors to deliver the learning objectives, collate feedback from the pupils and contribute to School Council discussions about all issues to do with the School Travel Plan.

Notes on Objective 1.

- Identify possible locations
- Identify possible numbers
- Identify possible costs based on different types of facility
- Identify possible partners
- Clarify existing source of funding and possible level of support

7 Comments and notes

Please include any photographic or informal records of activities, and achievements; and include details of any publicity gained and additional appendices.

Add details of relevant national awards given to / working towards, or any additional notes / feedback.

Include details of any schemes the school currently takes part in or has been involved with e.g. Walking Buses/Walk to School Week/Walk On Wednesdays. Please specify the number of pupils assigned to the schemes and how often they run.