



# **JOHN RUSKIN SCHOOL**

## **Travel Plan**

**MARCH 2010**



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## I School details

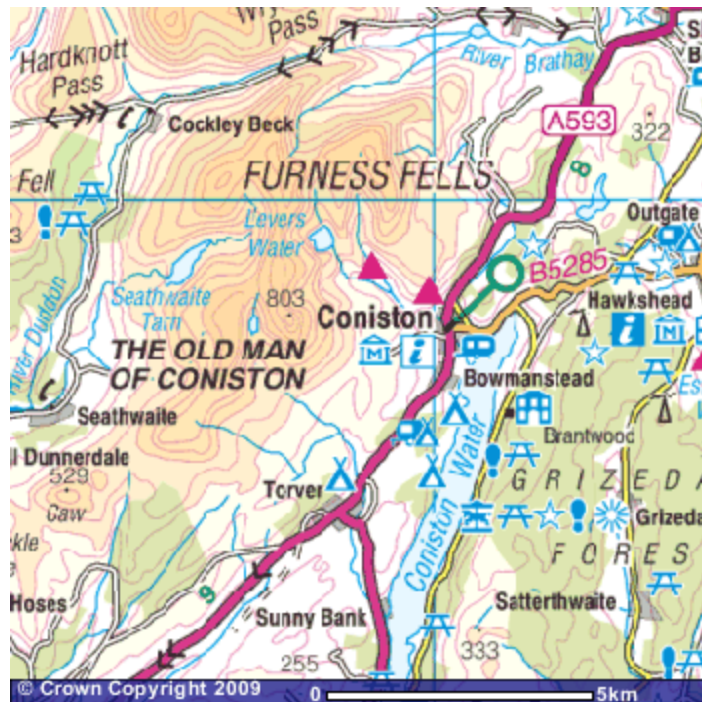
DCSF school reference number	9094151
Type of school	Community Secondary
Number on roll (including no. of SEN students with a brief description of subsequent impact on travel)	199
Number of staff (It is highly recommended that a supplementary Travel Plan for staff and other school users is developed)	32
Age range of students	11-16
<b>School contact details</b>	
Head teacher	Mrs Miriam Bailey
Address	John Ruskin School Lake Road  Coniston Cumbria
Postcode	LA21 8EW
Telephone number	01539 441306
Email address	admin@johnruskin.cumbria.sch.uk
Website	www.jrs.org.uk
<b>School Travel Plan Coordinator</b>	
School Travel Plan Coordinator	Helen Tate
Contact	helen@friar.info

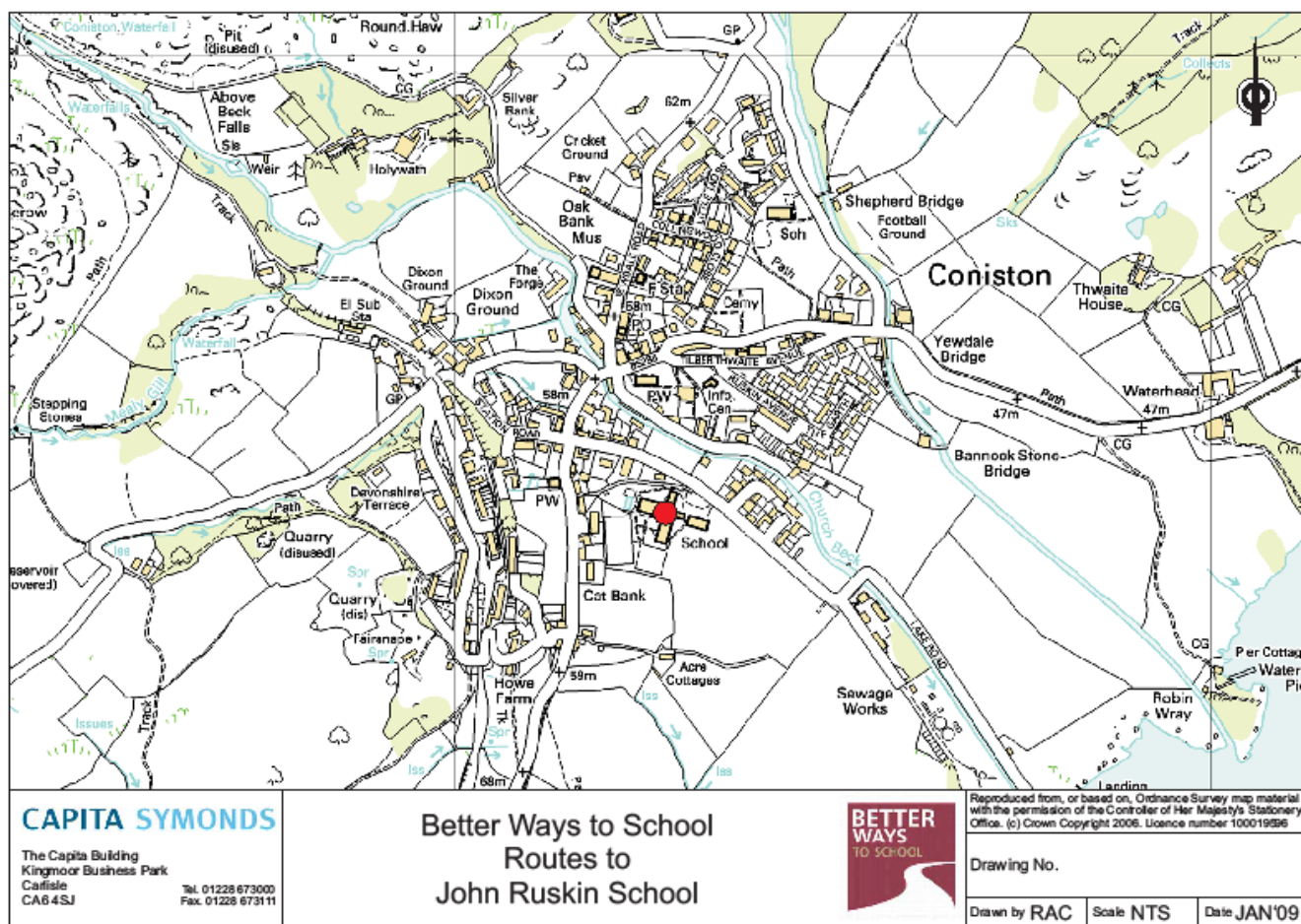


## 2 Location and use of school

### Location of school

Our school is an 11-16 school at the heart of the Lake District. Coniston is a village located in the southern part of the Lake District National Park, between Coniston Water and the mountain Coniston Old Man. Our village is situated at the head of Coniston Water, the third longest lake in the Lake District. Coniston is also an important tourist and local centre, with a bank, petrol station cafes and shops.





Our students come from the village and also from a widespread area covering a approximately 250sq miles – this includes the villages of Millom, Ulverston, Hawkshead, Ambleside, Penny Bridge, Tover, Broughton-in-Furness, Haverigg, Lowick Bridge, Grizedale, Greenodd, Broughton Beck, Kendal, Arrad Foot, Bootle, Colton, Holmrook, Graythwaite, Kirkby-in-Furness, Barrow-in-Furness, Askam-in-Furness, Winderemere, Foxfield, Lindal, Great Langdale and Newby Bridge.

We have a playing field which is used for football and rugby among other sports. We also have a swimming pool which is open to the public sometimes during the summer at evenings and weekends.

The school has a car parking area with approximately 60 spaces however these spaces are not usually available during term time as the buses use the playground to pick up and drop off students. This car park is open to the public to use at weekends and during the school holidays. Pedestrians use the main school gates from Lake Road to enter the school premises. When parents come to drop off and pick up students from school they use Lake Road to park or drop off. The buses drop off and pick up students from the playground area at the back of the school site. Buses use this area to turn round and drop off or pick up students.



The school buildings are regularly used out of school hours for community events, national events, holiday and youth groups. These events enhance the good links that school has with the local community as well as those from further afield.



School starts at 9.05am. There are a lot of buses that start arriving from 8.30 onwards. The times that the buses arrive in school vary due to traffic and road works. All buses should be in school by the 9.05. No students are allowed out of school at lunchtime unless they have written permission from parents. At present there is one pupil that goes home, into the village, at lunchtime.

At the end of the school day the buses arrive and are usually waiting for the students in the school car park. Mrs Bailey is in the car park to make sure that all students are safe, and get onto the correct bus.

### **3 Current transport situation/transport links**

A large percentage (77%) of our students travel to school by bus as this is the only realistic option for them.

We currently have no students with special transport needs. All our students that have SEN travel to school on the school buses or arrange their own transport to and from school.

The school car park is only used by staff and school visitors during school times. There is ample parking for the schools current parking needs.

At present, students have to fund their transport for after school clubs and activities. Since the start of this year students have been unable to use their bus passes on any other bus than the bus that leaves immediately after school. Since this issue was raised at a BWTS working group meeting Judith Aris said she would look into getting local or county council involved with the issue to rectify the issue. School has applied for a Revenue Bid so that school can offer some financial support to students who want to stay for after school clubs and activities.

However, the only transport available in the direction of Broughton and Millom are the school buses so any student wishing to stay for after school clubs has to arrange their own transport. This causes problems particularly for those students who live in Millom as parents face a two hour round trip; this is difficult for parents who work and expensive. School has started to provide a minibus on Tuesday evenings for those taking part in football training and drama club. This costs £70-00.

School has a bike shed which at present caters for the needs of the students that cycle to school. The car entrance does operate a one way system for cars. However due to the tight turning for the buses, they are allowed to go the wrong way around the one way system. Students are well aware that this is the case and when crossing over to the arts block they do take care.

The students that walk to school do so from the village. All the students that do walk to school have to walk down Lake Road as this is the only route into school.

The students that travel to school by bus travel on many different routes:

The Ulverston bus: picks up students at Victoria Road in Ulverston and travels down the A590 to Penny Bridge, where it picks up additional students. The bus then continues onto school without picking up any further passengers.

The Broughton Bus: The bus sets off from Barrow picking up some students at the Strawberry traffic lights on Abbey Road. The bus then continues on to Askam where it picks up more students. The bus then continues on to Broughton, its final pick up then continues onto school.

The Millom bus: there are 2 buses that come from Millom. One of the buses picks up students in Millom and drives straight to school. The other bus goes via Broughton where it meets the Stagecoach bus and our students transfer on to it for the remainder of the journey.

The Ambleside bus: This bus is a service bus, not a school bus, provided by Stagecoach. This bus picks up the students from Ambleside and goes via Hawkshead and continues onto school.

There are also so independent bus services that run bus routes for the school:

Mr Moore: This service picks up students from Lowick Bridge, Broughton Beck and Gawthwaite.

Mr Battersby: This service picks up students from Sawrey to drive them to meet the Ambleside/Hawkshead bus.

Ambleside taxis run a service from High Arnside to school.

Apollo travel runs a service from Satherthwaite to school via Lowick.

Pete's taxis pick up students from Ulpha, Broughton Mills, to meet the Broughton bus.

Lakes Mini Bus runs a service from Skelith Fold, Little Langdale and Elterwater through to school.

Apollo Travel runs a service from Tilberthwaite through to school.

As you can see there are a lot of students that travel some distance into school. We have tried our utmost to ensure that the school buses run as efficiently as possible. It is not possible for some of the bus routes to include some of the outlying villages but arranging transport from these villages to meet the bus has proved an effective way of minimising the number of vehicles at the start and end of the school day.

Due to the large catchment area of the school, we currently do not have any links with the National Cycle Network.



## 4 Aims and Objectives –

Our School Travel Plan aims to:

- Sustain level of bus use
- Highlight school travel and transport issues and problems and propose practical initiatives to make the journey feel safer and more enjoyable for everyone
- Provide opportunities for consultation particularly with students and parents
- Increase frequency of car sharing
- Prevent casualties on the journeys both to and from the school
- To engender a responsible attitude in all members of the school community towards the safety of themselves and other bus and road users
- Equip children with skills and knowledge to make sustainable travel choices and walk and cycle safely

### 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 via PSHE, Citizenship (11.1)
- Communication: involve and engage the community and school in BWTS (11.4/11.5)
- Training: provide cycle training (11.1)
- Promotion: Promote active travel choices inside and outside school included in School Development Plan (11.4/11.5). Increase travel and health awareness – this links with the Healthy School Award that school currently holds (11.5) Promote the travel plan within the community and in school (11.4/11.5)
- Initiatives: Introduce initiatives to encourage responsible behaviour on school buses(11.4)
- Safety: improve safety on the school route for pedestrians (11.3) and 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
Miriam Bailey Helen Tate David Coxon Judith Aris Victoria Lepper Lynda Johnson Claire Salisbury William Maher, Katie Brew, Tammara Rodgers, Jack Dixon	Headteacher Learning Mentor Chair Parish Council BWTS Adviser Capita Engineer Cumbria County Council Cumbria County Councillor School council Members	Travel plan coordinator Parish Council Link Adviser to group Highways Highways County Council link Link with students
Name/position	Subject/how the consultation took place	Date
Children	168 students took part in an on line survey and students who currently walk to school drew their routes to school and made comments School council meetings took place to i) Discuss behaviour on the buses and ways in which behaviour could be improved.	September 2009
Staff	16 members of staff, including ancillary staff, completed an on line survey in school.	September 2009
Parents	A parent survey was sent out to all families of which 49 were returned, representing approximately 49 students as these surveys were done anonymously.	
Working group	Initial meeting took place with BWTS representative WG meetings took place Minutes in Supporting Information section	2/3/09 15/9/09 3/11/09
Site visit	Working group	3/11/09
Community consultation	Attendance at Parish Council meeting	21/12/09
Any other consultation	Governors meeting	

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

### JOHN RUSKIN SCHOOL BWTS SURVEY REPORT

175 students and 16 staff took part in an on line survey about travelling to and from school.

### STUDENT SURVEY

MODE OF TRAVEL FOR THE SCHOOL JOURNEY																
175students surveyed – Yr 7,8,9,10,11	Bus/ taxi	%	Car /van	%	Car share	%	Cycle	%	Powered 2 wheeler	%	Rail	%	Walk	%	Assis ted	%
To	135	77%	10	6%	1	0.5%	4	2%	1	0.5%	2	1%	20	12%	2	1%
From	132	75%	8	4%	1	0.5%	5	3%	1	0.5%	2	1%	25	15%	1	1%
PREFERRED MODE OF TRAVEL/CHOICE																
Students surveyed	Bus/ taxi	%	Car /van	%	Car share	%	Cycle	%			Rail	%	Walk	%	Oth er	%
Choice to(175)	67	38%	21	12	5	3%	25	14%			22	13%	24	14%	11	6%
Choice from(168)	67	41%	20	12			24	14%			19	11%	26	15%	12	7%

## Student Survey

Students answered several online questions about their journey

Bus: Of the 129 (74%) students travelling by school bus 69 travel by school bus and 60 on the public service bus. On the public service bus 81% of students use a discount card.

When asked 'Is their usually good behaviour on your bus?' – 52% (67/129) replied 'No'

When asked 'Is your bus driver usually friendly and helpful?' – 48% (62/129) replied 'No'.

When asked 'does your bus usually arrive on time?' 46% (59/129) replied 'No'.

34% (44/129) of students thought that their bus is overcrowded

Car/van: 17 students travel to school by car, although 6 of these are in a taxi. – those travelling by car travel all the way to school and 4 travel under 2 miles – a wide variety of reasons would encourage more children to walk to school but at our school is it usually unsafe roads around the village. Of the 17 students travelling by car 8 of them are dropped off by parents on their way to another destination and for 9 it is the sole reason for the journey.

Walking: Of the 20 students only 9 walk alone – none walk with an adult walking to school. Only 1 student does not deem their walking route to be safe. – that is because of the speed of traffic, narrow and poor condition of the pavements.

Bike: 84% (147/175) students own a bicycle. 4 of the 175 students cycle to school, 3 believe that cycle parking could be improved by making it safer, easier to get to and providing somewhere for helmets and gear. All believe that their cycling route to school is safe. None have lights on their bike which work, only one has a rear reflector and 3 have had cycling proficiency.

Of the 147 students who own a bicycle 47% wear a helmet – the main reasons cited for not wearing a helmet were image and comfort, with 17 saying they had nowhere to put them at school and 10 saying cost was an issue. 29% (25/175) would like more cycle training.

### Accidents:

Out of 175 students 25 say they have been injured in a road accident on their journey to/from school

- 5 on foot, 2 on a bicycle, 9 on the bus, 8 in a car or van. This seems an unusually high figure and whether students have replied accurately is a matter for concern. 42% of students believe that they have been involved with a near miss.

Choice: see above table

## STAFF SURVEY

4 male and 12 female staff took part in the online survey

MODE OF TRAVEL FOR THE SCHOOL JOURNEY														
16 Staff surveyed	Bus	%	Car /van	%	Car share	%	Cycle	%	Walk	%	Rail	%	Other	%
To			13	81.5%	1	6%			2	12.5%				
From			13	81.5%	1	6%			2	12.5%				
PREFERRED MODE OF TRAVEL/CHOICE														
To(16)	1	6.5%	5	31%	1	6%	2	12.5	3	19%	3	19%	1	6%
From(15)	1	7%	5	33%	0	0	2	13%	3	20%	3	20%	1	7%

13 out of 16 staff who answered the survey drive a car to and from school and drive the whole journey, whilst one person car shares. If it was possible 6 out of 14 people would car share.

All believe it is unrealistic to walk or cycle to school – they live too far away or have too many books and equipment to carry. One person would walk to school if there was slower and less traffic. Some members of staff would be encouraged to cycle if there was shower/changing facilities and a safe cycle route.

Staff would be encouraged to come by bus if they were on a bus route, and buses were regular and cheaper fares.

Convenience, too much equipment to carry, lack of public transport and distance were the main factors influencing choice of mode, although some people cited personal safety and poor cycle storage facilities as reasons. 2 members of staff travel between 1-3 miles, 1 between 3-5 miles and 2 over 5 miles. 9 members of staff live over 10 miles away and none travel under a mile to school.



Walking

The 2 members of staff who walk to and from school deem their route to be safe

Bike: 12 out of 16 staff own a bicycle, 8 wear a helmet (the others do not due to image and comfort). One member of staff would be interested in cycle training or bike maintenance.

Accidents:

One person has been injured on a journey to or from school and that was whilst travelling by bicycle – their head was hurt and they were not wearing a helmet. . 12 people have been involved in a near miss (all by car)

Choice: Please see table

## John Ruskin Parent Travel Questionnaire

We had a great response from parents and some very useful information on their journey to school. They were able to voice their concerns and aspirations and make sensible suggestions for improvement on routes to school.

49 families returned the questionnaire,

### **Better ways to school – Parent Survey Results**

#### **Students travel to and from school:**

Bus 65%

Car/taxi and bus 10%

Walk and bus 2%

Car/Taxi and bus 10%

Car/taxi 4%

Walk 4%

Park and walk 4%

Cycle and walk 1%

#### **Distance to and from school**

Less than 1 mile 9%

1-2 miles 5%

2-3 miles 1%

More than 3 miles 85%

#### **Time**

Less than 10 mins 17%

10-20 mins 2%

over 20 mins 81%

#### **Cars that take more than 1 child**

66% take more than 1 child in the car

50% of which contain children from different families

#### **Car Journeys**

Specific journey and car share 17%

Combined Journey 83%

## **Consider a Car share**

Yes 83%

No 17%

## Problems

Speed too fast 33%  
Parking at school 50%  
Traffic too slow 33%  
Parking near school 33%  
Too much traffic 0%  
Other  
Dangerous drivers  
After school club transport  
Road works

## Park and walk scheme

Not Practical 66%  
Great 17%  
Maybe sometimes 17%

## Walk/Cycle

Very safe 40%  
Fairly safe 20%  
Unsafe 20%  
Dangerous 20%

## Particular problems – these were investigated by a representative from Cumbria Highways and discussed by the working group. Comments in brackets

- Lake view/Bowmanstead/catholic church - no pavement, low house/ broughton road Cross roads area Broughton road unsafe to cross (road too narrow for footways to be constructed and few students walking this way)
- Coniston Village centre - no pavement by the church (there is already a footpath opposite and it could cause a point where the road is too narrow)
- Yewdale Road A593 no footpath or lighting (too narrow for a footpath, lighting very expensive, few if any students walking this way)
- Shepherds bridge - no footpath (no students walking this way)

## Improvements

- Footpath from Adams bridge to meet up with existing path just past the Ship Inn. Better viewing to cross at Low Houses, pedestrian crossing at Lake Road
- pavement or footbridge from TIC car park over river to playground opposite JRS ( this has been investigated by the Parish Council and due to the ownership of land issues this is not possible although negotiations are ongoing)

- clearly marked cycle lanes and cycle storage away from major traffic patterns(roads often too narrow for cycle lanes, off road paths are provided by the National Park Authority and National Trust)

### Other comments

- Better street lights between home and village - LA21 8AH
- Cars overtaking bus as children crossing road to meet taxis(contacted bus company and bus to park in middle of road whilst children crossing the road at Broughton mills shop)
- Child has to walk along windy dark country lanes. Parents prefer him to be picked up at farmhouse. Cars travel too fast on lanes so dangerous to walk on - LA12 8JT
- Public transport available to students who stay for after school clubs. None at present using bus pass ( funding sought from Extended Schools Service)

### Route plotting

In the autumn term September 2009 16 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 students
2009	19 <sup>th</sup> October 2009	7, 8, 9, 10 and 11,	16
Route Plotting comments made by the students			
<ul style="list-style-type: none"> <li>• Poor lighting on route to school, especially in winter when it's dark going home.</li> <li>• Foot path from Tourist Information Centre car park to John Ruskin School. This would make route to school much safer.</li> <li>• Would like a pavement by the church.</li> <li>• No pavement by the Catholic Church, students end up walking in the road.</li> </ul>			



## **What we already do**

In January 2007 we were reaccredited with Healthy Schools Status.

We have a very active and involved School Council with 18 members in total. They meet fortnightly to discuss issues and formulate actions. Student voice is an important part of our school community and students have been able to contribute to our working group meetings and the Better Ways to School programme.

John Ruskin School is an active eco-school. In school students are encouraged to recycle their waste as much as they can, 'think before you print' and turn off lights if they are the last person to leave a room. These small things over the year can help to reduce the impact the school has on the environment.

There is a comprehensive personal development curriculum at John Ruskin School which covers a wide variety of subjects including road safety including cycling eg wearing a cycling helmet. The Fire Service deliver the young drivers programme and some students experience more detailed input if they take part in the Young Firefighters' Award.

Students are encouraged to cycle to school if the distance is not prohibitive but from the point of view of safety, since so many travel long distances to school, cycling is not necessarily the safest nor practical option.

School has an eco-committee and active members on that committee are working towards the John Muir Award which is an environmental programme.

Students currently have to wait outside if buses are late in arriving.

## 8 Summary of transport and road safety problems

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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/parents/staff)
- Lack of public transport from outlying villages(staff)
- Distances to travel to and from school (staff & students)
- No safe cycle route (staff/children)
- Lack of gritting school road in the winter(WG)
- Lack of conspicuity of school entrance and problems with visibility and parking on Lake Road(WG)
- Some unacceptable behaviour on school buses (WG and student council)
- Poor relationship between bus drivers and students on some buses(student council)
- Nowhere for students to shelter when waiting for buses (WG, student council)
- Safety problems crossing the road near Broughton Mills Shop(parents)
- No provision of after school club bus service(parents)



Cars parked along Lake Road affects access for buses



Sign twisted and hidden school entrance

## 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 (John Muir Award ) (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)
- Training: Bikeability training (11.1)
- Consultation: engage the community, parents, students and governors in developments and outcomes of the school travel plan(11.4/11.5)
- Facilities: Construct student shelter (11.2)
- Promotion: promote walking and car sharing amongst parents, students and staff.(11.4)promote Cycle to work scheme (11.4)
- Initiatives: introduce reward scheme for bus behaviour (11.4) foster better relations between students and bus drivers (11.4)
- Monitoring: monitor all actions in the travel plan. (11.5)
- Engineering: Improve safety outside and inside school (11.3)

## 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	77%	77%
Car/Van	6%	3%
Car share	0.5%	4%
Walk	12%	12%
Cycle	2%	2%
Rail	1%	1%
Assisted	1%	1%
Powered 2 wheeler	0.5%	0%

### Notes

As the vast majority of our students already travel by bus to and from school and due to the nature of our catchment area it is deemed to be sensible that this figure is sustained. For all the students that travel to school in this way it is the only method of transport to get to school and it is too far to walk or cycle.

All the students who can walk currently walk as they are from the village.

We aim to try and encourage staff and students that travel in by car to start a car share. This will help reduce the number of vehicles going in and out of school hence making the walk to school safer for those who do and can walk and help to reduce the impact on the environment. Some staff currently do car share and getting these staff to promote the huge reduction in running costs of the car may encourage others to get involved.

## 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
Teenage cycle training	Yr7	Oct 2009	Cyclewise on behalf of BWTS		Highlight safety aspects of cycling e.g. helmets, safety checks. Motivation. Basic cycle skills improve
Links in the curriculum – Geography, Maths and Literacy	Y7	Termly	IW – deputy head i/c curriculum		Highlight local issues and incorporate environmental and health issues – school magazine. Use maths to record data collected. Year 7 geography project on ways students travel to school and how they would prefer to travel to school.
John Muir Award	Y7,8 &9				

### 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
Erect shelter for bus users	£5000	August 2010	M Bailey/ Mallinsons		
Improve cycle parking		September 2010	M Bailey		Improve shelter. Stop cars parking in front of the shelter.



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
Extend double yellow lines along Lake Road	Traffic regulation order and works £3000	October 2010	V Lepper – traffic Engineer			Prevent parking to allow safe passage of buses. This requires a traffic regulation order. This is a lengthy and costly process and will be added to the list of schemes(APM) to be considered.
Provide school signs with amber flashing lights	Flashing lights £5000	August 2010	V Lepper – traffic Engineer			Flashing lights should improve awareness of the school at school times. The road outside the school is a major tourist destination route to the head of Coniston and the lake boat service. Most people using this route are tourists unaware of the school location.
'School Slow' markings outside school	£350	August 2010	V Lepper – traffic Engineer C Salisbury			SLOW markings to highlight the presence of the school to drivers. C Salisbury to allocate to Members Budget.

NB. The working group decided against yellow backed signs and red textureflex due to the sensitive National Park location of the school.

#### 11.4 Promotional/publicity targets

Measure	Date	Action by	Notes
Regular articles in school newsletter about travel issues	Each term Spring 2010	Student Council	Highlight BWTS activities and ask for support . Articles in newsletter & local parish news
Promote low cost cycle helmets to students, staff and parents	October 2010	M Bailey	Ensure accessibility to low cost cycle helmets though BWTS website Headstart scheme
Promote car sharing among students and staff	Beginning of every term	Student Council	Increase awareness of benefits of car sharing amongst staff and students - informal basis. Promote and include in new prospectus and to new starter families
Promote CCC. Cycle to Work Scheme for staff	January 2010	M Bailey	Tax free incentive to encourage more cycling to school – staff are a great role model for students
Hold a coffee morning for bus drivers	January 2010	Student Council	Foster better relationships between bus drivers and students
Introduce incentive scheme for good behaviour on buses	January 2010	Student Council	Highlight good behaviour so that it becomes the norm

11.5 Additional targets/action taken by school			
Measure	Date	Action by	Notes
Set up and sustain a School Travel Plan Working Group	Sept 2009	M Bailey	Invite and consult people to join and input into the group as necessary – inform and consult community
Review school travel plan annually	June 2010	Learning Mentor	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 2009	M Bailey	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	Learning Mentor	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	Ready for 2010 prospectus	M Bailey	Encourage everyone to think about the preferred method of travel
Link STP to work for Healthy Schools reaccreditation	July 2010	U Challis	IINK

## 12 Review of targets

This Travel Plan will be a working document and will be reviewed and updated annually every October by Miriam Bailey 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 October 2011.

The school will complete the survey annually in October 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 students	Bus		Car/Van		Car Share		Cycling		Walk		Rail		Assisted		Powered 2 wheeler	
			No	%	No	%	No	%	No	%	No	%	No	%	No	%	No	%
Baseline 2009	Sept2009	175	135	77	10	6	1	0.5	4	2	20	12	2	1	2	1	1	0.5
xYearly Target %				77		3		3		2		12		1		1		0
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
23/11/09	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
Bikeability Cycle Skills Training										
Road Safety Education										



**Appendix A – copy of survey given out to parents.**

**Travel to School Questionnaire**

*(Please return to school by Friday 23<sup>rd</sup> October.)*

SECTION ONE

- 1 Your postcode ..... (Your reply will be anonymous, but your postcode would help us to work out the walking and car journey routes which people use.)
  - 2 Your child/children's age(s) .....
- 

SECTION TWO: About your child/children's journey to school  
**(to be answered by everyone)**

- 3 How far do you live from school? (Please tick one box only)  
Under 1 mile     1-2 miles     2-3 miles     Over 3 miles
- 4 How long does the journey to school take your children? (Please tick **one** box only)  
Less than 10 minutes     10-20 minutes     More than 20 minutes

5 How does your child travel to and from school?

TO SCHOOL

FROM SCHOOL

Walk - all the way

Walk - all the way

Car

Car

Park and walk

Park and walk

Other

Other

(Please specify if 'other' .....

6 If you could choose, how would you prefer your child to be able to travel to school?

On foot

By car

By bicycle

By public transport

SECTION THREE: (to be answered by **car users only**)

7 If you drive your child/ children to school, how many children are usually in the car?

Own children 1

2

3

More than 3

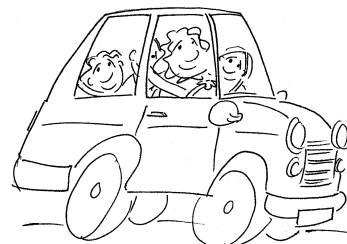
Other children 0

1

2

3 or more

How many of all the children are pre-school age?



8 Is the journey to school usually: *(Please tick as many boxes as necessary)*

a journey specially to take children to school?

a combined journey, i.e. to work, other schools etc?

part of a car share arrangement?

9 Do you experience any of the following problems? *(Please tick as many boxes as necessary)*

Speed of traffic – too fast

Parking at the school

Speed of traffic too slow (i.e. congestion)

Parking near the school

Too much traffic

Other (please give details)

.....

.....

10 If suitable parking was available, would you be prepared to 'park and walk', i.e. park a bit away from the school and walk the rest of the way?

Yes, great idea

No, I would rather park by the school

Maybe sometimes

Not practical

11 Would you consider using a car sharing scheme?

Yes  No

SECTION FOUR: (please answer this section if your children usually **walk or cycle**)

Very safe

Fairly safe

Unsafe

Dangerous

13 Please give details below of any particular places which you think are unsafe:

LOCATION (Street name if possible)

PROBLEM (e.g. no safe place to cross)

A. ....

.....

B. ....

.....

C. ....

.....

14 Can you suggest any particular improvements to make walking or cycling safer or a more attractive way to travel to and from school?

.....

.....

.....

**THANK YOU FOR TAKING THE TIME TO ANSWER THIS SURVEY**

*Please add any other comments below /overleaf*

**Please return your questionnaire by Friday 23<sup>rd</sup> October**





## Signed agreement

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### JOHN RUSKIN SCHOOL

Agrees to this School Travel Plan, to undertake its objectives, and to review the Travel Plan on an annual basis beginning in October 2011. 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: MIRIAM BAILEY
	Signed:
	Date:
Chair of Governors	Name: STELLA DE GRUCHY
	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 Miriam Bailey