

# Stainton Church of England School

Travel Plan  
March 2010



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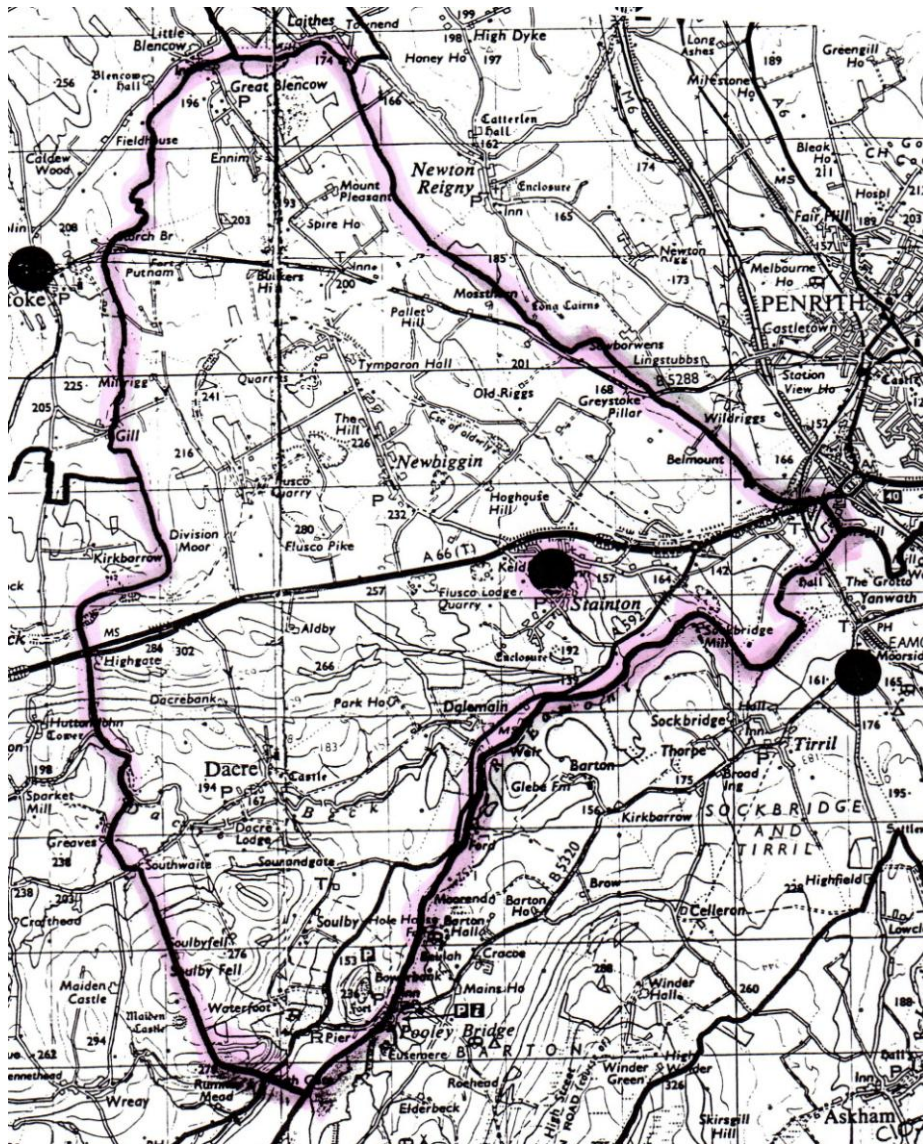
## I School details

DCSF school reference number	9093319
Type of school	Church of England Primary School
Number on roll (including no. of SEN pupils with a brief description of subsequent impact on travel)	155 on roll (145 PT, 10 PT) There are currently no pupils with SEN linked travel needs.
Number of staff (It is highly recommended that a supplementary Travel Plan for staff and other school users is developed)	24 staff (10 FT, 14 PT)
Age range of pupils	3-11 years
<b>Working group contact</b>	
Head teacher	Mrs Helen Dunham
Address	Fairybead Lane Stainton
Postcode	CA11 0ET
Telephone number	01768 242155
Fax	01768 242155
Email address	Admin@stainton.cumbria.sch.uk
Website	Currently being set up
<b>Working group contact</b>	
Name	Mrs H Dunham
Contact Details	Stainton C of E Primary School 01768 242155



## 2 Location and use of school

## Location of school



Our school is in the village of Stainton about 2 miles from Penrith, Cumbria on the edge of the Lake District National Park. Stainton is situated between the A66, the main arterial route from east to west and the A592, the road from Penrith to Ullswater. The village itself covers quite a large area and has our school, a Post Office, Pub, Hotel, Village Hall, church, Farm Shop, a recreation field and a free range egg business. There are residential estates in the centre of the village. Our school community is rural and widespread with the majority of parents commuting to work in the towns of Keswick and Penrith.

Our catchment area covers Stainton, Newbiggin and Dacre Villages, however half of our children come from outside of catchment including Penrith, Kirkby Thore, Calthwaite, Temple Sowerby and Newton Reigny. There is a Part Time Nursery which takes children from the age of 3 years old from these villages and the surrounding area.

School hours are between 8.45am to 3.15pm, although doors open to families from 8.30am. After School Activities vary from term to term and generally finish between 4.00-4.30pm.

There is one pedestrian entrance and one vehicular entrance.

Dacre and Newbiggin and some Penrith children use school buses and a small number of children travel to an after school club at Penruddock School so there are four buses parking outside of school at the beginning and end of the school day. Children also travel weekly by coach to Penrith Leisure Centre for swimming lessons in the Autumn and Spring terms.

The school has a small staff car park that hold up to 10 cars (max). Parents park in layby outside of the school or on the roadside.

Letters are frequently sent to parents encouraging parents who travel by car to treat the village as a one way system so that children can be dropped off on the school side of the road for safety. A significant majority of parents do not conform to this.

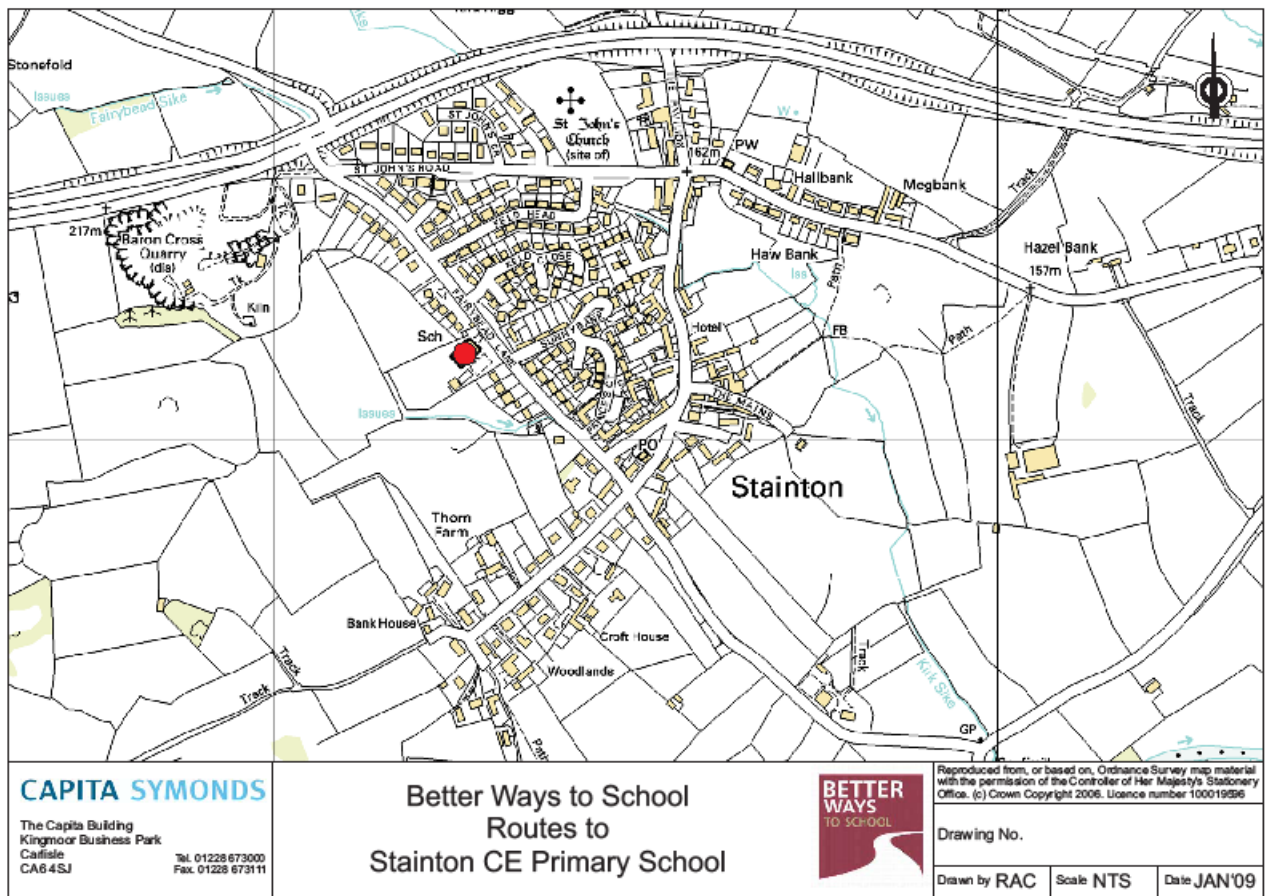
There are two lay bys, one opposite the school and one above the school. The layby above the school has been authorized by Cumbria Highways department as a bus layby with no parking through the school day. This was passed two years ago and we are still waiting for this to occur.

Fairybead Lane, where the school is situated is used as one of the main routes in, out and through the village and can be very busy at peak times. Although there is a 30mph speed limit on entry to the village from the A66, cars approaching the school are often exceeding this. Although there are flashing, speed warning signs at two points on Fairybead Lane, many cars ignore them.

There is no school crossing patrol, zebra crossing or safe place to cross at peak times as parking is chaotic and clear vision up and down Fairbead Lane is restricted both by buses and by cars. There has been an ongoing problem of people parking on the zig-zag lines outside of the school gates making it dangerous to cross the road.

Stainton School has two playgrounds for upper and lower school both of which have play markings. The upper school playground is used for lessons, PE, playtimes and cycle training and the lower playground is mainly used for lessons and playtimes. We also have a large playing field and wild area (including a pond) to the rear of the school. These areas are used for education, sporting events and playtimes. School grounds are not open to the public outside of school hours.

Although the school is actively encouraging children and parents to walk or cycle to school through providing bike racks, taking part in the WOW scheme and trialling a small walking bus there are safety issues at certain points in the village due to lack of footpaths on rural roads.



**Plan of the School Site**



### 3 Current transport situation/transport links

Stainton benefits from pavements throughout the village. There is a 30mph speed limit in the village and some of our children live just beyond the limit where there are no pavements. The road past the school, Fairybead, Lane is used by vehicles as a short cut between the A66 and the A592 to Ullswater. The nearest village to Stainton is Newbiggin. This has recently been linked by a cycle path running alongside, then under, the A66 to Stainton.

Children travelling from Dacre, Newbiggin and Penrith are transported by 3 minibuses. There will shortly be provision of a special parking bay outside the school for the drop off and pick up of children. The minibuses are unable to use the bay as parents park in this space at present and the highways agency have still not implemented the approved bus layby status.

Children travelling on the Newbiggin and Dacre buses receive free school travel. The children who are transported to Penrith are done so through private arrangement with the bus company. Currently 8 children use this service. There is not room to expand on this as numbers are determined by the size of the mini bus.



Our school tries to encourage parents to operate a voluntary one way system around the village for cars at the beginning and end of the school day. This helps a little but is not adhered to by all.



We do not have any transport linked to special needs pupils

The nearest railway station is at Penrith, 2 miles away.

Stainton is served by public buses X5/X4 from Penrith to west Cumbria and the local 105 service Penrith- Greystoke.





**X4 X5 Penrith - Keswick - Cockermouth - Workington**



Monday - Saturday	X5	X5	X5	X5	X4	X5	X5	X4	X5	X4	X5	X5	X4	X5	X4	X5	X4	X5	X4	X5	X5	
	# GS				#	ST	ST	M-F	ST	ST	ST	ST	ST	ST	ST	ST	ST	ST	ST	ST	CC	CC
Penrith Bus Station	---	0630	0715	0820	0825	0925	0935	1025	1125	1225	1255	1325	1425	1525	1625	1725	1825	1925	2030	2130	2235	
Penrith Rail Station	---	0635	0720	0825	0830	0930	0940	1030	1130	1230	1300	1330	1430	1530	1630	1730	1830	1930	2034	2135	2240	
Rheged	---	---	0725	---	0835	0935	0945	1035	1135	1235	1306	1335	1435	1535	1635	1735	---	---	---	---	---	
Troutbeck Hotel	---	0652	0737	0846	0847	0947	0957	1050	1147	1250	1317	1347	1450	1547	1650	1747	1847	1947	2046	2152	2257	
Threlkeld Horse & Farrier	---	0659	0744	0851	0854	0954	1004	1057	1154	1257	1324	1354	1457	1554	1657	1754	1854	1954	2053	2159	2304	
Keswick Bus Station arr	---	0710	0755	0902	0905	1005	1015	1108	1205	1308	1335	1405	1508	1605	1708	1805	1905	2005	2103	2210	2315	
Keswick Bus Station dep	---	---	0802	---	0910	1012	---	1110	1212	1310	---	1412	1510	1612	1710	1812	1910	2012	2105	2215	2315	
Braithwaite	---	---	0808	---	---	1018	---	---	1218	---	---	1418	---	1618	---	1818	---	2018	---	2221	2321	
Thornthwaite	---	---	0812	---	---	1022	---	---	1222	---	---	1422	---	1622	---	1822	---	2022	---	2225	2325	
Millbeck Road End	---	---	---	---	0917	---	---	1117	---	1317	---	---	1517	---	1717	---	1917	---	2112	---	---	
Bassenthwaite	---	---	---	---	0923	---	---	1123	---	1323	---	---	1523	---	1723	---	1923	---	2118	---	---	
Castle Inn	---	---	---	---	0926	---	---	1126	---	1326	---	---	1526	---	1726	---	1926	---	2121	---	---	
Brathay Hill	---	---	0820	---	0930	1030	---	1130	1230	1330	---	1430	1530	1630	1730	1830	1930	2030	2125	2233	2333	
Embleton	---	---	0823	---	0933	1033	---	1133	1233	1333	---	1433	1533	1633	1733	1833	1933	2033	2128	2236	2336	
Cockermouth	0731	---	0831	---	0941	1041	---	1141	1241	1341	---	1441	1541	1641	1741	1841	1941	2041	2136	2244	2344	
Great Clifton	0741	---	0841	---	0951	1051	---	1151	1251	1351	---	1451	1551	1651	1751	1851	1951	2051	2146	2300	0000	
Workington Bus Station	0752	---	0852	---	1002	1102	---	1202	1302	1402	---	1502	1602	1702	1802	1902	2002	2102	2153	2307	0007	

Monday - Saturday	X5	X4	X5	X4	X5	X4	X5	X4	X5	X5	X4	X5	X4	X5	X5	X5	X5	X4	X5	X5	X5	X5	
	ST				ST	ST	M-F	ST	ST	#	# GS	CC				CC	CC	CC	CC				
Workington Bus Station	0515	0615	0715	0815	0915	1015	1115	1215	---	1315	1415	1515	1615	---	---	1715	---	1815	1915	1950	---	2215	
Great Clifton	0523	0623	0723	0823	0923	1023	1123	1223	---	1323	1423	1523	1623	---	---	1723	---	1823	1922	1957	---	2222	
Cockermouth	0536	0636	0736	0836	0936	1036	1136	1236	---	1336	1436	1536	1636	---	---	1736	---	1836	1939	2017	---	2239	
Embleton	0544	0644	0744	0844	0944	1044	1144	1244	---	1344	1444	1544	1644	---	---	1744	---	1844	1947	2025	---	2247	
Brathay Hill	0547	0647	0747	0847	0947	1047	1147	1247	---	1347	1447	1547	1647	---	---	1747	---	1847	1950	2028	---	2250	
Castle Inn	---	0651	---	0851	---	1051	---	1251	---	1451	---	1651	---	---	---	---	---	1851	---	---	---	---	
Bassenthwaite	---	0654	---	0854	---	1054	---	1254	---	1454	---	1654	---	---	---	---	---	1854	---	---	---	---	
Millbeck Road End	---	0700	---	0900	---	1100	---	1300	---	1500	---	1700	---	---	---	---	---	1900	---	---	---	---	
Thornthwaite	0555	---	0755	---	0955	---	1155	---	---	1355	---	1555	---	---	---	---	---	1755	---	1958	2036	---	2258
Braithwaite	0559	---	0759	---	0959	---	1159	---	---	1359	---	1559	---	---	---	---	---	1759	---	2002	2040	---	2302
Keswick Bus Station arr	0605	0707	0805	0907	1005	1107	1205	1307	---	1405	1507	1605	1707	---	---	1805	---	1907	2008	2046	---	2308	
Keswick Bus Station dep	0615	0715	0815	0915	1015	1115	1215	1315	1345	1415	1515	1615	1715	1740	1810	1815	1840	1915	2015	---	2150	---	
Threlkeld Horse & Farrier	0628	0726	0826	0926	1026	1126	1226	1326	1356	1426	1526	1626	1726	1751	1821	1826	1851	1926	2026	---	2201	---	
Troutbeck Hotel	0633	0733	0833	0933	1033	1133	1233	1333	1403	1433	1533	1633	1733	1758	1828	1833	1858	1933	2033	---	2208	---	
Rheged	0645	0745	0845	0948	1045	1148	1245	1348	1415	1445	1548	1645	1748	---	---	---	---	---	---	---	---	---	---
Penrith Rail Station	0650	0750	0850	0953	1050	1153	1250	1353	1420	1450	1553	1650	1753	1815	1849	1850	1915	1950	2050	---	2225	---	
Penrith Town Hall	---	---	---	---	---	---	---	---	---	---	---	---	---	1817	1851	---	1917	---	---	---	---	---	---
Penrith Bus Station	0655	0755	0855	0958	1055	1158	1255	1358	1425	1455	1558	1655	1758	---	---	1855	---	1955	2055	---	2230	---	

Sunday & Public Holidays	X5	X5	X5	X5	X5	X5	X5	X5	X5	Sunday & Public Holidays	X5	X5	X5	X5	X5	X5	X5	X5	X5	X5
	* GS										* GS									
Penrith Bus Station	0820	0840	0915	0935	1115	1315	1515	1715	1915	Workington Bus Station	0715	0915	1115	1315	1515	---	---	---	1715	---
Penrith Rail Station	0825	0845	0920	0940	1120	1320	1520	1720	1920	Great Clifton	0723	0923	1123	1323	1523	---	---	---	1723	---
Rheged	---	0850	0925	0945	1125	1325	1525	1725	---	Cockermouth Main Street	0736	0936	1136	1336	1536	---	---	---	1736	---
Troutbeck Hotel	0846	0900	0935	0955	1135	1335	1535	1735	1935	Embleton	0744	0944	1144	1344	1544	---	---	---	1744	---
Threlkeld Horse & Farrier	0851	0908	0943	1003	1143	1343	1543	1743	1943	Brathay Hill	0747	0947	1147	1347	1547	---	---	---	1747	---
Keswick Bus Station arr	0902	0920	0955	1015	1155	1355	1555	1755	1955	Thornthwaite	0755	0955	1155	1355	1555	---	---	---	1755	---
Keswick Bus Station dep	---	---	1002	---	1202	1402	1602	1802	2002	Braithwaite	0759	0959	1159	1359	1559	---	---	---	1759	---
Braithwaite	---	---	1008	---	1208	1408	1608	1808	2008	Keswick Bus Station arr	0805	1005	1205	1405	1605	---	---	---	1805	---
Thornthwaite	---	---	1012	---	1212	1412	1612	1812	2012	Keswick Bus Station dep	0815	1015	1215	1415	1615	1740	1810	1812	1840	---
Brathay Hill	---	---	1020	---	1220	1420	1620	1820	2020	Threlkeld Horse & Farrier	0827	1027	1227	1427	1627	1751	1821	1824	1851	---
Embleton	---	---	1023	---	1223	1423	1623	1823	2023	Troutbeck Hotel	0835	1035	1235	1435	1635	1758	1828	1832	1858	---
Cockermouth Main Street	---	---	1031	---	1231	1431	1631	1831	2031	Rheged	0845	1045	1245	1445	1645	---	---	---	---	---
Great Clifton	---	---	1041	---	1241	1441	1641	1841	2041	Penrith Rail Station	0850	1050	1250	1450	1650	1815	1849	1847	1915	---
Workington Bus Station	---	---	1052	---	1252	1452	1652	1852	2052	Penrith Town Hall	---	---	---	---	---	---	1817	1851	---	1917
										Penrith Bus Station	0855	1055	1255	1455	1655	---	---	---	1852	---

Notes:  
 M-F on Mondays - Fridays only  
 # operates 3 April to 28 October 2006  
 \* operates 2 April to 22 October 2006  
 ST operates via Stainton  
 GS operates via Greystoke, Newbiggin & Stainton  
 CC supported by Cumbria County Council

## 4 Aims and Objectives

Our School Travel Plan aims to:

- Maintain current school bus usage.
- Reduce car use
- Improve levels of walking and cycling
- Increase car sharing
- Reduce the risk of accidents on the journeys both to and from 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)
- Health: increase travel and health awareness (11.1/11.4)
- Curriculum: integrate BWTS initiatives into the curriculum via PSHE, Citizenship (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 car sharing, walking and cycling to school and 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)
- Initiatives: Introduce initiatives to encourage walking and cycling to school and bus use (11.4) and improve safety whilst doing so (11.1/11.4)
- Facilities: improve cycling and pedestrian facilities on the school grounds (11.2),
- Safety: improve safety on routes to and from school (11.3) implement already designated school minibus drop off zone(11.3) – (Approval given two years ago)

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

Name	Position	Responsibility within working party
Mrs Helen Dunham Mrs Claire Slee Lorna Smith Judith Aris Daniel Evans Keith Masser Mr Armstrong Mr Ken Mason Mrs Julie McLean	Head teacher Deputy headteacher Senco and Teacher Governor BWTS Adviser Capita Engineer Cumbria Area Engineer Parent Governor Governor PC	Chair  Highways Highways
Name/position	Subject/how the consultation took place	Date
Children	<p>Yr 5 children 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.</p> <p>All children took part in an on line survey and also discussed sustainable travel and gave their ideas to their school council representatives and many classes monitored traffic and did surveys on how children travel to and from school.</p> <p>School council meetings took place and identified</p> <ul style="list-style-type: none"> <li>• The need for bike racks to encourage people to cycle to school. (Some of these have now been installed but a few more are needed).</li> <li>• The need to encourage people to walk to school</li> <li>• The need for people outside of the village to car share.</li> </ul>	Summer Term 09
Staff	Staff, including ancillary staff, completed an on line survey in school.	June 2009
Parents	A parent survey was sent out to all families of which 50 were returned, representing 79 pupils.	June 2009
Working group	Initial meeting took place with BWTS representative WG meetings took place Minutes in Supporting Information section	4/03/09 16/06/09 22/09/09
Site visit		23/06/09 21/06/09
Community consultation	The WOW and Walking Bus Governors have consulted with local businesses to see if they can provide areas for a park and stride scheme.	Sept 09

## 6 Surveys and route plotting (Appendix 1 & 2)

137 children (41 infants and 96 juniors) and 10 staff took part in an on line survey about travelling to and from school.

### PUPIL SURVEY

MODE OF TRAVEL FOR THE SCHOOL JOURNEY												
137 children Surveyed – all ages	Bus	%	Car /van	%	Car share	%	Cycle	%	Walk	%	Assisted	%
To	15	11%	77	56.5%	9	6%	1	1%	33	24%	2	1.5%
From	24	18%	68	50%	9	6%	1	1	34	24%	1	1
PREFERRED MODE OF TRAVEL/CHOICE												
96 junior children surveyed	Bus	%	Car /van	%	Car share	%	Cycle	%	Walk	%	Assisted	%
Choice to	4	4%	12	12.5%	2	2%	42	43.5%	11	11%	other	27%
Choice from	6	6%	12	12%	0	0	35	37%	15	16%	other	29%

96 junior children completed the survey in more detail.

Bus: Of the 12 junior children travelling by school bus 10 travel by school bus and 2 by private arrangement with the bus providers. All but two children thought that there was usually good behaviour on the bus and 9 out of 12 children thought that the bus driver was friendly and helpful. 5 out of 12 children said that the bus does not usually arrive on time and overcrowding was an issue for 3 children. Cheap fares and a bus stop near their home would encourage more children to travel by bus.

Car/Van: 57 junior children who travel to school by car (inc. 8 by car share) answered more detailed questions about their car journey to school. Of these 57, 14 (25%) travel under 2 miles. All children answered the question 'what would encourage you to walk to school' – 33 children said that their parents would not allow them to walk to school, 17% would like more safe crossing places and 15% would like to walk with other young people and adults. Of the children not allowed to walk to school, 12 thought it was for road and personal safety reasons. 4 out of 57 children travel part of the way by car, the rest travel the whole journey by car. 75% of children travelling to school by car are dropped off by parents on their way to another destination. For 25% school is the sole reason for the journey.

Walking: Of the 25 junior children walking to school, only 6 walk alone. 90% of children walk with an adult. All 25 children believe that their walking route to school is safe.

Bike: 95 out of 96 children own a bike with only 63 of these 95 saying they wear a helmet. 34% do not wear a helmet. The reasons given were cost (3), image (12), nowhere to put helmet at school (5) and comfort (25). 38 out of 96 children would like more cycle training.

Children were asked 'what would encourage you to cycle to school?' – 25% said that their parents would not let them, 21% would like a safe cycle route, 12% would like to cycle with other young people and adults, 10% would like special cycle days, 9% would like secure cycle storage. Of the 27 children whose parents would not let them cycle, 15 are worried about personal and road safety.

#### Assisted Transport

1 junior youngster travels to school by adapted minibus

#### Accidents:

Out of 96 children 11 (11%) say they have been injured in a road accident on their journey to or from school. 3 were travelling on foot, 2 on bicycles, 2 by bus, 3 by car and 1 by train! This figure is unusually high and seeing one child has had an accident whilst travelling by train to school is probably not accurate! 19 out of 96 children believe they have been involved in a near miss. (3 on foot, 3 by bike, and 13 in a car).

Choice: see above table

### STAFF SURVEY

MODE OF TRAVEL FOR THE SCHOOL JOURNEY												
10 Staff surveyed	Bus	%	Car /van	%	Car share	%	Cycle	%	Walk	%		
To			10	100%								
From			10	100%								
PREFERRED MODE OF TRAVEL/CHOICE												
To			8	80%	2	20%						
From(8)			10	100%								

All 10 female staff who answered the survey drive a car to and from school and drive the whole journey.

All believe it is unrealistic to walk or cycle to school as they live too far away. 8 members of staff would be encouraged to come by bus if they were on a bus route, one would be encouraged by cheap fares.

Convenience, too much equipment to carry, lack of public transport and distance were the main factors influencing choice of mode, although 2 people cited personal safety and poor cycle storage facilities as reasons. 1 member of staff travels between 1-3 miles, 2 between 3-5 miles and 7 over 5 miles.

8 out of 10 members of staff would be willing to car share if it was possible. None give a lift to children.

Bike: 7 out of 10 staff own a bicycle, 5 wear helmets (2 do not because of comfort). None are interested in cycle training or bike maintenance.

#### Accidents;

No-one has been injured on a journey to or from school although 3 have been involved in a near miss (all by car)

Choice: All staff would like to travel by car because of the reasons mentioned above.

## ACCIDENT STATISTICS (Appendix 3)

There have been several vehicular accidents at the junction across the A66 between Newbiggin and Stainton. This junction is a staggered junction – with fast flowing traffic at either side of the A66. Pedestrians can avoid this junction by using the newly created cycle path alongside and under the A66 – although this is a very long detour to school.

## PARENTAL QUESTIONNAIRE

Of all the questionnaires sent out (one per family), 50 were returned. This represents 79 children within our school.

Of the families who responded 31 of them come to school by car and the following shows their response to a walking bus for Stainton School –

- 14 families felt this was a great idea.
- 8 families felt this was a service they would sometimes use.
- 9 families felt it wasn't practical or would rather park at school.

There was limited new interest in car sharing. 6 families responding that they sometimes car share.

Of the families whose children walk to school comments included –

- Possible 20mph speed limit on approach to school.
- Installation of sleeping policemen.
- Encourage parents to avoid using slip road, past village green.
- No safe places to cross on Fairybead Lane. Crossing outside school would be great.
- Buses parking outside school often cause a greater obstruction than cars.
- Photo, name and shame those parents who illegally park outside school.
- Try to enforce the optional one way system around the village.

## Route plotting

In the summer term July 2009 Year 5 pupils plotted their routes to school and discussed sustainable travel issues and their journey to and from school

Route Plotting			
Year	Date of route plotting	Year Groups	No. of pupils
2009	July 09	Year 5	20
Route Plotting Notes (e.g. comments made by pupils / any results found)			
20 Year 5 children plotted their routes to school – 6 walking, 12 by car, 2 by bus			
<ul style="list-style-type: none"><li>• Can't park easily outside the school x4</li><li>• No bike storage x2</li><li>• Too many cars outside the school make it dangerous x3</li><li>• People park their cars everywhere x2</li><li>• I can't cross the road because of all the cars x5</li><li>• Cars don't park where they're supposed to x2</li><li>• Need a zebra crossing x5</li><li>• Speed humps needed on approach to school</li></ul>			



## 7 Existing Provision

At Stainton C of E Primary School we place high value on promoting healthy lifestyles through our curriculum, extra curricular activities , our school kitchen's and through the Better Ways to School Scheme.

We have our own kitchen which provide daily healthy, balanced meals which conform to the nutritional foods standards.

We take part in the free fruit and milk schemes for lower school children and provide the opportunity to purchase milk for children over 5 years old.

Healthy living is promoted through a cross curricular approach and is addressed in the Science, PE, Take Ten, PSHE (SEAL and Badger Materials, Road Safety, Cycle Safety, Stranger Danger etc), Education Life Bus (Visits Annually), School Council and through links with our local community.

We currently hold the Active Mark (for the 3<sup>rd</sup> year running) for our commitment to providing in excess of two hours quality PE time each week.



We have recently had bike racks fitted to the side of the school and these have proved very popular so far and more families are cycling and scooting to school.



We have also been trialling a walking bus and are now seeking additional commitment from parents to make this a more sustainable venture. Alongside this we have approached businesses to see if they could support a future park and stride scheme. We have also enrolled in the WOW scheme and are actively encouraging our pupils to walk to school once a week. This is proving to be very popular.

Cyclewise have also provided our year 4 pupils with bikability level 1 training on the school playground, teaching safety and bike handling skills.

## 8 Summary of transport and road safety problems

After considering comments from the Working Group(WG), 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)
- Lack of public transport from outlying villages(staff)
- Limited car sharing (WG)
- Congestion at the beginning and end of the school day. Excessive car use and inconsiderate parking outside the school making it difficult for pedestrians to cross Fairybead Lane safely (WG, parents, children)
- Fairybead Lane used as a short cut by vehicles travelling from the A66 to A592 (WG)
- Lack of road safety/pedestrian skills experience (WG)
- No current volunteers to deliver National Standards Cycle Training (WG)
- Delays from highways department in providing the approved designated bus layby above school
- Difficulty crossing Fairybead Lane in the school vicinity (children, parents, WG)



Parking on the chevrons.



Approved designated bus layby. Still waiting for this to be put in place two years on.



Parking on pavements makes it very difficult for pedestrians and particularly families with buggies to get by and cross the road safely.

## 9 Working party recommendations for action

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- 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 correct use of seatbelts and child seats(11.4)
- Training: playground 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)
- Promotion: promote walking, cycling and car sharing amongst parents, children and staff.(11.4), promote use of helmets and safety clothing (11.4), promote safe and responsible parking (11.4)
- Initiatives: introduce initiatives and incentives to encourage walking to school and car sharing (11.4) Encourage parents and staff to purchase reasonably priced cycle helmets through the BWTS cycle scheme (11.4)
- Engineering: Construct cycle parking (11.2), Improve safety on route to school and outside the school (11.3) Improve profiling and approach to school for pedestrians and motorists (11.3)
- 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	11	11
Car/Van	56.5	43.5
Car share	6	6
Cycle	1	5
Walk	24	28
Park and Stride	0	5
Assisted	1.5	1.5

### Notes

We aim to sustain the current bus levels for Penrith children as the current provider for paying customers can not exceed 8 seats. The Newbiggin and Dacre bus is wholly dependent on eligibility and does not accept paying customers. There is capacity for more children to travel to the Penruddock After School Club but again this is dependent on the need to use the club (which currently is very low).

More children are starting to cycle and scoot to and from school now that bike racks are available for safe storage. We may look to install more bike racks in the future if this becomes more popular.

Many children are enjoying taking part in the WOW Scheme that started in September and a small walking bus has been trialed since September. We are hoping that more children will join this scheme when a park and stride facility can be set up. We are currently in touch with local businesses to see if they help with this provision. Sustainability will largely depend on parental involvement and commitment to the scheme. It will also be interesting to see how the winter weather affects the uptake of the schemes.

## II Action plans

### II.1 Education and training

Measure	Year group	Number	Date	Action by	Completed? (month/year)	Notes/success criteria and risks, including links to objectives/targets and issues previously identified
Pedestrian Training	Whole School		July 2009  September 2009	D Kerry H Dunham  D Kerry	Sept 09	Children are safer crossing the road and are able to identify safe crossing points outside the school, in the village and on school routes - gives both children and parents confidence. Train parent volunteers on Walking Bus
Playground cycle training	Yr4		September 09	Cyclewise – funded by BWTS	Sept 09	Highlight safety aspects of cycling e.g. helmets, safety checks. Motivation. Basic cycle skills improve
Road safety lessons	Foundati on Stage / Yr 1 / 2, 3 / 4, 5 /6		Oct / Nov 09	Julie Maclean		Raise awareness of safety issues when walking and cycling to school as well as personal safety e.g. stranger danger
Make BWTS links in the curriculum – Cross Curricular approach PSHE, PE, Science, Maths etc	N, Yr 1,2,3,4,5, 6		Termly	Teaching Staff		Highlight local issues and incorporate environmental and health issues. Use maths to record data collected.

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 cycle additional parking for 8 bikes		October 2010	L Harrison D Harris-Jones		Funds have been raised independently

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
Investigate traffic calming measures on Fairybead Lane		January 2010	D Evans			Implement a traffic/pedestrian count on Fairybead Lane as part of the investigation into installing a crossing point/School Patrol or similar measures to slow traffic and make crossing to and from school on Fairybead Lane safer.
Mark out designated school minibus drop off zone	CCC	July 2009	D Evans	June 2007		Improve safety for children being dropped off and picked up by minibus. Make it easier for minibus drivers to park. Give priority to children using minibus service rather than car users.



#### 11.4 Promotional/publicity targets

Measure	Date	Action by	Notes
Promote walking and cycling to school and safe driving	Oct / Nov 09	L Smith	Articles in newsletter & local parish news
Regular articles in school newsletter about travel issues	Oct / Nov 09	H Dunham	Highlight BWTS activities and ask for support
Promote low cost cycle helmets to parents	Autumn Term 09	S Austwick	Ensure accessibility to low cost cycle helmets though BWTS website Headstart scheme
Promote car sharing	Autumn Term 09	School Council	Increase awareness of benefits of car sharing amongst staff and pupils - informal basis. Promote and include in new prospectus and to new starter families
Promote the use of safety clothing to parents	Autumn 09	L Smith	Target walkers and cyclists and provide low cost clothing for purchase
Promote safe and responsible parking	January 2010/termly	School Council	Termly notices going out to parents from the School Council reminding them to park responsibly.

11.5 Additional targets/action taken by school			
Measure	Date	Action by	Notes
Establish a School Travel Plan Working Group to generate the travel plan and review periodically.	June 2010	H Dunham Working Group	Invite and consult people to join and input into the group as necessary – inform and consult community Repeat survey and review plan - make further improvements and ensure that the travel plan is a working document.
Include School Travel Plan in School Development Plan	September 2010	H Dunham/Governors	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	H Dunham	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	Sept 09	H Dunham	Encourage everyone to think about the preferred method of travel
Link STP to work for Healthy Schools accreditation	Sept 2010	L Millidge	Achieve Healthy School Status.

11.5 Additional targets/action taken by school			
Measure	Date	Action by	Notes
Take part in WOW	October 2009	Lorna Smith	Set up a Park and Stride site in the village to accommodate car users
Set up a Walking Bus(1)	September 2009	Lorna Smith	Run a Walking Bus to coincide with WOW and aim to increase provision during the week.
Set up a Walking Bus (2)	April 2010	Parent Volunteer	Set up an additional walking bus
Run a sustainable travel week	Sept 2010	Whole Staff	Focus on benefits of walking, cycling and bus use for a concentrated week - contributing to pupils health and personal development. Include bus children and reward.

## 12 Review of targets

This Travel Plan will be a working document and will be reviewed and updated annually every July 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 June 2010

The school will complete the survey annually in July 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

### Survey Results

How do you travel to and from school?																	
	Date of survey	Total no. of pupils	Bus		Car/Van		Car Share		Cycling		Walk		Park and Stride		Assisted		
			No	%	No	%	No	%	No	%	No	%	No	%	No	%	
Baseline 2009	June 2009	137	15	11	77	56.5	9	6	1	1	33	24			1	1.5	
Yearly Target %				11		43.5		6		5		28		5		1.5	
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
15/10/09	2			

## 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	Year Group	Number	Year Group	Number	Year Group	Number	Year Group	Number
Playground Cycle Skills Training										
Pedestrian Training										
Road Safety Education										

## Signed agreement

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### STAINTON CHURCH OF ENGLAND SCHOOL

Agrees to this School Travel Plan, to undertake its objectives, and to review the Travel Plan on an annual basis beginning in October 2010. 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: H DUNHAM
	Signed:
	Date:
Chair of Governors	Name:
	Signed:
	Date:
Area Engineer Cumbria County Council	Name: R LAWLEY
	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 Helen Dunham