

# **School Travel Plan Ireby C of E School**

**January 2010**

**Ireby Cof E School encourages everyone to recognise and achieve their fullest potential, in a happy, Christian and stimulating environment so that we all make our best contribution to society.**

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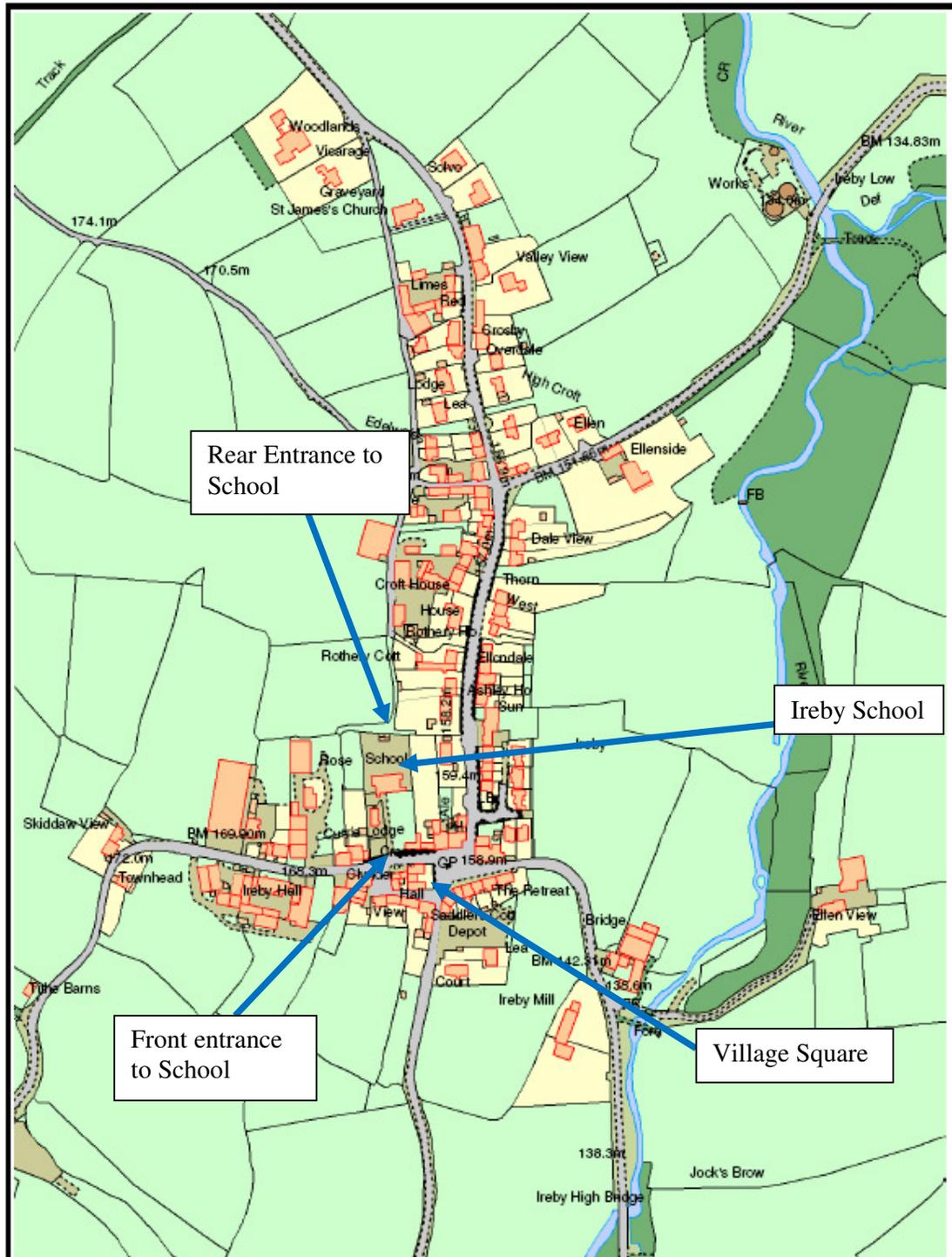
## I School details

DCSF school reference number	909 3017
Type of school	Voluntary Controlled Church of England Primary School
Number on roll (including no. of SEN pupils with a brief description of subsequent impact on travel)	48 (There are 9 children with SEN, none of which require special transport provision).
Number of staff (It is highly recommended that a supplementary Travel Plan for staff and other school users is developed)	8
Age range of pupils	3-11
<b>School contact details</b>	
Head teacher	Mrs Alison Dickinson
Address	Ireby C of E Primary School, Ireby, Wigton, Cumbria
Postcode	CA7 1DS
Telephone number	01697 371367
Fax	01697 371367
Email address	office@ireby.cumbria.sch.uk
Website	N/A
<b>Working group contact</b>	
Name	Mrs Lesley Savage
Address	Ireby C of E School
Telephone number	01697 371367
Email address	office@ireby.cumbria.sch.uk
<b>School situation and use</b>	
Description of school	Ireby is located on the North of the Lake District National Park boundary, in a location known as the 'Back of Skiddaw'. Ireby C of E School is a small village school in a rural community. It is sited in the middle of the village with houses surrounding it. The school is situated just up from the village square where two roads cross. The traffic through the village is variable and mostly local, consisting of some agricultural traffic. The school catchment area includes Bothel, Torpenhow, Uldale and Bassenthwaite (see map 2). The surrounding roads are narrow and twisty with high hedges and many blind bends, and for this reason (and reasons of distance) parents feel that cycling and walking into the village from the surrounding areas is not appropriate.

Use

The school is located within its own grounds and surrounded by a boundary wall / fence on all sides. There is a hard play area to the rear of the school and a grassed area to the front. The school has a foundation stage unit with its own play area located at the front and there is a community play area within the school grounds. The school has no hall/sports area and the children have to be walked to the village hall in the square for inside sports activities. There is a building at the back of the school which houses a playgroup and after school club. There is no car park at the school. Staff park either outside the school or on the 'square' opposite. There are two entrances to the school site and the school grounds can be entered from either the front or the back. See village map. School trips and swimming sessions etc are accessed either by community minibus or by parents transporting the children in private cars, and occasionally if the whole school is travelling a private hire bus is used. School opening times are 8.45am to 15.15pm. After school clubs take place in the school each evening until 4.15pm during term time. Occasionally the school premises are used for various school related activities such as meetings. The school is part of the Healthy School's initiative.

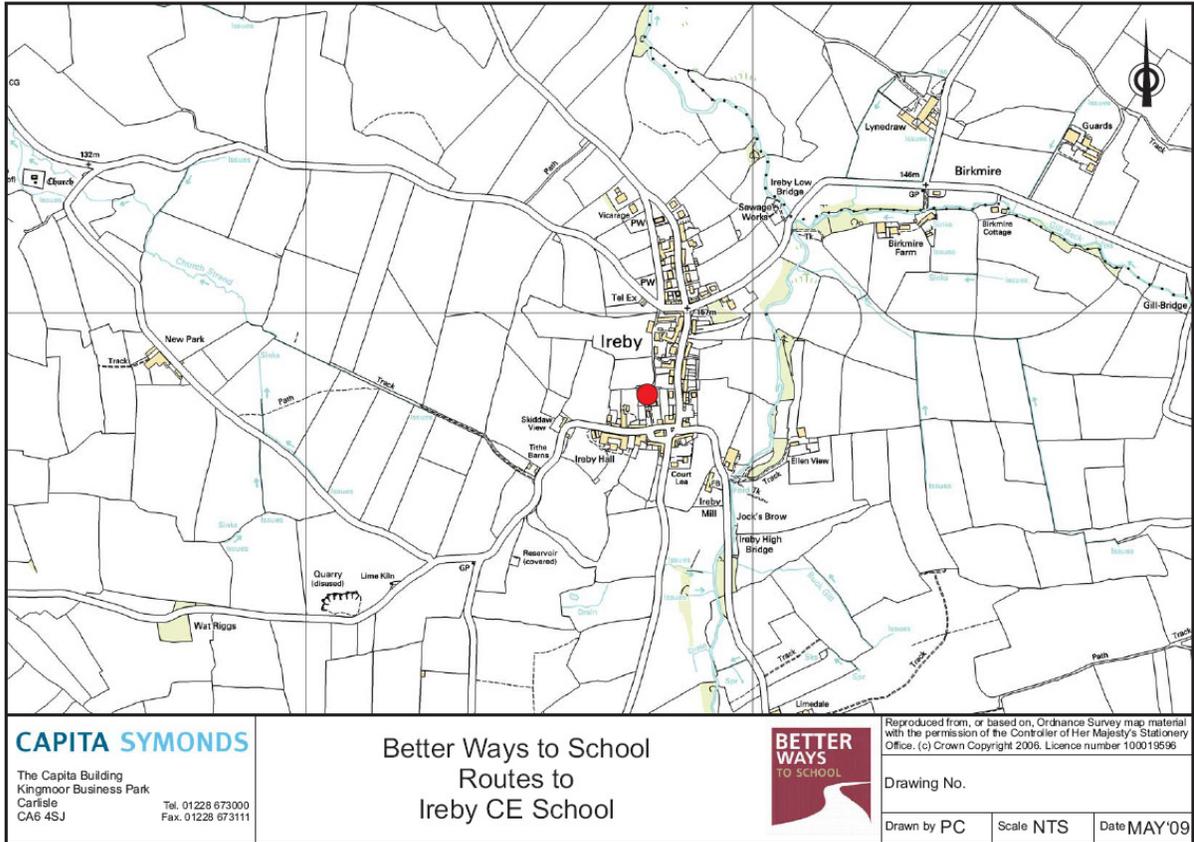
# Site plan of Ireby Village



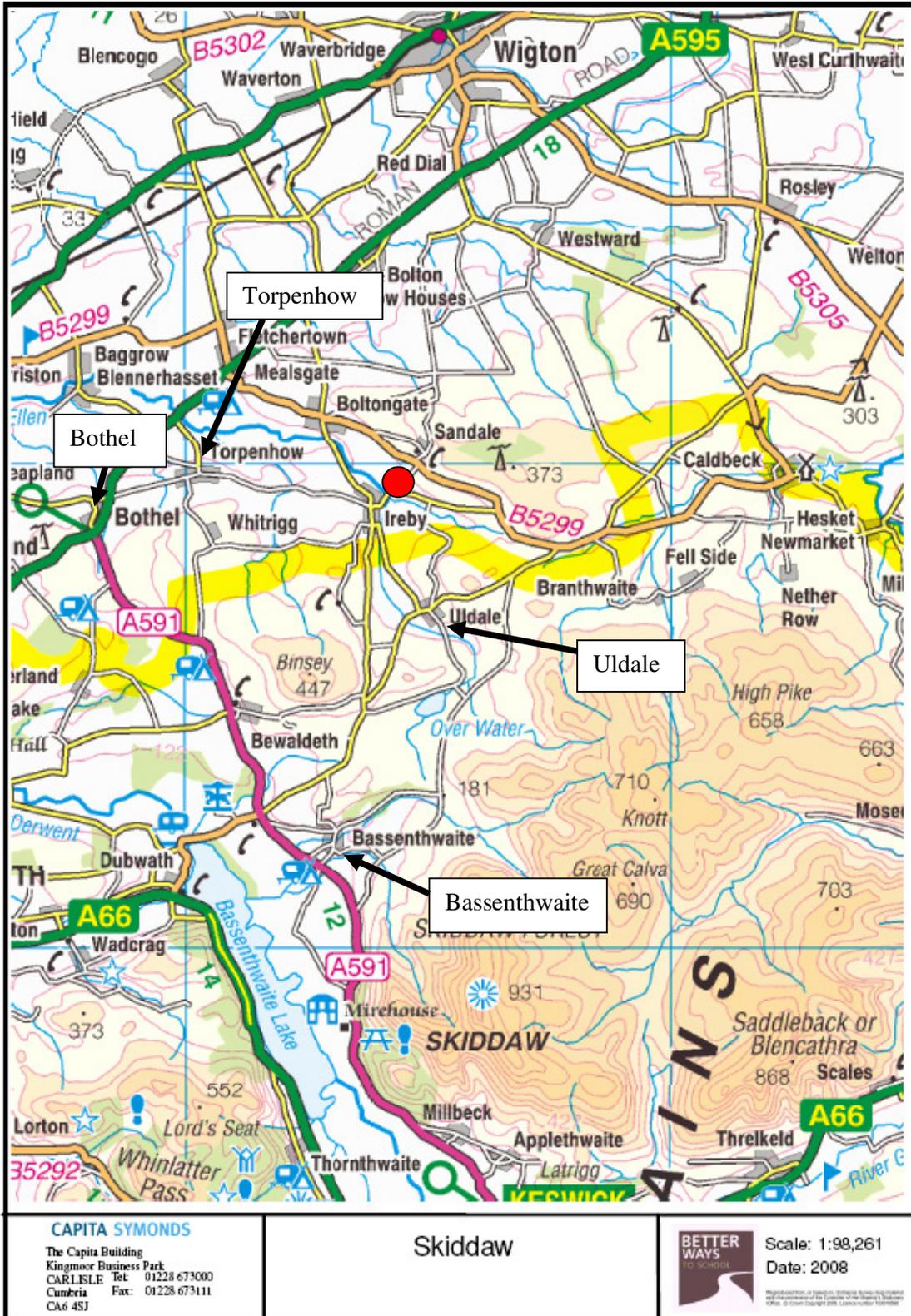
<p><b>CAPITA SYMONDS</b>          The Capita Building          Kingmoor Business Park          CARLISLE Tel: 01228 673000          Cumbria Fax: 01228 673111          CA6 4SJ</p>	<p>Ireby Village</p>	<p><b>BETTER WAYS TO SCHOOL</b>          Scale: 1:3,582          Date: 2008</p>
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# Location Maps of Ireby

## Map 1 – Location



Map 2 – Catchment area



## Transport Links (include photos where possible)

There is a mix of children who travel to school from within the village and from surrounding areas.

### **Walking routes**

Those who walk to school travel from within the village (see route plotting Appendix A). There are some pavements on parts of the road but not along all the roads leading to the school.

### **Car routes**

Those children that live outside the village usually travel to school by car. As previously described, the surrounding roads are narrow and twisty with high hedges and many blind bends.

### **School bus routes**

There is no school bus provision but 4 children do travel to and from school by taxi. See route plotting maps for taxi journeys (Appendix A).

### **SEN**

There are no children who require SEN transport provision.

### **Cycling routes**

The Reivers Cycle Route runs close to Ireby village, but does not pass through the village (See Appendix B). There are no dedicated cycle routes serving Ireby village.

### **Public bus service**

The village is served by the Caldbeck Rambler public bus service (73/73A) which connects Ireby to Caldbeck, Hesket New Market, Mosedale, Mungrisdale, Keswick, Mirehouse, Bassenthwaite village and Uldale via public transport. The 73A then connects with the 555, providing services to Grasmere, Ambleside and Windermere. Additionally, the 604 provides connections between Ireby and Uldale, Mealsgate, Bolton Low Houses and Wigton. Due to infrequent services, the public bus service is not suitable as a mode of transport to and from school. Full bus timetables and details of bus stop locations in Ireby are included in Appendix C.

### **Public rail Service**

The nearest train station is Aspatria which is a distance of approximately 7.6 miles away. Alternatively, Wigton train Station is located approximately 8.5 miles away. This is an unsustainable mode of travel to and from school due to the distance the train stations are located from the school. See Appendix D for details.

## Aims

### The main aims of our travel plan are:

To encourage parents to consider the journeys they make to and from school. To share journeys where possible thereby reducing congestion around the school and any associated danger. See objectives 3, 5, 6 and 9.

To equip pupils with the knowledge and skills to walk and cycle on the public highway safely. See objectives 2 and 6.

To investigate the possibility of measures to alert traffic to the location of the school, thereby contributing to safer road use and a safer environment around the school. See objectives 4 and 6.

To investigate how the school can act as a source of information and resources for parents and pupils to promote road and cycle safety. See objectives 7, 8 and 9.

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

1. To establish and maintain a school travel plan working party (See action plan table 7.5).
2. To provide and establish ongoing cycle training, pedestrian training and basic road safety knowledge (See action plan tables 7.1, 7.2 and 7.5).
3. To promote and encourage car sharing amongst parents and staff where possible (See action plan table 7.4).
4. Improve safety on the routes to school (See action plan tables 7.3, 7.4 and 7.5).
5. Regularly remind parents about appropriate, safe places to park around the school (See action plan table 7.4).
6. To ensure pupils safety on entering and leaving school (See action plan tables 7.3, 7.4 and 7.5).
7. To include a summary of the school's travel plan in the prospectus and relevant policy documents (See action plan tables 7.4 and 7.5).
8. To ensure parents are aware of and have access to low cost cycle helmets (See action plan tables 7.1 and 7.5).
9. To regularly promote and involve the school's parents, governing body and local community in Travel Plan issues (See action plan tables 7.4 and 7.5).

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

Names of people in the working party could include:

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

Name	Position	Responsibility within working party
Alison Dickinson	Head Teacher	Coordinator
Jennifer Wynne	BWTS Adviser, Capita Symonds	Adviser
Amanda Leader	Parent Governor	Parent and Governor link
Michelle Bewley	Parent Governor	Parent and Governor link
Fraser Dooley	Parish Councilor	Parish Council link
Kevin Cosgrove	Capita Highways Engineer	Highways link

How were people consulted? (e.g. working party meetings, surveys of pupils and staff, newsletters)			
Name/position	Subject/how the consultation took place	Date	Appendix no.
Pupils /staff	Online survey for children and staff	June 2009	E and F
Parents	Parent's questionnaire. A parent questionnaire was sent out in order to gain parents opinion regarding journeys to and from school.	Oct 2009	G
Pupils	Route plotting session with KS2.	July 2009	A
Working party group	Working party meeting. To discuss travel issues relating to journeys to and from school identified through consultation, and any additional issues perceived by the working party. The working party also discussed possible solutions to problems and initiatives to overcome any problems.	Nov 2009	
BWTS Adviser	Visit to school. With Alison Dickinson and Lesley Savage to discuss Travel Plan ethos.	May & Oct 2009	
Capita Highways Engineer	K. Cosgrove visit to school to discuss possible highways safety improvements – L.Savage, K. Cosgrove and J.Wynne.	07.01.10	

### 3 Survey and route plotting carried out

#### Baseline Data Survey

How do you travel to school?																
Year	Date of survey (dd/mm)	No. of pupils	Bus		Car/Van		Car Share		Cycling		Rail		Walk		Taxi	
			No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
2009	29/6/09	23	0	0	13	57	2	9	1	4	0	0	5	22	2	9
How would you like to travel to school?																
Year	Date of Survey (dd/mm)	No. of pupils	Bus		Car/Van		Car Share		Cycling		Rail		Walk		Other	
			No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
2009	26/6/09	15	3	20	1	6.7	3	20	4	27	1	6.7	1	6.7	2	13.3

## Survey Notes

Travel to school data above does not include travel to school by staff.

### PUPIL SURVEY

8 infants and 15 junior children took part in the survey. A total of 12 boys and 11 girls.

They travelled in the following way:

- 57% of children travelled to and from school by car (13/23)
- 9% of children travelled to and from school by car sharing (2/23)
- 4% of children travelled to and from school by cycle (1/23)
- 9% of children travelled to and from school by taxi (2/23)
- 22% of children travelled to and from school by walking (5/23)
- 10 junior children travelled to school by car of these 2 came by car share. Because of the rural nature of the school catchment area 10 out of 12 children travelled by car for more than 2 miles. Of those travelling by car 42% were dropped off by an adult travelling to another destination.
- 3 junior children (20%) walked to school of these 1 walked alone the other 2 walked with an adult. All said the route they took was safe.
- All 15 junior children owned a bike. Only 53% (8) of the children wear a cycle helmet, of those who don't wear a helmet 57% (4) said it was because they are uncomfortable and 43% (3) didn't wear one because of image. 60% (9) would like more cycle training.
- Information from the online survey shows that 1 pupil has been injured in a road accident on their way to or from school. This was whilst travelling by bicycle.

### STAFF SURVEY

Members of Staff travel to school in the following way:

- Car/van – 7 (70%)
- Walk – 3 (30%)

This survey was completed online by staff and is dated 21/09/09.

The school has 2 full time members of staff and 4 part time members of staff. The survey showed that those members of staff that presently travel to school by car would be willing to car share if possible. However, staff travel to school from several different directions making car sharing difficult.

### Route Plotting (include photos where possible)

Year	Date of route plotting	Year Groups	No. of pupils
2009	June	Y5 & 6	12

### Route Plotting Notes (e.g. comments made by pupils / any results found)

Pupils plotted routes to and from school on large A1 maps by mode of travel and discussed the journeys. See Appendix A for maps.

## Notes and additional information

A parent questionnaire was distributed to parents in October 2009. A summary is included in Appendix G.

In addition, Boltons, Ireby and Uldale developed a Community Travel Plan in 2009 which identifies a number of highways measures in Ireby village. See Appendix I for community travel plan details.

## 4 Summary of transport and road safety problems

Consultation with parents, children and other community members through methods shown in section 2 has raised the following issues:

- Nature of the roads leading to Ireby - narrow, rural roads with blind bends and no pavements.
- Lack of parking near the school, except street parking, making crossing roads difficult for pupils.
- Roads which are susceptible to the weather i.e. flooding and ice. This was the cause of the single road accident in the period of 01/01/06 – 31/12/08 in Ireby and the close surrounding area (See Appendix J for location and details). The main route to the village is now on a second priority grit route, meaning that it will be gritted within 5 hours by Cumbria County Council. See Appendix H for grit routes.
- No designated crossing place in the village.
- Poor identification of the school on approaching routes.

## 5 Working party recommendations for action

- The school sends out regular reminders to parents to park with consideration, especially not parking directly in front of the school gates and look in to the possibility of parking in other areas of the village away from the direct access to the school. At present time such locations aren't thought to be available (see action plan table 7.4).
- The school regularly asks parents to consider the possibility of car sharing (see action plan table 7.4).
- The school looks into the possibility of providing cycle training for more of its pupils including cycle wise and cycling proficiency (see action plan table 7.1).
- The school provides information about coordinated access to affordable cycle helmets and promotes their use with the children (see action plan tables 7.1 and 7.5).
- The school develops a program of road safety with all pupils, including the possibility of a visit to a busy town where different road safety issues exist (see action plan table 7.1).
- Investigate the possibility of a '20 is plenty' zone around the school/coloured sections of the road/ improved signage with the highways department (see action plan table 7.3). The school is located in close proximity to a junction in Ireby which is thought to slow traffic down in close proximity to the school. Department for Transport are also considering 20mph zones around schools, but no funding is thought to be available for this at present.
- Embed the principles of the travel plan in the school prospectus and relevant policies (see action plan tables 7.4 and 7.5).
- Revisit, monitor, review and update the travel plan annually (see action plan table 7.5).
- Encourage staff to car share where possible (see action plan table 7.4).

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

Year 2009		
Mode of Travel	Baseline Data i.e. original survey %	Target percentage for following year
Bus	n/a	n/a
Car/Van	57%	Reduce to 51%
Car share	9%	Increase to 12%
Cycle	4%	Sustain at 4%
Taxi	9%	Sustain at 9%
Walk	22%	Increase to 24%

### Notes

Due to the widespread catchment area, car travel is the only realistic mode of travel for some pupils. Parents who travel pupils to school by car are encouraged to car share. However, a large increase is unrealistic because of the widespread geographical area. This will be the main focus for any realistic reduction in car use. It is difficult to promote an increase in walking as those pupils that live in the village generally do walk to school. No parents were prepared to take a leading part in a walking bus scheme at this time. However, this will be reviewed and revisited as new children join the school and any new starters from in the village will be encouraged to travel by active modes where safely possible – this will be the focus of any realistic increase in walking, which is dependent upon new school uptake in September 2010.

The condition and nature of the roads around the school (narrow, rural, twisting roads, steep hills and blind bends due to high hedges) means it is not appropriate to encourage children to cycle to school because of the safety issues. The school sees its role as promoting safe cycle use by the children when they are away from the school, and intends to do this by coordinating training and promoting the use of cycle helmets.

## 7 Action plans

7.1 Education and training planned							
Measure	Year group	Number	Cost	Date (dd.mm.yy)	Action by	Completed? (month/year)	Notes/success criteria and risks, including links to objectives/targets and issues previously identified
Playground cycle training	Y4		£0	October 2009	Cyclewise on behalf of BWTS	October 09	Highlight safety aspects of cycling. Improve basic cycling skills. See objective 2.
Road safety and pedestrian training (Including possible road safety visit to larger town/city).	All children	47		February 2010	Head teacher Alison Dickinson/ Lesley Savage and RSO Bridget Stanley		Contact Road Safety Officer to provide training around Ireby. Investigate the possibility of combining the training with experience in a town/city where different road safety issues exist. See objective 2.
Road safety talk from the community police officer	All children	47		April 2010	Head teacher Alison Dickinson/ Lesley Savage		Contact Community Police officer to arrange a visit. Link with work in school. Raise awareness of safety issues involved in walking to school. See objective 2.
Cycling proficiency training	Y6	8		March/ April 2010	Head teacher Alison Dickinson/ Lesley Savage		Identify potential instructors & encourage them to attend training. Provide training for Y5 & Y6 children. See objective 2.
Make available low cost cycle helmets	All children (depending on sizes available)	47		May 2010	Head teacher Alison Dickinson/ Lesley Savage		Encourage all children to wear cycle helmets make them aware of the safety aspects and ensure that cost is not a barrier to doing so. Even though children aren't encouraged to cycle to school this is still important for cycle use outside of school journeys. These helmets are available through the Better Ways to School website. See objective 8.

7.2 School based engineering targets (e.g. cycle storage)					
Measure	Cost	Date (dd.mm.yy)	Action by	Completed? (month/year)	Notes/success criteria and risks, including links to objectives/targets and issues previously identified
Playground markings to show/simulate roads, junctions etc, signs	Approximately £2000	July 2010	Head teacher – Alison Dickinson/ Lesley Savage		This will enable learning about road safety to be included in the curriculum especially for the younger children. It is likely that the school travel plan grant will be used to fund this. See objective 2.

7.3 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
Remove and replace School Signs and posts at each approach (add yellow backing boards)	£1500 for both of them (not confirmed funding as such)	Autumn 2010 – school will be notified of date	Kevin Cosgrove			Emphasis and highlight location of school to road users. See objective's 4 and 6.
Install 'KEEP CLEAR' wording at entrance to school.	£100 (not confirmed funding as such)	Autumn 2010 – school will be notified of date	Kevin Cosgrove			Ensure vehicle entrance to school is kept free of traffic. See objective's 4 and 6.

7.4 Promotional/Publicity Targets			
Measure	Time scale	Action by	Notes
Regularly remind parents about parking issues in the school news letter.	Termly beginning Jan 2010	Head teacher Lesley Savage and Alison Dickinson	Keep BWTS agenda current with all parents e.g. encourage parents to park safely, taking in to account the safety needs of children accessing the school and crossing roads. See objective's 4, 5, 6 and 9.
Include advice on parking in the school prospectus and on the school notice board.	February 2010	Head teacher Lesley Savage and Alison Dickinson	As the school notice board can also be seen by village residents this will issues of traffic speed and parking will be brought to a wider audience. See objectives 4, 5, 6, 7 and 9.
Promote and encourage car sharing and walking to school with new parents and members of staff. Review the interest in a walking bus scheme with each annual intake of children.	July 2010 & regularly thereafter.	Head teacher & working party	This action will keep the BWTS agenda current and raise awareness with each new cohort of children and parents. The online survey completed by staff showed that staff would be willing to car share if possible. See objective 3.

### 7.5 Additional Targets/Actions taken by the school

Measure	Time scale	Action by	Notes
Establish and maintain an STP working party group and annually review the School Travel plan	Each Autumn term	Head teacher & current members of the working group	Ensure the working group is sustained and review the membership annually as appropriate. Reviewing the travel plan will ensure that the travel plan is a working document and is kept up to date. See objectives 1 and 9.
Report the progress of the School Travel Plan to the Governing body	Regularly throughout the year	Governing body	Include on the agenda of the Governing body at least twice each year. This will help to ensure that the travel plan is sustained and any additional travel issues are fully recognised by the School Governing Body. See objective 9.
Include the School Travel Plan in the School Development Plan	July 2010	Governing Body	This will ensure that the travel plan remains a live document which will be regularly monitored and updated. See objective 7.
Relevant information from the school travel plan will be included in the school prospectus.	March 2010	Governing Body	In this way information will be provided for new and prospective parents so that everyone is clear about the safety issues surrounding parking around the school. See objective 7.
Enable parents to purchase discounted cycle helmets through the school.	May 2010	Head teacher Lesley Savage/ Alison Dickinson	To improve cycle safety by ensuring that cost is not a barrier to purchasing helmets. See objective 8.
Include elements of pedestrian and cycle safety in the curriculum e.g. route plotting exercise.	Route plotting June 2009, other curriculum exercises July 2010	Whole staff	By identifying appropriate links with the existing curriculum the issues of safety will be kept current. Years 5 and 6 have taken part in a route plotting exercise, where they plotted routes to school on large A1 maps. The exercise was colour coded by mode of travel and pupils discussed the journeys – maps included in Appendix A. See objectives 2 and 6.
Liaise with Capita Highways regarding highways safety improvements	January 2010	Lesley Savage and Kevin Cosgrove	See objective 4.

## 8 Review of targets

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

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

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

### Survey Results

How do you travel to and from school?														
	Date of survey	Total no. of pupils	Bus		Car/Van		Car Share		Cycling		Taxi		Walk	
			No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Baseline:2009	June 2009	23	0	0	13	57	2	9	1	4	2	9	5	22
Yearly Target %				0		51		12		4		9		24
Baseline:2010														
Yearly Target %														
Baseline:2011														
Yearly Target %														

Comments

## 9 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
October 2009	0			

## 10 Monitoring training

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

Year	2009		2010		2011		2012		2013	
Activity	Year Group	Number								
Cycle wise training	Y4									
Pedestrian training – due 10/02/10		39								

## **I I Comments and notes**

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### **LIST OF APPENDICES:**

- A ROUTES PLOTTING MAP
- B DETAILS OF REIVERS CYCLE ROUTE
- C PUBLIC TRANSPORT LINKS – BUS
- D PUBLIC TRANSPORT LINKS – RAIL
- E PUPIL ONLINE SURVEYS
- F STAFF ONLINE SURVEYS
- G PARENT QUESTIONNAIRE SUMMARY
- H CUMBRIA COUNTY COUNCIL GRIT ROUTES
- I BOLTONS AND IREBY & ULDALE COMMUNITY TRAVEL PLAN
- J ACCIDENT DETAILS

## I2 Signed agreement

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**Ireby School** agrees to this School Travel Plan, to undertake its objectives, and to review the Travel Plan on an annual basis. Any review shall be planned to commence before the action plan has run its course to guard against inactivity **in July 2010**.

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

Signatures	
Head - teacher	Name: Lesley Savage/Alison Dickinson
	Signed:
	Date:
Chair of Governors	Name:
	Signed:
	Date:
Area Engineer Cumbria County Council	Name: John Dell
	Signed:
	Date:
BWTS Coordinator	Name: Jenny Wynne
	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:

**Alison Dickinson**