ALLONBY SCHOOL

Better Ways to School Travel Plan

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

1. Purpose

   Allonby School's travel plan sets out measures to:

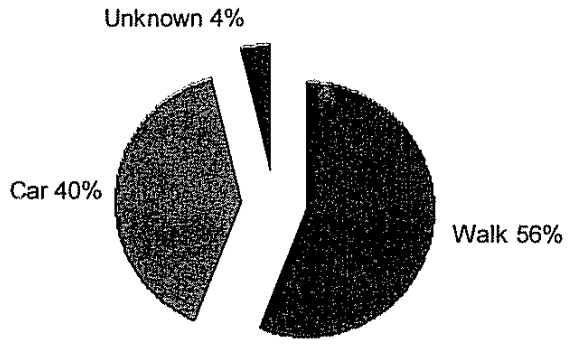
   - Encourage pupils and staff to walk or cycle to school by developing a footpath on the cobbled area on the Main Road just before Moss Lane.
   - To improve safety for pupils already walking to school by providing traffic calming measures along the Main road in Allonby.
   - To Create a Cycle Route on the Banks from Allonby Church to North Lodge and provide secure cycle storage
   - To make Main Bridge safe for pedestrians

2. Brief description of School

   The school is situated in the centre of Allonby Village, built in 1840 it has recently undergone extensive alterations. The school now has 44 pupils on its role.
   During 2001 Allonby School applied for funding from the Space for Sports and Arts in the Community to build a new hall. The school was successful and was awarded the funding. The building work should start later this year.

There are 44 pupils in the school and the following modes of transport are used.

Routes to School



3. Consultation

In November 2001, pupils in the school were asked to complete a questionnaire. The response rate was greater than 60%. The main findings were as follows;

General Demographics

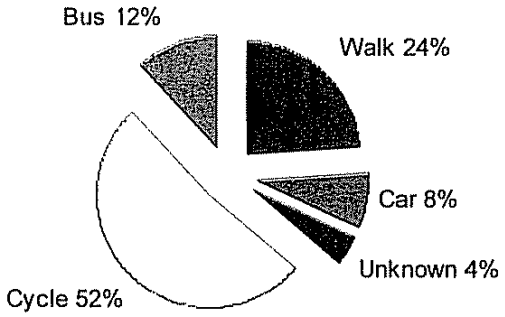
Of those 60% of children (25 children) that completed the survey

- 72% of children (18 children) travel less than a mile to school and of the 25 children that completed the survey, 36% (9 children) travel to school by car

Preferred mode of Transport

Of the pupils responding, their preferred mode of travel to school was as follows;

Preferred mode of Transport to School



Below is a summary of the findings

The reasons pupils gave for not walking or cycling at present included;

Walking

- 40% said there was not enough road crossings
- 40% said the traffic travelled too fast
- 32% said there was too much traffic through the village
- 16% said the pavements were too narrow

Cycling

- 68% said there was no lockable bike storage at school
- 68% said there no cycle lanes in the village
- 48% said that the traffic travelled too fast

The Better Ways to School working group was founded in May 2002, where the findings of the questionnaire was discussed, and the action plan contained in this report was reported.

The group has met with representatives of the Allerdale Borough Council and CAPITAdbs to discuss the plans.

4. Current school travel and road safety problems

There are two main routes to school

- Coming from the north of the village
- Coming from the south of the village

Both these routes present problems, and many of the parents are concerned about safety.

The main problems can be identified as;

- Vehicles speeding along Main Road and in particular at the junction with Moss Lane
- Inadequate cycle storage facilities on the school site
- Lack of cycle route in the Village
- The threat of roaming dogs
- In today's society, parents are wary of children walking to school unaccompanied

5. A Cycle Route

The group has looked at a potential cycle route through the village using the back lanes. It was felt that this was potentially more hazardous as there are many obstructions in these narrow lanes. The lanes are cobbled and difficult to ride/walk on.
There is a large amount of grassed area on the beach side of the Main road, this goes right through the village and children with bikes could cross the foot bridge near the junction to Moss Lane. A Toucan crossing on the Main Road, could provide the children with a safe crossing point.

6. Objectives

The objectives of the Better Ways to School Travel plan are;

- To improve safety on all routes to school
- To promote the healthy schools initiative by encouraging pupils to walk and cycle to school

7. Planned Initiatives

The group proposes that this is undertaken in 2 phases

Phase 1 Introduce Traffic Calming Measures Along Main Road and Moss Lane

- Reduce speeding entering the village from the North (Main Road) by:
  - Installing a flashing 'SLOW DOWN' sign
  - Erecting large '30' and 'DRIVE CAREFULLY' signs
- Make traffic on Main Road aware of the school through:
  - Road markings indicating 'SCHOOL' on red anti-skid surface
  - Install clearly visible 'SCHOOL' and 'PEDESTRIAN' signs

- Red anti-skid road surface on Moss Lane outside of school to warn drivers to drive slowly

Improve Footpaths Along Main Road

- Replace sections of the cobbles with footpaths, so that children (and parents) can walk easily, rather than crossing the road
- Introduce the Cycle Route and a Toucan Crossing near Moss Lane

Phase 2. To make Main Bridge safe for pedestrians
To widen footpaths where necessary near Main Bridge

Phase 3. Introduce Traffic Calming measures along Main Road

- Reduce speeding entering the village from the South (Main Road) by:
  - Installing a flashing 'SLOW DOWN' sign
  - Erecting large '30' and 'DRIVE SLOWLY' signs

8. Programme for implementation

Of the 36% of children travelling to school by car, who live less than a mile from the school, we aim to bring this level down by 10% over the next year

- We will continue the Cycle Proficiency Program
- We will encourage NO CARS TO SCHOOL DAYS
- We will look into, setting up a Walking Bus Service
- We will continue to use Allerdale Road Safety Officer to promote Road Safety

9. Monitoring and review

We will carry out a survey each term, to see how children are getting to school

Update February 2004

From our phases of our plan we have

- Installed flashing school patrol signs
- Installed new high visibility school signs
- Installed new high visibility 30m/h signs
- Taken part in walk to school week activities

With regard to our targets, we had reduced our car travel to school journeys significantly. However a number of children have started in the school in the last 6 months who live in outlying villages and therefore come to school in cars.

Our other targets have proven not to be viable. The planning department advised us that the footpaths would cost more than the budget that we received and there was some opposition from a number of householders. We have no knowledge of when the cycle route is likely to be implemented.

Future Targets/Improvements

- We propose to have a no cars to school week. Where cars are necessary, we will ask parents to park away from the school.
- The school is awaiting a new build (Space for Sports and the Arts), which will hopefully commence in the summer. At the moment we have no space for lockers/cloakroom facilities or cycle parking. However this is something that could be incorporated in with the new build. We have had a number of parents whose children wish to cycle to school but need a secure system for keeping their bikes safe.
- We will undertake our next survey on March the 15th
- We are looking into setting up a suitable route for the Walking Bus Service and will be consulting with the parents.