

## 1 School details

Name of school	Holy Family Catholic Primary School
DfES school reference no.	909-3607
Type of school	Primary
Number on roll	238 ( Includes 1 SEN Pupil with Transport needs -see section 11)
Number of staff (it is highly recommended that a supplementary Travel Plan for staff and other school users is developed)	31
Age range of pupils	3-11 years
<b>School contact details</b>	
Head teacher	Mrs Kate Waplington
Address	Ostley Bank, Barrow-in-Furness, Cumbria
Postcode	LA13 9LR
Telephone number	01229894624
Fax	N/A
Email address	manager@holyfamily.cumbria.sch.uk
Website	N/A
<b>Working group contact</b>	
Name	Mrs Kate Waplington
Address (if different to above)	as above
Telephone number	as above
Email address	as above
<b>School situation and use</b>	
Description of school locality/ catchment area	<p>The school is set at the end of a cul-de-sac, in a residential area of Barrow away from the town center. Children come from the surrounding area but there are some who travel from as far as Walney Island 2 miles to the west and Ulverston 9 miles to the East, some children come from the nearby villages between Barrow and Ulverston.</p> <p>There is a bus stop on either side of Hollow lane about 3 or 4 minutes walk from the school but no pupils travel by bus. There are numerous buses traveling the route but these are usually full to capacity with Secondary School pupils traveling longer distances and would be intimidating for younger children to use. Also the bus stop on the other side of the road, even if children came on it they would not be able to cross Hollow Lane to school when they got off the bus as its far too busy and has no crossing point. Bus timetables are attached.</p> <p>The nearest railway station is about 25 minutes walk and no trains arrive at times suitable for school children.</p>

Facilities (e.g. playground, car park, sports hall, community centre)	The School has a small staff car park, 3 separate playgrounds and 1 field.
Number of entrances vehicle/pedestrian	there is 1 main vehicle and pedestrian entrance at the front of the school grounds.
Core school times	8.55am - 3.30pm
Other uses (e.g. extra curricular/community access)	Wed 8am, table tennis, Mon-fri 3.30 - 4.30pm ,various activities change through the year.

## Aims

<p>This Travel Plan specifically aims at reducing car journeys to and from school, and reducing/preventing casualties on these journeys.</p> <p>1 To safely reduce the number of people who travel to the school by car in favour of using more sustainable modes of transport. (See Objectives 2, 3, 4 &amp; 5) (See action plan for education and training) (See action plan for road based engineering targets) (See action plan for promotional/publicity targets)</p> <p>2 To improve road and personal safety awareness. (See objective 2, 4 &amp; 5) (See action plan for education and training)</p> <p>3 To equip pupils with knowledge and skills needed to walk, cycle and use public transport safely. (See Objectives 4, 5 &amp; 6) (See action plan for education and training) (See action plan for school based engineering targets)</p>
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## Objectives (see notes for examples)

<p>1 Set up a School Travel Working Group.</p> <p>2 Increase travel and health awareness. (See aim 2 &amp; 3) (See action plan for education and training)</p> <p>3 Increase walking facilities. (See aim 1) (See action plan for road based engineering targets) (See action plan for promotional/publicity targets)</p> <p>4 Provide cycle training. (See aim 1, 2 &amp; 3) (See aim 2 &amp; 3) (See action plan for education and training)</p> <p>5 Provide pedestrian skills training. (See aim 1, 2 &amp; 3) (See action plan for education and training)</p> <p>6 To integrate sustainable and healthy travel issues into the curriculum.</p> <p>-safe route plotting in geography</p> <p>-survey analysis in mathematics/computing.</p> <p>-pedestrian training skills in PHSE. (See aim 3) (See action plan for school based engineering targets)</p>
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## 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 Councilors, Police, Outside Agencies, Local bus operator, Members of local community.

Names, Positions and Responsibilities of working party members
Mrs Edmondson, BWTS Coordinator - Plan Adviser
Mr Thompson, Parent - Working Party Member
Mrs McSweeney, Parent - Working Party Member
Mrs McArthur, Local Resident - working party member
Mrs Hodgkinson, Year I School Teacher - Working Party Member
Mrs Edmonds, Foundation Governor - Working Party Member
Jordan Smith, Pupil - Pupil representative
Ben Mc Guire, Pupil - Pupil representative
Mr I Allington, Chair Governors- Governors representative
Mrs. K. Waplinton, Co Head - Working Party Member
Mrs. M. Sharpe, Co Head - Working Party Member

How were people consulted? (e.g. working party meetings, surveys of pupils and staff, newsletters)
Pupil Survey June 2008, Parent surveys June 2008 and September 2008 Newsletter by pupils July 2008 Working Party Meetings 18/06/08, 24/09/08, 08/10/08 Walking Bus letters September 2008 and October 2008

## 3 Survey & 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 and from school?																
Year	Date of Survey	No. of Pupils	Bus		Car/Van		Car Share		Cycling		Rail		Walk		Other	
			no.	%	no.	%	no.	%	no.	%	no.	%	no.	%		
2008	24 Apr 2008	180	0	0%	124	69%	14	8%	5	3%	0	0%	37	21%	1	1%

How would you like to travel to and from school?																
Year	Date of Survey	No. of Pupils	Bus		Car/Van		Car Share		Cycling		Rail		Walk		Other	
			no.	%	no.	%	no.	%	no.	%	no.	%	no.	%		
2008	24 Apr 2008	121	3	2%	13	11%	6	5%	50	41%	2	2%	42	34%	4	4%

**Notes**

From the baseline data we can see that over two thirds, 69% of the children travel to and from school by car. We also see that when asked how they would like to travel nearly half 41% would like to cycle to school and a third 34% would like to walk to school. If it could be possible for more children to use their preferred mode of transport this would reduce significantly the number of cars coming to the school. This needs to be discussed at the working party meeting. Holy Family are the process of setting up a Walking Bus and applying to the Department of Transport for a walking bus grant, if this is received then it is hoped to help with the cost of setting up the Walking Bus and that the level of pupils walking to school could be raised by a significant amount.

**Route Plotting (Primary: Year 5 or Secondary: Year 7)**

Year	Date of route plotting	Year Groups	No. of Pupils
2008	Thursday 5th June 2008	year 5	28

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

The majority of the children travel to school by car. When asked what problems they perceive about their journey to school and what changes they would like to see implemented, the children came up with the following points:

- The road is too busy outside school.
- Parking is a problem around school.
- The children would a pedestrian crossing on Hollow Lane.
- The children would like a lollipop person on Hollow Lane.
- Some of the children would like to cycle to school and they would like a cycle shelter to store their cycles in at school.
- Have one day each week when no-one is allowed to bring their car to school.
- The children would like a walking bus.
- The children would like to encourage people who come in their cars to park further away from school and walk the last few minutes.
- Dog mess is a problem.
- Cycle lanes near school would be a good idea.
- People who can should car share.
- The children would like to do cycle training in year 5.
- The children would like to take part in WOW.
- The pedestrian refuge islands in Harrel Lane don't help because cars don't stop.
- People park on the zig zags outside school.
- Cars going in and out of the church car park don't stop for people on the pavement.

Add any additional local information known to the school (e.g. where pupils travel in from, particularly if travelling in by bus)

**Notes**

Pupils noted that the road outside school is extremely busy and dangerous. They would like to reduce the number of cars in the school vicinity and will undertake any measures necessary to achieve this. They would like to see one day a week where no-one is allowed to bring their car to school. They are keen to have a walking bus and would also like to see the pavements they are walking on cleaned up. E.G Dog mess bins.

## 4 Summary of transport and road safety problems

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

Holy Family is situated in Ostley Bank, a small cul-de-sac which is accessed from Hollow Lane and Harrel Lane. These continue on one from the other and form an extremely busy stretch of road carrying traffic to and from 5 other schools in the nearby area as well as being a main commuter route to the town center. There are pelican crossings at one end of Hollow Lane at its junction with Abbey Road, and Zebra crossings at the opposite end of Harrel Lane where it joins with Rating Lane. Around the Fairfield Lane and Lesh Lane Junctions area there are no crossing points and it is extremely dangerous and difficult to cross. Because of this a lot of parents who live within easy walking distance travel to school by car and no children who need to cross this road can walk to school alone, even in year 6 when they should be gaining independence in readiness for moving on to Secondary school.

A large amount of the children are brought to school by car and the road outside school can be very congested at peak times. The school has use of the rugby clubs car park at the very top of the cul-de-sac, which is always full along with the church car park next to school, which is also full. The two entry points into Ostley Bank are both narrow and become clogged with cars trying to get in and out at school times.

When school take children on walks anywhere and need to cross Harrel Lane they use a Central Refuge Island which helps slightly except it is on a bend and only big enough for a couple of children at a time, - no good for a class of 30.

## 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 adviser on completing this section.

Leaflets to be designed by Year6 pupils to promote Walking Bus. (See action plan for education & training targets) (See action plan for promotional/publicity targets)

Signs to inform walkers of distance to the school from a given point.

Banners to be designed by pupils to deter parents from parking outside the school entrance. (See action plan for promotional/publicity targets)

Playground design with road safety theme, to be costed. (See action plan for school based engineering targets)

Practical Skills Training for Key Stage 2 pupils and a Pedestrian Skills Presentation for Nursery pupils to be given by the road safety officer. (See action plan for education & training targets)

Traffic survey re crossing point on Hollow Lane from Mr. M. Hankin traffic engineer. (See action plan for road based engineering targets)

SID's to be used to slow down the traffic on Hollow Lane (See action plan for additional targets)

Look into feasibility of a voluntary one way system into and out of the areas of Harrel Lane and Hollow lane leading to Ostley Bank. - Decided against at staff meeting

## 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%	sustain at 0%
Car/Van	68%	decrease to 63%
Car Share	7%	increase to/sustain at 7%
Cycle	3%	increase to 3%
Rail	0%	increase to/sustain at 0%
Walk	21%	increase to/sustain at 25%

### Notes

The Working Party, Parents and Governors feel that cycling to and from school is not a completely safe option due to the situation of the school. They also believe that they can affect a change on parents driving to and from school a short distance ie less than a mile, by promoting a healthy option. It is therefore intended to implement a walking bus from Hawcoat Park to school. It is hoped that an average of 10 to 12 children will use the first walking bus which would reduce the number of children coming to school by car by 4 to 5 %.

Other walking bus schemes will be explored from other directions once the first bus is up and running and hopefully in subsequent years will greatly increase the number of children walking to school.

There may be little availability for change in the mode of car transportation from outlying villages and rural areas.

## 7 Action Plan

Education and training targets (e.g. Primary: pedestrian skills training / Secondary: teenage cycle training)					
Measure	Year group	Number	Date	Action by	Notes & comments
Pedestrian Skills Training	whole school	239	March 2009	Mr Hanson Area Road Safety Officer	Pedestrian training to be delivered to the whole school by area road safety officer.
Cyclewise	4	32	September 2008	cyclewise LTD	Pupils to receive instruction on basic cycle skills and maintenance in a playground session.
Make all pupils aware of the walking bus	Whole School	239	Nov 08	Mrs Hodkinson	Educate pupils as to their travel choices.

## 7 Action Plan

School based engineering targets (e.g. cycle storage)					
Measure	Cost	Timescale	Action by	Completed? (month/year)	Notes & comments
Examine parking facilities on the school site	none at present	Spring 2009	Mrs Waplinton		Look into parking arrangements on site and see if improvements can be made
Playground markings	£1500 approx	Spring 2010	Mrs Hodgkinson to get quotes		Playground based design to enhance road safety training and education for younger pupils.

## 7 Action Plan

Long term road engineering targets					
Measure	Cost	Timescale	Action by e.g. traffic engineer	Completed? (month/year)	Notes & comments
Improve road signage - Harrel Lane, Hawcoat Lane, Lesh Lane and Fairfield Lane, to include flashing	£2000 Approx	Spring 2009	Mark Hankin Traffic Engineer		To look at carriageway warning signs for pedestrians and vehicle users.
Pedestrian Crossing Facility on Hollow Lane in the Lesh Lane Fairfield lane area	TBC	Summer 2009	Mark Hankin Traffic Engineer.		Traffic Survey needed to ascertain necessity for a Crossing Facility near the bottom of Hollow Lane between Lesh Lane and Fairfield Lane.
Traffic survey with the aim of reducing vehicle speed to 20MPH	TBC	Summer 2009	Mark Hankin Traffic Engineer		

## 7 Action Plan

Promotional / Publicity targets (e.g. newsletters)			
Measure	Date	Action by	Notes & comment
Newsletter by Children regarding the BWTS project	Winter 2008	Mrs Hodkinson to delegate	A newsletter to raise awareness of the schools intention to reduce cars and increase walking and encourage participation by as many of the school community as possible.
Local press coverage for the start of the walking bus.	Spring term 2009	Pam Edmondson BWTS Co-ordinator to arrange	Publicity to be arranged to highlight the launch of the walking bus.
Banners designed by pupils	Autumn 2009	Mrs Hodkinson	Banners designed by pupils to deter parents from parking outside the school.

Additional targets / action taken by school (e.g. walking bus, walk to school week, increase car sharing)			
Actions / Activities	Date	Action by	Notes & comment
Walking Bus Information Pack/Questionnaire	Done October 2008	Mrs Williams	Updated information from JRSO's.
Junior Road Safety Officers	spring 2009	RSO Mr Hanson	A new and exciting initiative JRSO's to be liaison contacts between parents, teachers and pupils.
Junior Road Safety Officers wipeboard	Spring 2009	Mrs Hodgkinson	For JRSO's to display important information from RSO and emergency services.
Walking Bus Code of Practice	November 2009	Mrs Edmondson to send copy to school	For all pupils and parents to be made aware of all the rules and regulations of the walking bus and to agree to abide by them.
Drivers Code of Practice	Spring 2009	Mrs Hodgkinson to delegate	For all pupils and parents to read and raise awareness of how drivers choices and actions affect other road users and impact on pedestrians.
SID to slow traffic on Hollow Lane	Spring 2009	Mrs Hodgkinson to arrange	To be arranged with Roger Mallet TMO

## 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	September 2008	180	180	0%	123	68%	14	7%	5	3%	nil	0%	37	21%
Yearly target %			nil	0	111	63%	14	7%	5	3%	nil	0%	49	26%
Baseline	September 2009													
Yearly target %														
Baseline	September 2010													
Yearly target %														

## 9 Cycle count

Cycle Count				
Date of count before	Cycle count	Measure Implemented	Date of count after	Cycle count
September 2008	5	none - not considered a safe option		



## 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.

Holy Family holds an Active mark and an early years Kite mark. School intends to link the travel plan to the School Improvement plan through the Sustainable Schools agenda.

Holy Family is in the process of setting up a walking bus to school from Hawcoat Park on Hawcoat Lane. Permission has been obtained from the sports club to use their car park as a drop off point and CRB checks are currently being carried out. It is hoped to have 10 to 12 children initially on the bus and once this is established and running smoothly school hope to set up a second walking bus from the Tesco Metro store in the opposite direction from school.

The working group agreed to look into the feasibility of organising a voluntary one way system into and out of the small area Harrel Lane at the end of Ostley bank. This is an area of extremely high congestion at the start and end of the school day and a one way system could help to alleviate a lot of this.

The idea was discussed at a staff meeting and the staff decided they were not happy to go ahead with the idea.

School will arrange with Roger Mallet (traffic Management officer) a convenient date to have a SID placed near school.

## 12 Signed agreement



Holy Family Catholic Primary

School

agrees to this School Travel Plan, to undertake its objectives, and to review the Travel Plan on an annual basis. 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: Mrs Kate Waplington
	Signed:
	Date:
Chair of Governors	Name:
	Signed:
	Date:
Director / Deputy Director of Highways	Name:
	Signed:
	Date:
Director / Deputy Director of Education	Name:
	Signed:
	Date:
BWTS Coordinator	Name: Mrs Pam Edmondson
	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:

Mrs Frances Hodkinson