



Temple Sowerby Church of England Primary School School Travel Plan

MARCH 2010

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I School details

DCSF school reference number	909 3059
Type of school	Church of England Voluntary Controlled
Number on roll (including no. of SEN pupils with a brief description of subsequent impact on travel)	40 pupils, none with SEN requirements.
Number of staff	5
Age range of pupils	4 to 11
Head teacher	Mrs Barbara Key
Address	Temple Sowerby, Penrith, Cumbria
Postcode	CA10 1RZ
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Website	www.temp-sow.cumbria.sch.uk
Working Group contact	Mrs Barbara Key
Email address	c/o school



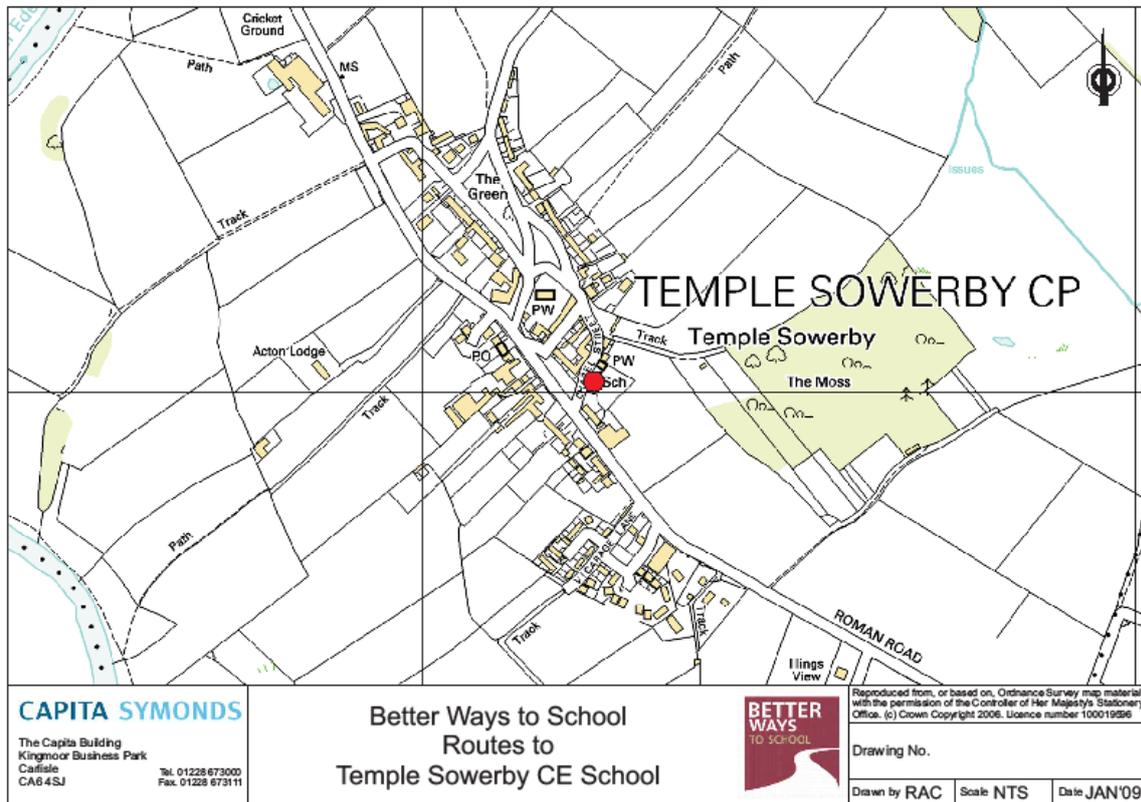
2 Location and use of school

Location of school

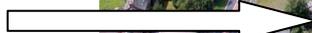
Temple Sowerby is a small village in the Eden Valley and is situated on the roman road from York to Brougham. It is halfway between Penrith (8miles) and Appleby. It lies with the Lake District to the west and the Pennines to the east. Up until the end of 2007 it was divided by the main A66 which forms an arterial route from west to east and the village was subjected to a constant flow of heavy traffic. The new bypass has transformed the village and it is now peaceful with little traffic, which is mainly local. The village has a green, playground, public house, church, garage and medical centre, as well as our school.



Our children come from the village and also from a widespread area including outlying farms and villages including Long Marton, Melkinthorpe, Newbiggin and Stainton. The majority of working parents commute to the towns of Appleby and Penrith.



Our school



Pedestrian access to the school for staff, parents, pupils, and visitors is via the main entrance at the front of the school facing west onto Chapel Street. There is no provision for vehicle access onto school grounds. Parking, for approximately 6-8 vehicles, is provided adjacent to Chapel Street, opposite the school on an allocated area of village green which has been specifically adapted for all weather parking. Parents are requested not to park on Chapel Street directly outside the school to assist in a safe entrance for the children to school. This is particularly important as there is no kerbed path on Chapel Street in the vicinity of the school. Parents tend to park in the car park, around the village green areas and on the de-trunked A66.

The school provides a number of play areas for the children; a hard play area, soft play surface area, football pitch and a quiet area. There is also a covered play area around the north side of the school.

School opening times are from 08.55 am until 03.30pm. The school requests that children do not arrive at school before 08.45 am unless they are attending the 'Breakfast Club' which operates between 08.00 am and 09.00 am. The school also provides a variety of extra curricular activities throughout the year including:

- Sports clubs such as football, netball, gymnastics, cross country and a multi skills club.
- Computer club.
- Music clubs such as clarinet, flute, saxophone, recorders and guitar.
- Art and Craft club.

The school also provides a nursery which works in conjunction with the school to offer the curriculum of the Early Years Foundation Stage. The nursery is accessed using a separate entrance on the south side of the school and the morning session starts at a later time of 09.15 am.

3 Current transport situation/transport links

There are currently no children attending our school who require SEN transport provision.

There is no school bus service available to the school; those who qualify obtain help with transport costs from Cumbria County Council.

Walking

The opening of the A66 Temple Sowerby Bypass on 18th October 2007 enabled the main road through Temple Sowerby to be de-trunked. The Highways Agency 'Traffic Impact Study' which recorded impacts two months after the opening of the bypass observes that up to 92% of vehicle traffic has been removed from the de-trunked A66a through Temple Sowerby; a reduction from 13,400 to 1,100 vehicles per day.



The new Temple Sowerby By Pass



The picture above shows the school children taking part in the opening celebrations.

The de-trunked A66 through Temple Sowerby has crossing points which run from west to east with pavements alongside. The rest of the village, however, does not have pavements and has various narrow points.

Approximately 22 pupils walk to school on a regular basis, this represents 63% of the total number of pupils. Please see Section 6 for details of the pupil surveys. The remainder of the pupils use private transport as their main mode of travel to school.

The school walks to the village church on average once every half term.

During the summer term of 2009 the school had a Walk to School Day which involved two walking buses, one from each end of the village. The walking buses were supervised by members of staff. The walking buses were considered a success but the experience highlighted a few issues of walking to Temple Sowerby school:

- cars parked across footpaths forcing children to walk round them onto the road,
- current site of pedestrian crossing area across the old de-trunked A66 forces the children walking from the east side of the village to walk a longer distance,
- cars travelling too fast through the village,
- lack of footpaths on village roads particularly on the west side of the village,
- narrow section of Chapel Street,
- and a blind corner at the 'Drying Green'.

Private Transport

Approximately 37% of the school children in 2009 travel to school on a regular basis using private transport.

Public Transport

Bus

Temple Sowerby is served by the 563 bus service which runs from Kirkby Stephen to Penrith – timetable enclosed in Appendix I. The school has previously used this service as part of the school trip experience and is willing to use the service again for future school trips. During May 2009 pupils travelled to Penrith on the 563 bus service to visit St. Catherine's Church. A sample of the pupils writing and drawings about the trip are shown in Appendix 2.

Rail

Our village was once on the Eden Valley Railway which is now disused, now the nearest stations are at Appleby (Carlisle to Settle line) and Penrith (west coast mainline). In June 2009, staff, pupils and parent helpers went on a multi-modal school trip to Kirkby Stephen. The pupils were driven by car to Langwathby Railway Station to catch the train to Kirkby Stephen Railway Station. The reason for using Langwathby Station instead of Appleby Station is that the train journey from Appleby to Kirkby Stephen was considered too short for the pupils to appreciate fully the experience of rail travel. They were then transported via Mini Bus from Kirkby Stephen Railway Station to Platform 3 Soft Play Centre which is approximately 0.5 miles along the A685 Tebay to Kirkby Stephen road, which has no footpath and unsuitable for walking with a group of young children. See Appendix 3 for details.

4 Aims and Objectives

Our School Travel Plan aims to:

- Increase levels of walking and decrease car journeys
- Increase levels of cycling
- Promote car sharing to future parents of the school
- Prevent casualties on the journeys both to and from the school
- Equip children with skills and knowledge to walk and cycle safely
- To reduce congestion around the school

Objectives (linked to Action Plan – Section 11)

- Administration: Set up and sustain a school travel plan working group. Review and update annually.(11.5)
- Links: consultation with working group, parish council and local community (11.5)
- Engage the School Council in the School Travel Plan Process and ensure their wishes are taken into account (11.4/5)
- Health: increase travel and health awareness (11.1/11.4)
- Curriculum: integrate BWTS initiatives into the curriculum (11.1)
- Communication: involve and engage the community and school in BWTS (11.4/11.5)
- Training: provide pedestrian and cycle training (11.1)
- Promotion: Promote active travel choices inside and outside school include in School Development Plan (11.4/11.5). Increase travel and health awareness – link to Healthy Schools (11.5) Promote the travel plan within the community and in school (11.4/11.5)
- Facilities to encourage cycling to school (11.3)
- Initiatives: Introduce initiatives to encourage walking to school and improve safety whilst doing so (11.1/11.4)
- Safety: Introduction of a 20mph speed limit through village green areas of Temple Sowerby (11.3/11.5)
- Safety: encourage use of cycle helmets and high visibility clothing where appropriate (11.5)

5 Working party and consultation – to develop and implement the plan

Name	Position	Responsibility within working party
Mrs Barbara Key	Headteacher	Working Party Contact
Karen Morland	Parish Councillor	Parish Council Link
Angela Cleasby	Clerk to Parish Council	Parish Council Link
Dave Mattison	PC with Cumbria Constabulary	Parent & Police advisor
Judith Aris	BWTS Adviser	Advisor
Dan Evans	Capita Engineer	Highways
Jane Gibson	Administrator	Working party member
Name/position	Subject/how the consultation took place	Date
Children	A total of 27 pupils from the junior year groups 3, 4, 5 and 6 took part in a discussion about sustainable travel and plotted their routes to and from school and identified danger points. They also discussed modes of travel and suggested improvements to facilities at school. 35 children took part in an on line survey A discussion on the Walking Bus took place at the May 2009 School Council Meeting. The minutes are given in Appendix 8.	June 2009
Staff	5 members of staff, including ancillary staff, completed an on line survey in school.	June 2009
Parents	A parent survey was sent out to all 35 families, of which 17 were returned, representing 20 children.	Sept 2009
Working group	Initial meeting took place with Judith Aris WG meetings took place Minutes in Supporting Information section WG meeting WG meeting WG meeting	25/02/09 9/7/09 21/9/09 13/10/09 16/11/09 14/12/09
Site visit	Judith Aris Dan Evans	25/02/09, 9/7/09 13/10/09, 16/11/09 &14/12/09 16/11/09
Community consultation	Karen Morland and Angela Cleasby to raise issues from the Travel Plan at the next Parish Council meeting. App.9 & 10	11 January 2010
Any other consultation	Governors meeting (minutes for discussion on Better Ways to School and the walking bus are given in Appendix 7)	June 2009

6 Surveys (pupil and staff online survey, parent survey) and route plotting

TEMPLE SOWERBY CHURCH OF ENGLAND SCHOOL BWTS SURVEY REPORT

The whole school took part in an on line survey across all age ranges. 17 infant children, 18 junior children and 5 members of staff took part. The aims, objectives and action plan have been formulated taking answers into consideration.

PUPIL SURVEY : a total of 35 children took part in the survey about their journey to school – results below

MODE OF TRAVEL FOR THE SCHOOL JOURNEY												
35 children Surveyed – all ages	Bus/taxi	%	Car/van	%	Car share	%	Cycle	%	Walk	%	other	%
To			12	34%	1	3%			22	63%		
From			12	34%					23	66%		
PREFERRED MODE OF TRAVEL/CHOICE												
18 junior children surveyed	Bus/taxi	%	Car/van	%	Car share	%	Cycle	%	Walk	%	Rail	Other
To							7	39%	9	50%	2 (11%)	
From	2	11%					7	39%	6	33%	2	1

18 junior children answered further questions about their journey to school

JUNIOR SURVEY:

18 children answered the question 'How would you like to travel to school?' 7(39%) said they would like to cycle, 9 walk, 2 by train, 2 would like to take the bus home.

Car

Of the 5 junior children travelling to school by car, all travel in separate cars, except one who car shares. 3 travel under 2 miles and 3 travel over 2 miles. All travel all the way by car. 3 out of 6 children are dropped off on their parent's way to another destination

Bike

Although 7 children would like to cycle to school none do so at present. All 18 children own a bike. 17 wear a helmet – only one does not (because they have nowhere to put it at school). 50% (9) would like more cycle training.

13 children answered the question 'what would encourage you to cycle to school?' 2 would like secure cycle storage, 3 would like to cycle with friends, 3 would like a safe cycle route and 3 would like more safe crossing places

Walk

11 children answered the question 'what would encourage you to walk to school?'

6 would walk if there were safer crossing places and slower traffic, 2 would walk if they could walk with other young people.

Of the 12 junior children who walk, 3 walk alone (25%), of the 9 who walk with others only 2 walk without adults. 11 out of 12 children believe that their walking route is safe; one has a concern about speeding traffic

Bus

No children travel to or from school by bus.

Accidents

No children have been injured in a road accident on their journey to or from school. One has had a near miss travelling by car.

STAFF

5 members of staff took part in the on line survey, all 5 are female.

MODE OF TRAVEL FOR THE SCHOOL JOURNEY												
7 Staff surveyed	Bus	%	Car /van	%	Car share	%	Cycle	%	Walk	%		
To			2	40%					3	60%		
From			2	40%					3	60%		
PREFERRED MODE OF TRAVEL/CHOICE												
To							1	20%	4	80%		
From							1	20%	4	80%		

2 (40%) travel by car and 3 (60%) walk.

Car

The 2 members of staff that travel by car travel all the way. 1 car driver travels under 1 mile and the other between 5-10 miles. One would be willing to car share if possible. 1 adult has too much equipment to carry and the other lives too far away to walk or cycle. One car driver would be encouraged to cycle to school if there was a safe cycle route, one would be encouraged to travel by bus if there were regular buses.

Walk

The 3 members of staff who walk deem their route to be safe.

Bike

All 5 members of staff own a bicycle (3 out of 5 wear a helmet, comfort being a barrier). Only one member of staff would be interested in cycle training or bike maintenance.

Accidents

No members of staff have been injured in an accident on the journey to school but 1 person has had a near miss travelling on foot.

Choice

One member of staff would choose to bike and 4 would choose to walk if there were no constraints

Temple Sowerby Parent Travel Questionnaire

A total of 35 parent travel questionnaires were issued to parents. 17 surveys were returned representing nearly a 50% response rate. A sample parent questionnaire is given in Appendix 5.

Section 2 – About your child/children's journey to school

The 17 surveys returned represents 20 children with an age range of 4 to 10 years old. Out of the 17 surveys, 14 involved travelling a distance of less than 1 mile to school; the remaining 3 travelled over 3 miles (one of which involved a travel time greater than 20 minutes). Of this 3, two surveys involved car travel and the third survey indicated that one pupil travelled to school by bus (and home by car).

The 14 surveys indicating a travel distance of less than a mile all regularly walked to school but 3 stated that they also travel by car citing weather conditions and multi-purpose journeys to be the main reasons.

The returned surveys indicate there are currently no 'park & walkers' or cyclists, however, there were 2 positive responses to cycling being their preferred mode of travel. One survey indicated 'bus' to be their preferred mode of transport.

Section 3 – to be answered by car users only

Out of the 6 car users in the survey (3 travelling a distance greater than 3 miles plus 3 travelling a distance less than 1 mile), 5 completed Section 3 – for car users only. All 5 surveys indicated that the car usage was required due to multi-purpose journeys. There is currently no car sharing. One survey involved transporting 1 child of pre-school age.

A number of problems are identified as: 1 respondent experiences speeding traffic; 3 respondents experiences parking problems at the school and 2 respondents experience parking problems near to the school, and 1 cited 'people using mobile phones while driving' as a problem. On the positive side there is no indication of problems with congestion and slow moving traffic.

4 respondents indicated they would be prepared to 'park & walk' and 2 existing car users indicated that they are 'maybe sometimes' interested in a 'park & walk' scheme. There were nil 'no' or 'not practical' responses.

There were 5 positive responses to car sharing and 2 stated they were not interested. This total of 7 includes one who currently walks.

Section 4 – to be answered if children usually walk or cycle

Out of the 14 walkers; 4 respondents classified their route to school as 'safe', 10 classified it as 'fairly safe', and there were no responses for an 'unsafe' or 'dangerous' route to school. There was one 'dangerous' response from a car driver!

The survey requested details of particular places which the respondents consider to be unsafe. The table below gives full details of the responses:

Location	Problem
The corner of drying green	blind corner cars go fast
Outside school	cars park close to entrance
Old A66	Is now 30mph speed limit but still odd car speeds through village
The junction outside school gates on to main road	No or very small pavement - particularly with a pushchair
Croft Place	Difficult to see if cars are coming from up the road
Traffic on main road	Sometimes too fast
Footpath by main road	Trees need cutting as it sometimes a struggle to pass
Kings Meaburn to Temple Sowerby	Fast traffic (<i>subject to national speed limit of 60mph</i>)

The following suggestions were given for safer routes for walking and cycling to school:

- wider pavement
- A mirror would be useful if placed on the wall (*at Croft Place*)
- cut the trees/bushes back
- speed cameras

Section 5 – A ‘Walking Bus’

There were a total of 16 responses to the question on interest in the walking bus: there were 6 ‘yes’ responses; 5 ‘no’s (all currently walkers) and 5 ‘possible’s.

There were 17 responses to the parent helper on walking bus question: 4 ‘yes’ responses, 5 ‘no’s and 8 ‘possible’s.

Additional comments:

- ‘I would like my child to walk or cycle to school, but this would be totally impractical as we live too far away.’

Route plotting

In the summer term July 2009, 27 juniors plotted their routes to school and discussed sustainable travel issues and their journey to and from school. The route plots are given in Appendix 4. On the reverse of the route plots the pupils wrote about their routes to school, these comments are given in the table below.

Route Plotting			
Year	Date of route plotting	Year Groups	No. of pupils
2009	July 2009	Juniors (years 3 to 6)	27
Route Plotting comments made by the children			
<p>Description of their routes to school</p> <ul style="list-style-type: none"> • Go out of the door and cross the road and I will be at school. • I need to go through croftplace down the hill then turn left. • Turn out of my road and go right, carry on till you get to the first turning into the green, turn right at the church. • Turn out of the drive, go past the church, onto the A66 then down the bypass, turn off the bypass into Temple Sowerby, turn right into school and in there. • Leave Eden Meadows, turn left, follow the foot path to the crossing, cross safely and follow the path around to school. • Go down Vicarage lane, turn left, walk down the path, go down the crossing place, go right and then you are at the school. • Go to the green and then if you see a house with a porch and 6 or 5 steps. • I go down Eden Meadows, turn left, passed a <i>friend's</i> house, go passed <i>another friend's</i> house, turn right, walk up and you are there. • Turn left, walk to the hill, go up the and then go down the hill, walk across to the corner turn right, walk along the road, turn left into school. • Go out of Eden Meadows and turn left. Follow the footpath until you reach the crossing. Be careful of those drivers!!! Cross over the road when it is safe. Follow the path until you get to school. <p>How could it be safer?</p> <ul style="list-style-type: none"> • To have a path at each side of the road. • There could be a footpath • Because you can walk along the grass • Go in the car • Walk at the very side of the road • Footpath • Zebra crossing • Pedestrian crossing • Traffic Lights <p>How is it safe?</p> <ul style="list-style-type: none"> • Because you can walk on the grass in summer. • You can walk on the side of the road when there isn't any cars coming. 			

7 What we already do

- Road Safety Talk and Personal Safety Talk every Friday in Assembly
- Regularly walk to Village Church
- Geography lessons include local environmental walks
- Healthy Schools Status
- Healthy Tuck Shop
- Activ8 Programme of 10 minutes of exercise each morning after registration
- Activemark
- Cycle Proficiency training
- Cycle Wise for years 4 and 5

8 Summary of transport and road safety problems

After considering comments from the Working Group, parents, staff and children we have decided that the main barriers preventing safe and sustainable travel are:

- Rural nature of roads – narrow and twisting with no pavements outside the village (WG/parents/staff)
- Lack of public transport from outlying villages(staff)
- Distances to travel to and from school (staff)
- Lack of cycle parking (WG, School Council)
- Parents parking on green and too close to school entrance (parent survey)
- Problem with visibility at Croft Place (parent survey)
- Blind corner on village green (at drying green) (parent survey)
- Speeding within the village and on the de-trunked A66 (WG/parent survey)
- HGVs using village as a 'rat run' instead of the A66 (WG)
- Lack of sufficient pavement directly outside of school (parent survey)
- Overgrowth of trees and bushes along village pavements (parent survey)
- Parked cars on footpaths (staff)
- Lack of safe crossing across de-trunked A66 (route plotting)



Lack of pavement



Waiting area for parents

9 Working party recommendations for action

- Administration: Monitor and update School Travel Plan annually (11.5). Include STP in SIP and link to any relevant initiatives (Healthy Schools) (11.5)
- Health/Safety: increase travel and health awareness through publicity and curriculum work (11.1/11.4). Promote the use of cycle helmets and high visibility clothing (11.4). DfT 'Be Bright, Be Seen' campaign (11.4). DfT 'THINK! Education' website resource for Teachers, Pupils and Parents (11.4).
- Training: playground Cycle Training, National Standards Cycle Training, pedestrian road safety and road safety lessons (11.1)
- Consultation: engage the community, parents, children and governors in developments and outcomes of the school travel plan(11.4/11.5)
- Facilities: Provide cycle storage (11.2)
- Facilities: request a raised pavement outside the school to enable safe pedestrian access (11.3)
- Promotion: promote walking, cycling and car sharing amongst parents, children and staff.(11.4)
- Initiatives: introduce and run a Walking Bus(11.4). Take part in WOW and Walk to School Week (11.4)
- Monitoring: speed of traffic in village and on de-trunked A66 (11.5)
- Monitoring: monitor all actions in the travel plan. (11.5)

10 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/taxi		
Car/Van	34%	30%
Car share	3%	3%
Cycle	0%	5%
Rail		
Walk	63%	62%

Notes

When asked how they would like to get to school 7 out of 18 children would like to cycle. However some of those children live out of the village and parents are unwilling to let their children cycle independently due to the narrow rural roads. Some children who normally walk may cycle and some children who have to travel by car may park and walk some of the way. Although the school will promote a car sharing scheme there is limited possibilities for an increase in this target given the home locations of the existing pupils in the school.

11 Action plans

11.1 Education and training

Measure	Year group	Date	Action by	Completed? (month/year)	Notes/success criteria and risks, including links to objectives/targets and issues previously identified
Pedestrian Training	Yr 1 & 2	April 2010	D Kerry – Road Safety Officer		Children are safer crossing the road and are able to identify safe crossing points in the village and on school routes - gives both children and parents confidence.
Playground cycle training	Yr4	September 2009	Dave Mattinson – Local Community Police Officer		Highlight safety aspects of cycling e.g. helmets, safety checks. Motivation. To improve basic cycle skills.
Train volunteers to teach National Standard Cycling		September 2009	D Kerry + Local Community Police Officers		Ensure that on road cycle training for year 5 is sustainable in school and children do not miss out on National Standards cycle training
National Standards Cycle Training	Yr 5 & 6	October 2009	Local Community Police Officers		Children have road awareness when cycling and are safer cycling out and about. Knowledge of how to maintain cycles and wearing of safety gear.
Road safety lessons	N, Yr 1 & 2, 3	Summer Term 2010	D Kerry + Local Community Police Officers		Raise awareness of safety issues when walking and cycling to school as well as wearing seatbelts correctly
Make BWTS links in the curriculum.	All	Summer Term 2010	B Key		Highlight local issues and incorporate environmental and health issues using a cross curricular approach.

11.2 School based engineering targets					
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
Install bike parking for approx 10 cycles	Approx £3,000	Spring 2010	Barbara Key		Identified the need for secure cycle storage to encourage more cycling to school. Investigate if planning permission required.

11.3 Long term Road engineering targets						
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
Mark new 'SCHOOL KEEP CLEAR' zig-zags outside school.	£310	Summer 2010	D. Evans			New 'SCHOOL KEEP CLEAR' markings adjacent to new footway to discourage obstructive parking/dropping off outside school.
Improve footpath at rear school gates.	£4500	Summer 2010	D. Evans			Verge to be hardened to rear of the school to allow for 'pick up point'.

11.4 Promotional/publicity targets

Measure	Date	Action by	Notes
Regular articles in school newsletter about travel issues	Termly	School Council	Highlight BWTS activities and ask for support. Articles in school newsletter & local parish newsletter 'Temple Sowerby Times'.
Promote alternative travel arrangements	Spring 2010	Barbara Key	Promote alternative travel arrangements such as: <ul style="list-style-type: none"> • Walking as an alternative (Walking Bus/Park & Stride) • Cycling as an alternative to usual travel arrangements • Car share as an alternative to usual travel arrangements
Promote low cost cycle helmets to parents	Spring 2010	Barbara Key	Ensure accessibility to low cost cycle helmets though BWTS website Headstart scheme
Run a Dr Bike session	Spring 2010	Dave Mattinson	Encourage correct maintenance of bikes. Involve parents and volunteers. Children will learn basic skills to keep bikes in safe working condition.
Promote car sharing	Spring 2010	Barbara Key & Governing Body	Increase awareness of benefits of car sharing amongst staff and pupils - informal basis. Promote and include in new prospectus and to new starter families.
Take part in National Walk to School Week	May 2010	Barbara Key	Focus on benefits of walking for a concentrated week - contributing to pupils health and personal development.

11.4 (continued) Promotional/publicity targets

Measure	Date	Action by	Notes
Introduce a Walking Bus scheme	Summer Term	Barbara Key	Encourage walking to school, particularly during wet weather.
Promote the use of safety clothing to parents	Previously in 2008, Spring Term 2010	Barbara Key	Targeted walkers to provide low cost clothing for purchase
Take part in the WOW scheme	September 2010	Barbara Key	Encourage walking to school and reward walkers. Choose one day a week.
Introduce Park and Stride	Summer Term	Barbara Key	Can be run in conjunction with the Walking Bus Scheme and/or WOW. Encourage parents to park in the village and walk to school.

11.5 Additional targets/action taken by school			
Measure	Date	Action by	Notes
Set up and sustain a School Travel Plan Working Group	July 2009	Barbara Key	Invite and consult people to join and input into the group as necessary – inform and consult community.
Review school travel plan annually	June 2010	Barbara Key	Repeat survey and review plan - make further improvements and ensure that the travel plan is a working document
Include School Travel Plan in School Improvement Plan (SIP)	November 2009	Governing Body	Embed the travel plan in school policy and see it as a working document. Link with Healthy School Initiative and ensure travel plan is monitored
Monitor activities and actions included in School Travel Plan	Termly	Governing Body	Ensure that all actions proposed are carried out effectively and monitor and record responses and outcomes
Include school travel ethos in school prospectus and promote to new parents	November 2009	Barbara Key & Governing Body	Encourage everyone to think about the preferred method of travel
Link STP to work for Healthy Schools reaccreditation	September 2010	Barbara Key	Encourage everyone to think about their travel to school arrangements as part of the wider issue of personal health.

11.5 (continued) Additional targets/action taken by school			
Measure	Date	Action by	Notes
Monitor traffic speeds in village and on de-trunked A66	TBA	Dave Mattinson	Working group requested traffic speed monitoring to be carried out by BWTS, Capita. Speeds may be monitored by Highways Agency as part of post A66 bypass monitoring programme.
Request through the Parish Council for a reduction in the village speed limit to 20mph	November 2009	Karen Morland	Copies of the school children's letters to the Parish Council included in Appendix 6. A Parish Council letter to be written to Rob Lawley at Cumbria County Council January 2010.

12 Review of targets

This Travel Plan will be a working document and will be reviewed and updated annually every June by Barbara Key and 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 June 2010

The school will complete the survey annually in June 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		Rail		Walk	
			No	%	No	%	No	%	No	%	No	%	No	%
Baseline 2009	June 2009	55	0	0	12	34	1	3	0	0	0	0	22	63
xYearly Target %						30		3		5				62
Baseline: 2010														
Yearly Target %														
Baseline: 2011														
Yearly Target %														

13 Cycle count

The school is to take a cycle count before and after any improvements to cycle facilities are 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
July 2009	1	Cycle storage		

14 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								
Playground Cycle Skills Training	4	8	5&6	13						
Pedestrian Training										
Road Safety Education	All	40								

Appendix I – Penrith to Kirkby Stephen Bus Service – 563 Timetable

Appendix 2 – Pupils bus trip to St. Cuthberts Church, Penrith

Appendix 3 – Pupils Multimodal trip to Kirkby Stephen

Appendix 4 – Pupils Route Plotting Maps

Appendix 5 – On line survey results and Parent Questionnaire

Appendix 6 – Children’s letters to Parish Council

Appendix 7 – Governors minutes on Better Ways to School

Appendix 8 – School Council Minutes – May 2009

Appendix 9 – Parish Council Letter to Rob Lawley, Cumbria Highways

Appendix 10 – RoSPA Report on Temple Sowerby Village Play Area

Appendix II – Accident Statistics and Traffic Speed Survey

Signed agreement

TEMPLE SOWERBY CHURCH OF ENGLAND PRIMARY 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. 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	
Headteacher	Name: Mrs Barbara Key
	Signed:
	Date:
Chair of Governors	Name:
	Signed:
	Date:
Area Engineer Cumbria County Council	Name: KEITH MASSER
	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: Mrs Barbara Key