

1 School details

Name of school	Cartmel Priory Secondary School
DfES school reference no.	909-5410
Type of school	Secondary
Number on roll	389 (there are 5 children with special education needs, see comments and notes)
Number of staff (it is highly recommended that a supplementary Travel Plan for staff and other school users is developed)	40
Age range of pupils	11-16 years
School contact details	
Head teacher	Dr Paul Williams
Address	Cartmel, Grange-over-Sands, Cumbria
Postcode	LA11 7SA
Telephone number	01539536202
Fax	01539536287
Email address	admin@cartmelpriory.cumbria.sch.uk
Website	www.cartmelpriory/cumbria.sch.uk
Working group contact	
Name	Miss Joanne Drage
Address (if different to above)	as above
Telephone number	01539536202
Email address	joanne@cartmelpriory.cumbria.sch.uk
School situation and use	
Description of school locality/ catchment area	Situated in the village of Cartmel on the main road into the village, the school's pupils come from Cartmel and the surrounding villages of Lindale, Flookburgh, Grange, Allithwaite, Arnside, and from as far away as Penny Bridge to the west and the Leven Valley to the east. All roads into the village are country lanes with no footpaths. All surrounding roads and roads to and from the school are narrow country lanes. There is limited public bus service and details are in comments and notes section 11. Nearest train service to the school are in surrounding town (Grange) and villages (Cark and Kents Bank) which are approximately 3 miles from the school.
Facilities (e.g. playground, car park, sports hall, community centre)	Playground, fields & car park
Number of entrances vehicle/pedestrian	2 vehicle & pedestrian entrances
Core school times	8.30am to 3.00pm

Other uses (e.g. extra curricular/community access)	Trampolining club from 7am, Thursday and Fridays, Monday to Thursday's till 6.30 pm various sports
---	--

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"> 1.To safely reduce the number of people who travel to school by car in favour of using more sustainable modes of transport (see objective 2,3,6) (see action plan for school based engineering) 2.To equip pupils with the knowledge and skills needed to cycle and use public transport safely (see objective 2,4) (see action plan for education and training) 3.To improve road and personal safety awareness (see objective 3,4,) (see action plan for education and training) 4.To contribute to pupils' health and personal development by encouraging increased levels of cycling and public transport use so that they carry such habits into adulthood (see objective 2,3,4,5,8) (see action plan for education and training) 5.To reduce congestion, pollution, traffic danger and road casualty figures around the school (see objective 6,7) (see action plan for road based engineering and additional targets)

Objectives (see notes for examples)

<ol style="list-style-type: none"> 1.Set up a school working party group 2.Increase secure cycle storage facilities (see aim 1,2,4) (see action for education and training) 3.Integrate sustainable and health travel issues into the curriculum (see aim 1,3,4) (see action for education and training) 4.Ensure all pupils have adequate knowledge of road safety (see aim 2,3,4) (see action for education and training) 5.Link school travel plan to healthy school initiative (see aim 4) (see action for education and training) 6.Include travel plan in school prospectus and policy (see aim 1,5) (see action plan for promotional publicity) 7.Reduction of speeding traffic outside school (see aim 5) (see action plan for road based engineering) 8.Promote school travel plan at assemblies, induction days and parents evenings (see aim 4) (see action plan for promotional publicity)
--

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

Dr Paul Williams - Headteacher (Working Party Member)
 Miss Joanne Drage - School Business Manager (Working Party Coordinator)
 Pamela Edmonson - BWTS Capita Contact (Travel Plan Advice)
 Emma Vickers - Parent and Governor (Working Party Member)
 Lynda Halhead - School Travel and Pupil Support Assistant (Working Party Member)
 Victoria Lepper - Highways Engineer (Highways Advice)
 Josh Callon - Chair of school council (Working Party Member)

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

Working party meetings (November 2008)
 Parental surveys (September 2008)
 Online student surveys (September - October 2008)
 Online Staff surveys (September - October 2008)
 Yr 7 route plotting (September 2008)
 Content of plan to be discussed at student council meetings (November 2008)
 School governor to update full governing body at meeting (December 2008)

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.	%	no.	%
2008	10 Oct 2008	203	165	81%	23	10%	1	1%	1	1%	2	1%	7	3%	5	3%

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.	%	no.	%
2008	10 Oct 2008	203	112	55%	15	8%	7	3%	25	12%	7	3%	6	3%	19	10%

Notes

We can see that a large number of children come to school at present by bus, this is School buses because of either the distance they live from school or the unsuitability of the route for them to walk. When asked, a number of the children have said they would like to cycle to school. The school would like to encourage this and the working party have agreed to look into providing secure cycle storage to this end and possible appropriate cycle training as needed.

Route Plotting (Primary: Year 5 or Secondary: Year 7)			
Year	Date of route plotting	Year Groups	No. of Pupils
2008	October 2008	7	71

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

Route plotting results for Cartmel Priory Secondary +School

The children mapped their routes to school and were asked to write down what they thought about their journey to school and what changes they thought they would like to see to improve their journey to school. Here are some of the things they came up with:

- In a lot of places there is no pavement to walk on.
- At the end of the school day pupils leave by the external door from the science room but they have to go across the grass as there is no path from the door to the main path, they end up with muddy shoes and the grass gets ruined.
- Sometimes the buses arrive late at school and pupils have to sit outside school and wait.
- Some children would like to ride their bikes to school but there is no safe route or cycle lane.
- Children from Backbarrow are having to get on the bus at a lay by on the A590 instead of at the Whitewater Hotel where they are supposed to get on. They think this is because of roadworks but it has been ages.
- The roads to school are very narrow with no footpaths.
- We need a bigger Flookburgh bus.
- Need bag racks on the Ravenstown bus.
- From some places they have a few small buses instead of one big one.
- The buses are often late in a morning.
- In some of the villages the bus stops aren't safe.
- The buses should have seat belts.
- Some children have to walk along narrow roads with no pavement to get to the bus stops.
- Some taxi drivers tell the children they don't need to wear seat belts.
- There is no safe storage for bikes at school and it is not safe to ride to school on the narrow winding roads.
- There are more than 2 people to a seat on some buses.
- There is a lot of traffic on the lanes.
- Different buses go for the children each day and sometimes they are not sure if they are getting on the right bus.
- Lots of people stand up on the bus and it's not very safe.
- Some children don't behave very well on the bus they use bad language and throw things at the driver.
- The grange bus is too overcrowded.

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

Notes

Pupils travelling by car to school has increased since the review of the bus service and route to school approximately 18 months ago. This was reviewed by Cumbria Local Authority. Prior to the review a minibus was used to transport pupils living at the top of the Fell Road in Grange over to Cartmel and back. Under the review this service ceased and all pupils using this service now have to walk down into Grange to the Fire Station to catch the school bus (approx 15 mins walk). On numerous occasions due to the amount of bags, pe kit, cooking and art files the pupils have to carry the parents choose to bring the pupils to school as the walk is not feasible. This is causing increased congestion outside school at peak times of the school day.

4 Summary of transport and road safety problems

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

Volume of traffic outside school at peak times is becoming a safety problem because of the number of parked cars and buses parked outside school on the narrow road. Drivers are attempting to pull out around the buses with cars coming the other way, coupling that with people and pupils crossing the road is potentially a safety issue. Speed restrictions from 60mph approaching the village down to 30mph approx 100m from the school entrance are generally not adhered to.

Concerns over speeding traffic past school - drivers need to be made more aware they have entered a 30mph zone. School road signs are small and not very high impact and maybe this would help drivers to slow down if the signage was upgraded and improved.

Bus stop markings are not highly visible and require re marking.

Pupils travelling by car to school has increased since the review of the bus service and route to school approximately 18 months ago. This was reviewed by Cumbria Local Authority. Prior to the review a minibus was used to transport pupils living at the top of the Fell Road in Grange over to Cartmel and back. Under the review this service ceased and all pupils using this service now have to walk down into Grange to the Fire Station to catch the school bus (approx 15 mins walk). On numerous occasions due to the amount of bags, pe kit, cooking and art files the pupils have to carry the parents choose to bring the pupils to school as the walk is not feasible. This is causing increased congestion outside school at peak times of the school day.

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.

- * Safe and secure cycle storage to be purchased and installed
- * Cycle training for students
- * Repaint bus stop markings
- * Improve road signage outside school
- * Promote car sharing
- * Further promote the Ride to Work Scheme
- * More emphasis at the start of the 30mph zone
- * Purchase high visibility vests for the duty staff
- * Contact County and ask for the reasons for the Fell Bus Service ceasing and the possibility of this being resumed

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	81%	sustain at 82%
Car/Van	10%	decrease to 6%
Car Share	1%	increase to/sustain at 1%
Cycle	1%	increase to 4%
Rail	1%	increase to/sustain at 1%
Walk	3%	increase to/sustain at 3%

Notes

By providing cycle training and cycle storage we aim to increase the number of children cycling to and from school by approximately 3% to begin with.

If we can persuade County to reintroduce the Grange Fell bus service then we hope this will reduce the number of cars and therefore reduce the congestion outside school at peak times.

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
Link to healthy school initiative and incorporate into the curriculum - eg PSHE, PE	all	382	Summer 2009	PE	Students understand health benefits of cycling to school Increase daily exercise undertaken
Cycle training	7	67	Spring 2009	Ken Hanson - Area Road Safety Officer	Cycle training to be provided to year 7s to equip them with the skills needed to cycle to school safely

7 Action Plan

Long term road engineering targets					
Measure	Cost	Timescale	Action by e.g. traffic engineer	Completed? (month/year)	Notes & comments
More emphasis on start of 30mph zone		Winter 2009	John Bell - Traffic Engineer		Engineer to look into improved signage or possible road markings
Temp citing of speed indication devices on road past school			BWTS		Devices to slow motorists down and make them aware they are entering 30mph zone
To extend and repaint bus stop markings	500 approx	Spring 2010	John Bell - Traffic Engineer		Bus stop markings are faded and need repainting to ensure cars do not park in these allocated areas
Improved road school signage	800 approx	Spring 2010	John Bell - Traffic Engineer		Current signage are quite small and need high visibility backing boards to raise drivers awareness of the proximity of the school

7 Action Plan

Promotional / Publicity targets (e.g. newsletters)			
Measure	Date	Action by	Notes & comment
Regular articles in school newsletter	Termly	JCD	Increase awareness, keep parents and community updated and informed of school activities, purchases, news and actions and encouragement of car sharing
Develop and promote car sharing scheme to staff	Summer 2009	JCD	Reduce congestion in the car park
Further promote Ride to Work Scheme amongst staff	Summer 2009	JCD	Increase awareness and encourage staff to cycle both in and out of school
School Travel Plan to be incorporated into the Prospectus	Summer 2009	JCD	Travel Plan available to parents through the Prospectus
Promote Travel Plan at assemblies, induction days and parents evenings	Summer 2009	JCD to delegate	Promote in these ways to raise the awareness of the travel plan to all the school community

Additional targets / action taken by school (e.g. walking bus, walk to school week, increase car sharing)			
Actions / Activities	Date	Action by	Notes & comment
Purchase high visibility vests for bus duty staff	Spring 2009	JCD	High vis vests to be purchased for duty staff
Contact County regarding the Grange Fell Road Bus service	Summer 2009	JCD	Ask reasons for the service stopped and ask for the possibility of this service being resumed

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	Oct 2008	204	204	81	23	10	1	1	1	1	2	1	7	3
Yearly target %			167	82	11	6	1	1	7	4	2	1	7	3
Baseline	2009													
Yearly target %														
Baseline	2010													
Yearly target %														

9 Cycle count

Cycle Count				
Date of count before	Cycle count	Measure Implemented	Date of count after	Cycle count
October 2008	1	New safe secure cycle storage and cycle training		

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.

There are 5 children with special education needs but none of these have special transport needs.

- * With the aim to encourage cycling to school, we have arranged with BWTS to arrange and fund some cycle training for all of year 7s in the new academic year to provide basic cycling and maintenance workshop and quotations will be obtained for the purchase and installation of a cycle shelter, which will provide a safe, secure storage area.
- * We are going to revisit the need for the Grange Fell Bus with the County due to the increased amount of cars picking and dropping off children at the beginning and end of the day which as well as the school buses causes extreme congestion at peak times
- * Road safety and awareness training is to be organised and delivered through PSHE lessons to equip children with the knowledge and skills they require.
- * The congestion outside of school at both the beginning and end of the school day poses a major safety risk to the students, duty staff and drivers and unfortunately there has been a serious accident in the past week which resulted in a member of staff being knocked over and rushed to hospital. We have requested to the traffic engineers at the council to improve and extend the bus stop markings to ensure the buses are parked in the correct areas to aid in the improvement of congestion and visibility.
- * Speeding of motor vehicles is a major issue of concern on the road into the village from the west that passes the school. The speed limit changes from a 60mph zone to a 30mph zone on entering the village but adequate signage and warnings are not there. We have also requested that the traffic engineers look into various warnings and devices to slow the motorists down and make them aware that they are entering a 30mph zone.
- * The road signs informing motorists that they are to slow down and are approaching a school are not highly visible and we have again requested that the traffic engineer investigates improved signage on the approach to the school and the need for high visibility backed signage to raise drivers awareness of the proximity of the school.
- * The school is to promote the school travel plan to parents and school community through updates and regular articles in the school newsletter; in assemblies, induction days and parents evenings. It is also going to develop and promote car sharing to staff and further promote the Government Ride to Work scheme that the school is currently subscribed to to encourage staff as well as students to cycle to work.
- * High visibility vests are being purchased for all bus duty staff to wear at the end of the day when supervising the children onto the school buses.

List of attachments
Pupils online survey
staff online survey
pupil route plotting
Photograph of current cycle storage
Photograph of typical end of school day

12 Signed agreement



Cartmel Priory Secondary

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: Dr Paul Williams
	Signed:
	Date:
Chair of Governors	Name: Steve Chambers
	Signed:
	Date:
Director / Deputy Director of Highways	Name:
	Signed:
	Date:
Director / Deputy Director of Education	Name:
	Signed:
	Date:
BWTS Coordinator	Name: Pam Edmondson
	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:

Joanne Drage
