

## 1 School details

|  |  |
|--|--|
| Name of school   | St Mary's CE Primary School  |
| DfES school reference no.  | 9093367  |
| Type of school   | Primary  |
| Number on roll   | 200  |
| Number of staff<br>(it is highly recommended that a supplementary Travel Plan for staff and other school users is developed) | 36   |
| Age range of pupils  | 3-11   |
| <b>School contact details</b>  |  |
| Head teacher   | Sarah Oldroyd  |
| Address  | Kemdal Road, Kirkby Lonsdale   |
| Postcode   | LA6 2DN  |
| Telephone number   | 015242 71334   |
| Fax  | 01524271587  |
| Email address  | head@stmarys-kl.cumbria.sch.uk   |
| Website  | N/A  |
| <b>Working group contact</b>   |  |
| Name   | Sarah Oldroyd  |
| Address (if different to above)  | as above   |
| Telephone number   | 015242 71334   |
| Email address  | head@stmarys-kl.cumbria.sch.uk   |
| <b>School situation and use</b>  |  |
| Description of school locality/ catchment area   | The school serves the rural community of Kirby Lonsdale and the surrounding parishes. It is on one side of a busy access road leading into the town. On the other side of the road is Queen Elizabeth School (secondary). Many of the children live within walking distance but travel to school by car due to traffic hazards around school. The school operates a 'one way' system through the turning circle. The drive is off a residential, private road, the residents of which discourage parent parking. Public buses are infrequent and unreliable and the times don't fit in with the beginning and end of the school day. The nearest train station is at Oxenholme, Kendal approx 12 miles away. |
| Facilities (e.g. playground, car park, sports hall, community centre)  | The school has 3 play areas (Foundation Stage, KS1 and KS2), a small car park and a hall which is used for all PE, lunch and meetings both for school and the community. It also has a large school field  |
| Number of entrances vehicle/pedestrian   | One vehicle and pedestrian and two pedestrian only entrances   |
| Core school times  | 8.40 - 3.15 (KS2); 8.45 - 3.10 KS1   |

|   |   |
|---|---|
| Other uses (e.g. extra curricular/community access) | Various Extra - curricular activities after school between 3.15 and 4.15; used by various community |
|---|---|

## Aims

|   |
|---|
| <p>This Travel Plan specifically aims at reducing car journeys to and from school, and reducing/preventing casualties on these journeys.</p> <ol style="list-style-type: none"> <li>1. To increase the proportion of school journeys made on foot and by bike (see objective 1 and 2) (see action plan for long term road engineering)</li> <li>2. Improve children's health and fitness (see objective 2 and 3) (see action plan for additional targets)</li> <li>3. Improve road and personal safety awareness ( see objective 3 and 6) (see action plan for education and training)</li> <li>4. to equip pupils with knowledge and skills to walk and cycle safely (see objective 7 and 8) (see action plan for education and training)</li> <li>5. To engender a responsible attitude, in all members of the school community, towards the safety of themselves and others using the roads (see objective 4, 5, 7 and 8) (see action plan for promotion and publicity)</li> </ol> |
|---|

## Objectives (see notes for examples)

|   |
|---|
| <ol style="list-style-type: none"> <li>1. To establish a BWTS Working party</li> <li>2. Provide cycle training ( see aim 1 and 2) (see action plan for education and training)</li> <li>3. Provide pedestrian training (see aim 2 and 3) (see action plan for education and training)</li> <li>4. Promote car sharing ( see aim 5) (see action plan for additional targets)</li> <li>5. Link School Travel plan with School Improvement Plan ( see aim 5)</li> <li>6. Improve parking for buses ( see aim 3) (see action plan for long term road engineering)</li> <li>7. Promote a greater awareness and public consciousness towards safety around both schools ( see aim 4 and 5) (see action plan for promotion and publicity)</li> <li>8. Involve School Council in communication with the wider community ( see aim 4 and 5) (see action plan for promotion and publicity)</li> </ol> |
|---|

## 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

Sarah Oldroyd (Head teacher) Working party member  
 Peter Deaville (Governor) Working party member  
 Bridget Lovell (Parent) Working party member  
 Pam Edmonson (BWTS Contact) Working party member, Travel Plan advice  
 Karen Dakin (Cumbria Constabulary) Working party member  
 Fiona Sheldon (QES) Working party member  
 Lisa Longley (QES) Working party chair

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

Working party meetings ( 03.07.08; 30.09.08;17,11,08)  
 Survey of pupils 15 Dec 08  
 Parents Nov 08  
 newsletters (weekly)

## 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 | 08 Dec 2008    | 145           | 31  | 21 | 70      | 48 | 12        | 8 | 1       | 1 | 1    | 1 | 29   | 20 | 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.  | %  |       |    |
| 208  | 08 Dec 08      | 103           | 21  | 20 | 19      | 18 | 4         | 4 | 22      | 21 | 12   | 12 | 10   | 10 | 16    | 16 |

### Notes

One child says they come by train but this must be an error as the train station is 12 miles away and there is no bus service.

The 12 children who would like to travel by train would not be able to for the same reason.

Parents won't let their children cycle, even after completion of cycling proficiency, due to the dangers of the roads around school. School agrees with this view.

| Route Plotting (Primary: Year 5 or Secondary: Year 7) |                        |             |               |
|---|------------------------|-------------|---------------|
| Year  | Date of route plotting | Year Groups | No. of Pupils |
| 2008  | 20/05/08               | 5           | 28            |

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

Route plotting results for St Mary's CE Primary School

The children mapped their routes to school and were asked to write down what they thought about their journey to school and what improvements or changes they thought they would like to see to make their journey safer and encourage more people to use sustainable transport to get to school.

Here are some of the things they came up with:

- Near Booths there is a three way junction which is hard to cross, a lot of children would walk to school if there was traffic lights here as you don't know which way the cars are coming from.
- Some parents won't let their children walk, as the roads are too busy.
- Some of the children would like to cycle but there is nowhere to store cycles at school.
- People who live near to each other could walk to school together so its safer.
- People who come a long way by car could meet at Devils Bridge and walk together.
- People who live near each other could share cars.
- People park on the pavements near school.
- Some children would like a walking bus.
- A cycle lane on the road to Ingleton and to Burton would be good.
- A cycle club from Ingleton to Kirby Lonsdale so kids cycle together and are safer.
- Cycle training in year 5 so we can cycle more.
- Traffic is to fast round the bend between the two schools.
- A crossing between QES and St Mary's.
- We would like to take part in WOW.
- People who live close to school should walk.
- QES kids mess around and push us off the pavement into the road on the way home.

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

### Notes

Children travel from a wide area around KL. A small number of children are transported by bus. There are some children who live more than 3 miles away for whom no bus is available. Many children who live locally come to school by car as their parents are on their way to work.

Most parents, whose children would have to walk along the main road, are unwilling to let their children walk unsupervised due to the volume of traffic, narrowness of the pavements and lack of safe places to cross.

Some children who live on local estates linked to the school by a footpath or the road adjoining school, are allowed to walk once they are old enough.

## 4 Summary of transport and road safety problems

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

St Mary's is situated on a busy road, opposite a large secondary school . The secondary school is served by 38 buses which bring and collect the children. St Mary's has 4 buses. There is a layby on our side of the road and the secondary school has a turning circle for the buses. However, the congestion at the beginning and end of the school day caused by buses, parked cars, and traffic coming into and out of the town, is a real problem. Both schools have wide catchment areas covering a number of outlying areas, so parents also transport their children by car.

There is a very narrow footpath on one side of the road only, leading from the town to school, which is not wide enough to take a pushchair and a young child side by side. There is also no safe crossing point where 3 main roads meet. This deters parents from walking.

The school is also very close to the main A65 which does not have any form of crossing for either school, so children living on the other side of the road are not allowed to walk by themselves once old enough.

Parents are reluctant to let children cycle due to the congestion and traffic issues.

## 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.

Greater parental awareness of problems and an increased understanding of safety issues through frequent newsletters.

Increase in car sharing through newsletters / school prospectus

Increase in number of children using buses through liaison with bus companies, talking to parents and prospective parents.

Provision of a safe footpath between Booths and the two schools and as a result set up a 'Walking Bus'

Better provision for bus parking; making parking layby a 'bus clearway'

Improved signage directing traffic to use other roads into the town.

Promote walking to school - 'Walk to school Wednesdays'

Crossing over the A65

Pedestrian crossing between QES and St Marys

## 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            | 21                                   | sustain at 22                        |
| Car/Van        | 48                                   | decrease to 43                       |
| Car Share      | 8                                    | increase to/sustain at 8             |
| Cycle          | 1                                    | increase to 1                        |
| Rail           | 1                                    | increase to/sustain at 1             |
| Walk           | 20                                   | increase to/sustain at 24            |

## Notes

By the introduction of a parking permit system at the local SLDC carpark we hope to see approx 5 - 10 car users parking there and walking to school, thus reducing the car use by approx 4%.this is only a starting number. We would hope to increase it over time once it becomes established practice and once the footpath is constructed through QES. By liaising with bus company and parents we hope to encourage more children onto the 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  | 1+2        | 42     | June 08     | Fiona Hanson   | Area road safety officer delivered road safety training to years 1 and 2   |
| Cycle proficiency training  | 5=6        | 63     | Summer term |                | Previously CP has been done in year 6. To move to year 5 would mean training two year groups in one year                         |
| Cycle wise training   | 4          | 31     | October 08  | Cycle wise ltd | playground based cycle training on basic cycle skills. Cohort included 2 children with disabilities including one on a tricycle. |
|   |            |        |             |                |  |
|   |            |        |             |                |  |
|   |            |        |             |                |  |
|   |            |        |             |                |  |



## 7 Action Plan

| Long term road engineering targets  |                |             |                                    |                            |   |
|---|----------------|-------------|------------------------------------|----------------------------|---|
| Measure   | Cost           | Timescale   | Action by<br>e.g. traffic engineer | Completed?<br>(month/year) | Notes & comments  |
| Clearway on bus layby   | £500 approx    | spring09    | John Bell Highways engineer        |                            | Agreed at working party meeting in July 08 to be done asap                  |
| Provide a crossing between QES and St Mary's Primary School                                   |                | spring 2010 | Victoria Lepper Highways engineer  |                            | Quote to be obtained for provision of a crossing                            |
| Provide a safe footpath from SLDC or Booths car park to area between tennis court on QES land | £10,000 approx | Summer 2010 | Lisa Longley                       |                            | Led by QES permission to be sought and funding obtained                     |
| To provide a safe crossing on A65   |                | Summer 2010 | Victoria Lepper                    |                            | Quote to be obtained for provision of a crossing point.                     |
| Improved signage into the town  |                | Autumn 2009 | Victoria Lepper                    |                            | Signs to be removed from A65 which direct traffic into town past the school |
|   |                |             |                                    |                            |   |
|   |                |             |                                    |                            |   |



## 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                              | Dec 08         | 145                 | 145 | 21 | 70      | 48 | 12        | 8 | 1       | 1 | 1    | 1 | 29   | 20 |
| Yearly target %                       |                |                     | 33  | 22 | 63      | 43 | 12        | 8 | 1       | 1 | 1    | 1 | 34   | 24 |
| Baseline                              | Dec 09         |                     |     |    |         |    |           |   |         |   |      |   |      |    |
| Yearly target %                       |                |                     |     |    |         |    |           |   |         |   |      |   |      |    |
| Baseline                              | Dec 10         |                     |     |    |         |    |           |   |         |   |      |   |      |    |
| Yearly target %                       |                |                     |     |    |         |    |           |   |         |   |      |   |      |    |

## 9 Cycle count

| Cycle Count          |             |                            |                     |             |
|----------------------|-------------|----------------------------|---------------------|-------------|
| Date of count before | Cycle count | Measure Implemented        | Date of count after | Cycle count |
| Dec 08               | 1           | None - not considered safe |                     |             |
|                      |             |                            |                     |             |



## 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 working closely with QES in discussion and planning the proposed footpath from the SLDC carpark to St Mary's. Both schools are completing a Travel Plan at the same time, have held joint meetings and are putting their funds together to enable the footpath to go ahead once all the details are finalised. SLDC have been approached for permission for parents to park at the local car park on a permit basis for short periods during the afternoon (at the end of the school day).

Many of the problems are as a result of the doubling in size of QES over the last 10 - 15 years with the resulting increase in buses (8 to 36 approx) without any alterations to the infrastructure.

The school regularly consults local residents about issues and enlists their support for improvements. The parking problems have increased recently as residents on the adjoining private road have put up 'no parking' signs.

There are three children with mobility problems who require close access to school. There is one disabled parking bay access to which is through the main car park. It is frequently used by other parents who want somewhere to park. Reminders are out in the newsletter to remind parents of appropriate use.

The travel plan links to the School Improvement plan through the section on encouraging healthy lifestyles. (copy attached)

The school lies on one side of a the busy A65 main trunk road. There is no safe crossing at any place near the schools. Parents will not let their children cross such a busy road and are reluctant to see them across and then let them walk due to the high number of accidents.

Land surrounding the school is owned by QES so increasing parking facilities would be both costly and difficult.

Traffic approaching Kirby Lonsdale from the west along the A65 is directed into the town on Kendal Road past the school. The working party agreed that if these signs were removed and traffic was to continue along the A65 and enter the town at the Booths roundabout it would reduce the amount of traffic past the school and would not have any detrimental effect on the rest of the town as the road into the town by the roundabout leads directly to the car parks.

### LIST OF ATTACHMENTS

- Pupil survey
- Parent survey
- Staff survey
- Minutes of working party meetings
- Newsletters
- School Improvement plan
- Photos

## 12 Signed agreement



St Mary's CE 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: Sarah Oldroyd |
|   | Signed:             |
|   | Date:               |
| Chair of Governors                      | Name: Alex Dawson   |
|   | Signed:             |
|   | Date:               |
| Director / Deputy Director of Highways  | Name:               |
|   | Signed:             |
|   | Date:               |
| Director / Deputy Director of Education | Name:               |
|   | Signed:             |
|   | Date:               |
| BWTS Coordinator                        | Name: Pam Edmonson  |
|   | 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:

Sarah Oldroyd

---