

## 1 School details

Name of school	Petteril Bank Community School
DfES school reference no.	909 / 2610
Type of school	Community Primary School
Number on roll	120
Number of staff (it is highly recommended that a supplementary Travel Plan for staff and other school users is developed)	17
Age range of pupils	3-11
<b>School contact details</b>	
Head teacher	Angela Rennie (Acting Headteacher)
Address	Petteril Bank Community School, Burnett Road, Carlisle
Postcode	CA1 3BX
Telephone number	01228 607515
Fax	01228 607516
Email address	admin@petbank.cumbria.sch.uk
Website	In progress
<b>Working group contact</b>	
Name	Claire Rose / Angela Rennie
Address (if different to above)	-
Telephone number	01228 607515
Email address	As above
<b>School situation and use</b>	

Description of school locality/ catchment area	<p>Petteril Bank is a community school, on the southern fringes of Carlisle about 2.5 km from Junction 42 of the M6. The school is mainly attended by children from the local community which is an area of some social deprivation. Around 52% of our pupils have a statement of special educational need. Most pupils live on the Petteril Bank housing estate which is bounded by the busy London Road to the east and the River Petteril to the west. The main Carlisle to London railway line runs close to the school perimeter, but the nearest railway station is the main Carlisle Citadel station, about 3.5 km away. The estate is served by three main bus routes. The 60 runs from the Carleton Clinic to the centre of Carlisle, travelling through the narrow residential streets on the estate. The streets have cars parked on both sides and have speed bumps to slow traffic. A 20 m.p.h. speed limit is in operation. The 61 and 61A travel down the main London Road, again to and from the centre of Carlisle. Many families on the estate have cars which are parked on the road. Few houses have garages or driveways. The majority of secondary schoolchildren usually walk or cycle to the local schools, all of which are 2-3 k.m. away. Most children attending Petteril Bank Community School walk, either accompanied by parents or unaccompanied. There is currently no cycle storage facility. When the 'walking bus' is in operation, it is well used. However, the Little Luvs Nursery, part of the community site, attracts parents from all over the city and these parents and young children usually arrive and depart by car. They use the site's car park, which has spaces for approximately 30 cars. other site users e.g. Age Concern, also arrive by motor transport. The school has to constantly remind people not to cut through the car park, but rather to use the pedestrian entrance.</p>
Facilities (e.g. playground, car park, sports hall, community centre)	<p>The school offers services to the local community including a breakfast club which opens at 8 a.m., opportunities to meet with midwives and health visitors, parenting groups, playgroups, community clubs for all ages and has a popular community cafe. The school hall can be hired by local groups and is often used for children's birthday parties as well as e.g. a gymnastics club and an Old Tyme dancing club. The extensive playing fields are used by school children and by community football clubs. The Community cafe is open to staff and the public and also prepares and serves school dinners. The Sure Start organisation operates from the site and will soon become a Children's Centre. The community wing offers activities throughout the day and in the evenings, at weekends and during school holidays, for people of all ages.</p>
Number of entrances vehicle/pedestrian	1 vehicle entrance. 1 pedestrian entrance.
Core school times	8.45am-3.00pm
Other uses (e.g. extra curricular/community access)	After school clubs run on weekday evenings and the site is used by numerous other users as detailed

## Aims

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

To ensure pupils can walk or cycle to school safely and promptly either with members of their family or with other children and adults from the local community.

Our aim is to make children feel confident and enthusiastic while still being aware of the dangers regarding traffic on the estate and crossing roads etc.

Pupils will be safer if they are not walking alone and may need adult help to deal with other hazards such as dogs roaming, being unaware of low visibility to car drivers on dark mornings.

## Objectives *(see notes for examples)*

To establish a 'walking bus' to give pupils the opportunity to walk to school safely and to arrive on time.

To build a cycle shelter, to encourage those who could cycle to do so without fear that the bicycle could be stolen during the day.

To provide road safety training for pupils.

To increase visibility of pedestrians on dark mornings/evenings.

To provide information on 'stranger danger' and how to minimise risks.

## 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
Angela Rennie - Acting Headteacher- travel plan co-ordinator Claire Rose - Senior teaching assistant- working party member Lisa Farish - Parent Jassy Brown - Parent Tara McKinnel - Parent Krista McKinnel- Pupil Paul Marriott - Better Ways to School Adviser- School travel plan advice The Acting Headteacher also liaises with the local Community Police Force.

How were people consulted? (e.g. working party meetings, surveys of pupils and staff, newsletters)
Pupils were consulted during route plotting exercise, during class time. Pupils and staff consulted during on-line survey Items about 'Better Ways to school' appear in each school newsletter which goes home to parents and carers and is available for other site users. Issues are discussed and 'acted out' in school assemblies, PSHE lessons, Circle time and Philosophy sessions. An article appeared in the local newspaper- News & Star, asking for walking bus volunteers. This has been further discussed at neighbourhood forum and community meetings. Issues were discussed at staff meetings. The newsletter asked for volunteers to join the committee which was then set up. The working party met to discuss the travel plan and to look at priorities and different views and ideas. This has continued throughout the term, with input and advice from the Better Ways to School Adviser.

## 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	July 2007	61	2	3	5	8	-	-	2	3	-	-	51	84	1	2

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	July 2007	44	1	2	2	4	5	11	11	25	8	18	4	9	13	30

**Notes**

The infant pupils weren't asked how they would like to travel to school as they are too young to choose. The majority live within walking distance of the school.  
(Percentages have been rounded up.)

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

Year	Date of route plotting	Year Groups	No. of Pupils
2007	July 2007	Year 5	20

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

(Comments made by pupils during route plotting. Any problems found. And where pupils travel in from etc, routes used)  
Please see route plotting map.  
The route plotting exercise was undertaken by pupils in Year 5. About 20 pupils participated including 5 with statements of special educational need. Although this latter group are older, they remain vulnerable and may have to be accompanied to school for reasons of safety. Some pupils found it difficult to locate their house and the school on the map, so this was a useful exercise in using a plan. The route plotting itself was straightforward. Everybody's route was on the map. No one came from outside the immediate area. The pupils learned a lot about taking turns and working collaboratively during the route plotting. It made the pupils think about how they travel to school and road safety, particularly for younger siblings. The main danger in their eyes was traffic at crossroads. They also talked about cycle safety and the importance of having roadworth vehicles.  
The pupils also participated in Carlisle City Council's travel diary project. This involved thinking about all the journeys made in one specified day by each family, looking at reasons for the journey, timings and mode of transport. The pupils entered this data on to a website, giving a real life context for ICT skills.

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

**Notes**

Majority of children live on the estate where the school is situated. 84% of children currently walk to school. When asked how they would prefer to travel to school, many used this as an opportunity to be imaginative. e.g. they would like the passing trains to stop. Several would cycle but there is currently no secure cycle storage and bikes have gone missing in the past. When the 'walking bus' runs, it covers the most well-used route through the estate. Very few children live more than 1 km away. Very few travel by bus as the fare for a short journey is relatively expensive and walking is an easier option for most. One pupil travels by taxi as he has transferred from a school in another part of the city and the local authority organises this transport. Some of our Nursery aged children have even been known to arrive by pushchair.

*4 Summary of transport and road safety problems*

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

There is a bus route on the estate and many pupils have to cross the route.  
 Lack of cycle storage so people do not have a safe place to leave bikes. This discourages them; in the past year, two bikes have been stolen.  
 No shelter for parents to wait under during bad weather.  
 Currently, some pedestrians cut through the car park rather than using pedestrian entrance.  
 Pupils wear a dark coloured school uniform and are not highly visible, particularly during dark winter days.  
 Difficulty recruiting volunteers to man the walking bus.  
 Those pupils who live within walking distance of the school often walk to school unaccompanied, even when they are quite young.

## 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.

Cycle storage on site- secure and covered  
 Waiting shelter for parents. (Could be combined with cycle storage.) These could encourage parents to walk to school even in poor weather and to arrive earlier.  
 Cycle training and pedestrian training.  
 Specialist route training for pupil who is visually impaired.  
 Reflector bags to increase visibility of children walking to and from school.  
 Torches for walking bus and money to employ two local people to lead the walking bus.  
 Participate in local and national initiatives e.g. Walk on Wednesday.  
 Continue to maintain a high profile of traffic and road safety issues through regular items in newsletters.

## 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	3 (Infants 0)	sustain at 3
Car/Van	8 (Infants 5.9)	decrease to 4
Car Share	none (Infants 0)	increase to/sustain at none
Cycle	3 (Infants 0)	increase to 9
Rail	none (Infants 5.9)	increase to/sustain at none
Walk	84 (Infants 88.2)	increase to/sustain at 84

### Notes

Baseline data Summer 2007

(Infant data for Rail is incorrect)

We would like to increase cycling to the school, and by giving training and providing safe secure cycle storage, we hope to do this.

We would also like to improve the safety of those walking to school by improving understanding of road safety issues, visibility and by minimising the numbers who walk unaccompanied. We could do this by providing high quality training in school, by providing items to improve visibility and by re-starting the walking bus.

## 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 for pupils	1-6	98	2008	Angela Rennie/Sue Rowe	
Cycling proficiency	5/6	31	07/08	Moragh Slee (Road Safety Officer)	
Re-start the walking bus	n/a	n/a	n/a	Claire Rose	We would like to restart the walking bus as soon as we have volunteers in place.
Kidsafe : advice to parents about how to help children to stay safe.	1-6	98	07/08	Kidsafe staff	Kidsafe have delivered weekly sessions to all pupils in KS1 and KS2 and to a parent/crer group. They will return later in the Spring term to continue this work.
Cycle skills training	4	17	07/08	Cyclewise instructors	
Specialised pedestrian training for visually impaired pupil	4	1	Jan 08	Specialist teacher: VI	School has applied for specialist input.
Education on how to increase pedestrian visibility on dark days	All	111	07/08	Angela Rennie	

## 7 Action Plan

School based engineering targets (e.g. cycle storage)					
Measure	Cost	Timescale	Action by	Completed? (month/year)	Notes & comments
Cycle storage	£4,300 +VAT	Oct 2008	Mallinson Fabrications/ Paul Marriott		This will be a combined shelter to provide a secure and covered area to store cycles, and for parents who walk to school to wait under in bad weather.
Pedestrian waiting shelter area	included in above	Oct 2008	Mallinson Fabrications/ Paul Marriott		as above. (This will be paid for using the school travel plan grant from central government once travel plan has been approved)
High visibility bags/armbands	£200	Mar 2008	Head/Liaise with community police		Purchase high visibility bags/armbands for pupils to use on dark days

## 7 Action Plan

Long term road engineering targets					
Measure	Cost	Timescale	Action by e.g. traffic engineer	Completed? (month/year)	Notes & comments
none					N/A
none					N/A
none					N/A
none					N/A

## 7 Action Plan

Promotional / Publicity targets (e.g. newsletters)			
Measure	Date	Action by	Notes & comment
Continue to publish items in monthly newsletter to parents	Ongoing monthly	Head	
Liaise with News and Star reporter	Ongoing	Head	Use to publicise achievements and plans and to maintain a high profile locally
Continue to participate in all BWTS initiatives and events	Ongoing	Head	Publicise through pupil assemblies and staff meetings

Additional targets / action taken by school (e.g. walking bus, walk to school week, increase car sharing)			
Actions / Activities	Date	Action by	Notes & comment
Re-establish walking bus	Spring 2008	Head	Consider employing staff rather than relying on volunteers if budget permits. Consider 'bus' for breakfast club and one for start of school day.
Plan a whole school trip/activity with a transport theme	Spring 2008	Head	Use funding from Carlisle travel diary award

## 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 2007	July 2007	61	61	3	5	8	-	-	2	3	-	-	51	84
Yearly target %				3		4	-	-		9	-	-	-	84
Baseline 2008														
Yearly target %														
Baseline 2009														
Yearly target %														

## 9 Cycle count

Cycle Count				
Date of count before	Cycle count	Measure Implemented	Date of count after	Cycle count
26th November 2007	1	Cycle storage		



## 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.

We became involved with the Better Ways to School initiative through direct involvement and encouragement from our BWTS advisor.

The local newspaper carried an article on our 'Walking bus' when it started, as one of the first in North Cumbria. Sadly, when pupils move on to secondary school, we lose valuable volunteers. A further article appeared in the in the 'News and Star' about our desire to re-start the Walking Bus and our difficulties with recruiting a 'driver'.

Information about our work to encourage safe and healthy modes of transport contributed to our Healthy School Re-accreditation which was gained in November 2007. Pupils attended an awards presentation at Rheged.

Our pupils featured in other articles in the local press, publicising cycling proficiency work.

In December 2007 the school won Cumbria County Council's web-based travel diary school prize, as the primary school which had submitted most data in the Travel Diary competition.

## 12 Signed agreement



Petteril Bank Community

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: Angela Rennie, Acting Head
	Signed:
	Date: 18th Dec 2007
Chair of Governors	Name: June Martlew
	Signed:
	Date: 19th Dec 2007
Director / Deputy Director of Highways	Name:
	Signed:
	Date:
Director / Deputy Director of Education	Name:
	Signed:
	Date:
BWTS Coordinator	Name: Paul Marriott
	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:

Angela Rennie