

I School details

DCSF school reference number	909/5217
Type of school	Church of England Primary School
Number on roll (including no. of SEN pupils with a brief description of subsequent impact on travel)	54 including nursery (7). There are currently no children with SEN who have any specific travel requirements.
Number of staff (It is highly recommended that a supplementary Travel Plan for staff and other school users is developed)	4 teachers (2 FT, 2PT), one administrator, 3 teaching assistants (1 FT, 2 PT) and two dinner staff
Age range of pupils	3 (Nursery part-time) -11 years
School contact details	
Head teacher	Mrs Kate Arnold
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Postcode	CA10 3RG
Telephone number	01539 624268
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Website	n/a
Working group contact	
Name	Sally Seed (Governor)
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OUR SCHOOL

Our school is in Orton, a small Eden village between the Lake District and Yorkshire Dales, on the east side of the M6 between Kendal (15mils) and Appleby (9mils). The village is divided by the B6260 from Appleby to Kendal. Fells and open farmland surround the village.

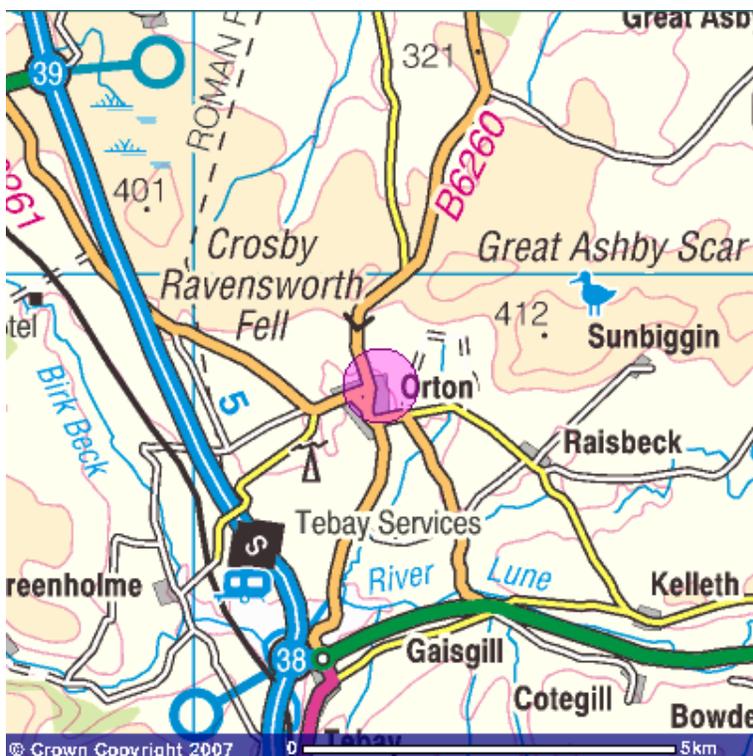


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The catchment area extends from Midwathstead in Bretherdale, some 5 miles to the west, across to Kelleth and Sunbiggin hamlets in the east and from Appleby Scar south to Gaisgill and Longdale. Children also come from Crosby Garrett, Ormside, Ravenstonedale and Tebay. The school is served by two minibuses and one taxi collecting children from:

Bus - Midwathstead, Greenholme and Scout Green

Bus - Kelleth, Gaisgill and Longdale

Taxi – Sunbiggin and Cotegill

Orton School has several after school activities including a cookery club, football and netball clubs and All Saints, a club run by members of the local church. The building is regularly in use from 8.30am to 6pm, later for Governors' meetings and Friends of Orton School fundraising events or meetings.

Our school has disabled access and adequate parking close to the school entrance if required.

Situation and location

The school is across a narrow bridge to the east of the B6260 on a narrow single-track road and passing places. The school operates a voluntary one-way system for those parents who need to drop off and pick up their children by car. People from outside the area, however, are not aware of this and there are a number (5+) of holiday properties along the same road.

Inside the school grounds, there is a small parking area for visitors and staff with approximately 8 spaces. To drop off or collect their children, most parents and carers park away from the school on the B6260 and walk along a narrow path to school. Outside the school grounds, there is a narrow lay-by that is used by the school buses (2) and taxi (1) at each end of the school day. These vehicles easily fill the limited space available and partly obstruct the view north from the school's pedestrian entrance/exit.

There is a wide double gate at the entrance to the school parking area and a separate pedestrian entrance which the children are encouraged to use at all times.

Public transport

The village is served by buses which travel Monday to Saturday on the Kendal to Penrith route. These are timetabled to get people to Kendal or Penrith for a normal working day and there is no service running at a suitable time to get children to school at Orton from Tebay. The village is also served by a bus between Appleby and Kendal each Wednesday.

The nearest railway station is 9 miles away at Appleby, 10 miles away at Kirkby Stephen (both on the Settle to Carlisle route) and 15 miles away at Kendal or Oxenholme (West Coast Mainline). The only footpaths are through the village and cycling outside the village is on narrow and unlit roads. There is a long and steep (10%) hill to the north of the village towards Appleby.

2. Aims and Objectives

Aims

Our School Travel Plan aims to:

- Sustain the current proportion of school journeys undertaken on foot and contribute to the children's health and personal development
- Prevent casualties on these journeys both to and from the school, especially immediately outside school
- Encourage safe school bus travel
- Embed good traffic behavior and awareness in advance of transition to secondary schools since almost all children will then travel to school by bus
- Embed these principles for application in all other journeys, whatever the means of transport, for all children and adults connected with the school.

Objectives (linked to Action Plan – Section 9)

- Administration: Set up and sustain a school travel plan working group. Review and update annually. Maintain awareness of transport and safety initiatives and resources available from central and local government departments. (9.5)
- Links: consultation with working group, parish council, immediate neighbours, school transport drivers and local community; establish network for knowledge sharing and possible joint activities with other local schools (Tebay, Ravenstonedale and Crosby Ravensworth)
- Health: increase travel and health awareness (9.1/9.4/9.5) and link to Healthy Schools
- Curriculum: integrate BWTS initiatives into the curriculum via PSHE, Citizenship (9.5)
- Communication: involve and engage the community and school in BWTS (9.4/9.5)
- Training: provide pedestrian road safety and cycle training (9.1) for use on school journeys and in other situations
- Promotion: promote car sharing, walking and cycling to school and include in School Development Plan (9.4). Promote the travel plan within the community and in school (9.4/5)
- Initiatives: Introduce initiatives to encourage walking and cycling to school (9.4/9.5) and improve safety whilst doing so (9.4/9.5)
- Facilities: improve cycling and pedestrian facilities on the school grounds, including safer space and approach to loading and unloading of buses (9.2)
- Safety: improve safety on routes to and from school (9.3), improve safety outside school (9.4) through direct action and liaison with local Council representatives

3 Working party – to develop and implement the plan

Name	Position	Responsibility within working party
Kate Arnold Steve Dunning Sally Seed Judith Aris Mary Jenkin Rona Arkle Daniel Evans Tim Stoddard Keith Masser Current School Council members (2 from each Year 1-6)	Headteacher Chair of Governors Parent/Foundation Governor School Travel Adviser PCC Member Parent Governor Highways Technician Cumbria County Councillor Area Engineer	Chair Also Parish Councillor Adviser Highways Adviser Cumbria County Council link Highways link

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.
Children	All children took part in an on line survey in September 2008 and 12 Yr 5 and 6 pupils took part in a discussion about sustainable travel and plotted their routes to and from school. School council meetings took place on 11 December about BWTS and the neighbourhood research	11 Dec 08	C
Staff	Two staff completed an on line survey in September 2008 (plus one completed as a parent)	Sept 08	
Parents	A parent survey was sent out to all families in October 2008, of which 20 were returned, representing 31 pupils.	Oct 08	B
Working group	Initial meeting took place 13 November (minutes attached as Appendix A)	13 Nov 08	A
Site visit	As for Working group meeting		
Other	Letters were sent to several neighbours, some of them Parish Councillors, asking for their ideas for improvements and comments on initial plans. Sample letter is attached (Appendix C)		C

4 Survey and route plotting

Baseline Data Survey

How do you travel to school?																
Year	Date of survey (dd/mm)	No. of pupils	Bus/Taxi		Car/Van		Car Share		Cycling		Rail		Walk		Other	
			No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
2008	Sept	41	22	54	11	27	2	5					6	14		

ORTON SCHOOL BWTS ONLINE SURVEY – SEPTEMBER 2008

The whole school took part in an on line survey across all age ranges. 10 infant children, 31 junior children. There are no children with special assisted transport needs. The action plan will be formulated taking answers into consideration.

ALL YEARS: 22 out of 41 children travel by taxi (54%), 11 by car (27%), 6 by foot (14%) and two by car share. No children travel by bike.

INFANT SURVEY:

10 children were surveyed. 8 children travel by bus or taxi, 1 by car and 1 by foot and one car shares. 9 out of 10 infant children travel with other school children.

JUNIOR SURVEY:

Of the 31 junior children surveyed 12 travel by bus or taxi (45%), 10 by car (32%) and 5 (16%) by foot. 2 children car share. Of 31 junior children asked 'How would you like to travel to school?' – 19 (62%) would like to come by bike (NB Survey completed shortly after Cyclewise training!).

Bus

12 children answered questions about their bus and taxi journeys. The children were generally happy with their journey to and from school. All thought that their bus drivers are friendly and helpful, 10 thought that there is good behavior on the bus. 11 thought that their bus is on time and their bus is not crowded.

Car

85% of those children travelling by car travel over 2 miles to and from school and most travel with other people. All travel all the way by car. 50% of children are dropped off on their parents' way to work or another destination. For 50% of children this is the sole reason for a journey.

Bike

30 out of 31 children own a bike. 21 (70%) wear a helmet. Of the 9 junior children who do not wear one comfort (5), cost (2), image (1), nowhere to put helmet at school (1) were given to be the reasons. 28 out of 31 children (90%) would like more cycle training. Children would be encouraged to cycle to school by a variety of changes (6 said more cycle training, 9 said a safe cycle route and 6 said their parents would not let them)

Walk

Of the junior children who walk none walk alone, 4 walk with another adult and 3 walk with other young people. The children who do not walk with other young people would like to. All 7 children consider their walking route to be safe. (NB This represents 100% of the children who live

within the immediate village and for whom walking is a reasonably safe and achievable route to school).

More children said that they would be encouraged to walk to school if they walked with other young people and adults (3), had safer crossing places (7), slower traffic (8), or their parents would let them (9). Of these 9 children, 4 said their parents would not let them walk to school because they were worried about road safety. Others pointed out the distance and lack of footpaths and lighting.

Accidents

No pupils have been injured in a road accident on their journey to or from school but I has had a near miss (on foot).

How would you like to travel to school (Key Stage 2)?																
Year	Date of survey	No of pupils	Bus/taxi		Car/Van		Car Share		Cycling		Rail		Walk		Other	
			No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
2008	Sept	31	5	16	3	10	2	6	19	62	1	3	1	3		

Choice

31 junior children answered the question 'If you could choose how would you like to travel to and from school? 5 would come by bus, 3 by car, 2 by car share, 1 by rail, 1 walk and 19 (62%) by bike. (NB Survey completed shortly after Cyclewise training!).

STAFF

3 members of staff took part in the on line survey, one of them as a parent.

All those who completed the survey travel to school by car although one other member cycles regularly and the two dinner staff both walk. Two members of staff car share occasionally.

Car

Those travelling to school by car thought it was unrealistic to travel by other means as it is too far and they have too much to carry.

Walk

No current members of teaching staff walk to school regularly.

Bike

One member of staff cycles to school – she lives in the village, just a short journey away but has not completed the online questionnaire.

Accidents

No one has been injured in an accident on the journey to school but 2 people have had a near misses, both when travelling by car and walking/running into or out of school.

PARENTS

Parents' questionnaire (Appendix B)

20 questionnaires were returned representing 31 children in all from Nursery to Year 6.

Fairly predictable current situation:

- all but one of those within 1 mile usually walk to and from school; the one that doesn't has no pavement along most of the busy road route.
- most of those who travel 1-3 miles come by taxi or school bus – only one family doesn't and that's because they're travelling out of catchment area (from Tebay)
- all of those more than 3 miles away either travel by taxi or school bus (5 responses) or car (4 responses – 2 with other children, 2 with adult only)

Route Plotting Data

Route Plotting			
Years	Date of route plotting	Year Groups	No. of pupils
2008	September	Years 5 and 6	12 pupils completed plotting
Route Plotting Notes (e.g. comments made by pupils / any results found)			
<p>Children plotted their routes to school and raised issues about their journeys. It is evident that those children who live near enough to walk to school do so, with only two children in this age group living in the village within walking distance. Those travelling by car come from a widespread area in all directions.</p>			

5 Summary of transport and road safety problems

Current problems on routes to school, and reasons preventing sustainable travel to school, including how these problems have been identified and when

Problems identified by children

- Fast traffic
- No bike storage
- Cows and sheep on the roads
- No pavements or paths
- Major roundabout between school and home (Junction 38 of M6)

Problems identified by parents

- Fast traffic for safe walking and no pavements in places
- Long distances along unlit roads for cyclists
- Excessive distances for anything but car or bus travel (5+ miles in some cases)
- Parked buses and other traffic at exit from school reduces visibility and safety

Problems identified by working group

- Children come from a hugely widespread area
- Narrow and twisting nature of rural roads making it hazardous to walk or cycle
- Lack of public transport
- Village divided by B6260, crossing it to school prevents independent travel
- Situation of school – road outside is too narrow for two way traffic. This creates problems for drop off/pick up of minibuses and taxis creating a safety issue for children
- Nature of traffic through the village makes walking to Church, Market Hall, school sport field and other village locations relatively difficult, requiring a significant number of accompanying adults

The narrow layby outside school is used for bus and taxi parking, drop off and collection. It is not as safe as it could be as some children have to leave the buses and taxi on to the road side and the view north along the road is restricted for children leaving school (gate and path to the right of picture here).

6 Present activities - 'What we already do'

- Keeping healthy, Staying safe week was initiated in Autumn 2008 and included road safety awareness
- Children are constantly reminded of road safety precautions and safe behaviour on all trips out of school, whatever the destinations
- School participated in the county's cycling safety activities with discounted cycling helmets offered to all children in 2006
- Years 5 and 6 pupils participated in initial Cyclewise training in September 2008
- A trail riding club has operated in the summer term for Year 6 for several years
- Key stage 1 children have already worked on warning sign graphics for the path from school (initial discussions in spring 2008)
- The Community Police Officer has visited Foundation stage and this is a regular visit

The school's staff team is aware of the potential to increase activity and awareness in these areas and is currently investigating the local availability of Cycling Proficiency training and additional involvement of the Community Police Officer.

14 children from Years 4 and 5 took part in Cyclewise training in September 2008.

7 Working party recommendations for action

- To receive DfT funding to enable us to improve the pedestrian entrance to the school by extending the layby depth (9.2)
- Improve access for buses and taxi and safety of pedestrians by moving the front wall (9.2)
- Promote BWTS initiatives within school and incorporate issues in the curriculum (9.5)
- Pedestrian training along routes to school, including 'safe' crossing places through the village (9.1) and across B6260 (9.3)
- Identify and highlight pedestrian crossing point on B 6260 and improve signage of approach to school and crossing point (9.3)
- Pilot a weekly walking bus as a way of highlighting safety to children and motorists (9.2)
- Promote car sharing (9.4)
- Provide cycle skills training to Years 3 & 4 (9.1)
- Extend National Standards Cycle Training to Year 5 (9.1)
- Access BWTS Headstart programme and enable parents to purchase low cost cycle helmets (9.5)
- Include STP in School Development Plan and link to any Healthy Schools initiatives (9.5)
- Review, monitor and revise our plan annually (9.5)

8 Targets – specific % targets for modal shift

Year 2008		
Mode of Travel	Baseline Data i.e. original survey %	Target percentage for following year
Bus/Taxi	54	54
Private vehicle	27	27
Car share	5	5
Cycle		
Rail	n/a	n/a
Walk	14	14

The parent survey results reflected current practice and it is clear that most children who can safely walk to school already do so, accompanied by a parent or other adult. While a Walking Bus on certain days within the village would be attractive to parents and children alike, it would not increase the number of journeys completed on foot but might highlight the traffic issues to passing drivers at peak times.

Similarly, those children currently traveling by bus or taxi are making journeys of up to 5 or 6 miles (one way) along narrow and unlit roads with no pavements or alternative footpaths. Cycling or walking would not be a safe option and the current shared transport provides the best available route to school.

There may be some potential to increase car sharing and this will be explored and, similarly, there may be some among walkers or those making shorter bus or car journeys who might consider summer month cycling as an option, particularly in the older age groups approaching secondary school transition. This will be discussed and explored with the School Council since it would require school to invest in cycle storage which is not a current safety priority.

Within the small school population, there are likely to be significant variations with each group of leavers and new intake. Targets will therefore be reviewed for the current school populations annually.

9 Action plans

9.1 Education and training planned							
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
Pedestrian Training	1 & 2	12	n/a	Jan 09	Fiona Hanson RSO	23 Jan 09	Children are safer crossing the road and are able to identify safe crossing points in the village and on school routes - gives both children and parents confidence.
Cycle skills training	3 & 4	14	n/a	tba	Fiona Hanson, Head and class teacher		Highlight safety aspects of cycling e.g. helmets, safety checks. Motivation. Basic cycle skills improve
National standards cycle training	5 & 6	13	tba	tba			Road skills on a bike, building on previous cycle skills training
Road Safety lessons	Whole school	54	0	ongoing	All staff with external providers as appropriate		Raise awareness of safety issues when walking and cycling to school as well as personal safety Incorporated in Keep healthy, Stay safe week
Make BWTS links in the curriculum - Geography, Math's and Literacy	Whole school		0				Highlight local issues and incorporate environmental and health issues. Use math's to record data collected. Examples include mapping, local environmental issues, location comparisons, sustainability with associated cross-curricular links to numeracy and literacy

9.2 School based engineering targets					
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
Move front school wall and extend surfaced lay-by	Approximately £6 000	August/ September 2009	Steve Dunning		We will work with the Parish Council to move the wall and expand the parking area for the minibuses and taxis – thus making a safer area for the children. This is a priority as 54% of our children arrive and depart school on school transport and such a development would also reduce the risks for those leaving school on foot by improving visibility
Create and install warning signs on approach to school gate from school	£500	May 2009	Philippa Woodmass and Governor (Rowland Woof)		Foundation stage pupils have already worked on warning sign designs to remind children to stop at the gate and wait for carers before going out into the road. Creation of permanent signs would use this work to achieve a valuable safety objective.
Installation of a bike rack	£500	End 2009	Sally Seed and Rowland Woof		This would enable the increased cycle training to go ahead effectively

9.3 Long term Road engineering targets						
Measure	Cost will be included if approved by Capita Engineer	Time scale	Action by	Date approved by CCC engineer	Completed? (month/year)	Notes/success criteria and risks, including links to objectives/targets and issues previously identified
Improve school warning signage in south of the village.	£750	Summer/Autumn 2009		D Evans		Installing new school warning signs will increase driver awareness of pedestrians walking to the school, reducing the risk of accidents occurring.
Improve signage and provide dropped kerbs at crossing at the market hall.	£2500	Summer/Autumn 2009		D Evans		The location is used to a lesser extent than Front Street as a crossing place for pedestrians traveling to and from the school. The location is used as an alternative for this purpose and is the main crossing point for access to the playground located to the east. Installing dropped kerbs and warning signs will increase driver awareness of pedestrians crossing the road at the location reducing the risk of accidents occurring and improve accessibility for pedestrians.

9.4 Promotional/publicity targets			
Measure	Date	Action by	Notes
Regular articles in school newsletter	Termly	School Council	Highlight BWTS activities and ask for support
Promote low cost cycle helmets to parents	March 2009 and September 2009	K Arnold	Ensure accessibility to low cost cycle helmets through BWTS website Headstart scheme
Promote car sharing	Jan 09	K Arnold	Increase awareness of benefits of car sharing amongst staff and pupils - informal basis. Promote and include in new prospectus and to new starter families
Encourage those children who are entitled to free school transport to use the bus	Sept 09	K Arnold/ Governors	Promote to new parents with the prospectus.
Publicise children's concern about people speeding through the village	March 09	School Council and Governors	Even some local people are going too fast and it was decided that it would have more effect if the children highlighted the speed limit; the WOW (Walking on Wednesdays) bus may help on this by being seen as a group
Local press coverage	As appropriate	K Arnold	The Messenger and Herald have previously featured Cyclewise training and similar activities and this link will be maintained in addition to the regular contributions from pupils to The Link, the monthly parish newsletter

9.5 Additional targets/action taken by school			
Measure	Date	Action by	Notes
Set up and sustain a School Travel Plan Working Group	Sept 2008	K Arnold/S Seed	Invite and consult people to join and input into the group as necessary
Review school travel plan annually	Nov 2009	Working Group	Repeat survey and review plan - make further improvements and ensure that the travel plan is a working document
Include School Travel Plan in School Development Plan as an appendix	December 2009	Governing Body	Embed the travel plan in school policy and see it as a working document
Include school travel ethos in school prospectus and promote to new parents	April 2009/September 2009	Governing Body/K Arnold	Encourage everyone to think about the preferred method of travel

Plus

Measure	Cost	Date (dd.mm.yy)	Action by	Completed? (month/year)	Notes/success criteria and risks
Pilot a weekly walking bus (WOW)	Costs of high visibility vests	April 2009 (after Easter)	Sally Seed and other village parents		Although all children in the village centre already walk, a walking bus would be a fun way of encouraging this and a way of highlighting the need for care to passing motorists at key times of the day. Package of high vis vests (co-operative) also useful for school trips and walks to Church.

10 Review of targets

This Travel Plan will be a working document and will be reviewed and updated annually every November by the Head and 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 November 2009. The school will complete the survey biannually in November 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		Rail		Walk	
			No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Baseline:2008			22	54	11	27	2	5					6	14
Yearly Target %				54		27		5						14
Baseline:2009														
Yearly Target %														
Baseline:2010														
Yearly Target %														

We already have the maximum number of children who are able to walk to school walking. These are the children who live within the village. Similarly, those traveling by bus or taxi would have few other options for a safe journey to school throughout the year. The only clear area for improvement could be car sharing and this will be promoted (see Action Plan 9.4).

I1 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
SEPT 2008	4			

I2 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	2008		2009		2010		2011		2012	
Activity	Year Group	Number								
Cycle skills training by Cyclewise	4 & 5	14								
Pedestrian Training	-	-	1 & 2							
National Standards Cycle Training	-	-								

Signed agreement

- I. **ORTON CHURCH OF ENGLAND PRIMARY SCHOOL** agrees to this School Travel Plan, to undertake its objectives, and to review the Travel Plan on an annual basis, starting in September 2010. Any review shall be planned to commence before the action plan has run its course to guard against inactivity. 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 KATE ARNOLD Signed: Date:
Chair of Governors	Name: MR STEVE DUNNING Signed: Date:
Area Engineer Cumbria County Council	Name: KEITH MASSER 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:

Mrs K Arnold
