

## 1 School details

Name of school	Broughton-in-Furness CE Primary School
DfES school reference no.	909/0617
Type of school	Primary
Number on roll	66 (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)	13
Age range of pupils	4 - 11 years
<b>School contact details</b>	
Head teacher	Mrs Margeret McCullouch
Address	Kepplewray, Broughton-in-Furness, Cumbria
Postcode	LA20 6BJ
Telephone number	01229 716206
Fax	01229 716240
Email address	head@broughton-furness.cumbria.sch.uk
Website	N/A
<b>Working group contact</b>	
Name	Mrs McCullouch
Address (if different to above)	as above
Telephone number	01229 716206
Email address	as above
<b>School situation and use</b>	
Description of school locality/ catchment area	Broughton CE Primary School is situated on the outskirts of the small village of Broughton on the edge of the Lake District, approximately 18 miles from the industrial town of Barrow-in-Furness. Some of the children live in the village but a lot live in either very rural locations a few miles outside the village or in the nearby villages of the Duddon Valley, Millom, Foxfield, Seathwaite, Broughton Mills, The Woodland Valley and Grizebeck. There is no regular bus service and no railway station.
Facilities (e.g. playground, car park, sports hall, community centre)	The school has a carpark, playground and playing fields.
Number of entrances vehicle/pedestrian	1 entrance which is vehicular and pedestrian. This is shared with Kepplewray residential outdoor ed
Core school times	9.00am to 3.30pm
Other uses (e.g. extra curricular/community access)	Breakfast club from 8am, after school club till 4.30pm.

## Aims

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

To improve pupil's road and personal awareness by increasing the number of pupils participating in road safety education.

To equip pupils with knowledge and skills needed to walk, cycle and use public transport safely.

To encourage a responsible attitude, in all members of the school community, towards the safety of themselves and other road users.

To inform pupils, parents and teachers of the benefits of sustainable transport.

To encourage car sharing amongst parents travelling from further afield.

## Objectives (see notes for examples)

To reduce the number of journeys made to school by car by encouraging families who travel by car to car share whenever possible. (see action plan for additional targets)

To improve storage facilities at school for pupils travelling by bike. (See action plan for school based engineering targets)

To involve pupils in practical ways in educating drivers about their safety needs.(See action plan for promotional/publicity targets)

## 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
<p>Mrs McCulloch, Head Teacher - School contact, coordinator.            Mrs M Robinson, School Crossing Patrol - Local adviser.            Mrs Edmondson, BWTS - Travel Plan Ad visor.            Mr Hanson, Road Safety Officer - Road safety adviser.            Mr Bell, Traffic Engineer - Highways advice.            Mr Peter Fox, Chair of Governor's - link with adjacent school.            Mrs Miller, parent governor - parent representative.            Mrs Leyton, foundation governor - community link            Daniel Leyton, school council member, - pupils representative            Daniel Miller - pupil representative.</p>

How were people consulted? (e.g. working party meetings, surveys of pupils and staff, newsletters)
<p>Working party meeting held at school on 20th September 2007            Route plotting with year 5 on 10th September 2007            Pupils Survey with whole school on 2nd November 2007            Parents were consulted via a parents questionnaire which was sent out in October 2007.            The above consultation led to the completion of the travel plan.</p>

## 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.	%		
2007	02/11/07	56	6	11	21	37	6	11	nil	nil	nil	nil	18	32	nil	nil

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.	%		
2007	02/11/07	36	4	11	9	26	nil	nil	13	37	1	4	4	11	4	11

**Notes**

Although some of the children have said they would like to travel to school by train or by bus, there is no railway station within walking distance of the village. There is also no regular public bus service to the school so travel by bus is not practicable, however 6 pupils travel to school by LEA paid transport.

Those who walk to school actually live in the village of Broughton however due to its rural location the other large percentage have to travel by car. Some of the children already car share and the working group would like to encourage this.

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

Year	Date of route plotting	Year Groups	No. of Pupils
2007	10th September 2007	5	8

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

The children travel to school by a variety of means with no clear overall majority mode. Some of the children would like to either cycle or walk to school but they don't feel safe enough on the roads. 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 children would like a 20mph speed limit outside the school.
- Vehicles travel too fast close to school especially on Keppleway Hill.

The children feel that it is too dangerous on the roads for them to safely ride their bicycles to school.

- There are concerns that a proportion of the children and some of their parents are not wearing seatbelts in their cars.
- Clearer more prominent 'School' signs and road markings are needed. School flashing warning lights were also mentioned.
- There is no street lighting outside school making it very dark in the winter months.
- The children would like Pedestrian and Cycle training.
- A Speed Indication Device (SID) would perhaps help to slow down vehicle speeds.

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

**Notes**

Children who live in the village of Broughton generally walk to school but the majority of the pupils live in the surrounding areas and there is no regular public transport service to the village at the convenient times. Due to the rural location of the school it is acknowledged that to cycle to school from outside the village would not be encouraged due to traffic volume and speed and the distance of travel.

*4 Summary of transport and road safety problems*

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

The following issues were identified during the sessions listed in section 2.  
 The school is situated on a bend on the top of a hill leading out of the village, there is no pavement in places making it particularly dangerous to walk to the school. Because this is the main road out of the village as cars go up the hill towards the school they tend to pick up speed rapidly often passing the school at well over 30 mph.  
 The school drive is shared with a residential activity based education center and there are coaches, minibuses and delivery trucks visiting these premises at random times. This makes it quite dangerous for the children who are walking across the school drive to the footpath.  
 There are signs warning of children crossing but these are attached to a gate which is always open so the signs are not prominent. These signs need moving onto a post to get the full benefit from them. The 5mph signs currently painted on the road are worn and faded and need repainting.

## 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.

Involvement of pupils in school and village newsletters about Better Ways to School and safe driving message. (See action plan for promotional/publicity targets)  
 Find a local volunteer to train as a Cycling Proficiency instructor for the school. (See Action plan for education and training targets)  
 Deliver Cycle Proficiency training to years 5 and 6. (See Action plan for education and training targets)  
 Place another 5mph sign at each end of the school drive. (See action plan for school based engineering targets)  
 Cyclewise group training, basic cycle skills and maintenance instruction, to be given to years 3 and 4. (See Action plan for education and training targets)  
 School to purchase High Visibility vests. (See action plan for additional targets)  
 Drivers code of practice letter to be sent out to all parents. (See action plan for promotional/publicity targets)  
 Look into repainting speed signage on the school drive, and painting footprints or crossing markings across the drive to the footpath to make drivers more aware of the children crossing the road. (See action plan for school based engineering targets)

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

Year 2007		
Mode of Travel	Baseline Data i.e. original survey %	Target percentage for following year
Bus	11	sustain at 11
Car/Van	37	decrease to 29
Car Share	11	increase to/sustain at 19
Cycle		increase to
Rail		increase to/sustain at
Walk	32	increase to/sustain at 32

## Notes

The children who travel by bus do so on the provided transport because of the distance they live from the school. There is no public bus service at suitable times to the school, there is also no railway station within walking distance. It is not deemed responsible to encourage more people to walk to the school because of the safety of the roads, those that walk do so because they live within walking distance. The village centre has parking problems already and there is nowhere at this time that could be used as a point to park and walk the rest of the journey. It is felt that the way to reduce the number of vehicles coming to the school and hence cut down on the congestion and pollution around the school is to encourage car sharing amongst those that travel by car. This will be introduced to parents through the children writing articles for the school newsletter on the subject to encourage people to share on a voluntary basis.

## 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
Cyclewise training	4	9	13th September 2007	cyclewise	basic cycle skills and maintenance training
Cycling Proficiency training	5 & 6	21	May term 2008	Headteacher	Find instructor to teach cycling proficiency to years 5 & 6
Pedestrian Skills Training	whole school	66	17th October 2007	Ken Hanson Road Safety Officer	Pupils given road safety skills and education

## 7 Action Plan

School based engineering targets (e.g. cycle storage)					
Measure	Cost	Timescale	Action by	Completed? (month/year)	Notes & comments
Cycle Storage	£1000 approx	October 2008	Mrs Mccullouch or replacement Headteacher		Quotes to obtained for simple bicycle storage racks
repositioning of 'children crossing' signs from gate at entrance to place one in a visible position	£500 Approx	June 2008	Mrs Mccullouch or replacement Headteacher		Obtain quote from local tradesmen re the positioning of signs.
Repainting of the 5mph sign on the floor of the drive at both ends and the zebra crossing point.	£200 Approx	June 2008	Mrs Mccullouch or replacement Headteacher		Quotes from local tradesmen re the repainting of existing 5mph marking and the zebra crossing markings in the school grounds
Installation of lighting in the driveway and playground area	£300 Approx	July 2008	Mrs Mccullouch or replacement Headteacher		Obtain quotes to install lighting (solar powered if possible) to be installed in the playground and driveway areas.



## 7 Action Plan

Promotional / Publicity targets (e.g. newsletters)			
Measure	Date	Action by	Notes & comment
Children to write an article for the school and the village newsletter	April 2008	Headteacher	Children to write articles to inform their parents and the villagers about better ways to school, what they are hoping to achieve and how they think their parents and the village can support them.
Drivers code of practice	Dec 2007	headteacher	To educate parents and vehicle users in driving etiquette

Additional targets / action taken by school (e.g. walking bus, walk to school week, increase car sharing)			
Actions / Activities	Date	Action by	Notes & comment
increase car sharing	April 2008	Mrs Mcculloch	children to write articles on bwts in general and on the topic of car sharing to encourage their parents to choose to car share amongst themselves on a voluntary basis
Termly visit to village church	termly	Mrs Mcculloch	Church calender event walk
Nature walks	Termly	Mrs Mcculloch	curriculum based nature walks to increase knowledge and health
Purchase Hi Visibility Vests	April 08	Mrs Mcculloch	To be used on school walks.

## 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	Nov 2007	51	51	11	21	37	6	11		nil		nil	18	32
Yearly target %			6	11	16	29	11	19		nil		nil	18	32
Baseline														
Yearly target %														
Baseline														
Yearly target %														

## 9 Cycle count

Cycle Count				
Date of count before	Cycle count	Measure Implemented	Date of count after	Cycle count
02/11/07	nil			



## 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.

The school is situated on a bend on the top of a hill leading out of the village, there is no pavement in places making it particularly dangerous to walk to the school. Because this is the main road out of the village as cars go up the hill towards the school they tend to pick up speed rapidly often passing the school at well over 30 mph.

The working party have recommended the installation of automatic school flashing warning lights rather than the manual ones in place at present. It means that they will be working every day that school is open and will be more prominent for passing cars hopefully helping to slow traffic down as drivers will be more aware of their proximity to the school.

Broughton school has just been awarded the Healthy School status in July 2007, as part of this the school will be regularly taking part in walks around the local area and places of interest.

One of the most important aims is to find an instructor to provide Cycling Proficiency tuition and to ensure continuity of this in years to come, this is a life skill for the children to take with them into adulthood.

The driveway into school and past into the adjoining school is a priority with clearer markings needed to make this safer for the children when they arrive at and depart from school.

At present the painted 5mph sign and the painted Zebra crossing markings are very faded and need refreshing so they are more noticable for everyone.

The school drive already has 5mph signs at both ends of the drive which are in relatively good condition however they are sited in the wrong places. The signs have been positioned on gates which when closed the signs are very prominent but the gates are always propped open and the signs are facing the fence rather than any traffic coming into the school grounds. The signs need to be repositioned into more prominent positions.

The school are also seeking to put solar powered lighting up in the school driveway which will make it much safer for the children crossing the drive.

The children are to produce a newsletter for the school and village community to inform about Better Ways to School and the safer driving message. The idea of car sharing will also be raised through these newsletters to encourage parents to carshare wherever possible.

Attached to the plan is a copy of a Questionnaire sent to parents and a selection of photographs taken outside school and on the school drive, route plotting maps are also attached.

The pupils completed their survey on the website [www.bwts.net](http://www.bwts.net), all individual postcodes were recorded as part of the survey.

The pupils will be resurveyed in November 2008.

## 12 Signed agreement



Broughton-in-Furness CE Primary School

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:
	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:
	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:

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