

Eaglesfield Paddle



School Travel Plan



February 2010



Mission Statement

Eaglesfield Paddle Primary School
through its ethos and curriculum
aims to help its children to become

independent, confident, self
disciplined

individuals, proud of their
achievements and sensitive to the
needs of others.



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I School details

DCSF school reference number	909/5209
Type of school	Primary
Number on roll (including no. of SEN pupils with a brief description of subsequent impact on travel)	209 fulltime and 37 part time (2 SEN - No special transport requirements).
Number of staff (It is highly recommended that a supplementary Travel Plan for staff and other school users is developed)	32 staff
Age range of pupils	3 - 11
School contact details	
Head teacher	Mr Rod Coy
Address	Eaglesfield Cockermouth Cumbria
Postcode	CA13 0QY
Telephone number	01900 325947
Fax	01900 325948
Email address	office@eaglesfieldpaddle.cumbria.sch.uk
Website	http://www.eaglesfieldpaddle.cumbria.sch.uk/
Working group contact	
Name	Mr Rod Coy
Address	Eaglesfield Cockermouth Cumbria
Telephone number	01900 325947
Email address	office@eaglesfieldpaddle.cumbria.sch.uk
	

Description of School

Eaglesfield Paddle C.E.V.A. Primary School is a large rural primary on the outskirts of Cockermouth. Founded in 1814 by the Church it has a long and vibrant history. Its position on a major crossroads is not by chance. It was built on this site to allow easy access to as many fell-side communities as possible. Children at one time walked 6 miles each day to get here. The present school and buildings has undergone many changes particularly over the last 20 years when 6 major extensions have been added. The school's position next to the A5086 has always been a difficult issue for the governors to deal with when considering the safety of the children. With this in mind all the extensions to the school have been added to the eastern side away from the very busy highway. A plan of the school is in appendix A1.

Improvements to Travel Safety Funded by the School

The governors had to argue very strongly for all the routes to the school to be designated unsafe walking routes. It was only with the help of parents commissioning a health and safety survey that the council finally agreed that the routes were unsafe – see appendix C1 – Unsafe Routes review 2010.

Warning lights and rumble strips

For over thirty years the governors have sought to have the 60mph speed limit reduced on the A5096 on the section passing the school. This has never been achieved. Rumble strips were added in 1992 with little effect. Eventually in 2006 with a £1000 from the school the County Council installed warning lights and slow down signs. This has had a small effect. Other work carried out as the school expense is the installation of a footpath along the length of the school grounds. Prior to this parents and children had to walk down the middle of the road alongside parked cars. Again safety was much improved. Latterly a 30 place car park at the cost of £30,000 was constructed at the rear of the school for drop off and parking for parents. This improved safety dramatically taking traffic away from the road.



However, some parents still don't give enough regard to the rules when using the facility.

School Hours

Normal school hours are from 9:00am until 3:15pm



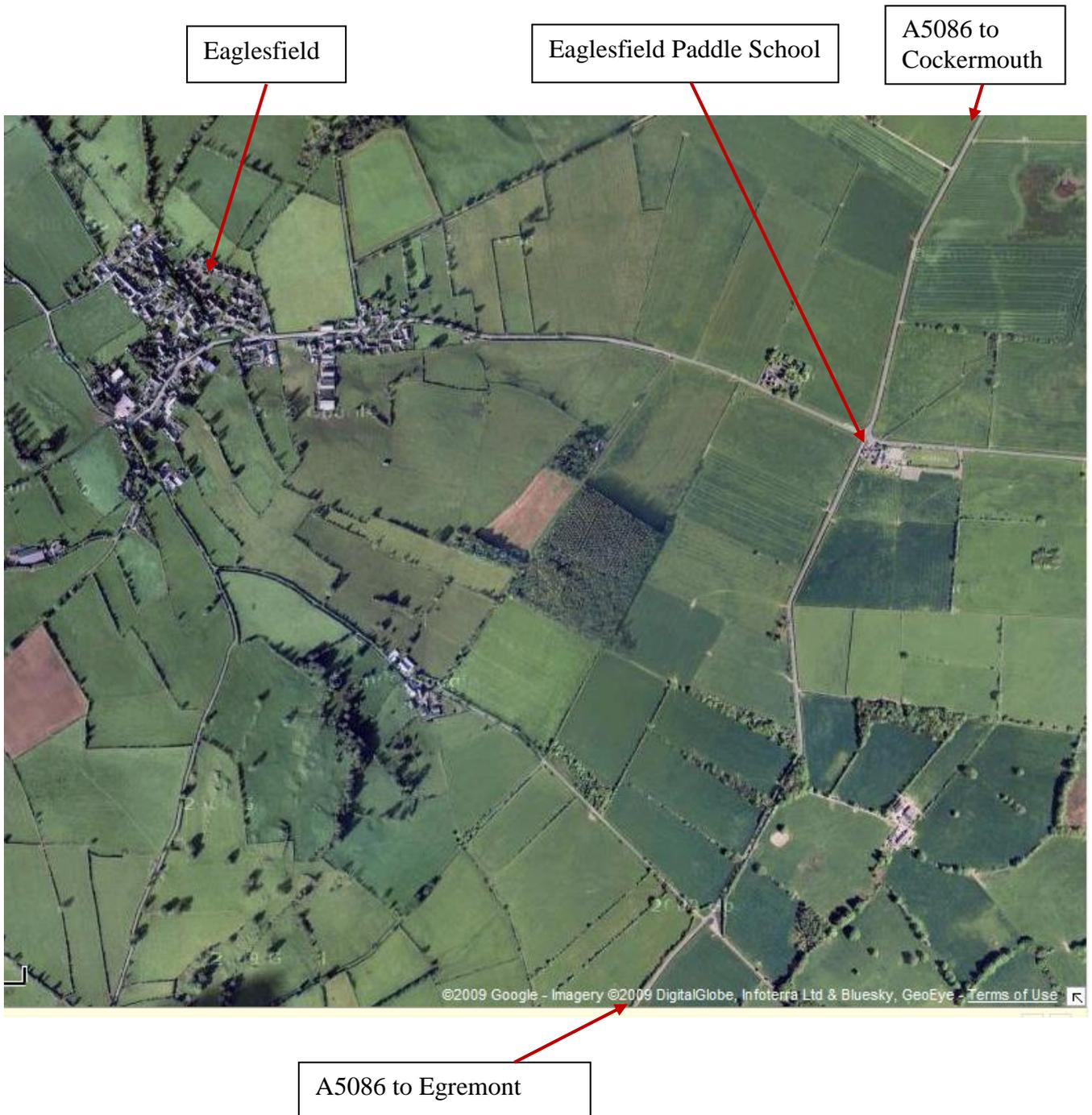
After School Clubs

Triathlon club is on Tuesday nights from 3:30 to 4:30. We also have a school football team with after school session on Monday and a session from 9:00am until 11:00am on Saturdays. Matches are usually on Thursday after school and last for around 45 minutes. Year 5 and 6 mixed Netball club is on Wednesdays from 3:15 until 4:15.

Location Our School

Detailed maps showing the location of the school and the network links to the rest of Cumbria and local communities such as Cockermouth, Greysouthern, Pardshaw and Eaglesfield are in appendix A.

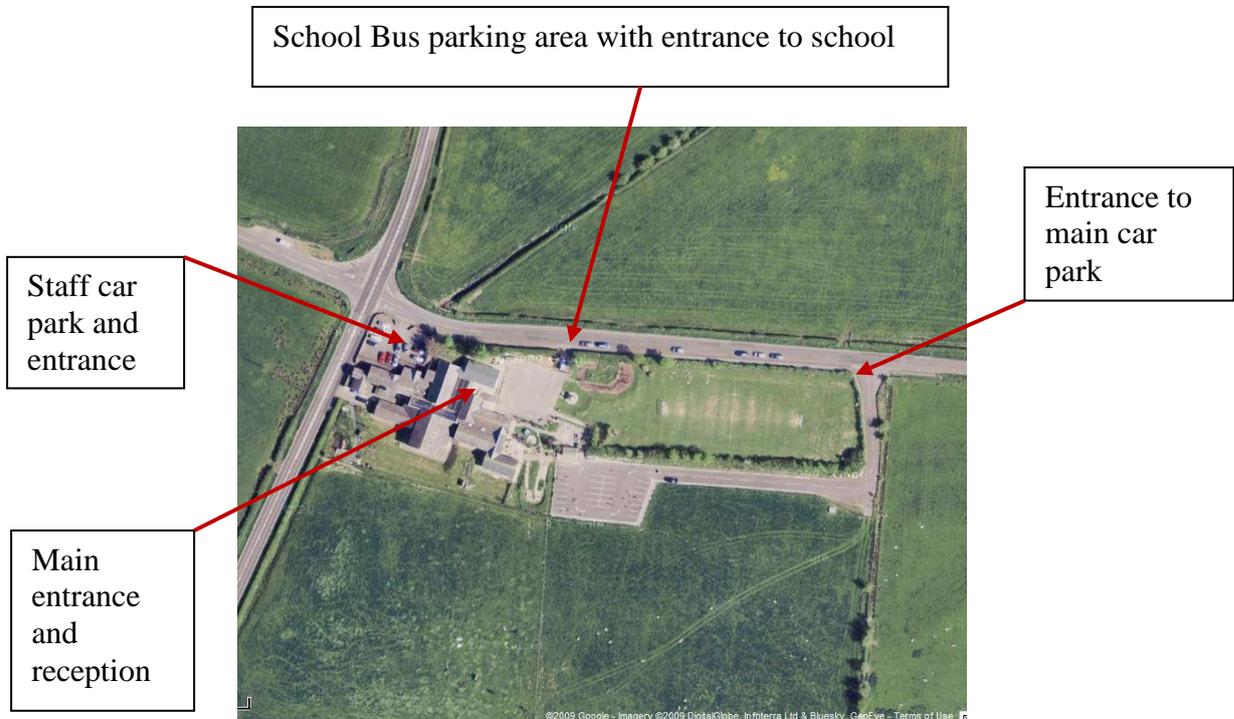
The picture below shows where we are in respect of the nearest community to us Eaglesfield and the routes to nearest towns such as Cockermouth and Egremont.



Transport Links

More detailed information on transport links can be found in appendix A

Entrances.



Public Transport.

Cumbria Passenger Transport Map is included in appendix A2 . The location of our school is marked on this Map showing that the nearest railway station is in Maryport approximately 6 miles away well outside our catchment area. Bus service 217 travels along the A5086 turning off to go into Eaglesfield, Deanscales and Pardshaw, linking the villages to Cockermouth, Frizington and Cleator Moor. There are bus stops in each of the villages the nearest to the school, see appendix A3, being in Eaglesfield approximately 1 mile from the school. This service has 2 buses a day none of which fit in with school times, Service 217 timetable is in Appendix A4.

School Bus.

As the routes are designated as unsafe 3 school bus runs take the children to Eaglesfield, Greysouthern, Pardshaw and Mosser. A Map showing these routes is in appendix A5

Walk and cycle.

Walking and cycling to school is not a safe option so no walking or cycle routes are detailed in this plan, although as part of the route plotting a cycle route from the village of Greysouthern was identified by the children, see appendix A6. There are no public footpaths, bridleways or national walking or cycle routes in the vicinity of the school, appendix A7 shows the routes in the area, the nearest being approximately ½ a mile from the school and necessitating walking on the A5086 an unsafe route for children to use.

Car routes.

Children arrive by car from Greysouthern, Dean and Cockermouth. The routes used to travel to school are shown on the Map in appendix A8.

Aims

The Aims of this Travel Plan are to:

To encourage maximum use of school transport by those children who are eligible to use the school bus services.

To equip pupils with the knowledge and skills needed to walk, cycle and use public transport safely, although we discourage children from walking or cycling because of the dangers associated with the A5086 crossroads.

To increase awareness amongst pupils, staff and parents about the environmental, safety health and social consequences of their travel choices.

To ensure all children, staff and all school users are safe when they are travelling to school.

Objectives (linked to Action Plan – Section 7)

To promote the Aims of our Travel Plan we will:

Encourage use of school transport

See Actions 7.4.

Equip Pupils by:

- Safe Route Plotting in Geography.
- Providing pedestrian training.
- Providing cycle training.
- Teaching pupils how to read public transport timetables in English.

See Actions 7.1 and 7.2.

Increase awareness by:

- Exploring risk management, health and citizenship in PHSE.
- Incorporating information on transport issues and choices into our newsletters and school web site.

See Actions 7.2 and 7.4.

To investigate and develop the existing infrastructure, where possible, to facilitate safety.

See Actions 7.5.

2 Working party – to develop and implement the plan

Name	Position	Responsibility within working party
Rod Coy Kevin Cosgrove Betty Franklin Sally Scales Deborah Gorley Tracy Foster Marc Ogilvie Ayleigh Robinson Chris Shaw	Head Teacher Highway contact BWTS Capita Symonds Neighbourhood Development Officer Parent/governor Teaching Assistant School Council School Council Volunteer helper	Chair Highways Advice BWTS Advisor Link to local community Liaison with Governors Liaison with staff Children's voice Children's voice Local community voice

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	On-line surveys and route plotting exercise carried out with Abi, Jenny and Nancy from BWTS. The routes defined are shown on the maps in appendix A and the issues raised are in Section 3.	05/05/09	B1 & B2
Pupils	Two members of the School Council came to the working Group Meetings then discussed the issues with the rest of the council.	–	–
Working Group	The Working Group held meetings on: Those unable to attend were updated by email and given copies of the Meeting notes.	8/07/09 and 3/11/09	B2
Parents	Were made aware of the Travel Plan in the monthly school newsletter	Monthly	C2
Governors	The governors had a representative on the working Group who along with the Head kept the Governors informed by reporting progress at Governors meetings	–	–

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

3 Survey and route plotting carried out

Baseline Data Survey

How do you travel to school?																
Year	Date of survey (dd/mm)	No. of pupils	Bus		Car/Van		Car Share		Cycling		Rail		Walk		Taxi	
			No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
2009	May 09	160	54	34	88	55	15	9	2	1	-	-	-	-	1	1

How would you like to travel to school?																
Year	Date of Survey (dd/mm)	No. of pupils	Bus		Car/Van		Car Share		Cycling		Rail		Walk		Other	
			No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
2009	May 09	54	32	32	13	13	1	1	29	29	15	15	3	3	8	7

Survey Notes

Years 1 & 2 were not asked how they would like to travel to school.

Other includes both taxi and other, other was not defined in the survey.

Taking into account the fact that as the access routes are designated unsafe and all of the children in the catchment area qualify for school transport the children have shown by their response that they are aware of other modes of transport and are would be open to their use if they were available or feasible – the nearest rail link is in Maryport. The children are keen on cycling and although not an option for coming to school, there are benefits in ensuring they can use a cycle safely and responsibly for other journeys. Appendices B1a, Juniors, and B1b, infants, detail these responses.

Route Plotting (include photos where possible)

Year	Date of route plotting	Year Groups	No. of pupils
2009	7 th May 2009	5	31

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

31 children took part in the route plotting exercise, they were split into two groups of 10 and 1 group of 11.

Each group studied the map carefully to ascertain where they lived and which routes they took to get to school.

16 children travel to school and back by car, of that 16, 4 sometimes travel by bus and 1 sometimes cycles.

12 children travel to school by bus, of that 12, 1 sometimes cycles and 1 sometimes travels by car. None of the children walked.

Their main concern was the cross roads directly outside school. They said that the traffic travelled too fast and that visibility towards Cockermouth was poor. (This is due to the cross roads being in a dip with a short steep stretch of road leading uphill, north towards Cockermouth over which they cannot see, whereas the view is much better south towards Egremont as it is a longer distance and less steep).

When asked why they did not walk or cycle they said that their parents would not let them mainly because the cross roads next to the school was far too busy.

Children who cycle or walk are lead across the road by a member of staff; they are not allowed to cross here alone.

There was a discussion about cycling; many children admitted that they did not wear their cycle helmets all of the time, sometimes only on long bike rides. One reason was “my dad doesn’t wear one when he is on his bike”. They had all done cycling proficiency, a few had failed but the RSO had gone back in to school to do a bit more training and they passed too.

Other comments included:

- Cars go too fast so we can’t cross it.
- The road outside the school is too narrow so there is always a traffic jam.
- Cars on the road at the end of my village go extremely fast along the road.
- Bus goes really slow.
- Crossing for cycling from Eaglesfield outside school.
- Crossing the crossing at school when we wanted to cycle.
- Crossing the road, it’s so busy.
- The bus goes really slow so we sometimes get stuck behind cows, also there is sometimes a big flood that we have to stop for in the winter.
- Busy roads
- Busy road right outside my house.
- Pot holes in road to Eaglesfield from Greysouthen.
- The cars t the cross roads drive too fast.

Notes

As part of the online surveys and route plotting the children have shown that they have an interest in varied transport modes and also are aware of the limitations and issues on the routes surrounding the school. Year 6 worked with the BWTS looking at traffic numbers and speed at the junction outside the school.

The children used hand held traffic counters to count the number, type and manoeuvre of vehicles using this junction.

The results demonstrated just what a very busy junction this is with high levels of traffic being recorded coming from all directions. Large numbers of farm vehicles were recorded crossing the junction. The A5086 is a very busy route taking much of the Sellafield and west coast traffic. Speed guns were also used to measure speeds of traffic on the A5086.

Appendix C I



4 Summary of transport and road safety problems

All of the children in the catchment area qualify for school transport as the routes have been designated as unsafe. The busy A5086 runs past the school cutting the school off from the village of Eaglesfield. See Appendix C1. Speed on this section of road is currently under review as part of the Allerdale Speed Limit Review.

The A5086 past the school



Congestion at school times, parents not using the existing parking facilities.

Parents waiting to collect children from school using the bus parking area by the school and the layby on the other side of the A5086, not the school car park.



Reluctance to wear cycle helmets by some children.

What we already do

Cycling Proficiency/Bikeability

The school for many years has ensured cycling proficiency training for year 6. Initially this was always done during the Summer Term. However, when the school took over the responsibility from the Police for delivering the training it was felt more appropriate to offer this to the children at the start of the academic year in September. The uptake from year 6 has always been 100%. The training is given over a 3 week period with 25 hours of tuition being given. Following the successful completion of the training the children are given the chance to cycle to Ennerdale for an overnight stay at Low Gillerthwaite field Centre before travelling on in the morning around the valley finishing at Ennerdale Bridge where the parents meet the group. Our ride this year involved 27 Children, 9 staff and parents. The route from school to Ennerdale is a very safe one which avoids the A5086. This is a very big event for the children as many have not cycle far on their bikes previously. It gives them a chance to practice their skills and understand the opportunities that being able to ride a bike safely offers.



In the forest.



Drinks stops at Bramble's house in Pardshaw



Leaving Paddle on the ennerdale cycle Trip 2009. All the children had Successfully passed their cycling proficiency test.



Cyclewise Training Year 4

A new opportunity for the children this year has been the Cyclewise Training in Year 4. Trainers visited the school free of charge to work with the children for a day on cycling skills and knowledge. This was very well done and the children learnt a great deal.

Pedestrian and Public Transport Training

Pedestrian training is first done in Key Stage 1 when the playground is used to layout a street scene. The basics of road safety are taught and the children act out different scenarios. When visiting our church which is across the other side of the A5086 although we have a well practiced procedure for this activity we know it is very important that the children understand the dangers of crossing a major highway.

Whenever we go out on visits to the town teachers always outline the requirements of walking sensibly in single file or in pairs, avoiding taking up all the pavement so other pedestrians have to step into the carriageway, using the pedestrian crossing where possible and paying attention at all times to what is happening about them.

Newcastle Upon Tyne Visit

In Year 6 we take our children on a residential visit to Newcastle Upon Tyne. We choose this urban location as it affords excellent cultural opportunities but allows our many children who know only a rural location to experience a city environment. The group travels on public transport catching the train at Maryport and changing in Carlisle for Newcastle. Once in Newcastle we use the Metro to travel round the city. The children are very nervous at the start but soon gain confidence in getting on and off. We rehearse before by putting benches in the hall and stepping on and off. Many of the children at the end of the week return with parents to show them Newcastle. This is a very successful visit and one we value highly for the user friendly public transport opportunities it offers the children. For a number it is the first time they have travelled by train.



5 Working party recommendations for action

Taking into account the very rural area of our catchment area, the proximity of the A5086 and that a large proportion of pupils arrive at school and go home on the school bus or have to be collected when they stay later.

However we feel that we could:

- Continue to offer cycle training at the start of Year 6 and taster session in Year 4 – promote the wearing of cycle helmets by all.
- Continue to teach pedestrian safety starting in Foundation Stage and KS1
Addressed by Actions in tables - 7.1 and 7.2.
- Maximise the number of children travelling to school using school transport.
- Maximise the number of children sharing transport to travel to school.
- Encourage parents and others visiting the school to park responsibly when accessing the school and to car share to reduce the number of cars and journeys.
Addressed by Actions in tables - 7.4 and 7.5.

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

This Travel Plan will be a working document and will be reviewed and updated annually 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).

Year 2009		
Mode of Travel	Baseline Data i.e. original survey %	Target percentage for following year
Bus	34%	Increase to 44%
Car/Van	55%	Decrease to 45%
Car share	9%	Increase to 15%
Cycle	1%	Sustain
Taxi	0%	Sustain
Walk	0%	Sustain

Notes

Changes to modal shift in walking and cycling are not feasible because of the proximity of the A5086 and the Unsafe Routes. Encouraging parents to make more use of the school transport and consider car sharing when children cannot use the bus as they are staying late for after school activities is along with promoting safe use of the highway at all times the focus of this plan.

7 Action plans

7.1 Education and training planned (e.g. Primary: pedestrian skills training / Secondary: teenage cycle training)

Addresses - Objectives to equip pupils.

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
Cycle Training	Year 6 Year 4	30 30	£500	September 2010 November 2010	Staff Road safety Officer Cyclewise	Annual	27 children took part in September 2009. See page 14.
Pedestrian Training	Foundation Stage/Key Stage I	60 60	-	18 th Jan 2010	Staff Road safety Officer	Annual	
BWTS Curriculum Links	Rec 1,2,3,4,5,6	210		Autumn Spring Summer	All Staff	Annual	

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

Addresses - Objectives to equip pupils and increase awareness.

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
Renew and extend road markings on playground and car park for cycle and pedestrian practice.	£850	2010/11	Governors		See Appendix E1
Purchase of road furniture, traffic signs etc for teaching in Foundation stage and KSI.	£1,000	2010/11	Governors/Head		See Appendix E1
Buy additional signs for cycle training	£300	2010/11	Governors/Head		
Through the promotion of the cycle to work scheme encourage as many staff as possible to cycle to work.	None	2010/11	Governors		3 staff have already purchased cycles through the cycle to work Scheme.

7.3 Long term Road engineering targets – approved and funded by the BWTS physical measures budget

Measure	Cost will be included if approved by Capita Engineer	Time scale	Action by e.g. traffic engineer	Date approved by CCC engineer	Completed? (month/year)	Notes/success criteria and risks, including links to objectives/targets and issues previously identified
Non identified						

7.3 Long term Road engineering targets – measures put forward for other council funding

Measure	Cost will be included if approved by County Council	Time scale	Action by e.g. Council	Date approved by CCC engineer	Completed? (month/year)	Notes/success criteria and risks, including links to objectives/targets and issues previously identified
Non identified						The speed on the A5086 past the school is currently under review as part of the Allerdale Speed Limit Review.

7.4 Promotional/Publicity Targets

Addresses - Objectives to encourage use of school transport and increase awareness.

Measure	Time scale	Action by	Notes
Promote the travel plan during assemblies, parent induction days, open evenings, newsletters and through parish news and the school's website.	Ongoing	Head	
Promote car sharing and 'Bike to Work' scheme among staff.	Ongoing	Staff/Head	
Promote car sharing and use of school transport to families that live in the catchment through newsletters and parish news publicity.	Ongoing	Head/ Governors	
Explore the possibility of a special events week where cycling to school is encouraged.	Ongoing	Whole staff	

7.5 Additional Targets/Actions taken by the school

Addresses - Objectives to investigate and develop the existing infrastructure.

Measure	Time scale	Action by	Notes
Further extend cart parking space	2010/11	Governors	
Extend the road at the rear of the school to reach the hall and kitchen. To allow all deliveries to the rear of the school.	2010/11	Governors	
Construction of a waste bin store at the rear of the school to allow waste collection away from the main road.	2010/11	Governors	

8 Review of targets

This Travel Plan will be a working document and will be reviewed and updated annually 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	May 09	160	54	34	88	55	15	9	2	1	0	0	1	0
Yearly Target %				44		45		15		1		0		0
Baseline:2010														
Yearly Target %														
Baseline:2011														
Yearly Target %														

Comments

9 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 Training	6	27								

10 Comments and notes

Documents included in the plan are:-

Appendix A – Transport Links

1. Plan of our school showing the entrances.
2. Cumbria Passenger Transport Map.
3. Bus Stop Map.
4. a) Bus Timetables.
5. School Bus routes.
6. Possible cycle route.
7. Row and National Cycle Routes.
8. Car Routes to our school.

Appendix B – Consultation

1. On-line Surveys –
 - a. Juniors
 - b. Infants.
2. Notes from Working Group meetings.

Appendix C – Additional Information

1. Unsafe routes Review 2009.
2. Accident Plot.
3. Community Travel Plans
 - a. Dean
 - b. Lorton, Buttermere, Loweswater and Blindbothel.

Appendix D – Things we do

1. Traffic Count and speed survey - September 2009.
2. Newsletter.

Appendix E – Actions detail

1. Information on playground markings and street furniture.

12 Signed agreement

Eaglesfield Paddle C.E.V.A. Primary School

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

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

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

Thank you for completing this School Travel Plan

Please give details of the nominated person who will be responsible for the annual review of the School Travel Plan: Mr R Coy