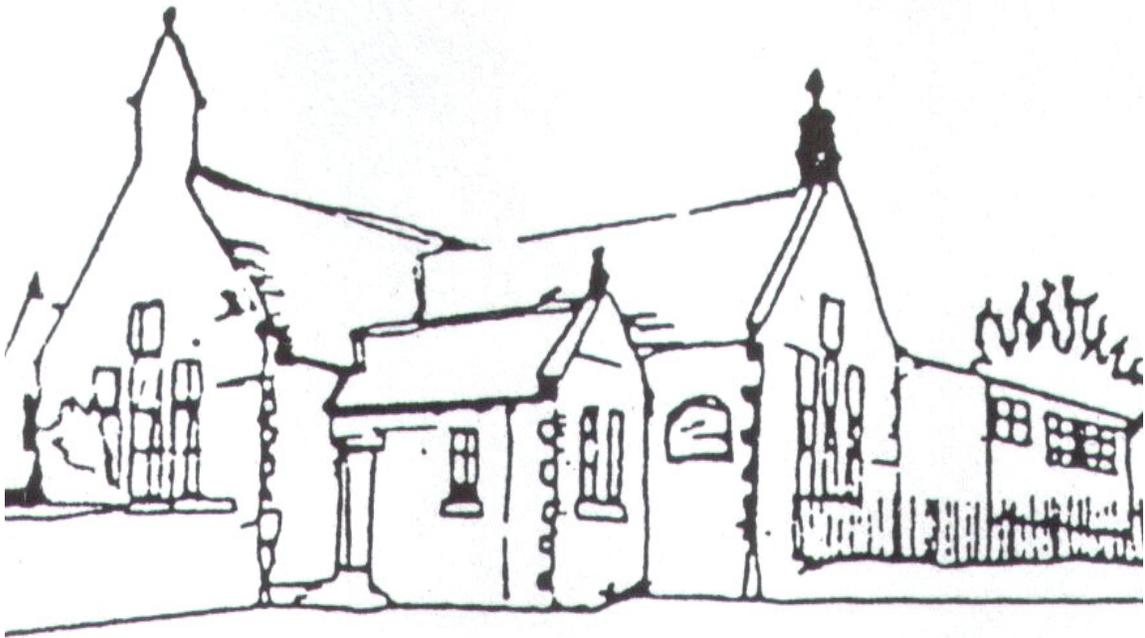


# **CUMWHINTON School Travel Plan**

**2010**



**At Cumwhinton 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.**

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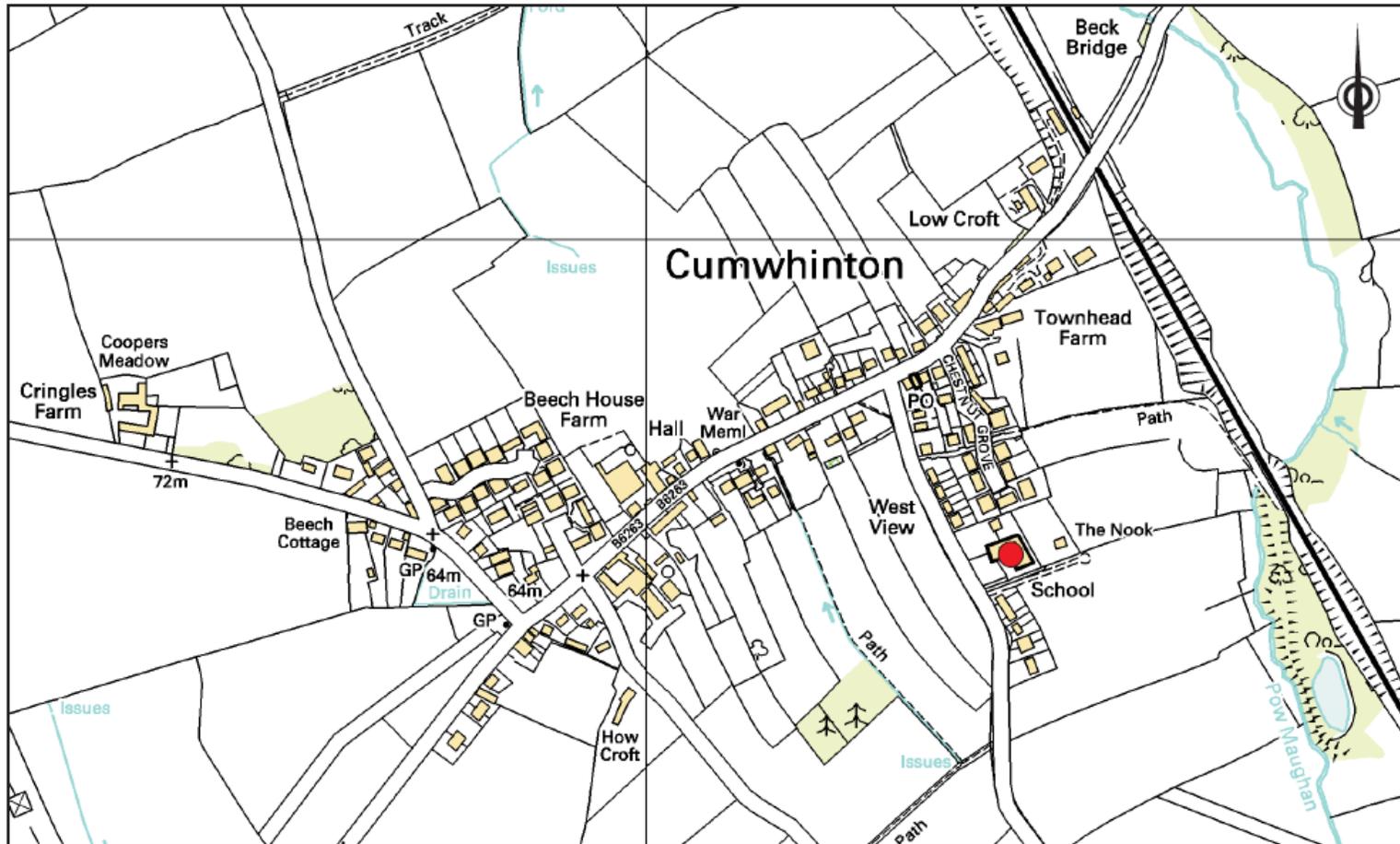
## I School details

DCSF school reference number	909/ 2020
Type of school	Primary
Number on roll (including no. of SEN pupils with a brief description of subsequent impact on travel)	120 – including 3 SEN pupils plus 1 pupil in ASD provision
Number of staff (It is highly recommended that a supplementary Travel Plan for staff and other school users is developed)	1 HT 6 Full Time Teachers, 2 STA, 2 TA, 3 1:1 support assistants, 1 admin FT
Age range of pupils	4-11
<b>School contact details</b>	
Head teacher	Edith Graham (Acting head until January 2010)
Address	Cumwhinton School School Road Cumwhinton Carlisle
Postcode	CA4 8DU
Telephone number	01228 560400
Fax	01228 560
Email address	<a href="mailto:admin@cumwhinton.cumbria.sch.uk">admin@cumwhinton.cumbria.sch.uk</a>
Website	<a href="http://www.cumwhinton.cumbria.sch.uk">www.cumwhinton.cumbria.sch.uk</a>
<b>Working group contact</b>	
Name	Lorriane Strong/Richard Ingham
Address	As above
Telephone number	As above
Email address	As above
<b>School situation and use</b>	
Description of school	<p>Our school is situated on the outskirts of the village of Cumwhinton on the crest of a hill on the road (School Road) to Cotehill. The school was originally a Victorian building but has grown over time and the last extension was completed in 2008</p> <p>The school is a strategic provision for autism. A school bus and taxi arrive at the start and end of the school day; they park on the yellow zigzags in front of the school for safe dropping off and collection of the children.</p> <p>The roads around the school are narrow but wide enough to allow two cars to pass; the area is however congested at the start and the end of the school day. Farm vehicles pass throughout the day. The nearest railway station is in Carlisle. A lot of traffic travels along the main road through the village as this is a route often used to bypass the city to get from the A69, via Wetheral to the south of Carlisle, Penrith and Dalston.</p>

	<p>Pupils leave this school and have a choice of several local secondary schools; these include Caldew in Dalston, William Howard Secondary School in Brampton, Queen Elizabeth Grammar School in Penrith, Trinity, Newman, and Richard Rose Academy in Carlisle.</p>
Use	<p>School core times are 8.40 to 3.20 (After School Club times are 3.30 to 6.00 daily). Children are picked up by parents until 6.00pm.</p> <p>We have two entrance points, one of which is double gated which allows delivery vans access as well as pedestrians, the other is a single gate which allows access to the recycling area. The access is directly onto School Road and there is no barrier therefore pupils have to be carefully managed at the start and end of the school day. Over time there have been issues with regard to parking outside the school and a lay by was created on the opposite side of the road to the school in 2006.</p> <p>The school does not have a staff car park. Staff usually park on School Road.</p> <p>The school has no playing field and rents a playing field across the road from the school; this field is accessible to the community.</p>



## Location map of School



**CAPITA SYMONDS**

The Capita Building  
Kingmoor Business Park  
Carlisle  
CA6 4SJ  
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Better Ways to School  
Routes to  
Cumwhinton School



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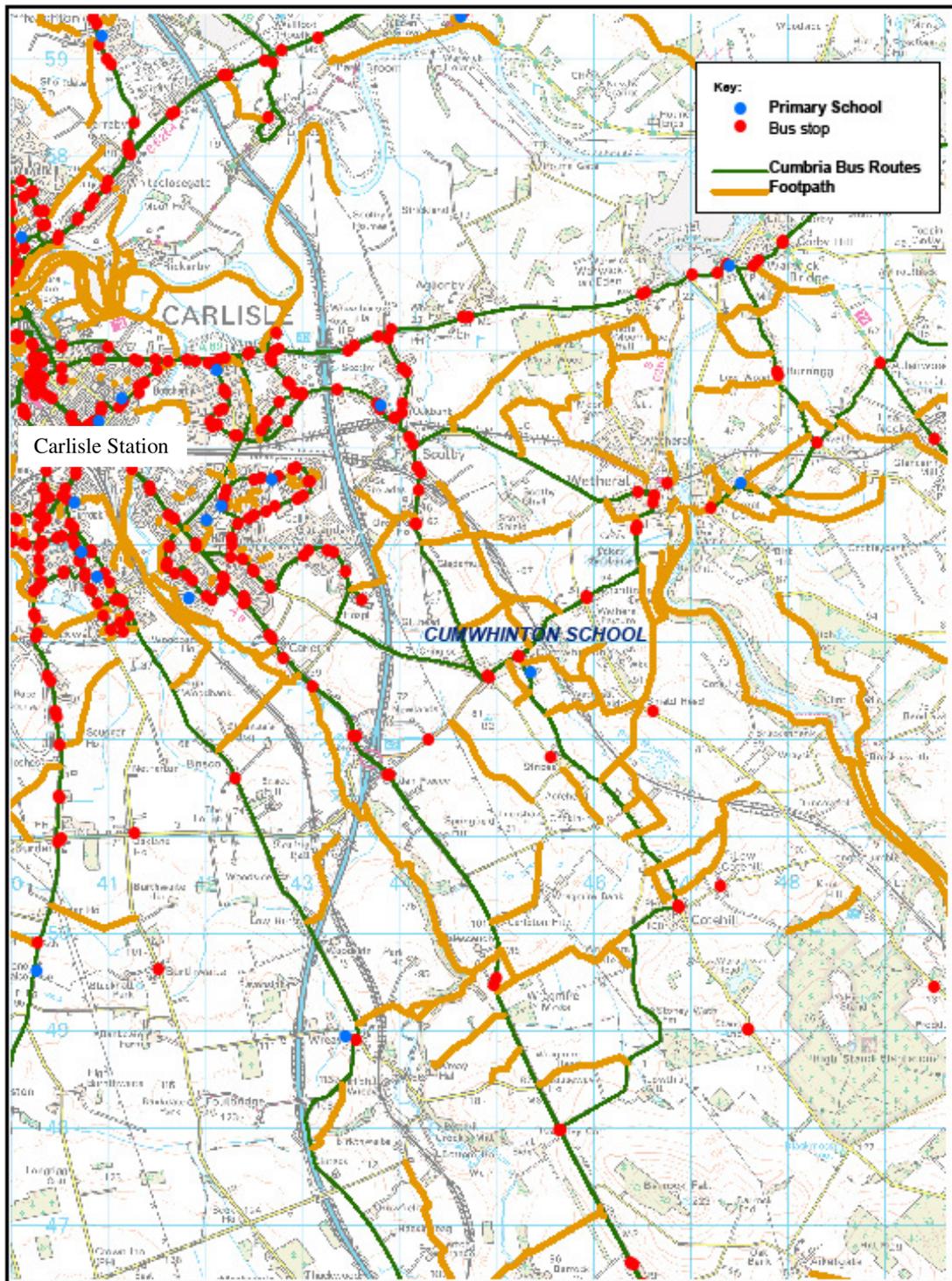
Drawing No.

Drawn by RAC

Scale NTS

Date JAN'09

# Transport Links –



**Key:**

- Primary School
- Bus stop
- Cumbria Bus Routes
- Footpath

**CAPITA SYMONDS**  
The Capita Building  
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CA6 4SJ

**CUMWHINTON SCHOOL  
TRANSPORT LINKS**

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The nearest railway station is in Carlisle which is approximately 5 miles North West of the village. There is a local bus service which passes through the village of Cumwhinton daily. Its route is from Bridge End on the outskirts of Dalston – Dalston – Denton Holme in Carlisle – Wetheral – Cotehill (via Cumwhinton) – Penrith. Unfortunately the bus route does not cover the catchment area of the school for use by pupils, and the timetable doesn't correspond with the start and finish times for staff working at the school.

There is a footpath from the middle of the main road in the village which ends at a point on the outskirts of Cumwhinton south of the school on School Road. This section of the road is just before a bend, where there is no street lighting or footpaths on either side of the road, it is also close to the area used by drivers to turn round in. It is not felt a safe place for pedestrians during busy times of the day. It might be possible to have the path diverted to come out opposite the school but this has not been investigated.

Currently the school has one SEN pupil who lives outside the catchment area, he is autistic and gets taxied in to school and back home again.

**A copy of the transport links map and the bus timetable is included in Appendix 3 – Transport Links**

**A copy of our Transportation of Pupils Policy is included in Appendix 3 – Transport Links.**

## Aims

This Travel Plan specifically aims at reducing car journeys to and from school, and reducing/ preventing casualties on these journeys  
 To safely reduce the number of people who travel to the school by car in favour of using more sustainable modes of transport.  
 Create a safer environment for our pupils on their journey to and from school premises  
 Reduce carbon footprint  
 Allow pupils access to safe cycling and walking – need to understand safety is paramount  
 Pedestrian and cycle training  
 Contribute to pupil's health and personal development by encouraging increased levels of walking and cycling so that they can carry these habits into adulthood.  
 Improve road and personal safety awareness.

## Objectives (linked to Action Plan – Section 7)

- 1 Set up and sustain a school travel plan steering group with annual monitoring and review (7.5)
- 2 Increase travel and health awareness (7.5)
- 3 Increase walking and cycling facilities (7.2)
- 4 Reduce traffic and pollution around the school (7.2/7.4/7.5)
- 5 Provide cycle training (7.1)
- 6 Provide pedestrian training (7.1)
- 7 Link the school travel plan to the healthy schools initiative (7.5)
- 8 Improve the safety on the routes to and from school (7.3/7.5))
- 9 Provide a covered waiting area for parents within the school grounds (7.2)
- 10 Include the school travel plan in the school prospectus (7.4)
- 11 Support a walking bus and improve safety along the route (7.3a & 7.4)
- 12 Integrate sustainable and healthy travel issues into the curriculum e.g. safe route planning in geography (7.1)
- 13 Increase road safety awareness (7.1, 7.2 & 7.4)

## 2 Working party – to develop and implement the plan

Name	Position	Responsibility within working party
Nancy Turnbull, Capita Symonds	BWTS Adviser	Travel Plan Adviser
Mrs Edith Graham	Action Headteacher	Travel plan coordinator
Mr Richard Ingham	Governor	Governor link
Mrs Lorraine Strong	Senior teaching assistant	Questionnaires
Mrs Chris Simpson	ASC	ASC contact
Mrs Jill Blair	CSSA	Parent/teacher link
Rosie Mossop	School Council	Pupil link
Rowan Bulman	School Council	Pupil Council
Kevin Crawley	Highway Engineer	Highways link

How were people consulted?			
Name/position	Subject/how the consultation took place	Date	Appendix no.
Parents	Questionnaire	7.7.09	1
Staff, Pupils Parents	On-line Surveys Parent Survey	29.6.09 14.7.09	1
Governors, Working Party, PTA	Discussions at Meetings	Various	2
Yrs 5 & 6	Route Plotting Exercise and discussion about journeys to school		8
Capita Highway Engineer	Site visit		3
Pupils	Traffic Count and Speed Survey	17.11.09	6
Yrs 5 & 6	Route Plotting Exercise and discussion about journeys to school		7

First of all a survey was carried out amongst the children about their journeys to school. A working party was set up and the School travel plan began to take shape.

### 3 Survey and route plotting carried out

#### Baseline Data Survey

How do you travel to school?																
Year	Date of survey (dd/mm)	No. of pupils	Bus		Car/Van		Car Share		Cycling		Rail		Walk		Taxi	
			No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
2009	29/06	97	30	30	49	51	3	3	0	0	0	0	14	14	1	1

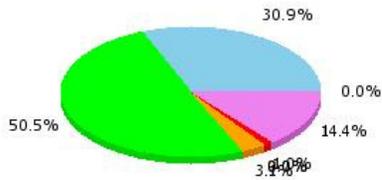
  

How would you like to travel to school?																
Year	Date of Survey (dd/mm)	No. of pupils	Bus		Car/Van		Car Share		Cycling		Rail		Walk		Other	
			No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
2009	29/06	66	13	20	9	14	2	3	31	47	5	8	3	5	1	2

#### Survey Notes

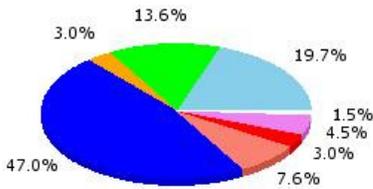
51% of pupils traveled to school by car.  
 31% of pupils traveled to school by school bus (not public service).  
 14% of pupils travel to school by walking.  
 3% travel to school by car sharing.  
 1% of pupils traveled to school by taxi.  
 NO pupils cycle.

How do you get to school?



However when children were asked how they would like to travel to school, results were as follows:

If you could choose, how would you like to travel to school?

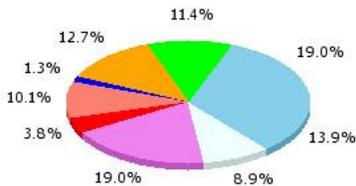


**Rail** 5 (7.6%) would like to travel by train, even though this is not possible.

**Car** 33 pupils travel by car, of those 42.2% travel with other people and 57.6% are the only passenger. 54.5% of parents are on their way to work or another destination after dropping their children off at school

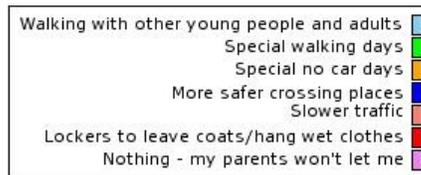
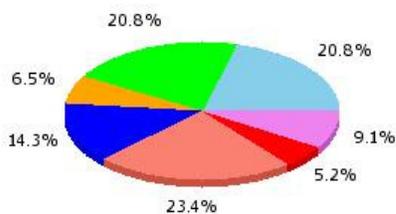
**Cycling** – 90% of pupils own a bicycle of that figure 72% wear a cycle helmet. Those pupils who do not wear a helmet say that it is because they are either uncomfortable (67%) or it spoils their image (14%).

What would encourage you to cycle to school?



### Walking

What would encourage you to walk to school?



## Staff

13 members of staff completed the surveys  
10 (76.9%) of whom travel by car, 1 cycles (7.7%) and 2 (15.4%) walk.

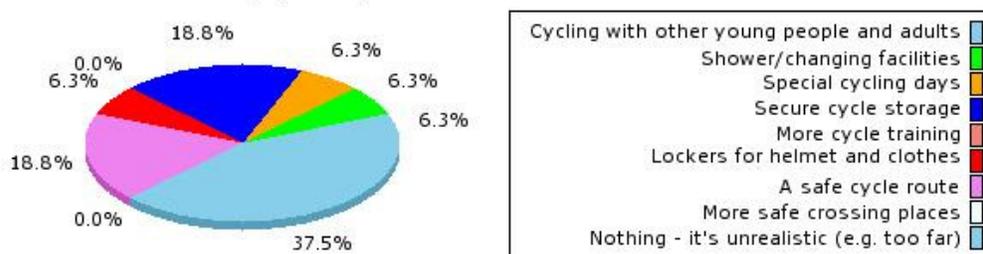
50% say that it is unrealistic to walk to school as the distance is too far, 25% said they might walk if there was less and slower traffic.

10% travel less than 1 mile  
50% travel between 1 and 3 miles  
10% travel between 5 and 10 miles  
10% travel over 10 miles

5 members of staff considered it unsafe to cycle to school because there are no cycle lanes, heavy traffic, speed of traffic, narrow pavements and lack of safe crossing places.

46.2% (6) of staff own bicycles, 15.4% (2) would like adult cycle training and basic cycle maintenance training. 4 staff had been involved in a near miss on their journey to school, 1 on bicycle and 3 in the car.

What would encourage you to cycle to school?



## Route Plotting (include photos where possible)

Year	Date of route plotting	Year Groups	No. of pupils
2009	15 <sup>th</sup> July 2009	Y5	11

## Route Plotting Notes (see Appendix 7 - Maps)

11 pupils plotted their routes to school, this is how they travel and where they travel from:-

Harraby, Carlisle South - 1 pupil by car  
Carlton, Carlisle South - 1 pupil by car  
South side of Carlton Grange, south of Carlisle - 2 pupil by bus (free school transport)  
North side of Carlton Grange, south of Carlisle - 3 pupils (2 by car and 1 pays for seat on school bus)  
Cotehill, a few miles south of Cumwhinton - 3 pupils by bus  
Cumwhinton - 1 pupil walks as his house is on the same road (almost next door) as the school.

Some children said they lived too far away to walk or cycle to school. Some said they would like to walk/cycle but they felt that most of the routes to school were not safe enough. Reasons given were:-

- that there was too much traffic
- traffic travelling too fast
- traffic travelling too fast into the village from Cotehill
- lack of footways from outskirts of village
- lack of cycle paths from outskirts of village
- too many cars on School Road

## 4 Summary of transport and road safety problems

Consultation with parents, children and the community raised the following issues:-

### Parent Survey

Congestion and hostile residents on school road.

Disabled parking not available

Speed and volume of vehicles too high past the school, through the village and the surrounding area, traffic calming measures are needed.

Irresponsible parkers around school time

Problem parking at or near the school particularly at 3.15 – see photographs in **Appendix 3 – Transport Links**.

Crossing school road dangerous because of number of parked cars

Lack of pavements and cycle ways on narrow roads through the village

Bus struggles to get by parked cars on school road

It would be nice for people that do not live in Cumwhinton to have somewhere specific to park that's a little further from the school so we could walk a little of the way. However it should not be too far away from school particularly for young children. – **Note** - A few years ago 'park and stride' was set up with parents parking in the Lowther Arms car park and then walking the rest of the way to school. This scheme did not last long because it was felt the Cumwhinton/Scotby junction was not safe enough to cross.

Don't feel safe when turning round in the lay-by at the point on the outskirts of the village due to speed of vehicles coming from Cotehill and bad visibility round the bend.

### School Transport Parent Survey

Several parents were concerned about the lack of supervision on the school bus. They felt that the bad behavior (excited and loud children) was an unwanted distraction to the bus driver. The driver should not have to deal with this he should be left to fully concentrate on driving the bus. Some parents were also concerned that, on a few occasions, some children had been dropped off and left at the roadside without the driver first checking an adult was there to greet them. – See **Appendix 2 - Consultation** for summary of the school transport parent survey and notes made by pupils using the bus.

Photos taken at home time.



Photos taken at 4pm from the turning area south of the school (from direction of Cotehill).



More photographs can be seen in Appendix 3- Transport Links

## What we already do

Regularly inform parents that they should not be parking on the zigzags and encouraging them to park away from the school and walk via Newsletters and notes – please refer to **Appendix 3 – Transport Links**.

All staff have basic first aid qualifications plus EYFS and KS 1 staff have P level

Cycling proficiency in Y6 takes place annually as does road safety training for younger pupils, cycling safety for Y4 pupils and the use of internet/CD/DVD to warn of traffic dangers as appropriate to year group and class activity.

2 parents have received training to provide cycle training

We have an up to date H&S policy which states that pupils are encouraged to lead a healthy lifestyle and keep safe.

Close links between 2 feeder villages Cotehill/Cumwhinton

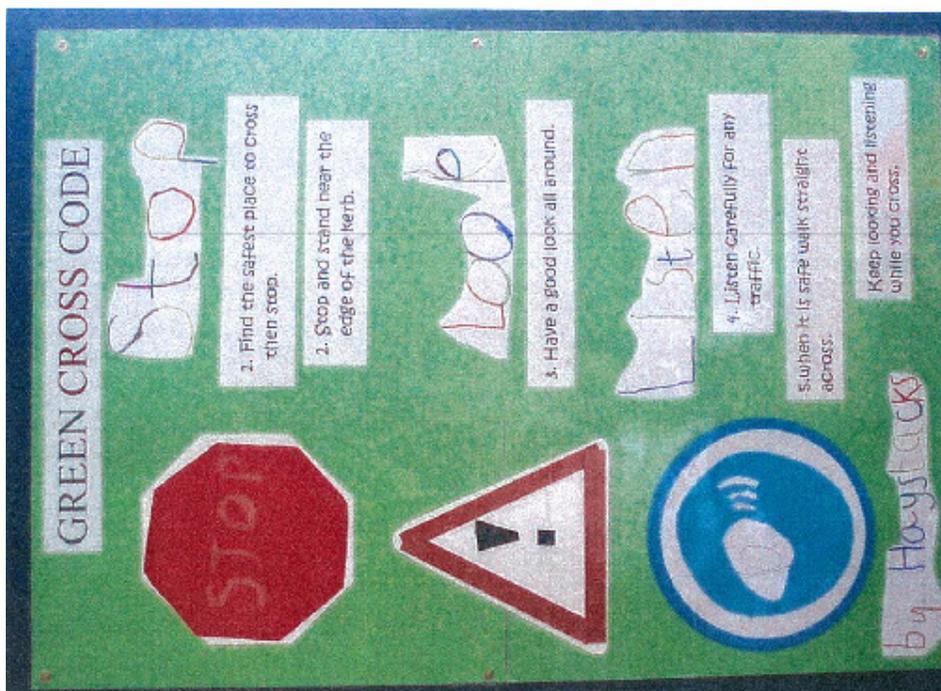
Links with local church and Carlisle hospice

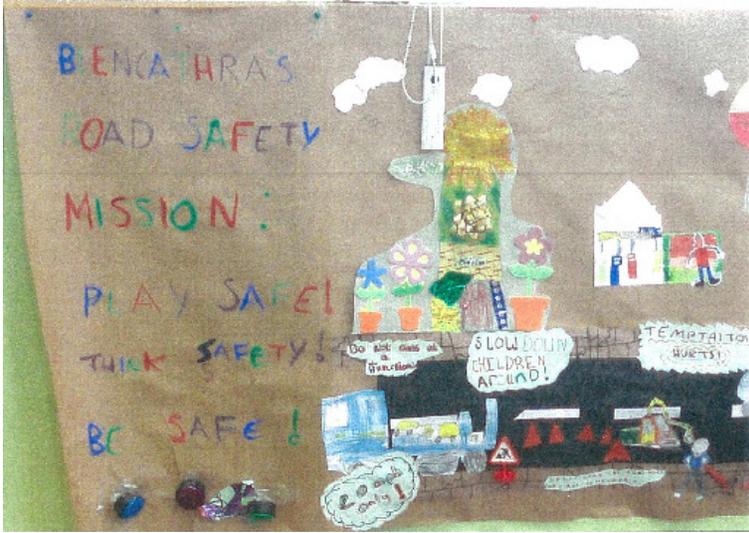
Work with cluster schools – Carlisle South, Stoneraise cluster

Belong to Caldew School Sport Coordinator group

Provide high visibility tabards

As part of the curriculum in work is done on road safety in the following subjects - DT/Art, Literacy, Science, Numeracy and PSHE. – Please refer to **Appendix 6 –Pupil Activities/School Work** for work done during 2009.





## 5 Working party recommendations for action

Provide pedestrian training Y3 & 4 – **See Action 7.1**  
 Provide cycle training Y6 & 4- **See Action 7.1**  
 Promotion of safe travel by topic base in school activities – whole school - **Action 7.1**  
 Promote remote area for 'park and stride' or a walking bus – **Action 7.4**  
 Provide shelter for parents and cycles - **Action 7.2**  
 Encourage parents not to park near the school and to be considerate of other drivers and pedestrians. – **Action 7.4**  
 Revisit, monitor, review and update travel plan annually **Action 7.5**  
 Create a safe cycle route from the Garlands Estate (Carleton Grange) in Carlisle to the village (motorway bridge to Cumwhinton). This has been discussed with the highway engineer – it is unlikely that the resultant cost of the scheme against the actual number of pupils who might use it would make it viable at this moment in time or within the next few years.  
 Improve the Cumwhinton to Scotby junction next to the Lowther Arms. **Action 7.3a**

## 6 Targets – specific % targets for modal shift by yearly review date

Year 2009		
Mode of Travel	Baseline Data i.e. original survey %	Target percentage for following year
Bus	<b>31%</b>	<b>Increase to 37%</b>
Car/Van	<b>51%</b>	<b>Decrease to 37%</b>
Car share	<b>3%</b>	<b>Sustain</b>
Cycle	<b>0%</b>	<b>Sustain/Increase 2%</b>
Taxi	<b>1%</b>	<b>Increase to 2%</b>
Walk	<b>14%</b>	<b>Increase to 22%</b>

### Notes

Cycling at this time is not possible in most cases as there are no safe routes or facilities for storage at the school

Car share in place at time of survey

Increase use of bus, younger pupils to feel more secure (usually end of autumn term) – parents prefer to drive their young children to and from school when they are just starting.

The increase in the number of pupils walking will occur if a walking bus or park and stride scheme has been set up from either a point in the middle of the village or the Lowther Arms public house to the school. The latter will depend on an improvement of the Cumwhinton to Scotby junction which is presently felt to be unsafe by pupils, parents and teachers. Traffic entering and exiting the junction sometimes do not stop and drivers do not give consideration to pedestrians crossing here.

## 7 Action plans

7.1 Education and training planned						
Measure	Year group	Number	Date (dd.mm.yy)	Action by	Completed? (month/year)	Notes/success criteria and risks, including links to objectives/targets and issues previously identified
Playground Cycle Skills Training	4	19	18.09.09	Cyclewise	2009	Highlight safety aspects of cycling eg helmets, safety checks, and motivation to cycle. Basic cycle Skills improve. <b>See objective 5</b>
Pedestrian Training	3/4	37	30.5.09	Road safety officer Moragh Clifford	Annually	Children are safer crossing the road and are able to select crossing points. <b>See objective 6</b>
Road Safety Talk	Whole School	120	To be arranged	Community Police Officer		Raise awareness of walking and cycling to school. <b>See objective 13</b>
Cycle Proficiency	Yr 6	19	29.06.09	School	Annually	Equip children with road safety skills for cycling. <b>See objective 5</b>
BWTS links in curriculum – geography / local study	Y3-6	67	Term	School	End of term	Highlight local issues and incorporate BWTS in environmental and health issues. Evidence in Appendix 6 School Work/Links/Achievements. <b>See objective 12.</b>

7.2 School based engineering targets (e.g. cycle storage)

Measure	Cost	Date (dd.mm.yy)	Action by	Completed? (month/year)	Notes/success criteria and risks, including links to objectives/targets and issues previously identified
Parent waiting shelter	£3,000	Sept 2010	Head teacher		<b>See objective 9</b>
Bicycle storage	£1,000	Sept 2010	Head teacher		<b>See objective 3</b>
Road safety marking and playground equipment	£500	Sept 2010	Head teacher		<b>See objective 13</b>

7.3 Long term Road engineering targets – approved and funded by the BWTS physical measures budget						
Measure	Cost will be included if approved by Capita Engineer	Time scale	Action by e.g. traffic engineer	Date approved by CCC engineer	Completed? (month/year)	Notes/success criteria and risks, including links to objectives/targets and issues previously identified
Change sign outside school to match zigzags	-	March 2011	K Crawley			<b>See objective 8.</b> This is being looked into and will be changed if necessary. Costs will come out of the county council Maintenance Budget.
Allow Bus/taxi on zig zags or put double yellow lines just before school(new TRO)	-	March 2011	K Crawley			<b>See objective.</b> Bus taxi allowed to park for safe pick up/drop off – number of young pupils using transport/ASD pupils (provision) See objective 8. Kevin Crawley has looked at the TRO and it does allow buses to park on the yellow lines. No action required.
Move 30 mph limit further south of school	£500	March 2011	K Crawley			Make drivers feel safer when using the lay by (which is just outside the boundary of the village) to turn round in. <b>See objective 8</b>
Flashing lights on School Road	£5,500	March 2011	K Crawley			Highlight presence of school to road users, particularly pedestrians going to and from the school. <b>See objective 8</b>
7.3a Long term Road engineering targets – measures put forward for other council funding						
Measure	Cost will be included if approved by County Council	Time scale	Action by e.g. Council	Date approved by CCC engineer	Completed? (month/year)	Notes/success criteria and risks, including links to objectives/targets and issues previously identified
Improve Cumwhinton/Scotby junction - Assessment	n/a		K Crawley			To make a safer walking route thus enabling possibility of a walking bus or park and stride route from the Lowther Arms public house. <b>See objective 11.</b> Kevin Crawley assessed the junction and said that widening it would not reduce the speed of traffic or improve the visibility for car users and pedestrians. Looking into possibility of installing a pedestrian island.

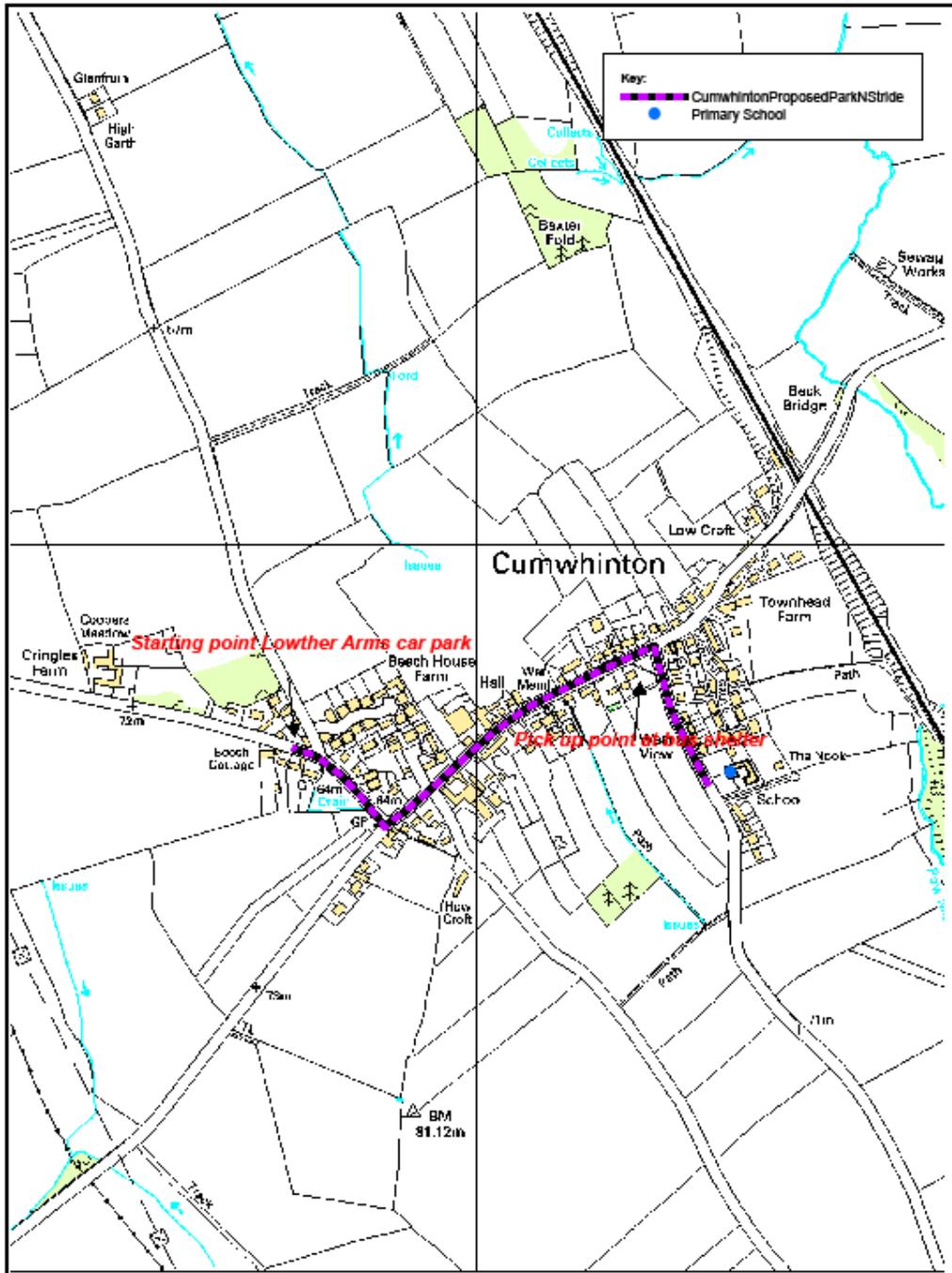
Install pedestrian island slightly back from the junction, Scotby side, next to Lowther Arms			K Crawley			<b>See objective 11.</b> To be assessed by Kevin Crawley and scheme put forward for other council funding if viable.
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#### 7.4 Promotional/Publicity Targets

Measure	Time scale	Action by	Notes
Make reference to the travel plan in the school brochure	March 2010	Head teacher	<b>See objective 10.</b>
Promote BWTS in newsletter	Regularly	Head teacher	Encourage parents to drive and park safely and to be more considerate of other road users and pedestrians. – See Drivers Code of Practice in Appendix 3 – Transport Links. Regularly update parents with changes/promotions etc regarding safe travel to school. <b>See objective 11.</b>
Safety week in school	Annually each May	Head teacher	<b>See objective 11.</b>
Promote walking bus or park and stride from The Lowther Arms public house or other designated location.	March 2010	Lorraine Strong	<b>See objective 4.</b>

7.5 Additional Targets/Actions taken by the school

Measure	Time scale	Action by	Notes
Set up and maintain travel plan steering group	September 2009	Head teacher and steering group	For consistency and control of the plan. <b>See objective 1</b>
Review, revisit and update the travel plan annually	July 2010	Head teacher and steering group	To guard against inactivity. <b>See objective 1</b>
Link school travel plan to healthy schools initiative	July 2010	Head teacher	<b>See objective 7.</b>
Include the travel plan in school policy and promotion	Ongoing	Head teacher	<b>See objective 2</b>



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**PROPOSED PARK & STRIDE/WALKING BUS  
 CUMWHINTON SCHOOL**

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## 8 Review of targets

This Travel Plan will be a working document and will be reviewed and updated annually by the working group. Any review shall be planned to commence before the action plan has run its course to guard against inactivity. The next review will be in July 2010

The school will complete the survey annually to assess any modal shift which may have occurred.

Integration of the STP into the school development/improvement plan is the most effective way to ensure the plan is sustained (attach relevant section of SDP/SIP if applicable).

### Survey Results

How do you travel to and from school?														
	Date of survey	Total no. of pupils	Bus		Car/Van		Car Share		Cycling		Taxi		Walk	
			No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Baseline:2009	29.6.09	97	30	31	50	51	3	3	-	-	-	1	14	14
Yearly Target %				37		37		3		2		2		22
Baseline:2010														
Yearly Target %														
Baseline:2011														
Yearly Target %														

### Comments

Reduce the number of car journeys by making walking and cycling routes safer and providing shelters for parents and cycles.

## 9 Cycle count -

The school is to take a cycle count before and after any improvements to cycle facilities is made. It is also recommended that a cycle count is taken before and after provision of any other measures such as training to show effects.

Cycle Count				
Date of count before	Cycle count	Measure Implemented	Date of count after	Cycle count
3 December 2009	0			

## 10 Monitoring training

All activities/training/improvements will be recorded and monitored and notes will be added to the Travel Plan each time something is done.

Year	2009		2010		2011		2012		2013	
Activity	Year Group	Number	Year Group	Number	Year Group	Number	Year Group	Number	Year Group	Number
Cycling Proficiency	Y6	19								
Playground Cycle Skills Training	Y4	19								
Pedestrian Training	Y2/3	29								
Road Safety Talk			Whole School							

## **I I Comments and notes**

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Cumwhinton School has gained Healthy Schools accreditation in 2007. The school also has ECO schools awards.

Documents included in the plan are:-

### **Appendix 1 – Surveys**

On line survey results – staff & children  
Summary of parent survey forms

### **Appendix 2 – Consultation**

Minutes of meetings  
Correspondence  
Summary of School Transport Survey  
Newsletters  
Notice to parents re parking outside the school  
School Council notes on school transport

### **Appendix 3 – Investigation**

Notes on Visit to the school  
Photographs of the school and surrounding area

### **Appendix 4 – Transport Link**

Transport Links Map  
Bus timetable for Dalston to Penrith, via Carlisle Wetheral Cumwhinton and Cotehill.  
Transportation of Pupils Policy  
Drivers Code of Practice etc  
Proposed Park and Stride/Walking Bus route

### **Appendix 5 – Quotes**

Varimark playground markings  
NBB School Shelters  
Playground equipment

### **Appendix 6 –School Work/Links/Achievements**

Children’s work on Road Safety  
Press release  
Photographs of traffic count and speed survey  
Traffic count and speed survey results  
Church letters  
Achievements/award certificates

### **Appendix 7 – Route Plotting Maps &**

Catchment area map  
Route plotting maps  
Route plotting notes

## 12 Signed agreement

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### Cumwhinton School

Agrees to this School Travel Plan, to undertake its objectives, and to review the Travel Plan on an annual basis. Any review shall be planned to commence before the action plan has run its course to guard against inactivity **in July**.

This review will also consider pupil travel needs arising from new developments in education and transport provision, and the STP will be revised as necessary to take these in to account.

Signatures	
Head - teacher	Name:
	Signed:
	Date:
Chair of Governors	Name:
	Signed:
	Date:
Area Engineer Cumbria County Council	Name:
	Signed:
	Date:
BWTS Coordinator	Name:
	Signed:
	Date:

*Thank you* for completing this School Travel Plan

Please give details of the nominated person who will be responsible for the annual review of the School Travel Plan: **Lorraine Strong**