

THE NELSON THOMLINSON SCHOOL



Founded 1714

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TRAVEL PLAN 2010



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I School details

DCSF school reference number	909/ 4501
Type of school	Voluntary aided mixed comprehensive school
Number on roll (including no. of SEN pupils with a brief description of subsequent impact on travel)	1250
Number of staff (It is highly recommended that a supplementary Travel Plan for staff and other school users is developed)	130
Age range of pupils	11-18
School contact details	
Head teacher	Mrs Janet Downes
Address	Low Moor Road, Wigton, Cumbria
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Working group contact	
Name	Mr M Beechey
Address	Assistant Head Teacher, Nelson Thomlinson School
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School situation and use	
Description of school and Use	<p>Nelson Thomlinson school is situated in close proximity to the centre of Wigton in North Allerdale which has a population of 5360 people. The average household income is slightly above the Cumbrian average.</p> <p>Wigton Transport links and catchment The town is served by a railway station which is on the Carlisle to Barrow in Furness line. About 14 trains per day stop at the station in either direction. Bus services operate on roughly an hourly basis from Wigton to the towns of Cockermouth, Carlisle, Workington, Aspatria and Whitehaven and a bi-hourly basis to Silloth. There are 3 buses a day to Keswick (1.4) and a weekly bus service to the villages of Newton Arlosh and Ireby/Uldale. Wigton has one town bus service which serves the town's main estates three times per day on Mondays to Fridays. Neither the trains or the buses stop at suitable</p>

times for staff to travel to work. See appendices for full timetables.

The pupils of Nelson Thomlinson School come from a catchment covering approximately 110 miles. This extends some 10 miles to Bowness on Solway in the north and an equal distance in the South beyond Ireby. Wigton students provide about 1/3 of our students. Approximately 1/3 of our students come from out of catchment travelling from as far as Carlisle in the East, Maryport in the west, Silloth in the north and Caldbeck in the south (this expands our coverage to some 300 square miles). See Appendix A for a catchment map and a full description of the school bus routes is included in Appendix B.

Wigton Cycling development group

A small number of students cycle to school each day. However congestion in Wigton makes this a difficult option. NTS is a member of the Wigton Cycling development group which has been successful in bidding for the development of a new cycle path from the Greenacres housing estate to the rear of Nelson Thomlinson Junior School. See Appendix C for a full report of this scheme.

The school has successfully won funding for the construction of bike sheds under the Sustrans funding scheme. This should provide more suitable bike storage. This need was highlighted in the school transport survey.

This work will start in Spring 2010.

Opening Times

NTS is open from 7.45 am each morning. After school a free after school homework club operates under supervision until 4.30pm. A number of supervised extra-curricular activities take place after school most evenings. These are run by teaching staff free of charge. A range of different visits take place during the school day and out of school hours. For details see Appendix D which highlights the scope of after school provision at the school.

Following consultation on a proposed after school club operating until 5.30pm in October 2009, it was not felt required by NTS parents.

NTS is used by a large number of community groups in the evenings. There are extensive PE facilities which are used for formal PE lessons and extra curricular sport.

Existing facilities

NTS has a large sports-hall which is made available for community use in the evenings. There is also a smaller gymnasium and study area as well as a main hall. Plans are in progress to extend the sportshall with an adjoining multi-use dance studio.

There are two main vehicular and pedestrian entrance points to the school. The first is to the front of the school on Low Moor Road with the second at the North West corner of the site. The school operates a one way system in the morning and evening with vehicles travelling from Low Moor road through the site.

A minor footpath provides the other exit point out of the school leading South East onto Low Moor Road.

The school has grown over a number of years with a number of new builds within the last 8 years. There are tarmaced areas for students to congregate in all around the school with benches located around these areas. Students are allowed access to most classrooms including computer rooms during school lunch-times. A new Multi-use Games Areas was built in 2005 to accommodate children playing ball games at lunch-time.

Parking has been an issue in this growing school. There is one main allocated parking area to the South East of the site with parking available across the front of the school. Planning restrictions have hindered our attempts to increase on site parking space although an area was constructed by the sports hall in 2009, adding 14 further parking spaces and 2 allocated disabled spaces.

In total there are approx 114 parking spaces. There are no allocated visitor's spaces. Students are not permitted to park on site unless there are extra-ordinary reasons why they can - for example a disabled parking provision was made for a 6th former in 2008.

The school has its own 16 seater minibus with 12 staff qualified to drive following formal assessment.

The school has 'Healthy School' status.

Location map of School



<p>CAPITA SYMONDS The Capita Building Kingmoor Business Park Carlisle CA6 4SJ Tel: 01228 673000 Fax: 01228 673111</p>	<p>Better Ways to School Routes to Nelson Thomlinson School</p>	<p>BETTER WAYS TO SCHOOL Reproduced from, or based on, Ordnance Survey map material with the permission of the Controller of Her Majesty's Stationery Office. (c) Crown Copyright 2006. Licence number 100019598 Drawing No. Drawn by RAC Scale NTS Date JAN'09</p>
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Transport Links (include photos where possible)

School bus transport links

50% percent of our school population travel to school by school bus.

The routes are the following:

Messengers	Route 1 – Prospect, Gilcruix, Plumbland, Bothel, Route 3 – Dearham, Maryport, Netherhall, Crosby, Scales, Aspatria Route 4 – Allonby, Westnewton, Blencogo, Waverton Ireby/Bolton-Low Houses Route 2 - Bulgill/ Torpenhow (minibus)
WLC	Route 5 - Silloth
Carrs	Route 6 – Abbeytown/Newton Arlosh Silloth - Private arrangement
Reays	Bowness/Port Carlisle, Caldbeck Kirkbride/ Anthorn Wiggonby Fellside (minibus) Rosley (minibus – comes into school grounds by library)
Thomason Travel	Micklethwaite etc – small minibus

Rail

The nearest rail station is a 15 minute walk from the school site, located in Wigton as previously detailed on page 5.

Our school transport policy is:-

To ensure that students arrive in a safe and effective manner.

To be aware and sensitive to local stakeholders needs.

To encourage where possible the benefits of healthy transport such as walking and cycling.

Aims (A)

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

1. Facilitating county and none County bus places to students travelling from outlying villages;
2. Discouraging students driving to school with our no parking on site ruling;
3. Facilitating pupils involvement in decision making concerning all aspects of travelling to school;
4. Promoting the need for safe cycling and walking routes throughout Wigton with a view to enabling pupils and adults to walk and cycle to school safely;
5. Encouraging road safety awareness as drivers and passengers and pedestrians;
6. Encourage healthy benefits of cycling /walking to school.

(Below (*) Links to objectives and consequent actions)

Objectives (B) (linked to Action Plan – Section 7)

1. To work closely to produce effective route planning for County and none County students. To effectively provide 14 routes for our students on a daily basis (*A1).
2. Our policy of not allowing students on site with vehicles in the 6th form acts as a deterrent against car use. Students are not permitted to leave site at lunch-times or study periods in vehicles discouraging irresponsible use and local congestion (*A2).
3. To provide means of communication on transport matters from students. To provide an effective voice via our student council to respond to transport queries. To provided regular student voice and feedback on transport matters e.g. identifying a need for better bicycle storage leading to the Sustrans Bike application process (*A3).
4. By our participation in the students in the Wigton Cycle group forum to support the bid for increased cycle paths in Wigton and beyond (*A4).
5. By co-ordination of annual hard hitting Fire Service awareness session on the dangers of driving for all Year 11 and 6th form students (*A5).
6. As part of the PSHE programme health awareness is discussed. We aim to encourage health related fitness and across the curriculum and provide a range of extra-curricular activities to support this (*A6).

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 Councillors, Police, Outside Agencies, Local bus operators, Members of the local community.

Name	Position	Responsibility within working party
Mike Beechey Barbara Stanton	Assistant Head Teacher School transport co-ordinator	School Lead
Lyndsay Tuck Ceryn Graham Chris Wills Pat Ackred	Wigton PCSO Extended services co-ordinator Better ways to school Neighbourhood development officer	Police link BWTS link Neighbourhood forum link
Jason Dixey	Project manager Cumbria county council	
Mark Brierley Brian Warren Dennis Graham	Cycling Development officer CCC Mayor of Wigton Wigton Town Council	

How were people consulted? (e.g. working party meetings, surveys of pupils and staff, newsletters)			
Name/position	Subject/how the consultation took place	Date	Appendix no.
Staff survey	Staff to complete the online survey		
Pupil survey	Across the school student survey completed December 2009.	Dec 2009	Appendix E
Pupil consultation	Wigton cycle meetings-see detailed write up of this process		Appendix C
Chris Wills Better ways to school	Ongoing consultation advice –September- Feb	09/10	
Wigton Cycle group meeting	Contact with panel members during Wigton Cycle group meetings.	Sept- Feb 09/10	

3 Survey and route plotting carried out

Baseline Data Survey

Survey Notes
<p>A detailed cross school survey of travel to school patterns was completed with nearly all students in December 2009. For details of this see Appendix E for a full breakdown of these results.</p> <p>Where students were asked what transport they would like to use the results were mixed. They were some silly answers from students whilst 6th formers tended to want more car use and lower school students favoured walking or cycling to school if possible.</p>

OVERALL SUMMARY OF RESULTS

Pupil survey

Completed in December 2009.

Mode of transport	How currently travel		How they would like to travel in ideal circumstances
Bus	482	48.2%	-65
Car/van	193	19.3%	-9
Car share	46	4.6%	-5
Cycle	13	1.3%	37
Powered two wheeler	0	0	10
Rail	5	0.5%	
Taxi	0	0	
Walk	267	26.7%	-23
Special Needs assisted transport			
Other			

Would you bike to school if secure covered storage was available?

Yes 51 students

Staff travel to school survey

Survey completed January 25th 2010

Sample size 89

How do you generally travel to school?

Travel methods	
Car	65 (73%)
Walk	7 (8%)
Bike	2 (2%)
Rail	1 (1%)
Car sharing with colleague	14 (6%)

Route Plotting (include photos where possible)

Year	Date of route plotting	Year Groups	No. of pupils
2009	September	7-11	121

Additional information relevant to the school

Wigton Cycle Routes Project

Driven by Wigton Cycle Forum

This is a unique project derived from a group of Thomlinson Junior School (Wigton) pupils working towards their School Travel Plan.

The proposed local cycle routes are listed below in addition to the approved Route 1.

Link the five schools in the town to the main residential areas

Route 1 (see Table 2 of Appendix C – Wigton Cycle Network feasibility study)

Thomlinson Junior School (number on roll (NOR) 240 plus staff) can be linked to Greenacres by Recommendations 2 (new shared-use path from Phoenix Park to West Road), 2A (a refuge across West Road) and 2C (a widened footway along West Road to create a shared-use path to Park Road and Greenacres). The total estimated scheme cost to deliver this entire link is £99,000. This includes a link to the Infant School via a new short length of path to Phoenix Park (Recommendation 1, approximately £18,000) through an existing boundary gate. This latter could be omitted if funding was insufficient. Appendix 1 of the full feasibility study (Appendix C of this travel plan) provides the West Road crossing assessment and Figure 5 (feasibility report) shows a proposed layout.

Route 2 (see Table 2 of Appendix C – Wigton Cycle Network feasibility study)

A link may be achieved from High and Lowmoor areas to the Junior School by Recommendations 10C (conversion of existing macadam public footpath to shared-use between Beech Croft and South End), Recommendation 3A (conversion of existing footway to shared-use at South End), Recommendation 3B (negotiated new path inside Nelson Thomlinson School boundary), Recommendation 4 and 4A (a crossing of Lowmoor Road and connecting shared-use path) and, finally, Recommendation 10A (negotiated improvement and cycle-use of the public footpath to Highmoor). The estimated total to deliver this link is approximately £121,000. Appendix 2 of the feasibility study provides a crossing assessment of Lowmoor Road.

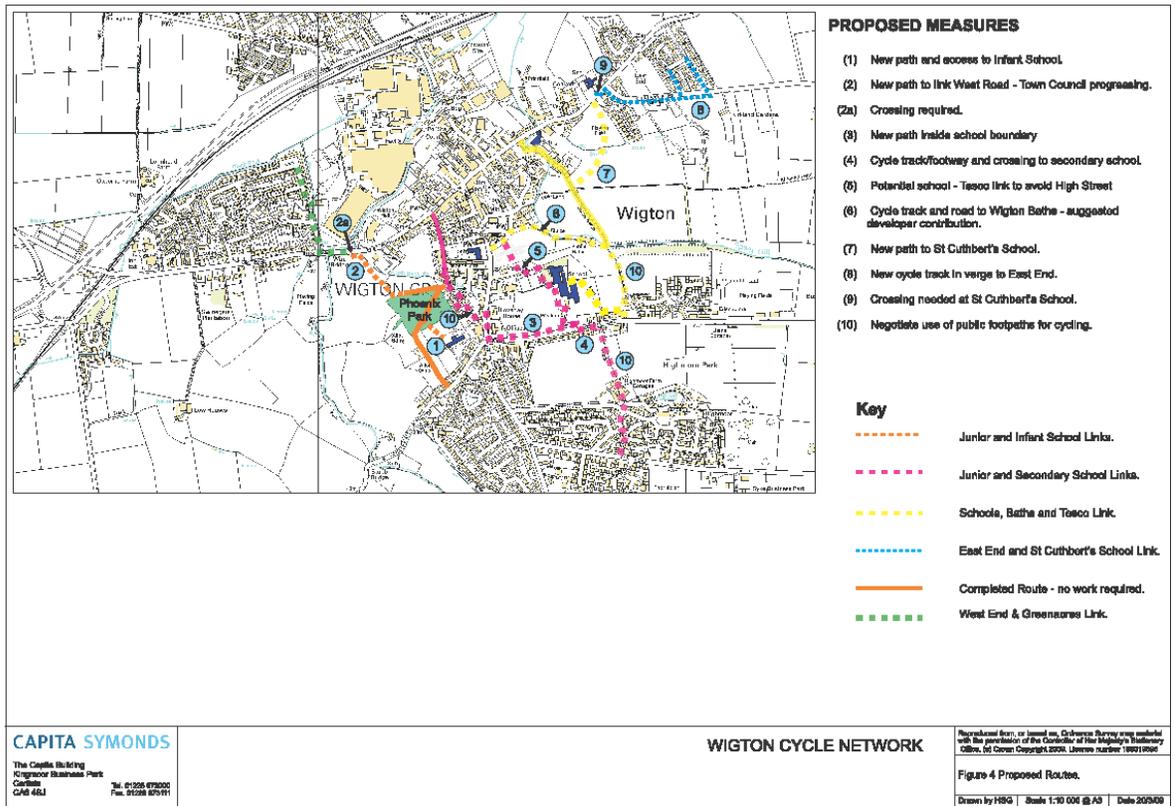
Nelson Thomlinson, the secondary school (1330 pupils plus staff) may also be linked to the main residential areas of Highmoor and Greenacres by use of both Routes 1 and 2. Recommendation 3B (new path inside the school boundary, paralleling Lowmoor Road) will be particularly beneficial for pupils travelling from Greenacres and the West End, obviating the need to cycle on High Street and Lowmoor Road – both inappropriate for cycling on. It will also avoid morning conflict with the voluntary one-way flow on the school driveway.

Route 3 (see Table 2 of Appendix C – Wigton Cycle Network feasibility study)

Recommendation 10B (conversion of existing macadam public footpath to shared-use between Lowmoor Road, Wigton Baths, St Ursula's School and the East End) together with Recommendation 7 (a new path between Stoney Banks and King Street, scheme cost approximately £53,000) and a controlled crossing on King Street (Recommendation 9, scheme cost of £44,000) will connect Nelson Thomlinson to the East End and the central residential areas. St Cuthbert's and St Ursula's schools will be linked to Highmoor (with part of Route 2) and the Baths. Appendix 3 (feasibility study) provides the crossing assessment and Figure 6 (feasibility study) shows the layout. Total estimate of almost £107,000.

Route 4 (see Table 4 of Wigton Cycle Network feasibility study)

Recommendation 8 (a new shared-use path in the highway verge along Kirkland Road), when combined with the crossing of King Street (Recommendation 9), will link the Kirkland estate with St Cuthbert's (NOR 160 plus staff). The approximate scheme cost is £49,000. 3.4.2 Link both Phoenix Park and Town Park to the cycle network Phoenix Park already has a length of shared-use path across it. By implementing Routes 1 and 2 (to Greenacres and Highmoor respectively) much of the residential area will be linked to it without needing to use busy, inappropriate roads. For the Town Park, Routes 1 and 2 would similarly provide access for a significant proportion of the population.



Case study of current NTS student involved in the planning of this scheme

In my previous years I was involved in a very unique neighbourhood forum. It was unique as it was run by children of my age at the time. We held the neighbourhood forum to try and bring a cycle path into the community of Wigton. I chaired the meeting therefore there was lots of forward planning to do including: Inviting guests/speaker, publicity, regular meetings to plan speeches etc. Overall the meeting was a success and I have now passed down the leadership to some younger peers who are still ongoing the project. Although I am now in Year 8- I am still closely involved with the project and I hope in years to come all of our hard work will be shown in an excellent result.

Jordan Tweddle Current Year 8 student Nelson Thomlinson School

4 Summary of transport and road safety problems

With such a large number of students entering and leaving our site every day traffic congestion is an issue.

14 buses deliver students to our bus bay every morning with consequent congestion at this time of day on Low Moor Road. There is limited turn around space in the bus bay with consequent disruptions to traffic on Low Moor Road. Parents are not always helpful when dropping children off by car although the vehicles do have to abide by the one way rule when entering the school site.

The school has investigated re-developing the bus bay area although there is dispute and contention over who owns the school land. There are planning objections from local residents regarding building more parking places.

Our rule that 6th Formers must not park on site does mean they choose to park on the left hand side of Low Moor Road to the East of the school. This is not popular with local residents. Due to the congestion and narrowness of the pavements on the High Street the school has not been able to promote cycling to school to date.

It is likely that the traffic volume on the High will increase further if planning permission is granted for a major superstore (Tesco) to be built on the road of our North West exit point (see Appendix I for proposed Tesco layout plan) . The superstore is predicted to serve the surrounding population from N Carlisle to North of Cockermouth, of which most people are likely to come by private car. The developer plans to put traffic lights and a crossing at the junction opposite the Junior School as this area will be the main access point for cars going to the superstore.

Lack of safe places to cross roads throughout Wigton

There are limited safe places for pedestrians to cross on many of the main roads in Wigton. This is especially the case for pupils coming from the South side of the town. For pupils living at the West end of the town there is an additional crossing patrol officer at West Road but this is only immediately before and after school and is not there for pupils traveling home after out of hours activities. Following Wigton community travel plan (Appendix F), a zebra crossing has been built north of the junction south End/Longthwaite road/Low Moor road. A patrol officer enables pupils to cross Longthwaite Road before school time, however there is nowhere safe for pupils to cross further south on south end.

What we already do (include photos where possible)

We operate a one way system in the mornings and after school which maintains the flow for cars arriving and leaving school. Staff are on duty in the bus bay area to supervise bus arrivals in the morning. This also allows policing of the no students cars on site rule. Staff also advise parents to drop students off at the end of the bus bay thus avoiding congesting in the bus bay area. At the end of school 3-4 staff are rostered on duty to supervise the bus bay for the large number of students who depart on school busses. This allows an orderly approach to this process and avoids dangers as students get onto their allotted school bus.

Clear areas are made available for staff parking with an allotted area kept clear for our school fire drill procedure.

Students are not permitted to park on the school premises.

There are old and unsatisfactory areas for limited storage of bicycles although we have secured funding from Sustrans in December 2009 for construction of a purpose built storage area for 40 bicycles. This work should commence in April 2010. There is clear evidence from the student surveys that there is demand for this facility.

A number of staff lift share where this is possible – 16%. The school embarked on the Cycle to work scheme in September 2009. Eleven staff have purchased bicycles in this scheme.

The school was awarded Healthy schools status in 2009. Amongst many areas that were looked at by the assessing team, they were impressed with the emphasis placed on exercise across the school and the extent to which students participate in physical activities and fitness across the school.



School busses arrive in 2 blocks to avoid arriving at the same time. There is congestion on Low Moor Road particularly at 3.30-3.45pm.



Our staff supervise students getting onto buses. Coaches arrive and back up into place. Staff then release students to get onto the buses in an orderly fashion. The students pictured left are 6th Form students who are permitted to stand to the left of the gate. They too must wait until the bus has arrived.



Hi visibility jackets were introduced in October 2009 for staff to wear on bus duty.



Students gather at the bus assembly area and await for their bus to arrive.



The one way system in action at our busiest time. Cars travel one way through school.



Low Moor Road does face congestion. Here our main bus bay is just to the left of this picture. 6th form students are forced to park their cars on this road. This does cause concern with local residents. It does however slow vehicles down at end of school and does deter students from bringing cars to school.

5 Working party recommendations for action

- 1) Liaise with all agencies to bring about completion of all projected Wigton Cycling and Walking Routes. (*A1; B1)
- 2) Strengthen discouragement of student single vehicle journeys to school. (*A2; B2)
- 3) Promote cycle training. (*A4; B4)
- 4) Encourage safe cycling to school. (*A4; B4)
- 5) Promote Pass Plus and safer driving. (*A2; B2 & *A5; B5)
- 6) Build cycle parking. (*A3; B3)

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

Year 2009		
Mode of Travel	Baseline Data i.e. original survey %	Target percentage for following year
Bus	48.2%	Sustain
Car/Van	19.3%	Decrease to 17%
Car share	4.6%	Sustain
Cycle	1.3%	Increase to 4%
Taxi	0%	
Walk	26.7%	Increase to 28%

Notes

We are seeking a considerable increase in cycling to and from school; we will review our target on this when the relevant cycle routes are in place.

7 Action plans

7.1 Education and training planned (e.g. Primary: pedestrian skills training / Secondary: teenage cycle training)							
Measure	Year group	Number	Cost	Date (dd.mm.yy)	Action by	Completed? (month/year)	Notes/success criteria and risks, including links to objectives/targets and issues previously identified
Teenage cycle training	7-10	40	To be decided	2010/2011	This will be offered to participants who take up use of our new storage facility	September 2010	Includes Bikeability funded by national grants.
Launch the Pass Plus driving scheme to new drivers and encourage uptake of this programme	12-13	30	Free funding from CC. Marketing by M Beechey	March 2010 onwards	MB to launch in assemblies	Ongoing	Cumbria County Council provides a free version of this called Pass Plus Plus.

7.2 School based engineering targets (e.g. cycle storage)

Measure	Cost	Date (dd.mm.yy)	Action by	Completed? (month/year)	Notes/success criteria and risks, including links to objectives/targets and issues previously identified
Cycle storage facility planned	£12,000	April 2010	Mike Beechey	July 2010	Funded by Sustrans and school budget . Construction of storage facility for 30-40 bikes.
Storage of bike equipment	Included in above bid	July 2010	Mike Beechey	July 2010	Lockable lockers to be provided in school for storage of bike equipment.
Cycle path – within school grounds	£9,600	August 2010	Chris Wills	August 2010	On school site extension of Wigton Cycle Route 1.

7.3 Long term Road engineering targets – approved and funded by the BWTS physical measures budget						
Measure	Cost will be included if approved by Capita Engineer	Time scale	Action by e.g. traffic engineer	Date approved by CCC engineer	Completed? (month/year)	Notes/success criteria and risks, including links to objectives/targets and issues previously identified
To investigate redesigning our current bus bay	This will be funded internally.	July 2010	Mike Beechey			This is currently being investigated. There is dispute over the ownership of this land which is hindering any attempt to develop this. We have plans drawn up for a redesign of this area.
7.3a Long term Road engineering targets – measures put forward for other council funding						
Measure	Cost will be included if approved by County Council	Time scale	Action by e.g. Council	Date approved by CCC engineer	Completed? (month/year)	Notes/success criteria and risks, including links to objectives/targets and issues previously identified
Construction of cycle route Route 1 Greenacres to Thomlinson Junior School from Greenacres to Phoenix park	Approved by CC Autumn 2009	August 2010	Mark Brierley, Cumbria County Council			This is part of the groundbreaking Wigton Cycle Routes Project.

7.4 Promotional/Publicity Targets

Measure	Time scale	Action by	Notes
Our aim would be to fill our new bike storage facility and encourage many more students to bike to school. Internal promotion.	2010/2011	M Beechey	Together with substantial extra training, this promotion will encourage use of the developing Wigton Cycle Routes network.

8 Review of targets

This Travel Plan will be a working document and will be reviewed and updated annually by the working group. Any review shall be planned to commence before the action plan has run its course to guard against inactivity. The next review will be in July 2010.

The school will complete the survey annually to assess any modal shift which may have occurred.

Integration of the STP into the school development/improvement plan is the most effective way to ensure the plan is sustained (attach relevant section of SDP/SIP if applicable).

Survey Results

How do you travel to and from school?														
	Date of survey	Total no. of pupils	Bus		Car/Van		Car Share		Cycling		Taxi		Walk	
			No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Baseline:2009	December	1006	482	48.2	193	19.3	46	4.6	13	1.3	5	0.5	267	26.7
Yearly Target %				48		17				4				28
Baseline:2010														
Yearly Target %														
Baseline:2011														
Yearly Target %														

Comments

Please see the results the school survey. This data is presented extensively in a slightly different format in Appendix E.

9 Cycle count

The school is to take a cycle count before and after any improvements to cycle facilities are made. It is also recommended that a cycle count is taken before and after provision of any other measures such as training to show effects.

Cycle Count				
Date of count before	Cycle count	Measure Implemented	Date of count after	Cycle count
December 2009	10			

10 Monitoring training

All activities/training/improvements will be recorded and monitored and notes will be added to the Travel Plan each time something is done.

Year	2009		2010		2011		2012		2013	
Activity	Year Group	Number								
In the process of arranging Bikeability										

II Comments and notes

List of appendices:

- Appendix A: The Nelson Thomlinson School catchment area
- Appendix B: List of School bus routes
- Appendix C: Wigton Cycle Network Feasibility Study
- Appendix D: Students after school activities
- Appendix E: NTS Travel Plan whole school survey results December 2009
- Appendix F: Wigton Community Travel Plan North and South
- Appendix G: Public transport timetables – rail
- Appendix H: Public transport timetables – bus
- Appendix I: Tesco proposed site layout

12 Signed agreement

The Nelson Thomlinson School agrees to this School Travel Plan, to undertake its objectives, and to review the Travel Plan on an annual basis. Any review shall be planned to commence before the action plan has run its course to guard against inactivity **in July 2010**.

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	
Head - teacher	Name: Mrs Janet Downes
	Signed:
	Date:
Chair of Governors	Name:
	Signed:
	Date:
Area Engineer Cumbria County Council	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:

Mr M Beechey

