

## 1 School details

Name of school	Burton Morewood CE Primary School
DfES school reference no.	909/3052
Type of school	Primary
Number on roll	152 (inc 1 SEN)
Number of staff (it is highly recommended that a supplementary Travel Plan for staff and other school users is developed)	20
Age range of pupils	4 - 11
<b>School contact details</b>	
Head teacher	Mrs S Woodburn
Address	Main Street, Burton,Carnforth,Lancashire
Postcode	LA6 IND
Telephone number	01524 781627
Fax	01524781627
Email address	admin@burtonmorewood.cumbria.sch.uk
Website	N/A
<b>Working group contact</b>	
Name	Mrs S Woodburn
Address (if different to above)	as above
Telephone number	01524 781627
Email address	admin@burtonmorewood.cumbria.sch.uk
<b>School situation and use</b>	
Description of school locality/ catchment area	Burton Morewood is a small rural school in the centre of the village, situated on the main road through the village which is located about 12 miles from Kendal. Pupils either live in the village within walking distance or from nearby villages of Priest Hutton, Borwick, Yealand, Whorton, Conyers, Carnforth and Endmoor which are too far away to walk. There is a no local bus or train service in the village.
Facilities (e.g. playground, car park, sports hall, community centre)	The school has a Playground and Playing field.
Number of entrances vehicle/pedestrian	2 x Pedestrian, 1 x Vehicular
Core school times	9.00am to 3.15pm
Other uses (e.g. extra curricular/community access)	After school clubs, Sports reach ( footy ) 3.30-4.30pm Tuesdays. Boys Brigade Wednesdays 7.00-9.00p

## Aims

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

- \* To safely reduce the number of people who travel to school by car in favour of more sustainable forms of transport.
- \* Develop habits which promote pupil health and fitness in the long term.
- \* To improve pupils understanding of road and personal safety by increasing the number of pupils participating in road safety training.
- \* To reduce congestion, pollution, and traffic danger around the school, which will in turn reduce the road casualty figures around the school.
- \* To increase awareness among pupils, parents and staff about the environmental, safety, health and social consequences of their travel choices.
- \* To provide separation of vehicle parking and children's play areas to improve safety

## Objectives (see notes for examples)

- \* To reduce the number of journeys to school made by car.
- \* To provide safe cycle storage (See action plan for school based engineering targets)
- \* To provide cycle training (See action plan for educational and training targets)
- \* To provide pedestrian training (See action plan for educational and training targets)
- \* To take part in a Walk to School Programme. (See action plan for additional targets)
- \* To look into installing parking bollards and white lines. (See action plan for school based engineering 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

Headteacher Sue Woodburn - School contact - Travel Plan coordinator  
 BWTS Pam Edmondson - BWTS adviser - to advise and help  
 Governor Antoinette Sansby - governor representative and parent of child in school as well as older child attending other events at school. Also Chair person of Burton Out of School Club. Able to advise on parental Perspective as well as Out of Schools clubs  
 Parent - Kirstie Pelling - parent representative/ cycling initiatives  
 Parent - Stuart Wicks - parent representative/ cycling initiatives  
 School Council - Kerry Street, Harry still - pupil representatives, they both walk to school and are keen for others to follow their lead

### How were people consulted? (e.g. working party meetings, surveys of pupils and staff, newsletters)

Working party members initially contacted by email and telephone, working party meeting held on 13th July 07, copies of minutes sent to councilor and engineers who had not attended. Pupils consulted during route plotting session held on 5th July 07 and during pupil survey completed in September 07. Letters sent home to parents during September 07.

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	Sept 07	135	-	0%	79	58	3	2	1	1		0%	52	39		0%

#### 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	sept07	88	-	0%	2	2	-	0%	65	74	6	7	9	10	6	7

**Notes**

It is obvious from this that there is a large number of children who would like to cycle to school. Although some children have indicated that they would like to travel to school by rail, this is no more than wishful thinking as the village is not served by a railway and the children live a lot closer to the school than the nearest railway station. Some children have said they would like to travel by other methods such as taxi, this again is wishful thinking as there are no children entitled to taxi transport.

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

Year	Date of route plotting	Year Groups	No. of Pupils
2007	5th July 2007	year 5	25

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

A number of the children already walk to school but the majority travel 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:

- Cars travel too fast and the children would like a 20mph speed limit outside the school.
- The pavement is very narrow near the Kings Arms.
- On the A6070 near Church Bank Farm the pavement swaps from one side of the road to the other, children walking from that area have to cross the road where the pavement swaps but the traffic is very fast round the bend and the children cannot see. Instead the children walk a different route to school to avoid this, which is longer, full of potholes and floods in bad weather.
- Parked cars are a problem at busy times and the children have to cross the road outside school between parked cars.
- There are no zigzags painted on the road outside school.
- They would also like their parents to not use their mobile phones whilst driving.
- Some of the children do not wear seatbelts in the car.
- The children would like to do cycle training in year 5, it has not been done in the school for some time.
- Some of the children go to the 'before school club' at the hall then walk to school from there. Other children would also like a walking bus.
- Dog mess is a problem and more bins and signs are needed.
- The school has flashing warning lights but the children say that they do not flash.
- Some of the children would like to cycle to school and they would like a cycle shelter to store their cycles.
- The children would like a zebra crossing from the hall to the school.
- Some of the children would like to come to school on rollerblades and heeies but have nowhere to keep them in school.

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

## Notes

A lot of the children live in the surrounding villages and do come to school by car. It would be possible for some of them to cycle on the quieter lanes and along the canal.  
 Some of the pavements in the village are very narrow.  
 The village has a policy of no yellow lines so there are incidences of dangerous parking. The school has single white lanes at his entrance but these are often ignored.  
 The community Police have been involved at the beginning and end of the day to encourage safe parking.  
 Some of the children have to cross the village road to access after school provision. This is a busy road with a 30mph speed limit which does not always appear to be adhered too.  
 A pedestrian crossing point would be useful as mentioned by the children, however the village has a policy of no yellow lines to try and maintain the character and charm of the village and would not encourage a crossing point for the same reasons.

## 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 raised during the consultation sessions listed in section 2.  
 Safe parking is an issue, the school regularly sends out advisory parking maps and reminders in news letters. The police have also attended at the beginning and end of the day. There are regular incidences of dangerous parking.  
 Pavements in the village are very narrow and frequently only on one side of the road with the pavement switching from one to the other meaning more frequent road crossing for the children not always at the safest places.  
 Despite a 30mph limit traffic travels fast through the village. There are no pedestrian crossings at all.  
 No children use a bus, although there is a bus stop near school probably because it follows the main road and people would have to walk to join it.  
 There are no yellow lines in the village so children often have to cross between parked cars.  
 Currently there is no safe storage for bikes, or wet weather gear, helmets etc.  
 The majority of these problems have been identified by the children during route plotting sessions.

## 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.

- \* The possibility of starting a walking bus was discussed and a questionnaire has been sent out to parents. This has had a positive response and the idea is to start once a week with WOW and progress from there. (See Action Plan for additional targets).
- \* The possibility of starting a cycle bus has been discussed and a questionnaire is to be sent out to parents with a view to starting this in the near future. (See Action Plan for Promotional / Publicity Targets).
- \* Cycling Proficiency training is being offered to Yrs 5 and 6. Beginning in Oct 07 (see action plan for training and educational targets)
- \* The Road Safety Officer is providing pedestrian training skills education to yrs 1,2 and 4. (see action plan for training and educational targets)
- \* High vis vests are to be purchased to be used for walking / cycling buses and for various schools walks around the village. (see action plan for promotional/publicity targets)
- \* The provision of cycle storage is to be investigated along with storage of wet weather clothes. (see action plan for school based engineering targets)
- \* Drop bollards to be placed at entrance to infant play area to prevent delivery lorries turning round. (see action plan for school based engineering targets)
- \* White markings for car parking area to ensure clear division between cars and children. (see action plan for school based engineering targets)
- \* Drivers code of conduct to be sent to all parents to educate them in parking and driving etiquette. (see action plan for promotional/publicity targets)
- \* Involvement of Community Police Officer.
- \* Cycle proficiency training for yrs 5 and 6. (see action plan for training and educational targets)
- \* Cycle awareness training for yr 4. (see action plan for training and educational targets)
- \* Pedestrian training for yrs 1, 2 and 4. (see action plan for training and educational targets)
- \* whitelines painted across nearby residents driveways to deter inconsiderate parking. (see action plan for long term road engineering targets)
- \* Survey parents as to need for cycle bus. (see action plan for promotional/publicity targets)

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

Year		
Mode of Travel	Baseline Data i.e. original survey %	Target percentage for following year
Bus		sustain at
Car/Van	58	decrease to 54
Car Share	2	increase to/sustain at 2
Cycle	1	increase to 5
Rail		increase to/sustain at
Walk	39	increase to/sustain at 39

## Notes

It is obvious that there are a large number of children who would like to cycle to school we aim to reach our target by investigating the possibility of starting a cycle bus. This will be linked with safe cycle training for years 4, 5 and 6 as well as storage provision for cycles and wet weather clothing at school. We aim for a modal shift of 4% away from car journeys and towards cycling this is a conservative estimate and hopefully will be easily achieved if not surpassed by the above measures once implemented.

## 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	1 and 2	35	30.10.07	Fiona hanson Road Safety Officer	Pupils given road safety skills and education
Cycle Proficiency Training	5 and 6	49	Beginning 30.10.07	Fiona Hanson, Jill Summers and Carys Boyes	Pupils will receive a nationally recognised certificate and badge
Cycle Wise Basic Skills Training	Yr 4	22	13.11.07	CycleWise Ltd	Pupils receive basic cycle skills and maintenance training
Personal Safety information	whole school		dec 07	Sue Woodburn	Arrange for pupils to be given information regarding their personal safety whilst walking or cycling to and from school.

## 7 Action Plan

School based engineering targets (e.g. cycle storage)					
Measure	Cost	Timescale	Action by	Completed? (month/year)	Notes & comments
Cycle Storage	3000	By September 08	SW		To encourage children within a reasonable distance to cycle to school and provide a safe dry storage area.
Whitelines and collapsable bollards to divide parking and play areas	1250	September 08	SW		To prevent delivery vans from driving onto play areas to turn around. To provide clear parking bays





## 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	Sept 07	135	135	0%	79	58	3	2	1	1	-	0%	52	39
Yearly target %			-	0%	73	58	3	2	7	5	-	0%	52	39
Baseline	Sept 2008													
Yearly target %														
Baseline	Sept 2009													
Yearly target %														

## 9 Cycle count

Cycle Count				
Date of count before	Cycle count	Measure Implemented	Date of count after	Cycle count
sept 2007	1			



## 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.

Burton Morewood has one pupil who has special education needs, this pupil travels to school by car from outside of the village and has no special transport needs.

Burton Morewood C of E set up a working group from varied members of the school community, school council and road safety partnerships. Various subjects were discussed with the relevant advantages and disadvantages taken into consideration.

\* Possibility of starting a walking bus was discussed and a questionnaire has been sent out to parents. This has had a positive response and the idea is to start once a week with WOW and progress from there.

\* The possibility of starting a cycle bus to school along the path beside the canal has been discussed and a questionnaire is to be sent out to parents with a view to starting this in the near future.

\* Cycling Proficiency training is being offered to Yrs 5 and 6. Beginning in Oct 07

\*The Road Safety Officer is providing pedestrian training skills education to yrs 1,2 and 4.

\* High vis vests are to be purchased to be used for walking / cycling buses and for various schools walks around the village.

\* The provision of cycle storage is to be investigated along with storage of wet weather clothes.

\* Drop bollards to be placed at entrance to infant play area to prevent delivery lorries turning round.

\* White markings for car parking area to ensure clear division between cars and children.

\* Drivers code of conduct to be sent to all parents to educate them in parking and driving etiquette.

\* Cycle wise to give basic cycle skills and bike maintenance training to yr 4.

\* Pupils have designed some safe parking around school posters.

We really appreciate the help we have had from both Pam Edmondson (BWTS Adviser) and Fiona Hanson (Road Safety Officer). It has been great to get Cycling proficiency training happening again after a few years with out and the pedestrian training has been excellent.

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 September 2008.

## 12 Signed agreement



Burton Morewood C of E 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:
	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:

Sue Woodburn

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