

Milburn Primary School School Travel Plan 2008





Milburn Primary School
'Small and Friendly'

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I School details

DCSF school reference number	909 2314
Type of school	Primary
Number on roll (including no. of SEN pupils with a brief description of subsequent impact on travel)	38 (there are no pupils with SEN).
Number of staff (It is highly recommended that a supplementary Travel Plan for staff and other school users is developed)	3 teachers, 4 teaching assistants, 1 supply teacher, 1 administrative and 4 domestic staff
Age range of pupils	4 to 11
School contact details	
Head teacher	Mr Brian Convey
Address	Milburn Primary School Milburn Penrith Cumbria
Postcode	CA10 1TN
Telephone number	017683 61514
Fax	n/a
Email address	admin@milburn.cumbria.sch.uk
Website	n/a
Working group contact	
Name	Mrs Jane Gibson
Address	Thistledown Murton Appleby Cumbria
Telephone number	017683 51643
Email address	reuben.gibson@virgin.net or school email (above)
School situation and use	
Description of school locality/ catchment area and current transport links (e.g. bus services/cycle routes)	<p>Milburn County Primary School is a small and friendly rural school. It occupies a central position on the village green with a majority of the houses being arranged around the green. The road servicing the village is a no through road and the school is located at the top end of the road. Daily traffic flows through the village are very light mostly associated with local residences and the school. See Figure 1 for location of the school in Milburn.</p> <p>As well as coming from Milburn, the children come from various locations including local villages such as Blencarn and Dufton, and a number of pupils travel further distances from Colby and Murton near Appleby, Maulds Meaburn and Ousby. Figure 2 shows a map of the Milburn School catchment area. The majority of the pupils travel to and from school by car. The local roads are winding and narrow, with only enough room for one vehicle in many places. The Knock-Milburn-Blencarn route is part of the (on road) National Cycle Network but mainly for safety reasons parents are</p>

	<p>reluctant to allow unaccompanied cycling and walking. Those who walk to school travel from within the village (see Route plotting Appendix E). There are no pavements, but cart roads up the sides of the village green.</p> <p>There are no children who require SEN transport provision.</p> <p>There is no school bus service available to Milburn School pupils however there is school bus provision for local children to the Appleby Grammar School.</p> <p><u>Public transport</u></p> <p>Bus – There is a bus stop located at the bottom of the village green serving Fell-runner bus routes 138, 130 and 140. Infrequent times and services mean that public bus services are not a viable option of travel to and from school (see bus timetables in Appendix D).</p> <p>Rail - The nearest train station is situated in Langwathby which forms part of the Carlisle and Settle Railway line. Langwathby is a distance of approximately 8 miles away. Therefore this mode of travel is also not considered to be a viable or realistic mode of travel to school.</p>
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<p>Use (e.g. playground, car park, entrances, school crossing patrol)</p>	<p>The school premises are unable to provide any playground or parking facilities and therefore have no pedestrian or vehicle accesses. Access to the building can be either through the main entrance door or through the school office door.</p> <p>Children’s playtimes and outdoor physical education activities use village green areas. Both parent and staff parking also use the village green areas. A new parking and pupil collection system for parents, introduced in 2008, ensures the safety of the children at the start and end of the school day. The school also has the use of the village hall for indoor physical activities which is accessed using a walking bus type arrangement. This arrangement is also used when the children visit Milburn Church. The locations of the village hall and Milburn Church are shown in Figure 1. School trips, swimming sessions, etc are generally by private hire minibus or coach. School opening times are 09:00 to 15:30 but children are able to gain entry to the building in the morning from approximately 08:20. An after school sports club for the Juniors (years 3 to 6) takes place on most Wednesdays during the academic year between 15:30 and 16:30.</p> <p>Occasionally the school premises are used for various school related activities such as meetings.</p> <p>Milburn Primary School has been awarded the ‘Activemark’ Kitemark in years 2008 & 2009.</p>
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Location map/site plan

See additional figures 1, 2 and 3.

Aims

This Travel Plan aims to reduce congestion and pollution around Milburn School and to reduce any danger associated with travel to, from and around the school.

To equip pupils with the knowledge and skills to walk and cycle safely on public highways.

To investigate the possibility of, and encourage more sustainable modes of travel to school.

Objectives (linked to Action Plan – Section 7)

1. To promote and encourage car sharing among parents and staff (section 7.4).
2. To equip pupils with the knowledge and skills to walk and cycle safely on public highways (section 7.1).
3. To provide pedestrian training on an annual basis to equip all pupils with the knowledge and skills to walk on public highways (section 7.1).
4. To provide Cycling Proficiency training on an annual basis to years 5 and 6 to equip them with the knowledge and skills to cycle on public highways (section 7.1).
5. To provide Cycle Wise training on an annual basis to years 3 and 4 to equip them with the knowledge and skills to cycle on public highways (section 7.1).
6. To ensure the pupil's safety on leaving school and to improve their safety in the immediate vicinity of the school, the introduction of a new pupil collection system and parent parking system (section 7.4).
7. To investigate Cumbria County Council's school transport policy and identify any measures that could be of benefit to parents (section 7.4).
8. To investigate parental interest in providing a privately run school bus scheme (section 7.4).
9. To establish and maintain a school travel plan working party (section 7.5).
10. To annually review the School Travel Plan and update as necessary (section 7.5).
11. To summarise the School Travel Plan in the school's prospectus and relevant policy documents (section 7.5).
12. To regularly promote and involve the school, parents, governing body and local community in Travel Plan issues (sections 7.4 & 7.5).
13. Ensure parents are aware of availability of low cost cycle helmets (7.5).
14. Monitor traffic and speed around the school and raise driver awareness of school location (7.1/7.4).

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
Jennifer Wynne	BWTS Adviser, Capita Symonds	Adviser to group
Brian Convey	Milburn School Head Teacher	Head Teacher
Jane Gibson	Parent / Governor	Chair/Parent Link
John Redmayne	Parent/Governor	Parent Link
Gary Lindsey	Milburn Parent	Milburn Village Link/ Parent Link
Dennis Richardson	Chair of Milburn Village Committee	Milburn Village Committee 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	On line survey for all children and staff	June 2008	
Parents	Parent questionnaire	Sept. 2008	C
Pupils	Route plotting session with Juniors	Sept. 2008	A
Parents	School to parent letters	July & Sept. 2008	C
Working party members	Working Party Meetings	July & Oct 1, 2008	
Jennifer Wynne BWTS Adviser	Visit to school	Sept. 2008	

3 Survey and route plotting carried out

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

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		Other	
			No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
2008	Oct.	30	0	0	24	80	0	0	0	0	0	0	6	20	0	0

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.	%
2008	Oct.	24	2	8	8	33	1	4	8	33	0	0	5	21	0	0

Survey Notes

Pupil Survey

All year groups from Year 1 to Year 6 took part in the pupil survey, a total of 30 pupils (13 boys and 17 girls). A summary of the survey results are included in this section.

6 infants and 24 junior pupils took part in the pupil surveys of which:

- 24 (80%) travel to school by car/van and the remaining 6 (20%) walk to school
- 18 junior pupils travel to school all the way by car, two thirds of which have siblings at the same school and only 3 (16%) pupils travel less than 2 miles.
- Two thirds of the travel to school journeys made by car form part of a multi-purpose journey.
- 6 juniors walk to school on a safe route, 2 walk alone unaccompanied by an adult and the remaining walk with siblings and an adult.
- All 24 junior pupils own a bicycle, 2 of which do not wear a helmet; one because of discomfort and one because of cost.
- 20 (83%) juniors would like to receive more cycling training as only 8 pupils from years 4 & 5 have had Cycle Wise training.
- In 2008, 0 pupils cycled to school, reasons given are that parents will not let them due to a number of reasons including issues with personal safety and road safety.
- 8 (33%) pupils have indicated that they would like to cycle to school.
- Only 1 pupil has been injured in an accident on their school journey by bicycle, they were wearing a helmet.
- 8 pupils traveling by car have been involved in a near miss on their journey to and from school.

Staff Survey

The school has 1 full time member of staff and 12 part time members of staff. The part time hours range from a couple of hours per week to 0.8 full time equivalent. Approximately half of the members of staff commute from the Penrith area and have car shared for many years and continue to car share whenever possible. 3 members of staff live in Milburn and walk to work.

Route Plotting Data

Route Plotting			
Year	Date of route plotting	Year Groups	No. of pupils
2008	October	Juniors	24

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

The juniors took part in a group discussion about their routes to school and worked together to plot their routes to school onto the map. Route plotting master maps are included in Appendix E. The pupils also produced a written piece of work about their journeys to school and these are included in Appendix A.

The map shows that 6 pupils from Milburn village have a short distance to travel to school. Of those pupils traveling by car there is almost an equal split between those approaching Milburn from the east and the west.

One Year 6 pupil collated travel distance information for all pupils in the school and produced a number of pie charts, these are shown in Appendix B.

Add additional local information known to the school (e.g. where pupils travel in from, particularly if travelling in by bus) / details of other surveys carried out, as well as transport needs of pupils with SEN if applicable

Notes

A parent questionnaire was distributed to all parents in October 2008. A summary of the results are included in this section. Full details of the questionnaire are given in Appendix C.

The parents were asked to comment on the school parking system, below is a summary:

- General agreement about concern for safety of children, particularly past school office and to the swings
- Parents collecting children from inside the school is chaotic.
- Concern about damage to village green particularly when conditions are wet
- Use of cart roads to alleviate congestion directly outside school
- System needs time to assess its viability

The parents were also asked if they had any additional comments on Better Ways to School, below is a summary:

- No footpaths on local roads and therefore unsafe for the children to walk to school.
- The single track road within Milburn road to/from school is considered unsuitable and dangerous to walk on. Issue of speed of traffic through the village (both school and non-school traffic).
- Suggestion of using a bus or coach to transport children to and from local villages.
- Many families live too far from the school for walking or cycling to be a viable alternative.
- Car sharing suggested as an alternative

If there are none, this also has to be stated.

4 Summary of transport and road safety problems

Current problems on routes to school, and reasons preventing sustainable travel to school, including how these problems have been identified and when.

The following transport and road safety problems have been identified through information supplied from pupils and parents both informally (parental conversations – such a small group where all parents know each other) and formally through the consultation process involved with the STP:

- Many pupils travel into Milburn from local villages, many travel distances greater than 2 miles, on narrow and winding country roads which are unsuitable for walking and cycling safely, and are too narrow for pavements.
- Many pupils have younger siblings (some in infant's class and others pre-school age) which inhibits accompanied walking and cycling alternatives.
- Speed of traffic in and around the village. (see Action plan table 7.1)
- Traffic congestion particularly at end of school day. Issue of safety in the vicinity of the school. The introduction of the school parking system and encouraging parents to use car sharing will help to address these problems. Also the possibility of hiring a private bus to serve the school.
- Because the road approaching Milburn School is single track, cars have to park and pass on village green areas which are causing damage particularly in wet conditions. The introduction of the new parking system helps to address this issue and the situation is being monitored by the school and reported back to the working party and Governing body.
- The side cart roads in the village are an alternative to the main single track road approaching the school. School traffic using cart roads, particularly for parking, is causing concern to local residents. Again, the introduction of the new parking system helps to address this issue and the situation is being monitored by the school and reported back to the working party and Governing body.

Figure 1: Parking outside of school



Figure 2: Condition of village green areas



'What we already do', for example curriculum activities/WOW/road safety policy

The pupils practice road and personal safety awareness at playtimes on a daily basis. The children's playtimes are always supervised by at least one member of staff. All pupils from reception year upwards are regularly reminded in school of road safety and personal safety issues to back up what they practice at playtimes and walking to the village hall. Figures 3 and 4 provide a snapshot of walking to the village hall.

Annual Cycling Proficiency training given to year 6 pupils on 22nd May, 9th, 11th and 13th June 2008.

Annual Cycle Wise training given to years 4 & 5 pupils on 26th September 2008.

Figure 3: Pupils walking to Village Hall



Figure 4: Pupils walking to Village Hall



5 Working party recommendations for action

Measures the school would like to see happen e.g. cycle storage.

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

- Introduce Cycling Proficiency training to Year 5 pupils (7.1).
- Introduce Cycle Wise training to Year 3 pupils (7.1).
- Provide opportunity for parents to purchase bicycle helmets through Headstart (7.5).
- Improve pupil's road safety skills through pedestrian training from the Road Safety Officer. (7.1).
- Look in to parental interest in hiring a private bus to serve the school and car sharing (7.4)
- Regularly remind parents of school parking arrangements and slower driving (7.4)

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

Year 2008		
Mode of Travel	Baseline Data i.e. original survey %	Target percentage for following year
Bus	0	0
Car/Van/taxi	80	70
Car share	0	10
Cycle	0	0
Rail	0	0
Walk	20	20

Notes

Intention to maintain current walking levels because it is only possible for those living within the village to walk. By encouraging car sharing it is hoped that those travelling by car/van will decrease. Bus use will be dependent on parental interest in setting up a privately run school bus scheme and Cumbria County Councils school bus policy.

7 Action plans

7.1 Education and training planned (e.g. Primary: pedestrian skills training / Secondary: teenage cycle training)							
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
Road Safety & Pedestrian Training	All	38	Free	Early 2009	J Gibson		JG contacted David Kerry, Road Safety Officer. To provide rural road safety training in and around Milburn. Possibility of a further session by combining town road safety training with Friday morning swimming sessions in Appleby. (Objectives 2 and 3).
Cycle Wise Training	4 & 5	7	Free	September 2008	B Convey Cyclewise on behalf of BWTS	September 2008	Year 5 pupils were included. (Objective 2).
Cycle Wise Training	3 & 4	14	Free (The training provided as a result of BWTS are funded by BWTS)	Year 4 – September 2008 Year 3 – to be arranged with Cyclewise	B Convey Cyclewise on behalf of BWTS	Year 4 – September 2008	B Convey to contact Cycle Wise to see if they are able to provide training to year 3 pupils. Year 4 pupils had training in September 2008 and will have a second session. (Objectives 2 and 5).
Cycling Proficiency	6	6	Free	May and June 2008	B Convey	May and June 2008	(Objectives 2 and 4).
Cycling Proficiency	5 & 6	7	£200-£300	To be arranged	B Convey		B Convey to establish if training sessions can be provided to year 5 pupils. (Objectives 2 and 4).
Traffic speed monitoring	All and parents	38	Free	Each term Beginning June 2009	B Convey	Each term	Regular letters to parents to remind them to reduce speeds in the village and to remind them of the school parking system. (Objective 14).
Traffic speed monitoring			Free	To be arranged	Community Police Officer		This would contribute to assessing the speeding traffic issues – and identify whether this it perceived or actual. The community police officers may be willing to do this with the school pupils. (Objective 14).

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

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
Install 'Playground and School' warning signs	£650	Summer 2009	D Evans			The installation of warning signs at both entrances to Milburn (C3004) will increase driver awareness to the likely presence of child pedestrians in the road within the village, decreasing the risk of accidents. (Objective 14).

7.4 Promotional/publicity targets			
Measure	Date	Action by	Notes
Regular school to parent letters to inform and remind parents of the school parking scheme and to encourage slower driving.	Termly Beginning June 2009	Mr B Convey	This would contribute to addressing issues of traffic speed and traffic congestion. (Objectives 6 and 14).
School parking arrangements placed on school notice board outside School Office Entrance.	Early 2009	Mr B Convey	As school notice board is also viewed by village residents this will ensure the issues of traffic speed and the parking scheme are communicated to both the school and non school associated parties. (Objective 6 and 12).
The School Travel Plan Working Group to promote car sharing and encourage parents and staff to share on an informal basis.	September 2008 and encouraged regularly every term.	Working group	In the parent questionnaire carried out in September 2008, parents were asked of interest in car sharing. Those interested have been recorded. (Objective 1).
Investigate Cumbria County Councils School Transport Policy	Early 2009	Jane Gibson	The school travel plan working group to investigate CCC's school transport policy and identify any measures that could be of benefit to parents. (Objective 7).
Investigate parental interest in using a privately run school bus scheme.	Early 2009	Jane Gibson	A school bus would contribute to reducing congestion and pollution around the school. (Objective 8).

7.5 Additional targets/actions taken by the school			
Measure	Date	Action by	Notes
Set up a School Travel Plan working party.	September 2008	Jane Gibson & Brian Convey	(Objective 9).
Annually review the School Travel Plan including re-survey	Each October	Jane Gibson & Brian Convey	(Objective 10).
Report the progress of the School Travel Plan to the School Governing body.	Minimum of 3 times each academic year	Governing Body	This will ensure that the School Travel Plan remains a live document which will be regularly monitored and updated. (Objectives 11 and 12).
Include the School Travel Plan in the School Development Plan.	April 2009		
Relevant information from the School Travel Plan will be included in the School Prospectus.	February 2009	Governing Body	This will inform new and prospective parents of the school transport and parking arrangements (see Appendix F). (Objective 12)
Enable parents to purchase low cost cycle helmets through the Headstart scheme.	Early 2009	J Gibson	Cycle helmets are available through the Better Ways to School website. (Objective 13).

8 Review of targets

This Travel Plan will be a working document and will be reviewed and updated annually every November by Jane Gibson and 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 November 2009.

The school will complete the survey annually in November 2009 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		Rail		Walk	
			No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Baseline:2008	October	30	0	0	24	80	0	0	0	0	0	0	6	20
Yearly Target %				0		70		10		0		0		20
Baseline:2009														
Yearly Target %														
Baseline:2010														
Yearly Target %														

Comments

In October 2009, 20% of all pupils at Milburn Primary walked to School – all these pupils lived within the village. The remainder traveled to school by car (including car sharing).

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
September 2008	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	2008		2009		2010		2011		2012	
Activity	Year Group	Number								
Cycle Wise Training	4&5	7								
Cycling Proficiency Training	6	6								

II Comments and notes

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

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

12 Signed agreement

Milburn 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. 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: Brian Convey
	Signed:
	Date: 4/3/2009
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:

____ Jane Gibson _____

Appendix A – ‘My Route to School’ by Milburn Juniors

Year 6:

I live in Dufton. I travel by car with my mum and brother. It takes about 10-15 minutes to get to school. I wouldn't walk to school as it is too far away, I don't mind going in the car as I like talking to other people, and I come past knock cross and past Silverband falconry past the village hall and the bus shelter to get to school. But it would be better going on a bus, if we had one! It could pick several people up, and would create more car parking space in the village at the school for other cars, also we would get to speak to friends on the way to school on the bus, and it would make less pollution on a bus as it would make more in several cars going to school.

When I walk to school on a week day I see the wonderful countryside. I love walking to school because I can get a bit of fresh air and I would be silly to bring the car out for 200m. Normally I stop and look into the distant hills some times you can see them very clearly but some times they are covered in cloud. The good thing about walking to school is I get a bit of exercise. The bad thing about walking to school is I have to carry my school bag. Another good thing about walking to school is you are not polluting the world. The bad thing is if you're late you do not have a good excuse for being late.

My route is 4 miles so I have to travel by car. I like it because you get to see a lot of wildlife. I would like to bike to school but there are no bike sheds. I am moving soon so I will be about 2 miles of school so I will probably bike sometimes. I think there should be a school bus because there would be less pollution. The only problem is there aren't many bus stops. I also share a car with my sister.

I live at silverband. It's not far away but I still travel by car. I don't want to walk to school because it's cold and wet these days. Also it's quite far and it's better and worse to drive to school: you get a chance to talk to your parents and worse : because you're making more pollution by everyone drive to school. I think it's good that some people drive to school and some people walk .It takes about 5-10 minutes. We go through Silverband, past Slakes farm, turn right, past village hall and bus shelter and go forward and I get to school nearly on time.

I live in Ousby and Penrith. When I go from Ousby I have a car share with my neighbour. It takes about 15-20 minutes. We go to Skirwith and then Blencarn, past Underwood then into Milburn. It's better to walk to school because when you drive you make pollution. I can't walk because it's too far. If I walked it would take a very long time. The roads we use are narrow and bendy.

When I come from Penrith we go along beacon edge and then on the A66 to Langwathby. We then go along the road to towards Culgaith and then through Newbiggin and into Milburn. Altogether it takes about 20-30 minutes. Again I can't walk to school because it's too far and the A66 is too dangerous. We also sometimes go along to new bypass. That takes about 15-20 minutes. We mostly go along the A66.

My route to school is very short and simple. I leave my yard, go onto the road and walk into school. The advantages of walking to school are you make no pollution and you get lots of exercise. Some of the disadvantages of walking to school are you might get hit and if it rains you can get very wet. I think that it is OK to come to school in a car unless you live quite close, in which case you could walk. Nobody at Milburn School cycles to school because it is very hilly here. This is why most people come to school by car. Also, it is too dangerous to cycle to school because there are lots of cars. There isn't a bike shed at school either.

Year 5:

My worry is pollution my not worry are looking at the trees I travel by car with my annoying sister.

My route to school is travelling by car. I think travelling by car is a bit boring because you don't get exercise or fresh air. If you do walk to school then you will get fresh air and exercise. Sometimes when you walk to school it can be dangerous because you can get run over by a car or a bus. When you are driving you could cause pollution.

How I travel to school is by car because it is too far to walk. What I don't like about travelling in a car is because it pollutes the planet but the good thing is your feet don't hurt and it is much quicker.

Year 4:

I think walking to school is more hygienic and also I live near.

If you walk to school you get fresh air which is good for your body. The problem is when it rains you get all wet. It's good because you get fresh air.

I like coming in a car. I like going in a car because I get to sit in the front with mum.

I travel to school by car because its too far to walk. I like travelling to school by car because if it rains you don't get wet but if its sunny you get really hot. If you walk you get exercise and fresh air. I also like to talk to my mum in the car to school. But if you drive to school you cause pollution.

I travel to school by car because I live in Colby. I like going in a car because it doesn't make your legs hurt and if it rains you won't get wet. I also don't like it because it pollutes the area. You also hear birds singing and stuff. I like driving in a car because it isn't so dangerous but the roads are quite narrow.

The dangerous thing about coming to school in a car is you might have a car crash. Or if it's snowing, it's best to share a car because otherwise you are spreading more pollution. I live at Milburn Grange, it is in Milburn Parish. The safest thing about going to school in a car is you can't get hurt or injured. And if it's raining you don't get wet.

The worst thing if I walked I would be tired. My dangers are the roads because they are narrow. The reason I travel by car is because it is quicker and you could get run over if you walked.

Year 3:

I walk to school, because I live very close. I like walking to school, because you get fresh air. The good thing about walking to school is it does not cause pollution. I go to school with my sister and Dad. The bad thing about walking to school is that you could get run over, so we are always careful.

I get exercise when I walk to school, I like walking to school because I get fresh air. When it starts raining and I don't have a hood I get annoyed! Sometimes on Thursdays my Mum drops me off in the car. When I walk to school I see some other people in their car going to school. I don't normally go in a car because I live just down the village.

I go in a car to school because I live too far away to walk. I like going in a car because I get to talk to my Mum or Dad. I don't want to go in a car because it causes pollution. I can't go on a bus because there's no public transport.

I travel to school by car because I live too far away. I live in Silver band. I like it when you have company. We go past school friends houses. It's fun as well. I like school because you have great teachers. This is the Best school Ever.

I travel to school in a car because I have to far to walk. It doesn't take long to get there. I like talking to my mum when I'm going to school. I sit in the back like my sister.

The worst part of the day is when we are in a rush to get to school and we are woken in a hurry and we have to go to the car in the wind and the rain and I have to go out with no jumper on .And when we are there we have to get out in the wet rain with our hoods up and it is horrible and miserable

The bad thing about driving is that we make more and more pollution every time we drive. Though it is too far to walk from Maulds Meaburn. It gets a bit boring in the van but we usually listen to a tape

The bad thing about walking to school is you get tired. The good thing about walking to school is you get lots of fresh air. The bad thing about going in the car is you get bored. The good thing about going in the car is you don't get wet.