

Keswick School Travel Plan

1 School details

Name of school	Keswick School
DfES school reference no.	5414
Type of school	Secondary
Number on roll	970
Number of staff (it is highly recommended that a supplementary Travel Plan for staff and other school users is developed)	
Age range of pupils	11-18
School contact details	
Head teacher	
Address	Keswick School Vicarage Hill Keswick
Postcode	CA12 5QB
Telephone number	01768 772605
Fax	
Email address	admin@keswick.cumbria.sch.uk
Website	http://www.keswick.cumbria.sch.uk
School situation and use	
Description of school locality/ catchment area	The school is situated on the western edge of Keswick. The catchment zones run from Mungrisdale in the East, Bassenthwaite in the West and the end of the Borrowdale Valley in the South. There are also about 500 pupils travelling from out of catchment, resulting in mixed travelling by bus, car and locally by bicycle and walking (see map for distribution).
Facilities (e.g. playground, car park, sports hall, community centre)	
Number of entrances, vehicle/pedestrian	
Core school times	
Other uses (e.g. extra curricular/community access)	

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Aims

This Travel plan has been prepared by the school under the auspices of Cumbria Council's 'Better Ways to School' initiative which aims to restore countywide levels of walking, cycling and bus use for the school journey in the mid 1980's by the year 2010.

- Reduce number car trips made by parents, staff and pupils
- Improve safety on the school journey
- Improve social inclusion of the local community

Objectives

- Improve safe walking conditions
- Improve safe cycling routes and facilities
- To identify safe drop off area for car drivers
- Improve general health and social skills of school community

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2 Working party - to develop and implement the plan

Name	Position	Responsibility within working party
	Head Teacher RSO School Council Members PTA Governor Parish Council Local Councillor Neighbourhood forum officer	

How were people consulted? (e.g. working party meetings, surveys of pupils and staff, newsletters)

3 Survey & route plotting carried out

Please attach survey results and analysis from BWTS website and keep a record of survey/route plotting

Following completion of the questionnaires at the end of July 2000, Design and Business services analysed the sample 185 completed questionnaires.

Approximately 185 pupils ranging from school years 7 to 10 (11 to 16 years of age) took part in the survey. This represents a response rate of about 21%

Over half of the respondents (56%) usually walk to school. 1 in 5 (20%) take the car and 1 in 9 (11%) go by school bus or by other form of bus. 9% currently cycle to school. This figure of 56% walking is above the national average of 42% for secondary school pupils. By analyzing the questionnaire more closely, 57 of the 185 respondents travel by bus or car. If we assume that all respondents living greater than 5km from the school travel either by car or bus and could not practically do otherwise, and that half of those living between 3 and 5km from the school do likewise, this gives a total of 33 respondents. Subtracting this from the figure of 57 gives 24 respondents travelling by car or bus who may, under the right circumstances, be able to transfer to some other mode of travel. Taking in to account only about 21% of pupils in the school responded to the survey, it would be reasonable to assume that up to 120 pupils in total could transfer mode. As a starting point to try and reduce this figure by half i.e. attempt to transfer 60 children at the school from traveling by bus or car at present to cycling or walking.

What would make cycling to school better, or encourage you to cycle?

Respondents were allowed to give up to 3 answers from a list of 14 options to this question. Just over 1 in 4 (28%) replied 'More cycle lanes', a lower number (19%) chose 'a safer place to leave my bike', 13% answered 'Less traffic', just under 1 in 10 (9%) replied 'slower traffic' and 9% also chose 'Safer ways for cyclists to cross the road'.

More cycle lanes and better storage facilities at the school itself (e.g. lockers, bicycle stores) were the most popular responses to questions asking what would make walking and cycling to and from school better. It was also important to and appreciated by the children that these activities would be better if more of their colleagues took part.

Summary of transport and road safety problems

(Current problems on routes to the school, and reasons preventing sustainable travel to school)

- **Main entrance to school on Vicarage Hill which is a narrow lane with high walls causes traffic management problems and potential difficulty for emergency services.**
- **Parents regularly encouraged to drop pupils away from main entrance, but many are reversing and shunting forwards and backwards in this narrow lane.**
- **Currently no parking restrictions or speed limits in this area to enable policing.**
- **Parents are encouraged to drop off away from the main school entrance are, therefore, blocking up the boarding house entrance further down the lane in a similar way.**
- **Zebra crossing on High Hill to allow access to garage and West side of road from/to school.**

5 Working party recommendations for action

N.B. There are no guarantees that these recommendations will be actioned. Advice should be taken from a BWTS adviser on completing this section.

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

Notes

Targets are for a 10% increase in cycling and walking within 2 years.

Reduction by 25% in number of reported near misses between traffic and school children within 2 years.

Increased awareness of transport problems within Keswick through programme/workshop in PSE/Citizenship in Year 7.

7 Action plan

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

Measure	Year group	Number	Cost	Date	Action by	Completed? (month / year)	Notes/Success criteria
Introduction of advanced cycle training as programme develops.							

7.3 Long term Road engineering targets

Measure	Cost	Time scale	Action by e.g. traffic engineer	Date approved by CCC committee	Completed? (month / year)	Notes/success criteria
Propose a 20mph zone throughout Vicarage Hill and Crosthwaite Road						
Safe cycle crossing on Crosthwaite Road						
Joint initiative to join Keswick and Trinity Schools by means of a cycle way along disused railway and through short section of Fitz Park.						
Traffic calming measures on High Hill, especially near the turning to the school and extend 30mph zone.						
Covered cycle shed for approximately 20-30 cycles – school based.						

7 Action plan

7.4 Promotional / Publicity targets (N.B. Evidence can be recorded in Section 11)

Measure	Group	Number	Cost	Date	Action by	Completed? (month / year)	Notes/success criteria
A leaflet campaign highlighting safety issues for next year.							
Include information on school journeys in the school prospectus and newsletters.							

7.5 Additional targets / Action taken by the school

Measure	Year group	Number	Cost	Date	Action by	Completed? (month / year)	Notes/success criteria
Make travel plan available to staff, parents, pupils etc							
Liaison with Trinity Primary School.							
Establish and maintain a joint working party with Keswick							

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8 Review of targets

This Travel Plan will be a working document and will be reviewed and updated annually by the working group. The school will complete the survey annually to assess any modal shift which may have occurred.

Survey Results

How do you travel to and from school?														
	Date of survey	Total No. of Pupils	Bus		Car/Van		Car Share		Cycling		Rail		Walk	
			no.	%	no.	%	no.	%	no.	%	no.	%	no.	%
Baseline: 2006														
Yearly Target %														
Baseline: 200_														
Yearly Target %														
Baseline: 200_														
Yearly Target %														

Additional Targets	
Actions/Activities (e.g. walking bus, reduces truancy)	Dates

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

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11 Comments & notes

Please include any photographic or informal records of activities, and achievements; and include details of any publicity gained.

Add details of relevant national awards given to / working towards.

Programme for implementation:

- Phase 1 – traffic calming measures, cycle storage
- Phase 2 – safe cycle route across Keswick – possible funding from Sustrans/DTLR
- Prepare costings at the local area office
- Travel plan to be in final draft to submit to ATAG/Local Committee for approval by June/July 2002.
- After approval, physical work can commence through local practice engineers.
- Enhanced road safety training, behavioral change managed by school/RSO.

Monitoring and review

- The intention is that this will be a working document that will be reviewed and updated annually.
- The RSO to monitor delivery of programme and with the head update policy where necessary.
- Teacher may review links with curriculum with help from local authorities.
- School maintains links with local authority on road safety issues on the public highway outside and near the school to enable monitoring of relevant data e.g. speeds/traffic flow/numbers parking within 100 metres of the school.
- Survey new intake each year.
- Survey whole school annually for normal to/from school travel modes.
- It is seen as a priority that parents work together with the school to ensure implementation of this plan.

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12 Signed agreement



agrees to this School Travel Plan, to undertake its objectives, and will instigate the review of the Travel Plan on an annual basis, with the next update in September 2006. 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:
	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.

Travel Plan for your school

Timetabled procedure for developing your School Travel Plan

Deadline Date	Action	Guidance
End of April	<ul style="list-style-type: none"> • Meet BWTS Adviser • Set up Travel Plan Working Party 	<ul style="list-style-type: none"> • This group will lead the Travel Plan project. Others may join through the consultation process
End of May	<ul style="list-style-type: none"> • Pupils to plot routes to school (route plotting) and have input on routes to school – master map created 	<ul style="list-style-type: none"> • Led by class teachers and BWTS adviser
End of June	<ul style="list-style-type: none"> • Whole school & staff survey – data collection to show baseline figures at the start of the project 	<ul style="list-style-type: none"> • On line survey on travel modes www.bwts.net – to be completed every year
End of Summer Term	<ul style="list-style-type: none"> • Collate results from the survey • Organise Working Party meeting dates for the Autumn Term 	<ul style="list-style-type: none"> • Results obtained directly from website www.bwts.net • This should be the full working party including BWTS Adviser
September	<ul style="list-style-type: none"> • Working Group meeting – to discuss survey results, establish travel issues and identify initiatives • Feedback to Governors, staff, parents, pupils, local residents and interested parties 	<ul style="list-style-type: none"> • This information will be written up and put into the Travel Plan. The BWTS Adviser will attend • Use school assemblies, school council, notice boards, newsletters and meetings to feedback to the whole community – it is more effective if change comes from within the school
October	<ul style="list-style-type: none"> • Working party meeting to formalise the action plan – the timetable for your initiatives • Start drafting the Travel Plan document 	<ul style="list-style-type: none"> • Complete Action Plan in template
By 10 November	<ul style="list-style-type: none"> • Submit draft Travel Plan to BWTS adviser 	<ul style="list-style-type: none"> • Details will be finalised and scrutinised with visits and advice from the BWTS team/engineers
1 December	<ul style="list-style-type: none"> • Travel Plan complete & with BWTS adviser 	
End of Autumn Term	<ul style="list-style-type: none"> • Travel Plan to be formally adopted 	<ul style="list-style-type: none"> • Approved by the Governors and signed by the Chair of Governors, Headteacher, Area Engineer and BWTS Adviser– submitted to CCC & DfT to access funding
Spring & Summer Term	<ul style="list-style-type: none"> • Integrate sustainable travel/road safety into the curriculum and put into practice any soft measures to encourage walking and cycling. • Review and record initiatives and update action plan for next year 	<ul style="list-style-type: none"> • This may include education & training, promotional activities & national initiatives
June	<ul style="list-style-type: none"> • Repeat whole school survey on BWTS website 	<ul style="list-style-type: none"> • School Travel Plan actions/targets are ongoing and can change as the plan develops