

## 1 School details

Name of school	Barrow-in-Furness Sixth Form College
DfES school reference no.	909/8600
Type of school	Sixth Form College
Number on roll	860 (there are no students with SEN)
Number of staff (it is highly recommended that a supplementary Travel Plan for staff and other school users is developed)	120
Age range of pupils	16 to 19
<b>School contact details</b>	
Head teacher	Mr D Kelly
Address	Rating Lane, Barrow-in-Furness, Cumbria.
Postcode	LA13 9LE
Telephone number	01229 828377
Fax	01229 836874
Email address	principal@barrow6fc.ac.uk
Website	www.barrow6fc.ac.uk
<b>Working group contact</b>	
Name	Mr D Kelly
Address (if different to above)	as above
Telephone number	01229 828377
Email address	principal@barrow6fc.ac.uk
<b>School situation and use</b>	
Description of school locality/ catchment area	Large suburban college, situated on the outskirts of the town. there are bus stops outside the college for buses from all parts of the town and the surrounding villages at main school times. At other times pupils have to walk approximately 500 yards to the nearest bus stops. The railway station is about 20 minutes walk from the college. The catchment is from the local town and as far afield as Millom, Coniston, Grange, Bootle, Langdale and Lindale.
Facilities (e.g. playground, car park, sports hall, community centre)	car park, sports hall.
Number of entrances vehicle/pedestrian	1 x vehicular and pedestrian, 1 x pedestrian
Core school times	9.00am to 4.00pm
Other uses (e.g. extra curricular/community access)	Variable, sports hall booked every evening 7.00 till 9.00pm, parents evenings, open evenings etc.

## Aims

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

- \* To improve road and personal safety.
- \* To reduce congestion, pollution and traffic danger around the College.
- \* To provide a more viable choice of transport.
- \* To improve the safety and environment for members of the College, residential neighbours and other road users, particularly on Rating Lane.
- \* To monitor changes in transport use over time.

## Objectives *(see notes for examples)*

- \* To set up a College Travel Plan Working Group.
- \* To decrease car travel to and from College in percentage terms. (See summary of transport & Road safety problems)
- \* Increase the use of public transport in percentage terms. (See summary of transport & Road safety problems)
- \* To promote car sharing. (See Working party recommendations for actions)
- \* To improve the environment of the Rating Lane area. (See summary of transport & Road safety problems) (See notes)
- \* To examine the demand for and supply of parking in the College/Rating Lane area in the next five years. (See notes)

## 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 P Edmondson - BWTS adviser - Travel Plan Advice & Support
Mr D Kelly - College Principal - College Contact
Mr B Gibson - Senior Tutor
Mrs Y Williamson - PA to Principal- minute taker
Mr K Hanson - Road Safety Officer - Education & Training
Miss J New - Chair of Student Union - Student representative
Mr H Horridge- Traffic Engineer - Highways Advice
Mrs Charlesworth - governor - governor representative
Miss K Yearn - Young Cumbria - invited to advise on young driver training

How were people consulted? (e.g. working party meetings, surveys of pupils and staff, newsletters)
Working Group Meetings held on 09/07/07 and 01/10/07. The Student Union has met with the Principal to discuss the Plan on several occasions. There have also been several emails, phone calls, newsletters and presentations.
The above consultations led to the completion of the action plan.

## 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.	%		
2007/8	06/12/2007	658	244	36	124	19	16	2	10	2	2	1	234	36	28	4

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.	%		
2007/8	06/12/2007	658	276	41	92	14	16	2	10	2	2	1	234	36	28	4

**Notes**

The main achievable target is to increase bus travel as a percentage of total travel and to decrease car travel as a percentage of the total. However, growth of the College in the next five years is likely to lead to increased demand for car parking in absolute terms.

63% of staff live within the Borough of Barrow in Furness.  
 12% of all staff walk to work  
 17% of those staff who travel by car, share cars

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

Year	Date of route plotting	Year Groups	No. of Pupils
Not Applicable	Not Applicable	Not Applicable	Not Applicable

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

Not Applicable

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

**Notes**

Pupils from the Millom area, Coniston, Cartmel, Kirkby and Askam travel to the college by bus. There is no subsidised rail travel but there is subsidised bus travel for those living more than 3 miles from the College. There are also buses from Walney through Barrow; and from Kendal through Ulverston, Lindal and Dalton. It is recognised that the suburban location of the College and the flexibility of the College day mean that there will always be constraints on the travel options for students.

Staff:  
 Barrow town 42%  
 Dalton 6%  
 Ulverston 10%  
 Low Furness 19%  
 High Furness and Cartmel 7%  
 Kendal 7%  
 Out of Cumbria 1%

*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. Students travel from a wide area to the college. They come from all over Barrow and Walney Island and from as far afield as Millom and Grange-over-Sands. They travel mainly by bus and car and those who live close enough walk. The College is situated on Rating Lane which is a busy road but off the main bus route, next to St Bernard's Secondary School and opposite Chetwynde independent School for 3-19 year olds.

There are bus stops on either side of the road which cause congestion at peak times when there can be several buses there at a time. There is only one bus shelter at the bus stops so the students get wet in bad weather and the area is poorly lit causing students to feel unsafe when leaving college in the dark during the winter months.

There are traffic calming measures and a 20mph speed limit on Rating Lane which work well but the students still find it difficult to cross the road at times with cars dropping pupils off at all three schools at the same time, especially when there are buses at the bus stops.

Car drivers also find it difficult with large groups of children walking out across the road from the buses, often not waiting till the road is clear but more usually causing the car drivers to stop for them because of the numbers of children involved.

A number of the students have their own cars, the college's small car park and the surrounding streets are always full of parked cars. This leads to frequent complaints from neighbours and the police. There is severe congestion on Rating Lane at the beginning and end of the day when parents drop off and collect pupils at all the Schools.

The students who travel by bus and are not entitled to free travel, are charged full adult fare by the bus drivers. The Students who are entitled to free travel can only use their passes till 5pm in the afternoon. If they stop behind at college for clubs they are charged full adult fares.

The students who travel by bus from Millom complain of the behavior of a small minority of passengers on the bus and of smoking on the bus. The bus company has been consulted with, regarding this and confirm that it is a problem they are aware of on the morning bus and they are looking at options available to deal with it.

A number of the students walk to the college from the other side of Abbey Road especially from the Hawcoat Estate. There is a footpath which forms a shortcut from this estate through the Hospital grounds onto Abbey Road. The students find it difficult to cross Abbey Road here, it is a main road into Barrow, very wide with a 40mph speed limit and extremely busy at peak times. (See action plan for long term road engineering targets).

There are also general safety concerns at the large numbers who travel to College by car. The College has over 100 staff, many of whom travel by car. There are currently 100 car parking spaces which is inadequate for the demands of staff, students and visitors. Although the College will work to reduce travel by car in percentage terms, the demand for car parking will increase given the College's projected growth.

During special events such as parents' evenings, there can be a demand for parking for up to 250 additional cars.

The percentage of staff living in the Borough and the percentage walking to work are both considered to be high. Given the location of the college, the availability of public transport and the variability of working hours, it is unlikely that the percentage of staff using cars will decrease.

## 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.

At present the College is in the planning stages of an entire rebuild. A new entrance exit is likely to be rejected by the County Council. Recommendations are as follows:

Re-model the existing entrance to increase safety and decrease congestion.

Increase the number of waiting shelters for buses. This is strongly favoured by the Student Union. This could be in the form of more bus shelters on Rating Lane or within the College site, depending on the final building plans.

Look into the crossing problems on Abbey Road.

The College has undertaken its own detailed survey of bus travel to and from the College and will discuss the outcomes of this with County Council representatives in order to address route-specific problems.

The College will develop a car sharing scheme.

The College will examine the provision of additional parking, including temporary parking during construction and special events parking for parents' evenings etc. The College aspires to have 140 permanent parking spaces plus another 150 for use during special events.

The Better Ways to School grant money should be used towards solving some of these problems as the rebuild takes place to ensure no works are completed that then have to be removed.

## 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	37%	sustain at 42%
Car/Van	19%	decrease to 14%
Car Share	2%	increase to/sustain at 2%
Cycle	2%	increase to 3%
Rail	0%	increase to/sustain at 0%
Walk	34%	increase to/sustain at 36%

### Notes

The main aim of the travel plan is to reduce the numbers of young people travelling long distances by car and to increase the use of public transport.

We aim to do this by educating the students on the environmental and health implications of their chosen method of transport and actively encouraging students to use public transport or walk to college wherever possible.

It is hoped that when new improved bus waiting areas are installed it will encourage bus usage.

The above data refer to students only. The percentage of staff using cars and sharing is 17%. The college will endeavour to raise this to 25%.

## 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
Make all students aware of the Travel Plan	all	860	10/09.08	RMW	Part of student induction process which occurs each September
Encourage students to take up the discounted Pass Plus course for new car drivers	all	860		RMW	Gives new drivers better skills, for those who wish to drive it will hopefully make them better drivers and less likely to be involved in an RTC. Benefits include reduced rates for car insurance

## 7 Action Plan

School based engineering targets (e.g. cycle storage)					
Measure	Cost	Timescale	Action by	Completed? (month/year)	Notes & comments
Re-model the existing entrance	?	by 01/09/10	DAK		Part of building project. Plans are currently being drawn to segregate incoming and outgoing traffic and pedestrians.
Examine the provision for car parking on the College site		by 01/09/08	DAK		There are currently about 100 car parking spaces on site. The College aspires to increase this to 140 with an additional 150 temporary spaces. This will be considered as part of the building project and planning application.

## 7 Action Plan

Long term road engineering targets					
Measure	Cost	Timescale	Action by e.g. traffic engineer	Completed? (month/year)	Notes & comments
Investigate problems encountered at crossing points on Abbey Road near to junction with Rating Lane	TBC	March 2008	Mark Hankin/Gary Thomas		Advice to be taken regarding cost and feasibility of installing a crossing at this location, Advised that there are 3 crossing places already and there are no further measures suitable. A speed indication device will be used there randomly.
Look into Increasing the number of bus shelters on Rating Lane or college grounds as part of rebuild	TBC	by 01/09/10	Mark Hankin/Gary Thomas		Dependent on final building plans



## 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	06/12/07	658	658	36	124	19	16	2	10	2	2	1	234	36
Yearly target %				42		19		7		2				36
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
06/12/07	10	cycle storage will be included in new build		



## 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.

Pam Edmondson BWTS adviser consulted with Gary Thomas regarding Abbey Road. Mr Thomas advised that any further measures would be highly unlikely as there is already dropped crossings with a central island in three locations in that area of Abbey Road. Mr Thomas agreed that a Speed Indication Device could be used in the area each school term for a short period, which would help to reduce traffic speed.

Pass Plus is a scheme on offer to new drivers from age 17 to 20. It gives them valuable experience and guidance on areas of driving that passing their driving test does not, for instance driving on motorways, dual carriageways, rural roads and night driving.

At present Cumbria County Council in partnership with Safer Roads For Cumbria are offering a discount of 50% on the cost of this course. Leaflets have been distributed throughout the student body.

On Rating Lane there are bus stops on either side of the road which cause congestion at peak times when there can be several buses there at a time. There is only one bus shelter at the bus stops so the students get wet in bad weather and the area is poorly lit causing students to feel unsafe when leaving college in the dark during the winter months. During the rebuild it is hoped to include more bus shelters which are also well lit for the students hopefully this will be in college grounds and if possible the college would like to have a separate entrance and exit with space for buses which would reduce problems on Rating Lane considerably.

There are plenty of traffic calming measures and a 20mph speed limit on Rating Lane which work well, the students still find it difficult to cross the road at times with cars dropping pupils off at all three schools at the same time, especially when there are buses at the bus stops.

The college intend to monitor the demand for parking in the college area closely over the next 5 years as numbers of students are expected to increase dramatically over this period, this is why the college can only aim to decrease car use in percentage terms and not in actual numbers as numbers will increase.

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

The pupils will be resurveyed in December 2008.

## 12 Signed agreement



Barrow Sixth Form College

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: David Kelly
	Signed:
	Date: December 2007
Chair of Governors	Name: Derek Lyon
	Signed:
	Date: December 2007
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:

David Kelly

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