

LONGTOWN School Travel Plan

2010



We pledge that we will do all that we can to make each child's time at our school happy, achieving and filled with progress in every aspect of their development. We value each child and each family.

Schools are not factories filling children with education – they are living communities of people who share some time on a longer journey. By listening to and understanding each other, by trying to work together at every opportunity, by striving to live up to what we promise, we can make the school a place of security, fun and achievement for all.

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I School details

DCSF school reference number	909/2719
Type of school	Primary (Foundation)
Number on roll (including no. of SEN pupils with a brief description of subsequent impact on travel)	203 Including 42 SEN pupils (non of our SEN pupils require special transport arrangements to/from school)
Number of staff (It is highly recommended that a supplementary Travel Plan for staff and other school users is developed)	10 Full Time 0 P/T Teachers, 8 teaching assistants, 1 full-time school administrator and 1 part time admin assistant
Age range of pupils	3 - 11
School contact details	
Head teacher	Mr Paul Fussell
Address	Longtown Primary School Mary Street Longtown
Postcode	CA6 5UG
Telephone number	01228 791203
Fax	01228 792578
Email address	admin@longtownprimary.cumbria.sch.uk
Website	www.longtownprimary.cumbria.sch.uk
Working group contact	
Name	Mr Paul Fussell
Address	As above
Telephone number	01228 791203
Email address	head@longtownprimary.cumbria.sch.uk
School situation and use	
<p>Longtown Primary School is situated in the middle of the town, in its own grounds off Mary Street. The school serves Longtown and the surrounding villages – although the majority of pupils live in the town. Children travel from Penton to the north, Smithfield to the east, the Military Barracks to the west and Sandysike to the south.</p> <p>The nearest primary schools are Fir Ends at Smithfield and Blackford south of Longtown towards Carlisle. Longtown Primary is a feeder school for William Howard in Brampton.</p> <p>The infant and junior schools were individual schools in separate buildings adjacent to each other. They amalgamated in 2002</p> <p>The original infant school building is a traditional looking old school building this is still owned by Cumbria County Council along with a small section of land near the main road and at the back of the building. The Council lease the property to an independent nursery.</p> <p>Outside the original Junior school entrance is a grassed island where the access and original zigzags for Lochinvar Secondary School can be seen. This is used by the school transport buses to collect/drop off pupils from Longtown Primary School and William Howard Secondary School. Some parents park here at school start and finish times.</p>	

School core times are 08:50 – 15:00. After School Clubs are on every school day from 15:00 to 16:00, they include football, running, science & technology, dancing, singing, netball, art, writing and music.

The school has two accesses from Mary Street;

The first access is a short winding drive which leads into one section of the car park, where there is room for approximately 12 vehicles, and the main entrance to the school.

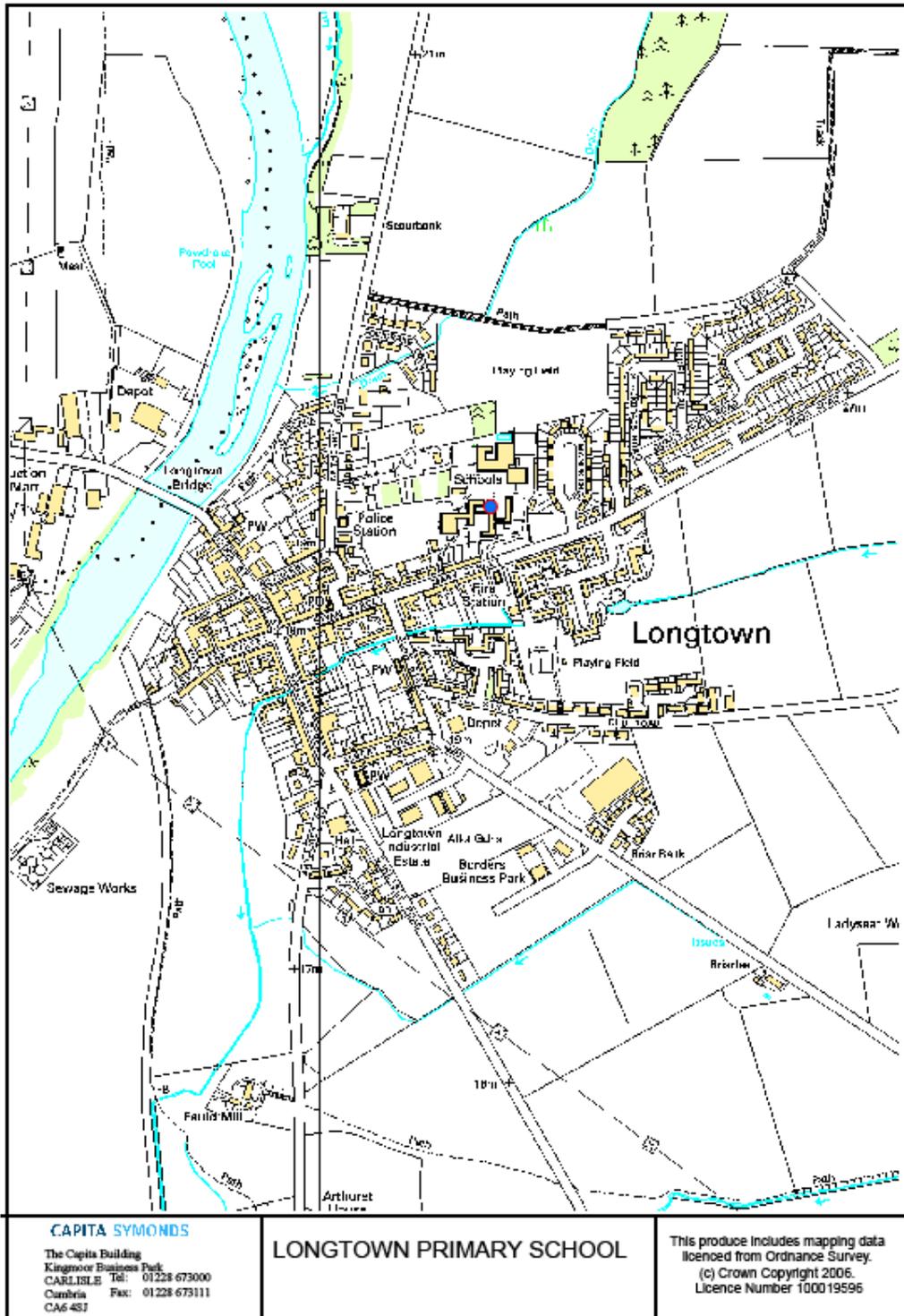
The second access is from the grassed island used by the school buses, this leads into the second section of the car park, where there is room for approximately 15 vehicles, and the private nursery.

The school has 9 entrances in total, the main entrance at the front of the school is for parents and visitors, Children in classes R to Yr 3 enter through their own classroom doors, pupils in years 4 to 6 enter through the small hall entrance at the rear of school and nursery children have their own door.

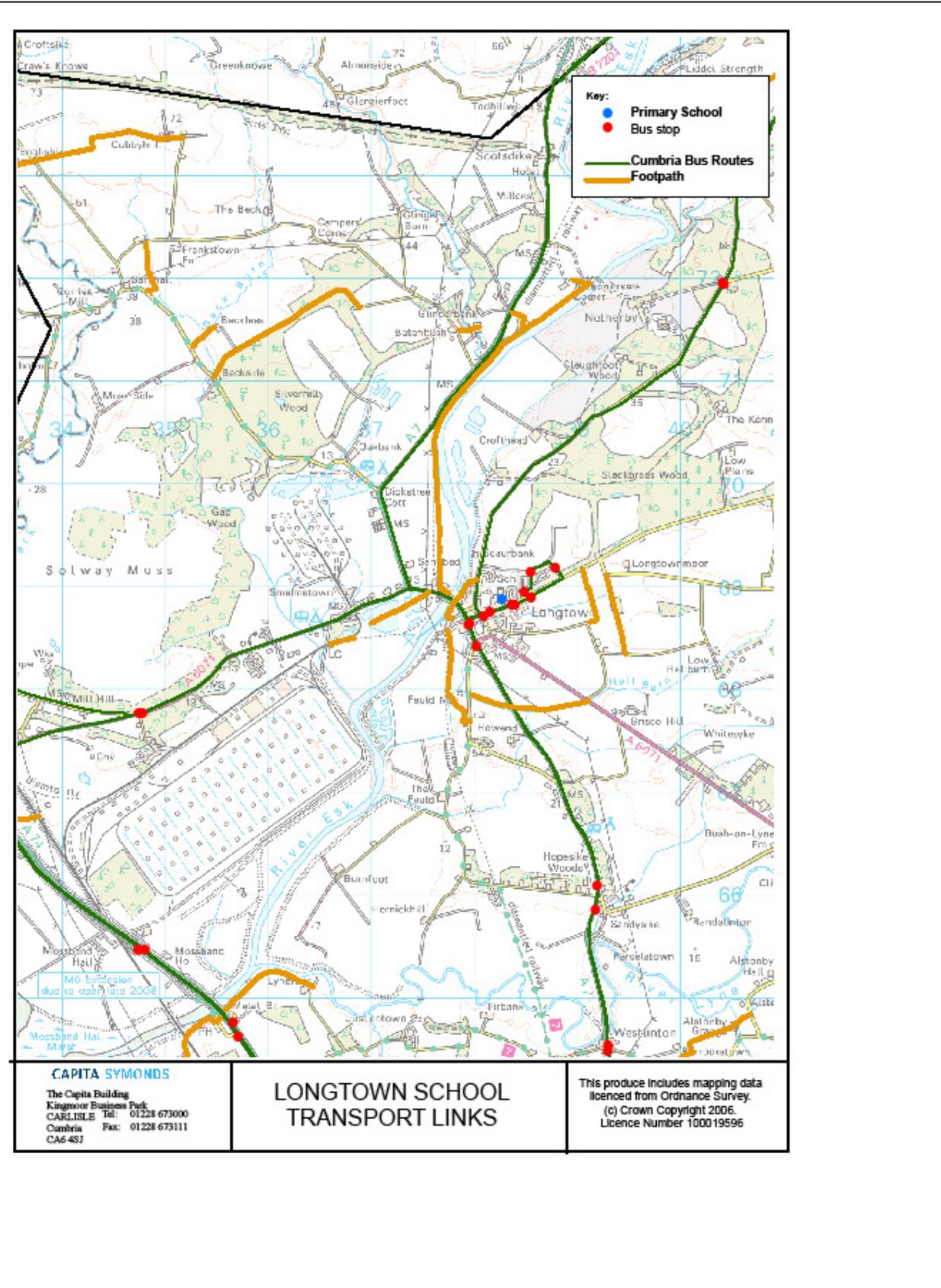
Longtown is situated on the English/Scottish border, three miles from Gretna Green and six miles from Carlisle. Longtown has a turbulent history that is very interesting when explored. It has a population of about 3000. Unlike many towns, which grew from smaller villages or settlements, Longtown was planned and built with wide tree-lined streets in the late 18th century by the local landowners. The River Esk runs through the town, on the north bank is the site of the largest sheep market in England. Cattle are also auctioned here.

Lochinvar Secondary School was located behind Longtown Primary School, it closed in 2008 and the building was then demolished. Cumbria County Council is to submit an outline planning application before selling the land to a developer to fund a multi-million pound town revamp. The Longtown Moving Forward Initiative, which would see sweeping changes to public buildings and services in the town, has suffered delays because of falling land prices brought on by the recession. The ambitious project hinges on the sale of the land and playing fields at Lochinvar. A year-long consultation asking local people what they wanted from Longtown Moving Forward ended last November. Plans were drawn up and include a new children's centre, two new play areas and a customer service centre, along with upgraded parish playing fields, pavilion and an all-weather games area. It was also agreed that £170,000 would be spent from the county council's cabinet budget upgrading the parish playing fields – which are to be Longtown Football Club's new ground when Lochinvar fields are sold. But this money will not be released until the outline planning permission for development at Lochinvar is obtained.

Location map of School



Transport Links



3 service buses travel through Longtown. They are:-

Service 79 Dumfries – Annan- Carlisle via Gretna and Kingstown - Service starts from Dumfries at 0700. Two buses from Dumfries almost correspond with the school start time. The first bus leaves Dumfries at 0700 and arrives in Longtown at 0808. The second bus leaves Dumfries at 0745 and arrives in Longtown at 0853. Two buses from Carlisle almost correspond with the school start time. The first bus leaves Carlisle at 08:00 and arrives at Longtown at 08:23, the second leaves Carlisle at 08:30 and arrives at 0853.

Service 179 Annan - Carlisle via Gretna, Longtown & Kingstown No buses correspond with school start and finish times.

Service 379 Annan - Carlisle via Newington, Gretna, Longtown & Kingstown No buses correspond with school start and finish times.

Service 95/X95, Edinburgh – Carlisle, Service starts from Edinburgh at the beginning of the day and stops at Galashiels, Selkirk, Hawick, Langholm, Canonbie, Longtown and Carlisle, The first bus from Edinburgh arrives in Longtown at 0800, second at 08:55 and they follow on every 55 minutes with the last bus being 21:10. The first bus from Carlisle arrives at 09:32, and follows on every hour after that with the last bus arriving at 23:07.

Service 127, Newcastleton – Carlisle via Kershopefoot, Longrow, Canonbie, Moat, Longtown, Harker, Carlisle. No buses correspond with school start and finish times.

All staff living outside the town choose to travel to /from school in their own cars. The majority of our support staff live in Longtown and therefore walk to school. All our teaching staff live outside the town: 5 live in Carlisle, 1 in Brampton, 1 in Penrith, 1 in Castle Carrock, 1 at Haltwhistle and 1 in Lochmaben. Using public transport isn't always compatible with using public transport eg hours of work, the amount of equipment which needs to be transported to/from home etc.

Copies of these timetables are in Appendix 4 - Transport Links.

The nearest railway station is in Gretna Green which is approximately 3 miles away. Times the bus travels from Gretna to Longtown near school start time are 08:08 and 08:53, one too early and one too late.

Our school transport policy is:-

We currently do not have a school transport policy. Any children living outside the town who require transport are put in contact with the local authority's transport section who then arrange transport for those children who are eligible.

For school visits we either make use of our local community minibus (driven by teaching staff) for groups of 15 or less or hire a coach for whole class groups. Parents sign a general permission slip at the start of the year giving us permission to take their child off site for curricular activities which take place during the normal school day in our locality. An example of such activity is our Year 4 and 5 swimming lessons which take place during the Spring term at Trinity Pool in Carlisle. For other off site activities which take place beyond the normal confines of the school day and/or which take place beyond our locality, we require parents to sign separate, on-off permission forms. We have risk assessments in place for taking children off-site for activities, a copy of which can be found in Appendix 6 – Pupil Activities, School Work.

Aims

This Travel Plan specifically aims at reducing car journeys to and from school, and reducing/preventing casualties on these journeys.

Create a safer environment for our pupils on their journey to and from school premises

Reduce carbon footprint

Allow pupils access to safe cycling and walking – need to understand safety is paramount

Pedestrian and cycle training

Contribute to pupil's health and personal development by encouraging increased levels of walking and cycling so that they can carry these habits into adulthood.

Improve road and personal safety awareness.

Objectives (linked to Action Plan – Section 7)

- 1 Set up and sustain a school travel plan steering group with annual monitoring and review (7.5)
- 2 Increase travel and health awareness (7.5)
- 3 Increase walking and cycling facilities (7.2/7.3)
- 4 Reduce traffic and pollution around the school (7.2/7.4)
- 5 Provide cycle training (7.1)
- 6 Provide pedestrian training (7.1)
- 7 Link the school travel plan to the healthy schools initiative (7.5)
- 8 Improve the safety on the routes to and from school (7.3)
- 9 Include the school travel plan in the school prospectus (7.4)
- 10 Integrate sustainable and healthy travel issues into the curriculum e.g. safe route planning in geography (7.1)
- 11 Increase road safety awareness (7.1, 7.2 & 7.4)
- 12 Encourage car share (7.4)

2 Working party – to develop and implement the plan

Name	Position	Responsibility within working party
Nancy Turnbull, Capita Symonds Mr Paul Fussell Mr Nigel Williamson Cllr Ilene Forsyth	BWTS Adviser Head teacher Governor Governor & Chair of Arthuret Parish Council	Travel Plan Advisor Travel plan coordinator Governor/Community Centre link Governor/Parish council link
Kevin Crawley 5 year 5 & 6 pupils	Capita Highway Engineer members of school council	Highway link School pupil 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.
Parents	Questionnaire	20.11.09	1
Staff, Pupils	On-line Surveys	18.11.09	1
Yrs 5 & 6	Route Plotting Exercise and discussion about journeys to school	18.11.09	1
Governors, Working Party, PTA, Neighbourhood development	Discussions at Meetings	various	2
Capita Highway Engineer	Site visit	January 10	3
Parents	Newsletters	January & March 10	2

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	18.11.09	100	8	8	23	23	4	4	5	5	-	-	60	60	-	-
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		Taxi	
			No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
2009	18.11.09	77	3	3.9	6	7.8	4	5.2	33	42.9	5	6.5	24	31.2	2	2.6

Survey Notes

Infants and juniors (100 pupils) - a number of children had not done the surveys at the time these results were analysed.

60% of pupils walk to school.

23% of pupils travel to school by car.

8% of pupils travel to school by bus.

5% of pupils cycle to school.

4% travel to school by car sharing.

However when the juniors (77 pupils) were asked how they would like to travel to school, results were as follows:

31.2% would like to walk.

7.8% would like to travel by car.

3.9% would like to travel by bus.

42.9% would like to cycle.

6.5% would like to travel by train.

2.6% would like to travel by taxi.

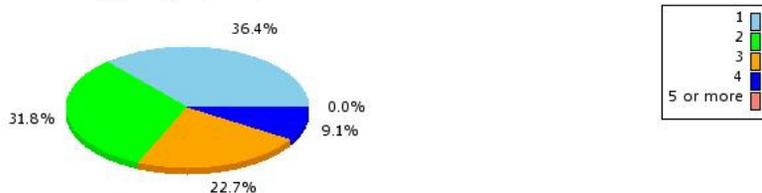
6 pupils said parents were dropping them off and travelling on to another destination, 12 pupils said parents were going back home.

21 pupils walk on their own to school, 27 walk with others.

Do you walk with an adult?

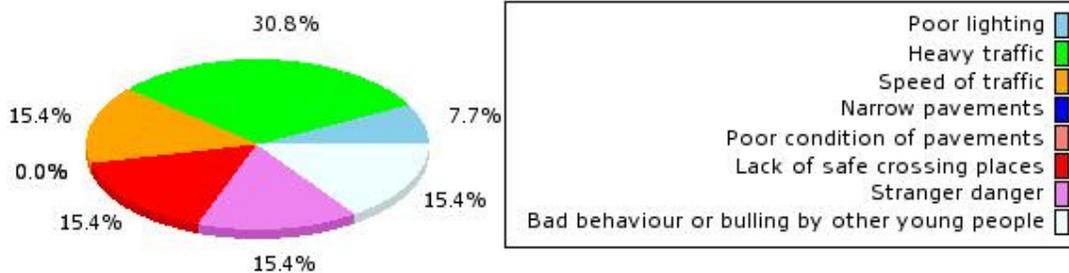


How many young people do you walk with?



Only 4 pupils out of 48 said their route to school was unsafe.

You consider your route to be unsafe, why is this?



Out of 77 pupils 63 of them owned a bicycle. 35 pupils said that they do not wear a cycle helmet, mainly because they were uncomfortable.

58 pupils said they would like more cycle training.

6 pupils had been injured in a road accident on a journey to school, 4 were walking, 1 was cycling and 1 was on the bus – no one had a head injury.

17 pupils said they have been involved in a near miss, 9 were walking, 4 were cycling, 1 was on the bus and 3 were in cars.

Route Plotting			
Year	Date of route plotting	Year Groups	No. of pupils
2009	18 November	5 and 6	40
Route Plotting Notes			
<p>Route plotting found that; 32 children lived in Longtown and of that number 26 walked, 4 travelled by car and 2 cycled.</p> <p>8 pupils live outside Longtown; 2 travel by car from Riddings north of the school, 3 travel by school bus from Penton, 1 travels by car from west of Glingerfoot Bridge, 1 travels by car and 1 by school bus from the direction of Springfield.</p> <p>Many children were concerned about the number of cars parked on the main road (Mary Street) outside the school and the layby where parents and school buses dropped off and collected their children. They also said that vehicles travel too fast along Mary Street, particularly those travelling towards the town from Moor Road. Some pupils feel unsafe when they walk along a one-way street just off Mary Street they say that cars travel too fast along here because they know they won't meet anything coming in the opposite direction. Another pupil said that he felt unsafe crossing English Street at the traffic lights because on a couple of occasions vehicles have not stopped even though the lights were on red.</p>			

4 Summary of transport and road safety problems

Consultation with parents, children and the community raised the following issues:-

Busy roads with fast moving traffic

Not enough safe places to cross the roads

Vehicles using the layby where the bus collects and drops off pupils are a danger to pupils walking to school particularly when coming out of the health centre side.

Locations of particular concern are Moor Crescent, Moor Road and the road at the bottom of The Crescent.

Busy road, no footpath on majority of route. Distance to school, too long to walk. Do not consider it safe to cycle.

A lot of traffic at school times and why do dustbins need to be collected at school starting time leading to congestion and further potential hazards to children

Dog fouling on footpaths.

If children do cycle to school there is nowhere for them to put their bikes.

A lollipop man or lady outside school needed. If I can't park on school side of the road children see friends and dart across busy road.

Victoria goes to school on the school transport provided. If we lived closer to school and did not have roads without footpaths I would encourage Victoria to walk to school with her friends. She attends 'Kidzone' sessions after school due to my working hours, which is why she returns home in the car.

Speed of vehicles and ignorance of parking outside the school.

I am concerned about adults parking in the bus park

I live on the A6071 and it would be far too dangerous to walk this route.

My children would have to walk along a 60mph road with very narrow footpaths, they would also have to cross this and another road.

Too many cars parked in Lochinvar Close (across from the school), so it is hard to cross the road as we can't see.

Need high-visibility jackets or tabards for children walking to school.

Photographs of the area around the school can be found in Appendix 3 - Investigation.

What we already do

We have the following accreditations:-

Healthy Schools 2006-2009 (We shall be re-applying again in 2010)

Activemark (awarded in 2008)

School Sports Partnership Mark (awarded in 2008)

- Road safety is talked about to all children each time we take children off-site for any activities (see off-site visit risk assessment in Appendix 6 – Pupil Activities/School Work)
- Road safety activities are included in our nursery and reception class role-play areas. Our recently developed foundation stage outdoor play areas enable us to offer an ever increasing range of outdoor play activities for our younger children.
- All children have 2 PE lessons per week. In addition to this, we offer a huge range of extra-curricular sporting activities throughout the year which are incredibly popular with our children.
- Our newly established inter-house sports league enables all children to compete against each other in a range of sporting activities throughout the year.
- Year 6 play leaders provide structured activities for younger children at play times.

5 Working party recommendations for action

Remember to link each issue with an action plan number, if no action can be taken to solve the issue a reason why should be given.

Provide pedestrian training Y3 & 4 – **See Action 7.1**
 Provide cycle training Y6 & 4- **See Action 7.1**
 Promotion of safe travel by topic base in school activities – whole school - **Action 7.1**
 Provide shelter for parents and cycles - **Action 7.2**
 Provide safe place to cross Mary Street – **See Action 7.3a**
 Encourage parents not to park near the school and to be considerate of other drivers and pedestrians. – **Action 7.4**
 Revisit, monitor, review and update travel plan annually **Action 7.5**

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	8%	Sustain
Car/Van	23%	Decrease to 12%
Car share	4%	Sustain/Increase to 6%
Cycle	5%	Increase to 14%
Taxi	n/a	n/a
Walk	60%	Sustain

Notes

The majority of pupils who live in Longtown walk to school and only a few are dropped off by their parents. The school will encourage those parents who drive their children to school and back to car share wherever possible/use the school bus if they are entitled to free school transport or park away from the school and let the children walk the rest of the way.

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 Skills Training	4	23 children	N/A - free	18/01/10	Paul Fussell/ Cyclewise	Jan 2010	Highlight safety aspects of cycling eg helmets, safety checks, motivation to cycle. Basic cycle Skills improve. See objective 5
Pedestrian Training	Rec/Yr1/ Yr2	85 children	N/A	Summer term 2010	Paul Fussell / Local Community PC		Children are safer crossing the road and are able to select crossing points. See objective 6
Road Safety Talk from Community Police	Whole School	175 children	N/A	Summer term 2010	Paul Fussell / Local Community PC		Raise awareness of walking and cycling to school. . See objective 11
Cycle Proficiency	Yr 6	23 children	N/A	18 - 22/01/10	Mr Bamping/Cycle wise	Jan 2010	Equip children with road safety skills for cycling. . See objective 5
BWTS links in curriculum – geography / local study	All pupils	All children	N/A	Autumn term 2010	SLT		Highlight local issues and incorporate BWTS in environmental and health issues. See objective 10

7.2 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
Cycle Shelter	Approx £4,000	Summer holidays 2010	Paul Fussell / Governors		Safe place in school for children to store bikes will undoubtedly increase the number of children cycling to school. See objective 3
High visibility jackets	Free – donation to school	Autumn term 2009	Paul Fussell	October 2009	High visibility jackets already distributed to children. They proved popular during the winter months. See objective 8
Safety markings on school car park + warning signs for motorists	Approx £1,000	Summer holiday 2010	Paul Fussell / Governors		Safe cycle route and safe walking route for pedestrians walking through our school grounds. See objective 3 & 11

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
Flashing warning lights on Mary Street.	£5,000	September 2010	Kevin Crawley	March 2010		The school council suggested this measure as they do not feel safe crossing Mary Street. The volume of vehicles on this road is surprisingly heavy. Flashing lights to be installed at/next to 'school' signs either side of the school. See objective 8
Erect school sign to the west of the school from Easton	£500	September 2010	Kevin Crawley	March 2010		Kevin Crawley and Nancy Turnbull discovered that there was no sign here on site visit/investigation. See objective 8
7.3a 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
Install Pelican/Zebra crossing	£15,000		Local Capital Schemes Budget/Developer			This measure is dependent upon the old Lochinvar school site being sold and developed. A crossing on Mary Street will make the journey to school much safer for pupils all year round, not only during school term times – See objective 8

7.4 Promotional/Publicity Targets

Measure	Time scale	Action by	Notes
Make reference to the travel plan in the school prospectus	September 2010	Paul Fussell	Reference to school travel plan will be made in our new prospectus, due to be published in September 2010. See objective 9.
Promote BWTS in newsletter.	Twice each term	Mrs K Vevers	Regularly update parents with changes/promotions etc regarding safe travel to school. See objective 4, 11 & 12.

7.5 Additional Targets/Actions taken by the school

Measure	Time scale	Action by	Notes
Set up and maintain travel plan steering group	Jan 2010	Paul Fussell and steering group	For consistency and control of the plan. See objective 1
Review, revisit and update the travel plan annually	JULY 2010	Paul Fussell and steering group	To guard against inactivity. See objective 1
Link school travel plan to healthy schools initiative	Autumn 2010	Mrs Batey	See objective 2 and 7
Include the travel plan in school policy and promotion	On going	SLT/ Governors	See objective 2

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	18.11.09	100	8	8	23	23	4	4	5	5	-	-	60	60
Yearly Target %				8		12		6		14				60
Baseline:2010														
Yearly Target %														
Baseline:2011														
Yearly Target %														

Comments

Hopefully by installing a secure facility where children will be able to store their bikes, more children will be encouraged to cycle to school. Many children have requested that they be allowed to bring their bikes to school. Although we have never banned children from coming to school on bikes, we have never encouraged them due to the fact that we currently have nowhere suitable and secure to store bikes. It is anticipated that if more children cycle to school less children will travel to school in cars.

Promotion by our school council will also be used to encourage parents to leave their cars at home where possible and also encourage people to car share.

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
19 March 2010	5			

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	Year Group	Number	Year Group	Number	Year Group	Number	Year Group	Number
Cycling Proficiency			Yr 6	23						
Playground Cycle Skills Training			Yr 4	23						
Pedestrian Training			Rec, Yr 1 and Yr 2	85						
Road Safety Talk			Whole school	175						

II Comments and notes

Longtown School have achieved

The school is working closely with the Healthy schools team in Cumbria and hope to be re-accredited with the Healthy Schools award in 2010.

Documents included in the plan are:-

Appendix 1 – Surveys

On line survey results – staff & children

Copy of parent/community questionnaire and summary of key points

Appendix 2 – Consultation

Minutes of meetings

Correspondence

Newsletters

Appendix 3 – Investigation

Photographs of the school and surrounding area

Respect Project

Traffic calming measures

Appendix 4 – Transport Links

Catchment area map

Map showing bus routes/stops and footpaths.

Bus timetables

Appendix 5 – Quotes

Cycle Shelters

Mini pods

Playground markings

Hi-vis clothing

Appendix 6 – Pupil Activities/School Work

Off-site visit risk assessment example

Playtime pictures

British Orienteering Championships pictures 2009

Appendix 7 - Maps

Location Maps

Route plotting maps

12 Signed agreement

Longtown 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: Paul Fussell
	Signed:
	Date: 23 rd March 2010
Chair of Governors	Name: Elizabeth Harrison
	Signed:
	Date: 23 rd March 2010
Area Engineer Cumbria County Council	Name: Richard Hayward
	Signed:
	Date: April 2010
BWTS Coordinator	Name: Nancy Turnbull
	Signed:
	Date: 30 th March 2010

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 Paul Fussell*