



**Branston Community College**  
**Station Road**  
**Branston**  
**Lincoln**  
**Lincolnshire**  
**LN4 1LH**  
**DCSF NO: 925 5418**

January 2011

Dear Head Teacher,

Please find enclosed your first **School Travel Health Check (STHC)**. This pack has been produced specifically for your school using your school census data. Every LEA school in Lincolnshire has been provided with a STHC to enable schools to consider the following:

- How your pupils currently travel to school, and from where.
- The impact this has on your pupils and the environment.
- Some questions and thoughts to encourage debate about 'sustainable travel', 'carbon management' and 'health' within your school.
- To support the themes above in your curriculum.

The STHC is collated using the school census mode of travel data submitted in January 2010. The analysis was undertaken on behalf of Lincolnshire County Council by an impartial organisation, 'Travel Health Check Ltd'. An explanation of the calculations is given in section 6 of the attached STHC report. The STHC is nationally recognised as best practice by Department for Education and the Sustainable Development Commission.

Included in this pack is your STHC report and an aerial postcode map which shows how pupils are currently travelling and from where. This is yours to keep and use in school.

To help you update your School Travel Plan and set targets for reducing the number of children who travel to school in the car, we have "R.A.G. rated" pupil travel on pupils within a realistic walk threshold travelling by car. **The 2009-10 STHC sustainable travel rating for your school is:-**

Pupils within a realistic (800m / 2km)  
walk threshold coming by car:

**AMBER**

**RED:** >30 pupils living within walk threshold coming by car  
**AMBER:** 10-30 pupils living within walk threshold coming by car  
**GREEN:** <10 pupils living within walk threshold coming by car



**If your score is Red or Amber:** Don't despair! We understand that the location or nature of your school may be a major factor in determining how your pupils travel to it, including selective school status, faith schools or rurality. Your rating shows that there may be great potential for more children to walk and cycle to school. The School Travel Plan team have lots of resources and ideas you can use to help change your score to green.

**If your score is Green:** Great! Use the School Travel Plan resources available to help you keep the momentum going and keep all those pupils walking, cycling or using the bus.

**If some of your figures / maps don't look right:** Your STHC relies on the School Census data you collect being accurate. Please check the maps supplied for rogue postcodes / modes of travel and the maximum walking and cycling distances in section 2 of the report. Errors may occur if the Mode of Travel field in the annual School Census is not updated in line with Department for Education guidance. Contact the School Travel Plan team for information on how to complete your census data. Any errors found should be corrected in time for the next school census submission.

**What to do now?** Make sure the contents of this School Travel Health Check pack makes it into the staffroom and the classroom. As well as being incorporated into lessons, it can be used with your School Travel Plan Steering Group, Eco Committee and School Council.

*NOTE: Digital versions of your STHC pack are available – please contact us for copies.*

Please don't hesitate to contact us if you have any questions about the issues raised by this School Travel Health Check pack for your school. We want this information to be of as much interest and use to you as possible, so please talk to us to help us make it work for you.

Kind regards,

School Travel Plan Team

*School Travel Plans  
Lincolnshire County Council  
City Hall, Lincoln, LN1 1DN  
T: 01522 782070  
E: [schooltravelplans@lincolnshire.gov.uk](mailto:schooltravelplans@lincolnshire.gov.uk)*

***The 2009-10 School Travel Health Check is a pilot scheme for Lincolnshire and any feedback on the content and any suggestions on how it can be improved for the future are welcomed.***



## 2009-10 School Travel Health Check Report

<b>Branston Community College</b> Station Road Branston Lincoln Lincolnshire LN4 1LH DCSF NO: 925 5418	<i>School Census Year</i>	2009-10
	<i>Generic School Type</i>	Secondary
	<i>DCSF School Type</i>	Comprehensive all-through, 11-18
	<i>NCY Range</i>	7 to 14
	<i>School Intake Type</i>	COMP - Comprehensive
	<i>Total No. Of Pupils</i>	1048

### 1. STHC Analysis Summary for YOUR School

The data below shows how pupils travelled to your school according to your 2009-10 school census data. Please also refer to section 2 of this report for more analysis of individual travel modes.

Mode Of Travel	WLK	CYC	CAR	CRS	PSB	DSB	BNK	TXI	TRN	OTH	UNK
<b>Pupil No.</b>	327	52	125	2	60	452	3	22	2	3	0
<b>Pupil %</b>											
Your School	31.2%	5.0%	11.9%	0.2%	5.7%	43.1%	0.3%	2.1%	0.2%	0.3%	0.0%
LEA (Primary)	46.5%	2.4%	42.5%	2.3%	0.5%	2.9%	0.6%	1.2%	0.0%	0.6%	0.4%
LEA (Secondary)	32.3%	6.0%	13.4%	2.0%	7.7%	28.9%	6.4%	1.2%	0.3%	0.5%	1.2%
<b>Avg. Distance km</b>											
Your School	1.29	2.79	4.32	6.71	6.63	6.22	4.63	6.45	0.73	2.38	
LEA (Primary)	0.80	1.06	2.78	2.55	2.81	3.71	3.44	4.67	1.92	1.82	1.16
LEA (Secondary)	1.32	1.81	5.13	5.15	10.06	9.60	8.93	10.52	19.79	6.40	10.92

The 2009-10 STHC Sustainable Travel Rating for your school is:-

Pupils Within A realistic (800m / 2km)  
Walk Threshold Coming By Car:

**AMBER**

---

RED: >30 pupils living within walk threshold coming by car  
AMBER: 10-30 pupils living within walk threshold coming by car  
GREEN: <10 pupils living within walk threshold coming by car

See section 2.4

## 2. The Impact of pupil travel to YOUR School

The figures below reflect the impact of travelling to school on the health of your pupils and the environment – we have emphasised a couple of the more interesting figures. Explanatory notes on the calculations are given in section 6 of this document. Note there are 190 teaching days in the school year.

### 2.1 Walking to School

Number & percentage of pupils walking	327	31.2 %
<b>Number &amp; percentage of pupils living within walking distance</b>	<b>313</b>	<b>29.9 %</b>
<small>(Primary Walking Threshold = 800m, Secondary = 2000m)</small>		
<u>Average distance of walk journey to school</u>	1.29	km
<small>(Home - School)</small>		
<u>Total distance walked every school day</u>	843.9	km
<small>(Home – School – Home)</small>		
<u>Total walking calories burned every school day</u>	45,097.4	cal
<u>Total walking calories burned every school year</u>	8,568,498	cal cal
Maximum recorded walking distance	7.71	km km



### 2.2 Cycling to School

Number & percentage of pupils cycling	52	5.0 %
<u>Average distance of cycle journey to school</u>	2.79	km km
<small>(Home - School)</small>		
<u>Total distance cycled every school day</u>	289.9	km km
<small>(Home – School – Home)</small>		
<u>Total cycling calories burned every school day</u>	2,337.1	cal cal
<u>Total cycling calories burned every school year</u>	444,048	cal cal
Maximum recorded cycling distance	20.62	km km



### 2.3 Coming to School by Bus (All Bus Types)

Number & Percentage of pupils coming by bus	515	49.1	%
<u>Average distance</u> of bus journey to school (Home - School)	6.26		km
<u>Total distance</u> travelled by bus every school day (Home – School – Home)	6443.9		km
<u>Total bus CO<sub>2</sub></u> emitted every <u>school day</u>	574.2		kg
<u>Total bus CO<sub>2</sub></u> emitted every <u>school year</u>	109,089		kg



### 2.4 Coming to School by Car (Car/Van and Car Share)

Number & Percentage of pupils coming by car	127	12.1	%
<b>Number &amp; percentage driven from within the walking threshold (800m)</b> (Primary Walking Threshold = 800m, Secondary = 2000m)	30	9.6	%



<b>STHC rating: pupils within walking threshold coming by car</b>	<b>AMBER</b>
<b>RED:</b> >30 pupils <b>AMBER:</b> 10-30 pupils <b>GREEN:</b> <10 pupils	



<u>Average distance</u> of car journey to school (Home - School)	4.36		km
<u>Total distance</u> travelled by car every school day (Home – School – Home)	1,093.4		km
<u>Total car CO<sub>2</sub></u> emitted every <u>school day</u>	220.5		kg
<u>Total car CO<sub>2</sub></u> emitted every <u>school year</u>	42,423		kg
<b><u>Average costs</u> of driving per parent / carer for 'school run' every <u>school year</u></b>	£	<b>621.62</b>	



### 2.5 Annual Carbon Footprint for All Pupils & All Modes of Travel

Remember to get a daily figure divide the annual total by 190!

**Total travel CO<sub>2</sub> emitted by whole school** 163,113 kg

(Home – School- home)

**Average travel CO<sub>2</sub> emitted per pupil** 155.6 kg

(Home – School – Home)

**Authority average CO<sub>2</sub> emitted per pupil** 170.8 kg

<b>Long term STHC rating: Per pupil travel CO<sub>2</sub> emissions against authority average</b>	<span style="border: 1px solid black; padding: 5px 20px; color: orange; font-weight: bold;">AMBER</span>
<span style="color: red;">RED: &gt; 10% above average</span> <span style="color: orange;">AMBER: Within 10% of average</span> <span style="color: green;">GREEN: &gt; 10% below average</span>	







### 3. Some questions you should ask:

This health check will no doubt raise many questions. Here are a few to start you off:

- What do the figures in this document and the map tell us about travel to our school?
- What can we do to encourage more sustainable travel?
- What targets should we set for encouraging sustainable travel for our pupils and staff?
- How would our pupils prefer to travel and what are the barriers that prevent them from doing so? (You should have the answer to this in your School Travel Plan).

### 4. Some targets you could set:

*The Lincolnshire School Travel Plan team have a range of resources, ideas and support that can help you to achieve these targets*

- Reduce the number of pupils being driven from within the walking threshold by 20%.
- Increase the number of pupils who are cycling to school.
- Reduce the amount of CO2 emissions caused by transport to your school by 20%.
- Increase the amount of calories burned on the school run every day by 10%.
- Reduce the average cost of driving to school by 20% by leaving the car at home once a week or using the park and stride site.

### 5. How else can the school travel health check be used?

**School Travel Plan:** Use it to help your school identify aims and objectives for your plan. Also use the figures to set SMART\* targets to help you deliver your plan.  
(\*Specific, Measurable, Achievable, Realistic and Time bound)

**Healthy Schools:** Make the vital link between health and every day activity – this is the route to lasting health.

**Sustainable Schools/ Eco-Schools:** A zero carbon emissions building is no use if everyone drives to it! Make sure your school's carbon budget includes travel.

**Incorporation into the classroom:** We are sure teachers will see the obvious links between the school-specific resources in this STHC pack and many aspects of your teaching curriculum. On our website are new curriculum resources that can support you.





## 6. Explanation of Calculations

This section explains the assumptions, calculations and data sources used to create this School Travel Health Check Report. Further information is available from the contact listed in section 8 of this report.

### 6.1 Home To School Distance

This is based on the straight line ('as the crow flies') distance from each pupils home postcode to school. We calculate this from de-personalised data taken from your January School Census return.

*NOTE: We show the maximum walk and cycle journey distances calculated for your school in sections 2.1 & 2.2. Unfeasibly long journeys indicate miscoding of your census data (pupil postcode and/or mode of travel) rather than super human pupils so please correct any errors in time for the next school census.*

### 6.2 Calorie Calculations For Walking & Cycling

These are based on the work of Roger Mackett, a professor of Transport Studies at University College London and one of the UKs' leading researchers into the role of travel as a facilitator for children's health. The figures used in our calculations are as follows:

Mode	Code	Average Speed	Calorie Burn Rate	Calories Burned Per Km
Walk	WLK	3.2 km/hour	1.85 calories/minute (Primary)	34.69 calories/km (Primary)
			2.85 calories/minute (Secondary)	53.44 calories/km (Secondary)
Cycle	CYC	16 km/hour	1.4 calories/minute (Primary)	5.25 calories/km (Primary)
			2.15 calories/minute (Secondary)	8.06 calories/km (Secondary)

Source: 'The therapeutic value of children's everyday travel' - Mackett, R.L., Lucas, L, Paskins, J. and Turbin, J. (2004).

URL: <http://eprints.ucl.ac.uk/1421/>

### 6.3 Vehicular Travel Carbon Dioxide (CO<sub>2</sub>) Emission Calculations

These are based on the official UK government greenhouse gas conversion factors published by the Department for the Environment, Food and Rural Affairs (DEFRA). 2007 figures were used to enable like-for-like comparison between LEAs and years as follows:-

Mode	Code	CO2 Emission Factor Per Km	Reference
Car / Van Car Share Taxi	CAR CRS TXI	0.2042 kg CO2 emitted per vehicular km	Table 6 – Combined average for petrol & diesel cars
Public Service Bus Dedicated School Bus Bus Type Not Known	PSB DSB BNK	0.0891 kg CO2 emitted per passenger km	Table 8 – Bus
Train	TRN	0.0602 kg CO2 emitted per passenger km	Table 8 – National rail
Metro / Tram / Light Rail	MTL	0.0650 kg CO2 emitted per passenger km	Table 8 – Light rail & tram
London Underground	LUL	0.0526 kg CO2 emitted per passenger km	Table 8 – London Underground

Source: "Greenhouse Gas Conversion Factors For Company Reporting", DEFRA (2007)

URL: <http://www.defra.gov.uk/environment/business/reporting/conversion-factors.htm>

### 6.4 Driving Cost

This is based on the 2009 AA figure calculated at £0.38 per km for the average UK car driving approximately 10,000 miles per year and taking into account the standing and running costs of driving (fuel, depreciation tax and insurance etc).

Source: The Automobile Association

URL: [http://www.theaa.com/allaboutcars/advice/advice\\_rcosts\\_petrol\\_table.jsp](http://www.theaa.com/allaboutcars/advice/advice_rcosts_petrol_table.jsp)





## 7. The Big Picture in Lincolnshire

Everyday over **27,000** car journeys are made in Lincolnshire to take children to school. Sometimes it may feel that your efforts to reduce car use at your school are only making a small contribution, but every action counts towards making Lincolnshire a safer, cleaner and healthy county.

**If everyone who drove to school changed just one of their journeys a week to walking instead ...**

- There would be **5434 less cars** on Lincolnshire roads every day.
- On average there would be **15 less cars outside every school**, every day.
- Each pupil could loose up to **6lb in weight** a year from changing their journey (based on walking for 30 minutes).
- **3701kg of CO<sub>2</sub>** would be saved every day.



## 8. Contact & further information

### **Lincolnshire Road Safety Partnership**

The Road Safety Partnership offers a range of services to ensure that all road users are safe on the journey to school. Below are just some of the projects and initiatives they can help with in your school, but remember they can help with any issue regarding traffic safety and education:

- Delivering school safety lessons to pupils
- Pedestrian training sessions
- School crossing patrols
- BikeWise – Cycling proficiency training using school staff and volunteers.
- 2fast2soon – a programme aimed at young drivers, aged 17-24.



**Phone:** 01522 805800

**Web:** [www.lincolnshire.gov.uk/LRSP](http://www.lincolnshire.gov.uk/LRSP)

### **Sustainable Schools Team**

DfE aspires for “all schools to become sustainable schools by 2020”. LCC is supporting this through joint work between CfBT and LCC. This includes Sustainable Schools Working Group; web based information [www.lincolnshire.gov.uk/sustainableschools](http://www.lincolnshire.gov.uk/sustainableschools) and support from the Sustainability and Climate Change Team. LCC also runs a revolving fund to support investment in energy efficiency, saving money and carbon.

**Phone:** 01522 554595

**Email:** [sustainability@lincolnshire.gov.uk](mailto:sustainability@lincolnshire.gov.uk)



### School Travel Plan Team

Every school in Lincolnshire now has a School Travel Plan in place. The project has secured over £2.1 million into Lincolnshire schools to help remove the barriers to sustainable travel. This means we have lots of facilities across the County to ensure that more children can walk, cycle or use the bus.

Here are just a few of the things our Sustainable Travel Officers can deliver in your school:

- Developing bespoke projects for your school that enable and encourage more sustainable travel.
- Whole school initiatives such as The Golden Boot Challenge, Virtual Bike Race, WoW.
- Setting up 'Park and Stride' sites.
- Helping to secure funding for cycle parking, footpath improvements and bigger transport infrastructure that will benefit your school community.
- Signpost you to a range of organisations, including BikeAbility training – the national standard cycle training.



**Phone:** 01522 782070.

**Email:** [schooltravelplans@lincolnshire.gov.uk](mailto:schooltravelplans@lincolnshire.gov.uk)

**Web:** [www.lincolnshire.gov.uk/schooltravelplans](http://www.lincolnshire.gov.uk/schooltravelplans)

### Transport Services

The Transport Services Group (TSG) is responsible for providing home to school transport for approximately 24,000 entitled pupils each day. It is essential that the journey to and from school is a safe and pleasant experience for all, which is why the Max Respect initiative was launched in 2002 to actively promote and encourage safe travel.



Throughout each academic year schools can become actively involved in Max Respect through; hosting Max Respect PSHE lessons and assemblies; entering the Max Respect Art and Design competition; promoting the use of the Max Respect CitizenCard; hosting Max Respect Theatre in Education performances (funded by TSG) amongst many more initiatives. It is essential that good, safe travel habits are developed early in a pupil's life to ensure sustainable travel now and in the future.

**Phone:** 01522 782020

**Email:** [transport\\_services@lincolnshire.gov.uk](mailto:transport_services@lincolnshire.gov.uk)

**Web:** [www.maxrespect.org.uk](http://www.maxrespect.org.uk).

### The School Travel Health Check website

The new website [www.sthc.co.uk](http://www.sthc.co.uk) contains information on how best to utilise the STHC and the wealth of data it contains. If you still require further information then contact the STHC support team at [support@sthc.co.uk](mailto:support@sthc.co.uk) or via the website – they are happy to help.

Lincoln Carlton Academy  
Temporary Site Travel Plan  
March 2013/2014



## 1. These are the reasons why we are doing a STP

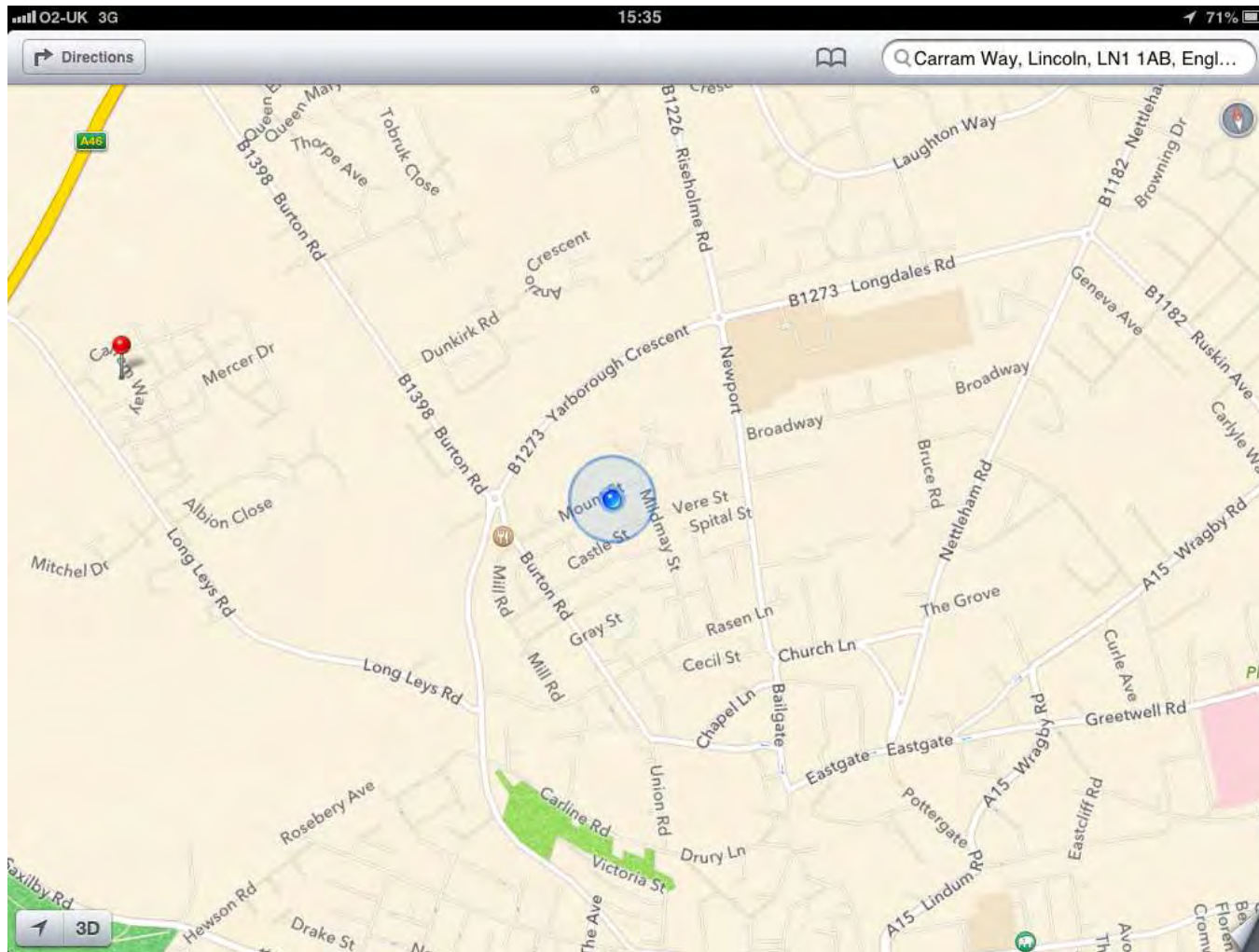
Lincoln Carlton Academy is a new school opening in September 2013 with 2 x reception classes. Due to unforeseen circumstances we will be unable to open on our Carlton Boulevard site as building work has been delayed significantly. The school will open in mobile classrooms on Mount Street Academy's site for at least the first 2 terms until Christmas 2013.

## 2. Description of the location, size and type of the school

### Our school

- We are a primary school In the first year of opening will only have 2 classes of reception aged children, admission numbers indicate that there will be 55 children in total in the first year. 46 have accepted places as of 25th April. The school will grow year on year. Predicted staffing will be as follows 1 Executive Headteacher, 1 x head of school, 2 x FTE class teachers, 2 x FTE teaching assistants, 2 x PT play workers, 1 x cleaner.
- Children in our first cohort will be aged 4-5 years. These children and their families have not accepted places yet so we currently do not know if there are any SEN or statemented children. See section 3 assumed catchment of area for more details.
- Mount Street Academy/Lincoln Carlton Academy temporary site is situated at the heart of urban housing on a street of predominantly terraced houses. (see map in appendix)
- Mount Street Academy/Lincoln Carlton Academy temporary site is open from 9:00 to 3:10. Breakfast club is open from 7:45 to 9:00 and after school club is open from 3:10 to 5:45.

- Location map. Access to school is via Olive Street and Mildmay Street and Mount Street.



- Site plan (see appendix 1)
  
- There are shelters outside nursery, reception and Y1 classes. Mount Street Academy/Lincoln Carlton Academy temporary site has cycle storage for approx 40 bikes/scooters.
  
- Transport links to school -
  - Walking - the streets surrounding school are all well-lit and continuous in and out of the school grounds.
  - Cycling - we have storage for approx 40 bikes/scooters
  - A regular bus service drops children and parents/carers off directly outside school on Mildmay Street. There are also bus routes within 5 minutes walk on Newport, Burton Road and Yarborough Crescent.





### 3. Description of the travel/transport problems/issues faced by school.

- Catchment area of the school

The catchment area of Mount Street Academy/Lincoln Carlton Academy temporary site is as follows: - The school is deemed to be in an area of high deprivation. Almost all pupils have White British backgrounds. Very few speak English as an additional language. The number of pupils with special educational needs and/or disabilities is broadly average. Their difficulties are mainly in speech, language and communication or they have behavioural, emotional and social needs.

The Catchment area of Lincoln Carlton Academy permanent site is as follows: - We have yet to establish who the first cohort will be as families are in the process of accepting places through the admissions process. We assume that Lincoln Carlton Primary Academy will primarily serve the communities of Carlton Boulevard, Wolsey Way, Bunkers Hill and Glebe Park. These are not considered to be areas with large numbers of families in challenging circumstances and they are likely to have average numbers of children eligible for Free School Meals (FSM) and children with Special Educational Needs (SEN). These communities also have below average numbers of Looked After Children (LAC) and children who have English as an Additional Language (EAL). Because of the location of the school, it is difficult to determine exactly the percentage of children who may have some specialist need.

- Lincolnshire County Council will be providing a bus service from the school site on Carlton Boulevard to the temporary Mount Street site in the interim period. Children will be escorted by their parents on this bus service to and from school and on the return journey. We will ensure that all families are encouraged to use the service as it will become an integral part of the school day. We will be promoting use of this bus service through various parent meetings and leaflets regarding coming to school. Buses will drop off in the bus parking zone on Mildmay Street directly outside of school.
- If parents choose to come to school by car or taxi there is lots of parking available on streets nearby and surrounding Lincoln Carlton Academy temporary site . There are no restrictions to parking (i.e permit only) but there are several areas

which have double yellow lines and bus only between certain hours. There is a small staff/visitors car park with approx 5 spaces. Children with disabilities are able to drop off in this area. The school is in a residential area. Park and stride options could include parking on Newport or Burton Road in the drop off zones and walking to the temporary site.



- We have bike sheds and storage for approximately 40 bikes/scooters which is currently adequate for the amount of children who bring them to Mount Street School. Children attending the mobile classrooms will possibly be arriving in cars or in the school bus that will be provided by Lincolnshire Council Council.
- 
- We do not currently have a crossing patrol. All children are accompanied to school by parents/carers as they are aged between 3 and 7.
- The speed limit outside Mount Street Academy/Lincoln Carlton Academy temporary site is 30 miles per hour.

Please tell us about any travel initiatives that your school may have taken part in. For example: bus behaviour policies, road safety talks, Bikewise, initiatives to promote active travel etc

- The children take part in annual road safety talks with visitors to school such as the local community support officers. Our Mount Street Academy children compete weekly for a "golden boot" by coming to school in a healthy way (bike, walking, park and stride). The scores of how they travel are added together and the class with the most points gets to take a golden boot and other prizes such as a small video camera, a digital camera and a remote control car into their classes for a week. It is anticipated that once Carlton Academy is built this system will be replicated. However, due to the distance between the main school site and the temporary site this will be unfair to expect children to walk.
- We work closely with Sustrans and Vince Gibson on some initiatives throughout the year such as bike to school weeks, bike it and maintaining bikes workshops.



#### **4. Surveys**

We currently do not have any children and staff as the school is due to open in September 2013.

Mount Street Academy (as previously described) make weekly tallies of how children come to school and use these to encourage children to come to school in healthy ways by rewarding the most healthiest class with prizes.

#### ***Surveying Parents***

We will be talking to parents at an open forum meeting on Wednesday 1st May at 6pm to discuss travel arrangements to and from the mobile classrooms.

#### **5. Action Plan**

As the arrangements for mobile classrooms are temporary and impossible to change we will not put an action plan for Carlton Academy into place until we have moved into our permanent accommodation.





# SCHOOL TRAVEL PLAN CONTRACT

When this document has been agreed by all parties, please sign this page

The Governors and Head Teacher of ..... School agree to this School Travel Plan and agree to undertake its objectives. Lincolnshire County Council's School Travel Plan Advisors and members of the Lincolnshire Road Safety Partnership agree to give their full support to the aims and objectives of this Travel Plan. **We agree to provide a full paper copy of the completed travel plan and also an electronic copy to the School Travel Plan Advisor.**

Signed Mr T Culpin  
Chair of Governors

Date 17.4.2013

Signed Mrs R Malam  
Head Teacher

Date 17.4.2013

Signed .....Name ..... Date .....  
In school School Travel Plan Co-ordinator



Cherry Willingham Community Secondary  
School  
Croft Lane  
Cherry Willingham  
Lincoln  
Lincolnshire  
LN3 4JP  
DCSF NO: 925 4062

January 2011

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School Travel Plan Team

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Lincolnshire County Council  
City Hall, Lincoln, LN1 1DN  
T: 01522 782070  
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**The 2009-10 School Travel Health Check is a pilot scheme for Lincolnshire and any feedback on the content and any suggestions on how it can be improved for the future are welcomed.**





## 2009-10 School Travel Health Check Report

<b>Cherry Willingham Community Secondary School</b> <b>Croft Lane</b> <b>Cherry Willingham</b> <b>Lincoln</b> <b>Lincolnshire</b> <b>LN3 4JP</b> <b>DCSF NO: 925 4062</b>	<b>School Census Year</b>	2009-10
	<b>Generic School Type</b>	Secondary
	<b>DCSF School Type</b>	Comprehensive all-through, 11-16
	<b>NCY Range</b>	7 to 11
	<b>School Intake Type</b>	COMP - Comprehensive
	<b>Total No. Of Pupils</b>	491

### 1. STHC Analysis Summary for YOUR School

The data below shows how pupils travelled to your school according to your 2009-10 school census data. Please also refer to section 2 of this report for more analysis of individual travel modes.

Mode Of Travel	WLK	CYC	CAR	CRS	PSB	DSB	BNK	TXI	TRN	OTH	UNK
<b>Pupil No.</b>	140	28	134	6	65	4	95	18	1	0	0
<b>Pupil %</b>											
Your School	28.5%	5.7%	27.3%	1.2%	13.2%	0.8%	19.3%	3.7%	0.2%	0.0%	0.0%
LEA (Primary)	46.5%	2.4%	42.5%	2.3%	0.5%	2.9%	0.6%	1.2%	0.0%	0.6%	0.4%
LEA (Secondary)	32.3%	6.0%	13.4%	2.0%	7.7%	28.9%	6.4%	1.2%	0.3%	0.5%	1.2%
<b>Avg. Distance km</b>											
Your School	0.89	2.28	3.93	5.10	5.34	5.28	5.41	10.63	0.43		
LEA (Primary)	0.80	1.06	2.78	2.55	2.81	3.71	3.44	4.67	1.92	1.82	1.16
LEA (Secondary)	1.32	1.81	5.13	5.15	10.06	9.60	8.93	10.52	19.79	6.40	10.92

The **2009-10 STHC Sustainable Travel Rating for your school** is:-

Pupils Within A realistic (800m / 2km)  
Walk Threshold Coming By Car:

RED

---

RED: >30 pupils living within walk threshold coming by car

AMBER: 10-30 pupils living within walk threshold coming by car

GREEN: <10 pupils living within walk threshold coming by car

See section 2.4



## 2. The Impact of pupil travel to YOUR School

The figures below reflect the impact of travelling to school on the health of your pupils and the environment – we have emphasised a couple of the more interesting figures. Explanatory notes on the calculations are given in section 6 of this document. Note there are 190 teaching days in the school year.

### 2.1 Walking to School

Number & percentage of pupils walking	140	28.5 %
<b>Number &amp; percentage of pupils living within walking distance</b>	<b>196</b>	<b>39.9 %</b>
<small>(Primary Walking Threshold = 800m, Secondary = 2000m)</small>		
<u>Average distance of walk journey to school</u>	0.89	km
<small>(Home - School)</small>		
<u>Total distance walked every school day</u>	250.4	km
<small>(Home – School – Home)</small>		
<u>Total walking calories burned every school day</u>	13,379.4	cal
<u>Total walking calories burned every school year</u>	2,542,088	cal cal
Maximum recorded walking distance	6.07	km km



### 2.2 Cycling to School

Number & percentage of pupils cycling	28	5.7 % %
<u>Average distance of cycle journey to school</u>	2.28	km km
<small>(Home - School)</small>		
<u>Total distance cycled every school day</u>	127.9	km km
<small>(Home – School – Home)</small>		
<u>Total cycling calories burned every school day</u>	1,031.5	cal cal
<u>Total cycling calories burned every school year</u>	195,977	cal cal
Maximum recorded cycling distance	4.72	km km



### 2.3 Coming to School by Bus (All Bus Types)

Number & Percentage of pupils coming by bus	164	33.4	%
<u>Average distance</u> of bus journey to school (Home - School)	5.38		km
<u>Total distance</u> travelled by bus every school day (Home – School – Home)	1765.5		km
<u>Total bus CO<sub>2</sub></u> emitted every <u>school day</u>	157.3		kg
<u>Total bus CO<sub>2</sub></u> emitted every <u>school year</u>	29,888		kg



### 2.4 Coming to School by Car (Car/Van and Car Share)

Number & Percentage of pupils coming by car	140	28.5	%
<b>Number &amp; percentage driven from within the walking threshold (800m)</b> (Primary Walking Threshold = 800m, Secondary = 2000m)	37	18.9	%



<b>STHC rating: pupils within walking threshold coming by car</b>	<b>RED</b>
<b>RED:</b> >30 pupils <b>AMBER:</b> 10-30 pupils <b>GREEN:</b> <10 pupils	



<u>Average distance</u> of car journey to school (Home - School)	3.98		km
<u>Total distance</u> travelled by car every school day (Home – School – Home)	1,084.9		km
<u>Total car CO<sub>2</sub></u> emitted every <u>school day</u>	215.3		kg
<u>Total car CO<sub>2</sub></u> emitted every <u>school year</u>	42,091		kg
<b><u>Average costs</u> of driving per parent / carer for 'school run' every <u>school year</u></b>	£	<b>559.48</b>	



## 2.5 Annual Carbon Footprint for All Pupils & All Modes of Travel

Remember to get a daily figure divide the annual total by 190!

**Total travel CO<sub>2</sub> emitted by whole school** 86,841 kg

(Home – School- home)

**Average travel CO<sub>2</sub> emitted per pupil** 176.9 kg

(Home – School – Home)

**Authority average CO<sub>2</sub> emitted per pupil** 170.8 kg

<b>Long term STHC rating: Per pupil travel CO<sub>2</sub> emissions against authority average</b>	<span style="border: 1px solid black; padding: 5px 15px; font-weight: bold; color: orange;">AMBER</span>
<b>RED:</b> > 10% above average <b>AMBER:</b> Within 10% of average <b>GREEN:</b> > 10% below average	





### 3. Some questions you should ask:

This health check will no doubt raise many questions. Here are a few to start you off:

- What do the figures in this document and the map tell us about travel to our school?
- What can we do to encourage more sustainable travel?
- What targets should we set for encouraging sustainable travel for our pupils and staff?
- How would our pupils prefer to travel and what are the barriers that prevent them from doing so? (You should have the answer to this in your School Travel Plan).

### 4. Some targets you could set:

*The Lincolnshire School Travel Plan team have a range of resources, ideas and support that can help you to achieve these targets*

- Reduce the number of pupils being driven from within the walking threshold by 20%.
- Increase the number of pupils who are cycling to school.
- Reduce the amount of CO2 emissions caused by transport to your school by 20%.
- Increase the amount of calories burned on the school run every day by 10%.
- Reduce the average cost of driving to school by 20% by leaving the car at home once a week or using the park and stride site.

### 5. How else can the school travel health check be used?

**School Travel Plan:** Use it to help your school identify aims and objectives for your plan. Also use the figures to set SMART\* targets to help you deliver your plan.  
(\*Specific, Measurable, Achievable, Realistic and Time bound)

**Healthy Schools:** Make the vital link between health and every day activity – this is the route to lasting health.

**Sustainable Schools/ Eco-Schools:** A zero carbon emissions building is no use if everyone drives to it! Make sure your school's carbon budget includes travel.

**Incorporation into the classroom:** We are sure teachers will see the obvious links between the school-specific resources in this STHC pack and many aspects of your teaching curriculum. On our website are new curriculum resources that can support you.





## 6. Explanation of Calculations

This section explains the assumptions, calculations and data sources used to create this School Travel Health Check Report. Further information is available from the contact listed in section 8 of this report.

### 6.1 Home To School Distance

This is based on the straight line ('as the crow flies') distance from each pupils home postcode to school. We calculate this from de-personalised data taken from your January School Census return.

*NOTE: We show the maximum walk and cycle journey distances calculated for your school in sections 2.1 & 2.2. Unfeasibly long journeys indicate miscoding of your census data (pupil postcode and/or mode of travel) rather than super human pupils so please correct any errors in time for the next school census.*

### 6.2 Calorie Calculations For Walking & Cycling

These are based on the work of Roger Mackett, a professor of Transport Studies at University College London and one of the UKs' leading researchers into the role of travel as a facilitator for children's health. The figures used in our calculations are as follows:

Mode	Code	Average Speed	Calorie Burn Rate	Calories Burned Per Km
Walk	WLK	3.2 km/hour	1.85 calories/minute (Primary)	34.69 calories/km (Primary)
			2.85 calories/minute (Secondary)	53.44 calories/km (Secondary)
Cycle	CYC	16 km/hour	1.4 calories/minute (Primary)	5.25 calories/km (Primary)
			2.15 calories/minute (Secondary)	8.06 calories/km (Secondary)

Source: 'The therapeutic value of children's everyday travel' - Mackett, R.L., Lucas, L, Paskins, J. and Turbin, J. (2004).

URL: <http://eprints.ucl.ac.uk/1421/>

### 6.3 Vehicular Travel Carbon Dioxide (CO<sub>2</sub>) Emission Calculations

These are based on the official UK government greenhouse gas conversion factors published by the Department for the Environment, Food and Rural Affairs (DEFRA). 2007 figures were used to enable like-for-like comparison between LEAs and years as follows:-

Mode	Code	CO2 Emission Factor Per Km	Reference
Car / Van Car Share Taxi	CAR CRS TXI	0.2042 kg CO2 emitted per vehicular km	Table 6 – Combined average for petrol & diesel cars
Public Service Bus Dedicated School Bus Bus Type Not Known	PSB DSB BNK	0.0891 kg CO2 emitted per passenger km	Table 8 – Bus
Train	TRN	0.0602 kg CO2 emitted per passenger km	Table 8 – National rail
Metro / Tram / Light Rail	MTL	0.0650 kg CO2 emitted per passenger km	Table 8 – Light rail & tram
London Underground	LUL	0.0526 kg CO2 emitted per passenger km	Table 8 – London Underground

Source: "Greenhouse Gas Conversion Factors For Company Reporting", DEFRA (2007)

URL: <http://www.defra.gov.uk/environment/business/reporting/conversion-factors.htm>

### 6.4 Driving Cost

This is based on the 2009 AA figure calculated at £0.38 per km for the average UK car driving approximately 10,000 miles per year and taking into account the standing and running costs of driving (fuel, depreciation tax and insurance etc).

Source: The Automobile Association

URL: [http://www.theaa.com/allaboutcars/advice/advice\\_rcosts\\_petrol\\_table.jsp](http://www.theaa.com/allaboutcars/advice/advice_rcosts_petrol_table.jsp)





## 7. The Big Picture in Lincolnshire

Everyday over **27,000** car journeys are made in Lincolnshire to take children to school. Sometimes it may feel that your efforts to reduce car use at your school are only making a small contribution, but every action counts towards making Lincolnshire a safer, cleaner and healthy county.

**If everyone who drove to school changed just one of their journeys a week to walking instead ...**

- There would be **5434 less cars** on Lincolnshire roads every day.
- On average there would be **15 less cars outside every school**, every day.
- Each pupil could loose up to **6lb in weight** a year from changing their journey (based on walking for 30 minutes).
- **3701kg of CO<sub>2</sub>** would be saved every day.



## 8. Contact & further information

### **Lincolnshire Road Safety Partnership**

The Road Safety Partnership offers a range of services to ensure that all road users are safe on the journey to school. Below are just some of the projects and initiatives they can help with in your school, but remember they can help with any issue regarding traffic safety and education:

- Delivering school safety lessons to pupils
- Pedestrian training sessions
- School crossing patrols
- BikeWise – Cycling proficiency training using school staff and volunteers.
- 2fast2soon – a programme aimed at young drivers, aged 17-24.



**Phone:** 01522 805800

**Web:** [www.lincolnshire.gov.uk/LRSP](http://www.lincolnshire.gov.uk/LRSP)

### **Sustainable Schools Team**

DfE aspires for “all schools to become sustainable schools by 2020”. LCC is supporting this through joint work between CfBT and LCC. This includes Sustainable Schools Working Group; web based information [www.lincolnshire.gov.uk/sustainableschools](http://www.lincolnshire.gov.uk/sustainableschools) and support from the Sustainability and Climate Change Team. LCC also runs a revolving fund to support investment in energy efficiency, saving money and carbon.

**Phone:** 01522 554595

**Email:** [sustainability@lincolnshire.gov.uk](mailto:sustainability@lincolnshire.gov.uk)



## School Travel Plan Team

Every school in Lincolnshire now has a School Travel Plan in place. The project has secured over £2.1 million into Lincolnshire schools to help remove the barriers to sustainable travel. This means we have lots of facilities across the County to ensure that more children can walk, cycle or use the bus.

Here are just a few of the things our Sustainable Travel Officers can deliver in your school:

- Developing bespoke projects for your school that enable and encourage more sustainable travel.
- Whole school initiatives such as The Golden Boot Challenge, Virtual Bike Race, WoW.
- Setting up 'Park and Stride' sites.
- Helping to secure funding for cycle parking, footpath improvements and bigger transport infrastructure that will benefit your school community.
- Signpost you to a range of organisations, including BikeAbility training – the national standard cycle training.



**Phone:** 01522 782070.

**Email:** [schooltravelplans@lincolnshire.gov.uk](mailto:schooltravelplans@lincolnshire.gov.uk)

**Web:** [www.lincolnshire.gov.uk/schooltravelplans](http://www.lincolnshire.gov.uk/schooltravelplans)

## Transport Services

The Transport Services Group (TSG) is responsible for providing home to school transport for approximately 24,000 entitled pupils each day. It is essential that the journey to and from school is a safe and pleasant experience for all, which is why the Max Respect initiative was launched in 2002 to actively promote and encourage safe travel.



Throughout each academic year schools can become actively involved in Max Respect through; hosting Max Respect PSHE lessons and assemblies; entering the Max Respect Art and Design competition; promoting the use of the Max Respect CitizenCard; hosting Max Respect Theatre in Education performances (funded by TSG) amongst many more initiatives. It is essential that good, safe travel habits are developed early in a pupil's life to ensure sustainable travel now and in the future.

**Phone:** 01522 782020

**Email:** [transport\\_services@lincolnshire.gov.uk](mailto:transport_services@lincolnshire.gov.uk)

**Web:** [www.maxrespect.org.uk](http://www.maxrespect.org.uk).

## The School Travel Health Check website

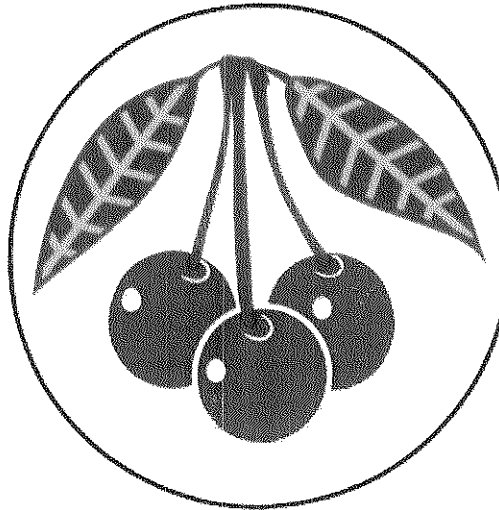
The new website [www.sthc.co.uk](http://www.sthc.co.uk) contains information on how best to utilise the STHC and the wealth of data it contains. If you still require further information then contact the STHC support team at [support@sthc.co.uk](mailto:support@sthc.co.uk) or via the website – they are happy to help.

# Cherry Willingham Primary School

Lime Grove, Cherry Willingham, Lincoln, LN3 4BD, Telephone 01522 751148

Head Teacher: Mrs Scoffield  
STP Coordinator: Mr Walker

## SCHOOL TRAVEL PLAN



**Feb 2008**

DfES School No. 925 2241

## BACKGROUND INFORMATION

Cherry Willingham is a large village about 3 miles to the east of Lincoln and is the most highly populated village of those in this area of Lincolnshire. There is a general reliance on the car, due to a number of varying factors. The catchment area is mainly the village itself, however pupils also come from the Tower and Ermine estates in the East of Lincoln, from housing developments on the western edges of the village and from the village of Fiskerton to the east of the village. There are no direct bus routes from the new housing developments and no direct footpath either. There is no railway station and the main walking routes are marked on the map.

The Primary School is situated in the middle of a densely populated estate just a few minutes walk from the main road linking Cherry Willingham to Lincoln. The roads are very narrow and an unofficial one-way system operates in Lime Grove itself at school arrival and leaving times. Many parents commute to other parts of Lincolnshire for work.

The school site has plenty of green areas (see attached maps in Appendices)

We have three main entrances, one a walking entrance from Lime Grove along a footpath to the rear of the school while the front of the school has two covered cycle parking areas for 30 bicycles and two pedestrian access gates onto the front playground. There are 275 pupils on roll and 27 staff. There are (?) pupils with statements and one pupil with designated funding for transport to the school. There are 10 teaching areas, 2 halls, 1 computer suite, 5 office areas, 2 previous kitchen areas and large field and 2 playgrounds. Access over the field leads to a children's playground and a pub with large parking facilities which they have said, in the past, that we can use. The school opens in Key Stage 2 at 8.55am and in Key Stage 1 at 9.05am. The school ends at 3.15pm for Key Stage 1 and at 3.25pm for Key Stage 2. Access is separate for car and pedestrian

We share the site with Cherry Tots Pre-school group. They have up to 20 pupils and 4 staff (who bring 4 cars onto the site using the same entrance).

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# INTRODUCTION

The school's reason for doing a travel plan:

## Benefits

A travel plan would:

- encourage children to become more healthy
- enable children to become less reliant on parents for transport – developing independence
- address the number of cars parking outside the school every day
- improve relationships with our neighbours

## Terms of Reference

- To determine the school travel problems affecting the parents and pupils, using travel surveys
- To improve road and personal safety skills for pupils
- To ensure that action is realistic and achievable
- To ensure that the action plan is monitored, reviewed and updated as changes occur



## **CURRENT TRAVEL SITUATION AND RELATED ISSUES**

Through observations, complaints from parents and neighbours, the parish council reports and feedback from the police and traffic wardens, the parking situation at this school is sited as being the worst in this area.

Parents park wherever they want to – across neighbours driveways, on zig zag lines, on pavements restricting pedestrian traffic, especially for those with pushchairs and wheelchairs, on bends, on verges, double parking at times and across the exit to the school which has a barrier in place. When approached by police, traffic wardens, neighbours, school officials and other parents the offending motorists are verbally abusive and aggressive in their stance. Several parents have said that potentially dangerous incidents have been averted by their swift action when certain parents have backed without care to then pull out of their parking slot and nearly run children and parents over.

The pre-school group which is on the same site operate similar timings to the school which only serves to exacerbate the situation.

There is a lot of conflict with both pedestrians and residents.

Pupils travelling by bus would only be coming from the new housing developments, which could take them up to an hour to arrive as there is no direct route. Pupils from Lincoln could travel but there is very little evidence of this happening. Taxis for the pupils with special needs come into the car park so there is no bad effect from their arrival.

Pupils are dropped off and picked up from wherever parents can get closest to the school. At the end of the day the younger pupils are picked up from their classrooms and taken back to the cars, whilst most of the older pupils walk to wherever the parents have parked. There is no covered area for the majority of the parents to wait, although we have a very small conservatory which will take 10 – 12 parents. There is no designated dropping off zone outside the school, although parents have been told that they can park in the area outside the nearby public house and then walk across the school field – which is only really suitable in dry conditions as there is no hard pathway.

There are two designated parking areas for the disabled and they have access to the barrier code to enable safe parking. We do have clear markings which are totally ignored by parents but there is no School Safety Zone. There is a 30mph in the village, no specific speed limit around the school. There is no School Crossing Patrol, and no zebra, pelican or puffin crossing. We have footways, which are lit as well as anywhere else in the village but no cycle ways.

There are no pupils arriving at school on public transport.

## **CURRENT PARKING PROVISION**

There are 23 parking bays, two of which are for the disabled. There is also the facility to park 3 cars on the covered grass area near the entrance to the car park. Car parking is generally sufficient. Parents do have access during the day to come into the car park to pick up or drop off pupils and visitors can be given the barrier code to park.

The public house – The Cherry Tree, has said that we can use the car park at the beginning and the end of the school day, but they have not been approached to make this a more official ‘Park and Stride’ site.

## **ANY OTHER USE MADE OF THE SCHOOL FACILITIES**

Other school teams come into the car park at the end of the day for sporting fixtures but the majority of traffic has gone by the time that they arrive. The school is used in the evenings for clubs and also at night and the public then use the car parking facilities.

## **PLANS FOR DEVELOPMENT OF SCHOOL**

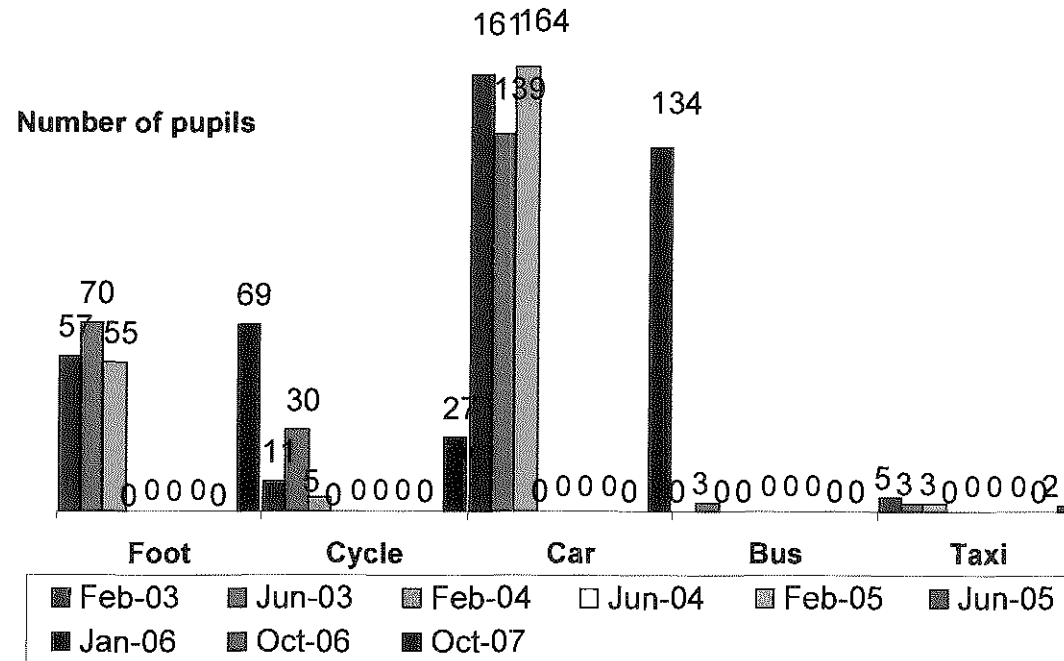
There are no current plans to develop the school even further, but we still have the capacity to take another 225 pupils according to our planned admission numbers and a lot of the other schools in the area are full.

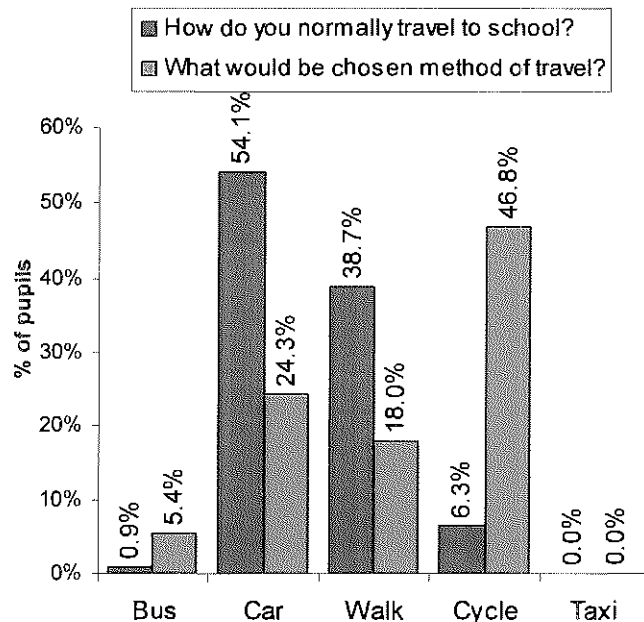
# SURVEY RESULTS AND EXISTING TRAVEL PATTERNS

To be able to plan school travel plan activities we needed to find out what the situation is now. Some historical data from LCC Hands-Up surveys is shown alongside the latest survey below. The hands up survey carried out in school had two questions, "How did you get to school today?" and "How would you choose to get to school?" The class teacher wrote down the number of hands up and the figures sent back to LCC School Travel Plan team.

Although there are some results missing since February 2003 it seems that there have been no great changes in the way people get to school.

## How did you get to school today?





We sent home a much more detailed survey to the home of every family in November '07. 111 completed questionnaires were returned with some interesting results.

The chart shows that more than half of the pupils are driven to school (54.1%). Given the choice, less than half of the pupils would choose to arrive by car (24.3%).

Nearly two fifths of the pupils walk to school (38.7%) but less than half said they would choose to walk (18%).

**More than half of the school pupils said they would choose to get to school a different way...**

**By bike!**

50.5% = 29.8% plus 20.7% of pupils...

the difference in actual and choice modes of travel

### CARS: What did the questionnaires reveal about cars?

- 8 people said they drive less than a mile to school
- 46 drivers take less than 15 minutes to get to school
- 22 people said they would be willing to car share (some already do)
- Car sharing alone could take 11 cars off the school run.
- 18 people (that drive to school) chose “Less traffic” as something that would help them to walk or cycle more often.

### WALKING: What did the questionnaires reveal about walking to school?

- 43 people said their child walks to school (38.7%)
- 41 people walk less than a mile but one person walks more than 2 miles everyday
- 37 people said Less Traffic would encourage them to walk or cycle more often (33% of replies)
- 12 people said cleaner footpaths (would encourage them...)

Only 7 pupils **always** make the journey to school alone; 99 people said their child **never** get to school on their own.

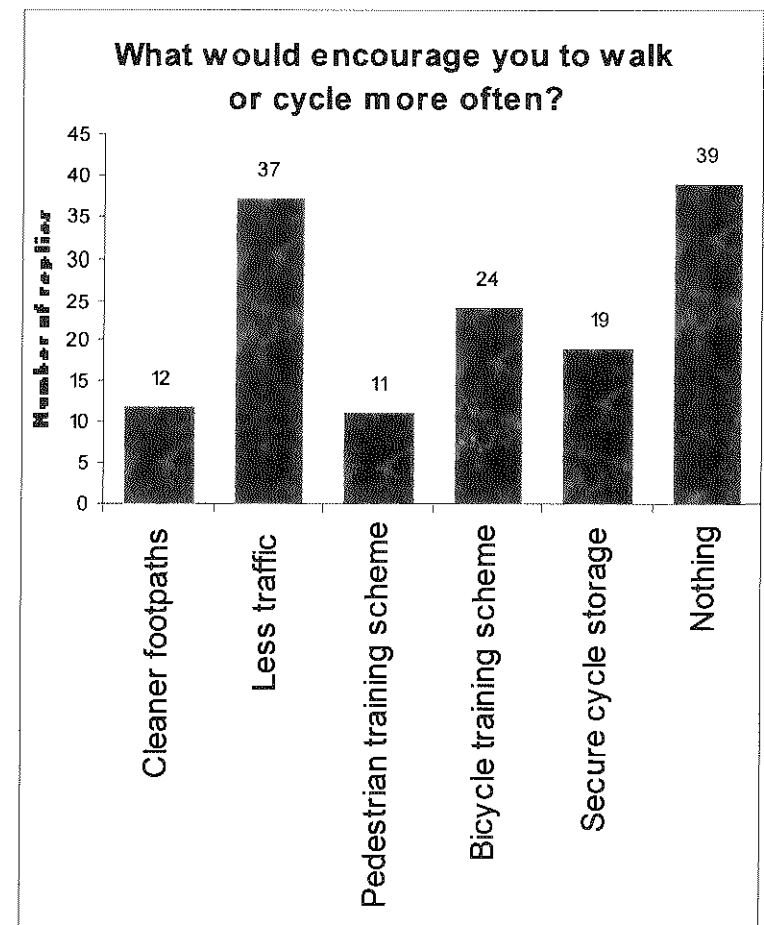
### CYCLING: What about cycling to school?

If we could help all those that would like to cycle to do so, we could increase the number of cyclists by **7 times**

**102** respondents own bicycle (**9** said they don't)

**19** people asked for secure cycle storage to help cycle to school

After “Less traffic”, a **Bicycle training scheme** was the next most important scheme thing to encourage more walking and cycling (24 replies = 22% of respondents)



Our surveys showed that there is great congestion around the school gates in the mornings and the afternoons are usually worse. So, in our action plan objective 1 aims to promote walking and cycling, and objective 2 will reduce the number of cars arriving at school. Initiatives such as running 'The Golden Boot Challenge' (1b & 2b) continue offering cycle training to KS2 pupils (1c) and establishing a 'Park & Stride' scheme (2a) will all help towards this. Other actions, and objective 3, will work at raising safety awareness among pupils, staff and parents.



## ACTION PLAN

<b>Objective Number 1 To Promote safe sustainable transport for the school journey</b>					
<b>Target Number 1 To increase walking and cycling by 10% from 45% (current level) to 55% by next hands up survey Oct 2008</b>					
<b>Action to be taken</b>	<b>Person leading</b>	<b>Timescale</b>	<b>Monitoring and evaluation</b>	<b>Success Criteria</b>	<b>Costs</b>
1a. Join Junior Road Safety Officers Scheme – contact Road Safety Officer (Pam Street) 07876035186	Year 5 teacher & Mrs Scoffield	June 08 – Sept 08	JRSO diaries	Appointed 2 JRSOs who have 2 presentations in assemblies	Nil
1b. Run the Golden Boot challenge twice a year, to coincide with the Walk to School weeks	SMT School Council	1. 4 wks: 2nd June 08 to 27 <sup>th</sup> June 08 2. 4 wks: 29th September – 24th October 08	Class monitors to be appointed at start of competition and report totals to school council in assembly at end of each week. Through classroom charts.	At least 10% increase in walking and cycling to school	Admin: Small amount time, materials: LCC 07917423036
1c. Contact Pam Street to conduct a survey. Campaign for School Crossing Patrol if appropriate.	STP Coordinator HT	March 08 – March 09	STP – co-ordinate with RSO and HT.	School Crossing Patrol person appointed.	Time: appointee wages: LCC
1d. Establish a Reflector Shop – Autumn 08 Posters up and assembly announcement.	School Council Staff Co-ord	Sept – Oct 08	Through the shop records kept by the pupils	Pupils display reflectors on coats and bags during autumn term	Initial shop resources are free from the STA
1e. To continue offering the Bikewise training course for upper KS2 pupils	Class Teachers Instructors RSO	June – July and Sept – Oct each academic year	Through its continuous assessment programme	A group of ten pupils participate in the practical course each time	Free resources Instructors' time

<b>Objective Number 2 To reduce the numbers of cars parking close to the school at school drop off and collection times</b>					
<b>Target Number 2 To reduce the numbers of cars parking close by by 10% (from 67) by December 2008</b>					
2a. To establish the Park and Stride site and encourage its use through a poster campaign/competition	S Council Pupils Class Teachers	April - May 2008	Through records of the issue of the parking permits by the school office	10 families use the Park and Stride site on a regular basis	Parking permits are free from STA
2b. To run the Golden Boot Challenge twice a year	See objective 1b				
2c. To design and promote a Driver's Charter to encourage safer and more considerate driving and parking	S Council Staff Co-ord Head Teacher Governors	Summer term 08 ready for Sept 08	Through the number of parents/carers who sign up to it – including new parents-and feedback and observations	Fewer complaints are raised by neighbours and parent/carers	Time, paper resources – school budget
2d. To perform the RSO Car Seat assembly for pupils and parents	RSO Y6 pupils Head Teacher	Sept 08 –Oct 08	Through feedback from parents and pupils, follow up work	Developing awareness thru discussions with pupils	Time out of class for a group of Y6
2e. To survey the present situation (linking the result with numeracy/IT) with STA. Follow up with poster campaign. Posters laminated and tie wrapped to perimeter fence	Pupils Class Teachers Site Manager	Sept 08 – Oct 08	Feedback from pupils, staff, parents - observations	Less cars parking inappropriately	Time, resources

<b>Objective Number 3. To raise awareness of road safety skills of the pupils</b>					
<b>Target Number 3. All pupils will receive some road safety training/education throughout the academic year</b>					
3a. To join the Junior Road Safety Officer scheme	See objective 1a				
3b. To download the lesson plans from the DfT website to enhance the curriculum ( <a href="http://www.databases.dft.gov.uk/primary">www.databases.dft.gov.uk/primary</a> )	ICT Co-ord Class Teachers Head Teacher	May 08 – Sept 09	Subject leaders will monitor planning	Suitable lesson plans are identified and incorporated into curriculum framework	Resources are free from the web site
3c. To invite outside agencies in to work/ talk with the pupils	Road Safety Officer Police	Sept 08 to Oct 08	Class Teachers to monitor follow up work – posters, report writing, art work etc appropriate for age of child	Pupil awareness heightened thru discussions with pupils.	Time, paper resources – school budget
3d. To perform the RSO Car Seat assembly for pupils and parents	RSO Y6 pupils Head Teacher	Sept 08 –Oct 08	Through feedback from parents and pupils, follow up work	Pupil awareness heightened thru discussions with pupils.	Time out of class for a group of Y6
3e. Pedestrian Training for upper KS1 pupils	Class Teacher Volunteer parents RS Officer	Autumn term 08	Every session, class teacher, parents, RSO Assembly at the end of the course	A class of upper KS1 participates in the course and pupils are able to talk about how to keep safe near roads	Resources are free from the LRSP
3f. Traffic Trail for upper KS2 pupils	Class Teacher RS Officer	Summer 08,09	Through a presentation to the younger pupils in assembly	A class of Y6 attend a traffic trail and can talk about road safety issues	Cost of transport to site of trail

# THE SCHOOL TRAVEL PLAN CONTRACT

The Governors and Head Teacher of Cherry Willingham Primary School agree to this School Travel Plan and agree to undertake its objectives. Lincolnshire County Council's School Travel Plan Co-ordinators and members of the Lincolnshire Road Safety Partnership agree to give their full support to the aims and objectives of this Travel Plan.

Signed

  
.....  
Chair of Governors

Date 25.3.08.....

Signed

  
.....  
Head Teacher

Date 25.3.08.....

Signed

  
.....  
School Travel Plan Co-ordinator

Date 26.3.08.....

## CONSULTATION

The following have been consulted on the School Travel Plan

- **Parents** – travel survey, STP newsletter – Nov 07
- **Pupils** – hands up survey – Oct 07, travel survey, STP newsletter – Nov 07, assemblies
- **Staff** – staff meetings, questionnaire – March 08
- **Governors** – governor meetings 21.11.07, STP newsletter
- **Steering Group** – Oct, Nov & Dec 07 meetings, newsletter  
Mrs Topley (Parent), Miss Bloom (Parent), Mrs Hare(Grandparent), Miss Abbot (Parent), Mrs Kalchev (Parent  
Supply teacher, Mrs Scoffield (Head), V Gibson & D Middlebrook (STP advisors) J Walker (Teacher)
- **Local community** – Parish Council Meetings, Parish Council newsletters
- **Local authorities** – police, traffic wardens

There will continue to be consultations as appropriate as the Travel Plan develops.

## MONITORING, EVALUATION AND REPORTING

- Meetings for the Steering Group will take place in April and October of each academic year.
- Parents and pupils will continue to be regularly updated by newsletters and other relevant information.
- Photographic evidence will be collected.
- The Hands up survey will be completed each October to assess modal shift.
- An annual progress report will be submitted to Lincolnshire County Council to Dennis Jones in Development.
- Elements of the School Travel Plan will be included in the School Development Plan.
- The School is committed to considering pupil travel needs arising from new developments in education and transport provision and the travel plan will be revised as necessary to take account of these.


**AGREEMENT TO DEVELOP A TRAVEL PLAN BETWEEN  
LINCOLNSHIRE COUNTY COUNCIL  
AND CHERRY WILLINGHAM PRIMARY SCHOOL**

**The County Council will**

- Provide advice to the school on the development of the travel plan.
- Provide advice to the school on how to involve school councils
- Liaise with the schools nominated School Travel Plan Co-ordinator to develop the travel plan.
- Assess the school site to identify opportunities to develop the travel plan.
- Identify and assess off-site opportunities to develop the travel plan.
- Provide surveys and aid in the analysis of survey data.
- Provide information on funding opportunities to develop the travel plan.
- Agree the completed travel plan including assuring that the working group is in a position to review and monitor the plan.
- Submit the 'signed off' plan for additional DfES capital funding.

**The School will**

- Schedule five meetings with a School Travel Adviser at the start of the process.
- Form a working group made up of parents, staff, Governors and members of the community.
- Establish the terms of reference for the working group at the first meeting.
- Nominate an internal School Travel Plan Co-ordinator as a single point of contact to liaise with the School Travel Adviser.
- Carry out surveys supplied by the School Travel Adviser.
- Make the completed travel plan part of the School Development Plan.
- Assess the progress of the completed travel plan and submit annual reviews to LCC for the next five years.

  
.....  
Headteacher


Date: 25.3.08

  
.....  
Chairman of Governors

Date: 25.3.08

  
.....  
Richard Wills  
Director for Development

Date: 30 January 2008

  
.....  
Peter Duxbury  
Director of Children's Services

Date: 30 January 2008



## **APPENDICES**

1. Progress to Date
2. Maps
3. Copies of surveys circulated and results
4. Traffic survey
5. Lincolnshire County Council Hands Up Survey Results
6. Minutes of Meetings
7. Newsletters
8. Bus timetable
9. Cherry Willingham Road Safety Policy

## **PROGRESS TO DATE**

- Established a Steering Group to develop the Travel Plan
- Set up meeting dates
- Carried out surveys: Pupils, Staff and Parents
- Conducted a Traffic survey around the entrance of the school
- Newsletters have been sent to parents
- The Police and Traffic Wardens have, on occasions, attended school at the end of the day to monitor parents' parking
- The Governors have been consulted about the Travel Plan

— Unofficial 1 way system at busy times of the day  
 — Park & stride designated area  
 — Main routes from other housing estates



Scale 1:5000 29/01/2008 502856E-372253N	Lincolnshire County Council Cherry Willingham Primary Lime Grove	© Crown Copyright All Rights Reserved Lincolnshire County Council LA076732/2008
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Name of **School**

## **Staff School Travel Questionnaire**

The trend towards car use is still on the rise. For this reason your school has decided to put together a School Travel Plan to encourage pupils to walk to school or at least part of the way with their parents. Even if you have to travel by car, there are other options such as car sharing or setting up a 5 minute walking zone around the school. These are issues that will be looked at when writing the plan.

In the mean time, it is essential that we collect as much information as possible about your journey to and from work.

We would also like to hear your views and opinions regarding your journey to work by completing the following questionnaire.

**Home Postcode** .....

### **1. Position held in School**

Teacher

Administration Staff

Meal-time Supervisor

Cleaner

Teaching Assistant

Kitchen Staff

Site Supervisor

Other .....

### **2. How far is it from home to work by the route you usually use?**

less than 1 mile

at least 1 mile but less than 2 miles

at least 2 miles but less than 3miles

at least 3miles but less than 5 miles

over 5 miles

### **3. Do you usually go to work by..**

car all the way

bicycle

bus

walking

train

car and more than 5 minutes walk

car some days, walk on others

other, please specify.....

4. Do you car share with another adult that also works at your school? Yes/No

If you do car share, how many do you car share with?

5. Do you usually go home from work by..

car all the way                      bicycle                      bus                      walking  
train                      car and more than 5 minutes walk                      car some days, walk on others  
other, please specify.....

6. If you could choose, how would you like to travel to & from work?

on foot                      by train                      by bicycle  
by car                      by bus                      by tube

Other (please specify).....

Why do you not travel to work using this method?

**IF YOU WALK, CYCLE, TAKE THE BUS OR TRAIN TO OR FROM WORK...**

7. Do you consider your journey to and from work to be safe?

Yes    No

If you answered 'No' please say why, in detail....

How could your journey be made safer?

Thank you for your help

Cherry Willingham Primary School  
Lime Grove  
Cherry Willingham  
LN3 4BD

8<sup>th</sup> November, 2007

Dear Parent,

Do you find your journey to school frustrating?

Difficult to find a parking space?

Wish your child could walk or cycle to school more safely?

Yes? Then hopefully we can help... Cherry Willingham Primary has the opportunity to make a difference to our pupil's journey to school by producing a School Travel Plan.

We wish to encourage more walking and cycling for the school journey. Working with the County Council's School Travel Plan Advisor, our School Travel Plan (STP) will be used to promote health and fitness while reducing traffic congestion around the school. Ideas already put forward include improving the bicycle storage area and installing a parent's waiting area on the school grounds. By writing a STP the school will be eligible for Government funding to assist us in making the changes we want.

But before deciding on any changes, we need to hear *your* views on the situation as it is now and improvements or changes you would like to see.

Please take a few minutes to complete the questionnaire on the reverse of this letter. It could make a real difference to you and your child! An LCC information leaflet is provided so you can learn more about STPs.

Please return the questionnaire to school anytime before Friday 16<sup>th</sup> November.

Thank you for your support,

Mrs Scofield  
Head Teacher

Return by 16th November

## Cherry Willingham Primary School Travel Survey

With your help we can develop a School Travel Plan -  
A scheme to improve your journey to school, reduce  
environmental impact & make it easier and safer for all.

---

1 How do you normally travel to school?  
Bus <sub>1</sub> Car <sub>2</sub> Walk <sub>3</sub> Cycle <sub>4</sub> Taxi <sub>5</sub>

---

2 About how far is your journey to school?  
Under 1 mile <sub>1</sub> 1 to 2 miles <sub>2</sub> 2 to 4 miles <sub>3</sub> More than 4 miles <sub>4</sub>

---

3 How long does your journey take?  
Under 15 minutes <sub>1</sub> 15 to 30 minutes <sub>2</sub> More than 30 minutes <sub>3</sub>

---

4 Please ask your child, what would be their *chosen* method of travel to school?  
Bus <sub>1</sub> Car <sub>2</sub> Walk <sub>3</sub> Cycle <sub>4</sub>

---

5 Does your child have a bicycle?  
Yes <sub>1</sub> No <sub>2</sub>

---

6 Does your child ever make the school journey alone (*without* a parent / guardian)?  
Never <sub>1</sub> Sometimes <sub>2</sub> Always <sub>3</sub>

---

7 What might encourage you and your child to walk or cycle more often?  
Cleaner footpaths  Less traffic   
Pedestrian training scheme  Bicycle training scheme   
Secure cycle storage  Nothing

---

8 Would you participate in any of these schemes, if only once a week?  
"Park & Stride" (Park a short distance away & walk the rest) Yes <sub>1</sub> No <sub>2</sub>  
Informal Car Sharing Yes <sub>1</sub> No <sub>2</sub>  
Bicycle or pedestrian training scheme Yes <sub>1</sub> No <sub>2</sub>

(If you would be willing to help, please write your name below)

---

9 Please tell us any ideas you have about improving the journey to school...  
Do you have any concerns? Can the journey be made easier or safer?

*Thanks for helping with our survey*



# CHERRY WILLINGHAM PRIMARY SCHOOL

## 28 RESPONSES

Name of **School**                      **Staff School Travel Questionnaire**

The trend towards car use is still on the rise. For this reason your school has decided to put together a School Travel Plan to encourage pupils to walk to school or at least part of the way with their parents. Even if you have to travel by car, there are other options such as car sharing or setting up a 5 minute walking zone around the school. These are issues that will be looked at when writing the plan.

In the mean time, it is essential that we collect as much information as possible about your journey to and from work.

We would also like to hear your views and opinions regarding your journey to work by completing the following questionnaire.

Home Postcode .....

### 1. Position held in School

Teacher	10	Teaching Assistant	7
Administration Staff	2	Kitchen Staff	
Meal-time Supervisor	9	Site Supervisor	
Cleaner	2	Other	Assistant Head 1 Care taker 1

### 2. How far is it from home to work by the route you usually use?

less than 1 mile	11	39%
at least 1 mile but less than 2 miles	3	11%
at least 2 miles but less than 3 miles	3	11%
at least 3 miles but less than 5 miles	5	18%
over 5 miles	6	21%

### 3. Do you usually go to work by..

car all the way 19,68%    bicycle 1,4%    bus 0    walking 6,21%  
train 0    car and more than 5 minutes walk 0    car some days, walk on others 2,7%  
other, please specify... In summer on foot or bicycle.  
Car used if raining.

4. Do you car share with another adult that also works at your school? Yes/No  
 3, 11%  
 23, 82%

If you do car share, how many do you car share with?  
 1 person,  
 3 people.  
 4 people.

5. Do you usually go home from work by..

car all the way 20, 71%. bicycle 1, 4%. bus 0 walking 3, 11%  
 train car and more than 5 minutes walk 1, 4% car some days, walk on others 2, 7%  
 other, please specify. In summer on foot or bicycle.  
 car if raining lift home usually.

6. If you could choose, how would you like to travel to & from work?

on foot 13, 46% by train 0 by bicycle 6, 21%  
 by car 7, 25% by bus 0 by tube 0

Other (please specify) Don't have a car

Why do you not travel to work using this method?

Weather conditions and time 1, 4% Busy roads 1, 4% Other commitments 1, 4%  
 Too much to carry 6, 21% Dark in winter 1, 4%  
 Too far to walk 3, 11% Not safe 1, 4%

IF YOU WALK, CYCLE, TAKE THE BUS OR TRAIN TO OR FROM WORK...

7. Do you consider your journey to and from work to be safe?

Yes 12 48% No 1 4%




If you answered 'No' please say why, in detail....

How could your journey be made safer?




Thank you for your help

## Parent surveys

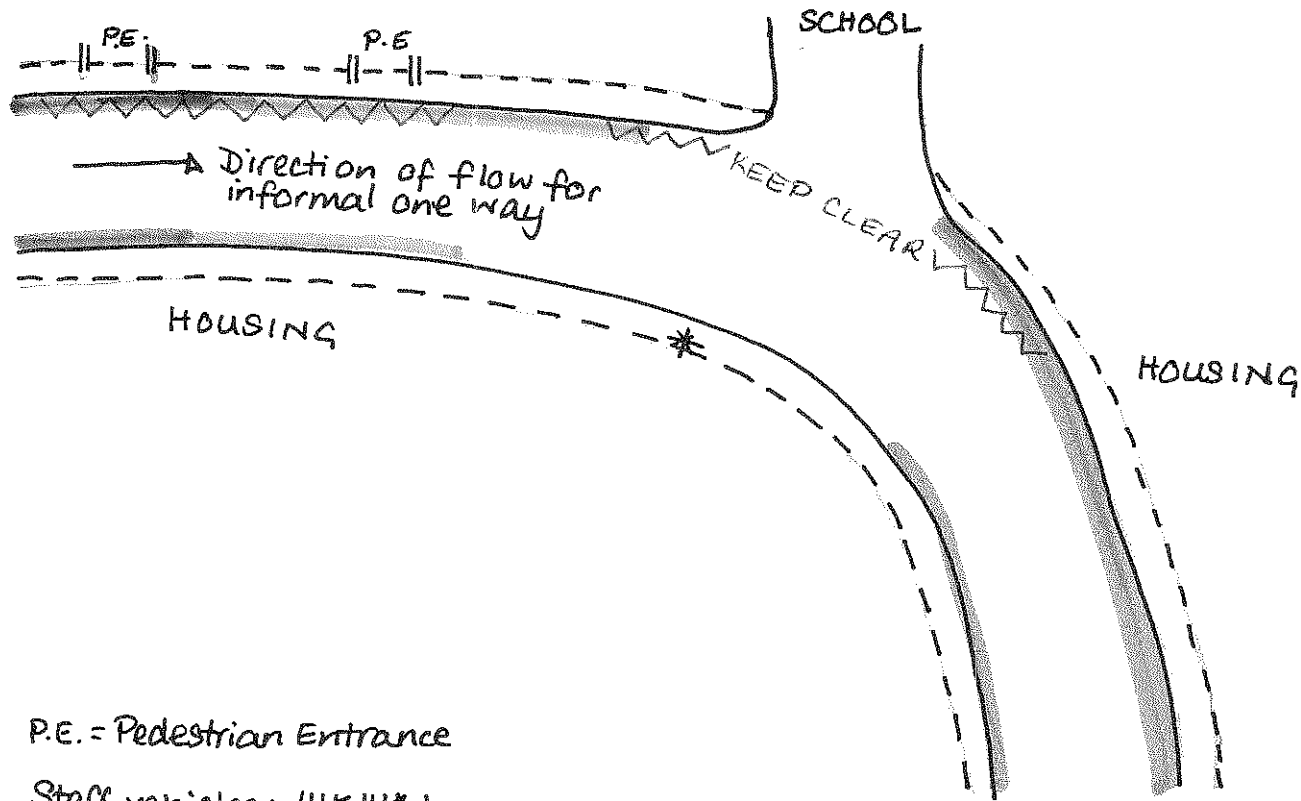
Some comments from those who drive pupils to school

-  *"I cannot think of any other way for my children to attend school. I have always been willing to travel by car for the opportunity of my children attending this school"*
-  *"Parking outside the school in the a.m. is dangerous - disgusting behaviour people showing no respect for residents or parents/children crossing roads, etc... People have no problem parking fully on grass verges which stops when police are there"*
-  *"We don't live within walking distance and roads are too dangerous to go on cycles car sharing not an option when on a time limit"*

Some comments from parents who walk to school

-  *"Far too many people parking without a thought for pedestrians in many cases taking up pavement space so that mums with buggies cannot pass"*
-  *"Crossing roads directly at back entrance of school is a worry as cars park wherever they choose this puts me off letting my child walk alone"*
-  *"Stop parents parking on the yellow keep clear signs"*

CHERRY WILLINGHAM PRIMARY SCHOOL : TRAFFIC SURVEY : 12.3.08



P.E. = Pedestrian Entrance

Staff vehicles : IIII

Taxi : 1

Traffic passing through -

IIII IIII IIII IIII IIII IIII IIII  
 IIII IIII IIII IIII IIII IIII IIII  
 IIII IIII IIII IIII (99)

All but 2 vehicles travelled in the correct direction.

AREA	8.40 am	8.45 am	8.50 am	8.55 am	9.00 am	
1	IIII II	IIII III	IIII I	IIII*	II	28
2	IIII II	III	IIII II*	IIII* IIII I	III	31
3	I	I	I	I*	I III 9.05	8
	15	12	14	17	9	

\* Parked on grass verge (near to surveyor), pavement or road.

• Parent stopped in the middle of the road to allow child out.

4 vehicles parked at 8.45 were still there at 9.05

ESPO lorry parked (reversed) in entrance to school

**PRIMARY SCHOOLS HANDS-UP TRAVEL SURVEY**

**WEDNESDAY 10 OCTOBER 2007**

**NAME OF SCHOOL**.....

**CLASS NAME/No** .....

**NUMBER OF CHILDREN WHO TRAVELLED TO SCHOOL  
BY THE FOLLOWING MODES:-**

- 1 On Foot .....
- 2 By Cycle/Scooter .....
- 3 By Car as the only pupil to this school .....
- 4 By Car with other pupils to this school .....
- 5 By Bus .....
- 6 By Taxi .....

**GIVEN THE OPPORTUNITY THE NUMBER OF PUPILS WHO WOULD  
LIKE TO TRAVEL BY THE FOLLOWING MODES:-**

- 1 On Foot .....
- 2 By Cycle/Scooter .....
- 3 By Car as the only pupil to this school .....
- 4 By Car with other pupils to this school .....
- 5 By Bus .....
- 6 By Taxi .....

**Please return completed information to:-**

Denis Jones  
School Travel Plan Team  
Lincolnshire County Council  
Development Directorate  
City Hall  
LINCOLN  
LN1 1DN

Tel 01522 553153  
Fax 01522 553149  
E-Mail [denis.jones@lincolnshire.gov.uk](mailto:denis.jones@lincolnshire.gov.uk)

**THANK YOU FOR YOUR ASSISTANCE WITH THE SURVEY**

## CHERRY WILLINGHAM PRIMARY

### PUPIL TRAVEL MODES

	FOOT		CYCLE		CAR		BUS		TAXI		TOTAL PUPILS
	No	%	No	%	No	%	No	%	No	%	
Feb-03	57	24%	11	5%	161	69%	0	0%	5	2%	234
Jun-03	70	29%	30	12%	139	57%	3	1%	3	1%	245
Feb-04	55	24%	5	2%	164	72%	0	0%	3	1%	227

	FOOT		CYCLE		CAR ON OWN		CAR MULTI		BUS		TAXI		TOTAL PUPILS
	No	%	No	%	No	%	No	%	No	%	No	%	
Jun-04	Survey not completed												
Feb-05	Survey not completed												
Jun-05	Survey not completed												
Jan-06	Survey not completed												
Oct-06	Survey not completed												
Oct-07	69	30%	27	12%	78	34%	56	24%	0	0%	2	1%	232

### PUPILS LIKE TO TRAVEL MODE

	FOOT		CYCLE		CAR ON OWN		CAR MULTI		BUS		TAXI		TOTAL PUPILS
	No	%	No	%	No	%	No	%	No	%	No	%	
Jan-04	Survey not completed												
Feb-05	Survey not completed												
Jun-05	Survey not completed												
Jan-06	Survey not completed												
Oct-06	Survey not completed												
Oct-07	10	7%	97	67%	12	8%	6	4%	12	8%	7	5%	144

## Cherry Willingham Newsletter November 2007



Many thanks to Mrs Dawn Silson and Mrs Nicola Lamming, who are our two new Parent Governor representatives. Dawn has Joe in Year 5, and Nicola has two children, Matthew in Year 3 and Daniel in Year 5.

**A reminder:- The people who will be providing our school with hot school meals will be here on Tuesday and Wednesday evenings from 5.30pm to 7.30pm. Come to the KS1 hall to sample their food and ask them questions.**

**Also we do not want any of our older ex-pupils in the KS2 hall where the crèche is being held. We do not have insurance for them and it is difficult to cater for them as well as our present pupils.**

The Book Fair was very popular, as usual, raising nearly £200 and they also sent us a voucher for £100, both of which will put into buying books for the pupils. Thanks to Mrs Ford, who organises and runs it every year.

On Wednesday there were two very successful events. Firstly we had an artist in school, who worked with around 30 pupils who were chosen by their teachers as our most able artists. I wanted the Cherry logo at the heart of the world, creating the different regions by using colour and collage. The artist inspired the children, who came from all areas of the school, to create wonderful pieces of art. When we remove the 1975 dark wood, and the less than inviting medical room, from the KS2 foyer these pictures will take up nearly the whole wall! A warm welcome to all and a tribute to our young artists.

The second event was our remarkably atmospheric 'Spooky Party'. The planning of the party was fantastic, and all down to the expertise of the new committee. It was an evening of dancing, games, burgers and hot dogs. Thanks go to Adie, in charge of the disco and games, Mark – the burger king, PATCH members Sarah, Maggie, Gill, Gordon, Tina, Sharon, Dawn, Ruth, Alison and all the teaching staff – everyone worked so hard, but it was worth it because it was such a good evening. If anyone wants to join this hard working but fun group, please come to the Cherry Tree Pub Lounge on Thursday November 8<sup>th</sup> at 8pm, when we will be planning the Christmas Fair.

Jane Lowe, who has chaired PATCH for the last few years, has had to step down due to pressures of work. She worked so hard for us, and I know that she is still keen to support us in any way that she can. I would like to take the opportunity to thank her on behalf of the school and the pupils who have benefited from all of her efforts.

The Travel Plan man, Mr Vince Gibson, is here on Tuesday, November 6<sup>th</sup> at 9.30 am. Every child at this school has to travel to get here, so if you have any ideas about how we can improve the school amenities or if you just want to listen to the ideas of others, please come to the Staff Room on Tuesday morning.

Details for this academic year's planned Year 5 visit to Caythorpe will be coming to you shortly.

The 'Bags 2 School' will be collected on Tuesday, November 13<sup>th</sup>.

Student update forms will be sent to all K/S 2 parents shortly. There is a small section near to the bottom of the form, asking you for permission to administer first aid to your child, if necessary. If you fail to fill this in, then we have to phone you to come in to do it yourself – not very practical, but your choice!



## **Parish News (from www Dec 2007) VG**

### **Health & Fitness for Groundwork Lincolnshire**

Jenni Bagnall, Development Office is hoping to establish a fitness walk in the village as a way to improve health & fitness and meet new people. If you are interested then please join us for tea, coffee and biscuits on a date & location to be confirmed or call Jenni on 1522 546138

### **Safety in the village**

Several safety issues have been identified in the village.

1. Parking on the access roads to the school resulting in a dangerous situation for children leaving school in the afternoon.
2. Overgrown hedges on Waterford Lane, Fiskerton Road and on some footpath throughout the village.
3. Speeding on Fiskerton Road.
4. Cherry being used as a rat run for traffic avoiding Bunkers Hill. Actions to address these are being assessed and the relevant agencies have been informed.

### **Everybody Benefits**

Details of this scheme - preparing for winter - have been passed to the Forget-me-not Club

### **Weed Spraying**

Weed spraying has taken place throughout the village, please report any instances of missed areas via [cwpc@btinternet.com](mailto:cwpc@btinternet.com)

### **Lights on Holly Close**

It has been brought to the attention of the Parish Council that there are no lights at the end of Holly Close.

### **Memorial Gates**

The Memorial Gates have now been repaired and a quote requested for the repair of the footpath.

### **Lady Meers Pond**

Responsibility for the pond and surrounding area is being transferred to the Parish Council, this will take place over the coming months. Action completed.

### **Local Cycleway and Footpath Consultation**

Many thanks to all those who completed and returned the Cycleway and Footpaths questionnaire in the May edition of the CW News. The data we have gained will be very useful in assisting the Parish Council in its decision-making. A summary of the statistics and comments can be obtained via the links below.

Return by Wed 21st Nov

## Travel Survey for Cherry Willingham Primary

With your help we can develop a School Travel Plan  
This is a scheme to improve the journey to school, reduce  
environmental impact & make it easier and safer for all.

- 1 How do you normally travel to school?  
Bus <sub>1</sub> Car <sub>2</sub> Walk <sub>3</sub> Cycle <sub>4</sub> Taxi <sub>5</sub>
- 2 About how far is your journey to school?  
Under 1 mile <sub>1</sub> 1 to 2 miles <sub>2</sub> 2 to 4 miles <sub>3</sub> More than 4 miles <sub>4</sub>
- 3 How long does your journey take?  
Under 15 minutes <sub>1</sub> 15 to 30 minutes <sub>2</sub> More than 30 minutes <sub>3</sub>
- 4 Please ask your child, what would be *their* chosen method of travel to school?  
Bus <sub>1</sub> Car <sub>2</sub> Walk <sub>3</sub> Cycle <sub>4</sub>
- 5 Does your child have a bicycle?  
Yes <sub>1</sub> No <sub>2</sub>
- 6 Does your child ever make the journey alone (*without* a parent / guardian)?  
Never <sub>1</sub> Sometimes <sub>2</sub> Always <sub>3</sub>
- 7 What might encourage you and your child to walk or cycle more often?  
Cleaner footpaths  Less traffic   
Pedestrian training scheme  Bicycle training scheme   
Secure cycle storage  Nothing  *SEE BELOW\**
- 8 Would you participate in any of these schemes, if only once a week?  
"Park & Stride" (Park a short distance away & walk the rest) Yes <sub>1</sub> No <sub>0</sub>  
Informal Car Sharing Yes <sub>1</sub> No <sub>0</sub>  
Bicycle or pedestrian training scheme Yes <sub>1</sub> No <sub>0</sub>
- (If you would like to help us with either of these schemes, please tell us below)

- 9 Please tell us any ideas you have about improving the journey to school...  
Do you have any concerns? Can the journey be made easier or safer?

\* LIVING ON CHERRY MEADOWS, OFF HAWTHORN AVE,  
IT WOULD BE GREAT IF THERE WAS A CYCLE  
PATH/FOOTPATH INTO THE VILLAGE. BY THIS I MEAN  
A SLIGHTLY SHORTER ROUTE INTO THE VILLAGE AS IT  
IS QUITE A WALK FOR YOUNG CHILDREN. ALSO  
THE PATHS INTO THE VILLAGE ARE VERY NARROW,  
PARTICULARLY AS THEY ARE ADJACENT TO A  
VERY BUSY ROAD.

Thanks for helping with our survey

Return by Wed 21st Nov

# Travel Survey for Cherry Willingham Primary

With your help we can develop a School Travel Plan  
This is a scheme to improve the journey to school, reduce  
environmental impact & make it easier and safer for all.

1 How do you normally travel to school?  
Bus <sub>1</sub> Car <sub>2</sub> Walk <sub>3</sub> Cycle <sub>4</sub> Taxi <sub>5</sub>

2 About how far is your journey to school?  
Under 1 mile <sub>1</sub> 1 to 2 miles <sub>2</sub> 2 to 4 miles <sub>3</sub> More than 4 miles <sub>4</sub>

3 How long does your journey take?  
Under 15 minutes <sub>1</sub> 15 to 30 minutes <sub>2</sub> More than 30 minutes <sub>3</sub>

4 Please ask your child, what would be *their* chosen method of travel to school?  
Bus <sub>1</sub> Car <sub>2</sub> Walk <sub>3</sub> Cycle <sub>4</sub>

5 Does your child have a bicycle?  
Yes <sub>1</sub> No <sub>2</sub>

6 Does your child ever make the journey alone (*without* a parent / guardian)?  
Never <sub>1</sub> Sometimes <sub>2</sub> Always <sub>3</sub>

7 What might encourage you and your child to walk or cycle more often?  
Cleaner footpaths  Less traffic   
Pedestrian training scheme  Bicycle training scheme   
Secure cycle storage  Nothing

8 Would you participate in any of these schemes, if only once a week?  
"Park & Stride" (Park a short distance away & walk the rest) Yes <sub>1</sub> No <sub>0</sub>  
Informal Car Sharing Yes <sub>1</sub> No <sub>0</sub>  
Bicycle or pedestrian training scheme Yes <sub>1</sub> No <sub>0</sub>

(If you would like to help us with either of these schemes, please tell us below)

9 Please tell us any ideas you have about improving the journey to school...  
Do you have any concerns? Can the journey be made easier or safer?

living in next village and then going onto work makes it impossible to walk etc. However it would help with congestion if path was available between Cherry Tree Car Park and school. This parking area becomes less attractive in the winter?

Thanks for helping with our survey



Cherry Willingham Primary School  
Lime Grove  
Cherry Willingham  
Lincoln  
Lincolnshire  
LN3 4BD  
DCSF NO: 925 2241

January 2011

Dear Head Teacher,

Please find enclosed your first **School Travel Health Check (STHC)**. This pack has been produced specifically for your school using your school census data. Every LEA school in Lincolnshire has been provided with a STHC to enable schools to consider the following:

- How your pupils currently travel to school, and from where.
- The impact this has on your pupils and the environment.
- Some questions and thoughts to encourage debate about 'sustainable travel', 'carbon management' and 'health' within your school.
- To support the themes above in your curriculum.

The STHC is collated using the school census mode of travel data submitted in January 2010. The analysis was undertaken on behalf of Lincolnshire County Council by an impartial organisation, 'Travel Health Check Ltd'. An explanation of the calculations is given in section 6 of the attached STHC report. The STHC is nationally recognised as best practice by Department for Education and the Sustainable Development Commission.

Included in this pack is your STHC report and an aerial postcode map which shows how pupils are currently travelling and from where. This is yours to keep and use in school.

To help you update your School Travel Plan and set targets for reducing the number of children who travel to school in the car, we have "R.A.G. rated" pupil travel on pupils within a realistic walk threshold travelling by car. **The 2009-10 STHC sustainable travel rating for your school is:-**

Pupils within a realistic (800m / 2km)  
walk threshold coming by car:

**AMBER**

**RED:** >30 pupils living within walk threshold coming by car  
**AMBER:** 10-30 pupils living within walk threshold coming by car  
**GREEN:** <10 pupils living within walk threshold coming by car



**If your score is Red or Amber:** Don't despair! We understand that the location or nature of your school may be a major factor in determining how your pupils travel to it, including selective school status, faith schools or rurality. Your rating shows that there may be great potential for more children to walk and cycle to school. The School Travel Plan team have lots of resources and ideas you can use to help change your score to green.

**If your score is Green:** Great! Use the School Travel Plan resources available to help you keep the momentum going and keep all those pupils walking, cycling or using the bus.

**If some of your figures / maps don't look right:** Your STHC relies on the School Census data you collect being accurate. Please check the maps supplied for rogue postcodes / modes of travel and the maximum walking and cycling distances in section 2 of the report. Errors may occur if the Mode of Travel field in the annual School Census is not updated in line with Department for Education guidance. Contact the School Travel Plan team for information on how to complete your census data. Any errors found should be corrected in time for the next school census submission.

**What to do now?** Make sure the contents of this School Travel Health Check pack makes it into the staffroom and the classroom. As well as being incorporated into lessons, it can be used with your School Travel Plan Steering Group, Eco Committee and School Council.

*NOTE: Digital versions of your STHC pack are available – please contact us for copies.*

Please don't hesitate to contact us if you have any questions about the issues raised by this School Travel Health Check pack for your school. We want this information to be of as much interest and use to you as possible, so please talk to us to help us make it work for you.

Kind regards,

School Travel Plan Team

*School Travel Plans  
Lincolnshire County Council  
City Hall, Lincoln, LN1 1DN  
T: 01522 782070  
E: [schooltravelplans@lincolnshire.gov.uk](mailto:schooltravelplans@lincolnshire.gov.uk)*

***The 2009-10 School Travel Health Check is a pilot scheme for Lincolnshire and any feedback on the content and any suggestions on how it can be improved for the future are welcomed.***



## 2009-10 School Travel Health Check Report

<b>Cherry Willingham Primary School</b> <b>Lime Grove</b> <b>Cherry Willingham</b> <b>Lincoln</b> <b>Lincolnshire</b> <b>LN3 4BD</b> <b>DCSF NO: 925 2241</b>	<i>School Census Year</i>	2009-10
	<i>Generic School Type</i>	Primary
	<i>DCSF School Type</i>	Infant and Junior School, 5-11
	<i>NCY Range</i>	R to 6
	<i>School Intake Type</i>	COMP - Comprehensive
	<i>Total No. Of Pupils</i>	272

### 1. STHC Analysis Summary for YOUR School

The data below shows how pupils travelled to your school according to your 2009-10 school census data. Please also refer to section 2 of this report for more analysis of individual travel modes.

Mode Of Travel	WLK	CYC	CAR	CRS	PSB	DSB	BNK	TXI	TRN	OTH	UNK
<b>Pupil No.</b>	54	2	119	0	1	0	0	1	0	95	0
<b>Pupil %</b>											
Your School	19.9%	0.7%	43.8%	0.0%	0.4%	0.0%	0.0%	0.4%	0.0%	34.9%	0.0%
LEA (Primary)	46.5%	2.4%	42.5%	2.3%	0.5%	2.9%	0.6%	1.2%	0.0%	0.6%	0.4%
LEA (Secondary)	32.3%	6.0%	13.4%	2.0%	7.7%	28.9%	6.4%	1.2%	0.3%	0.5%	1.2%
<b>Avg. Distance km</b>											
Your School	0.60	1.11	2.61		3.25			3.73		1.38	
LEA (Primary)	0.80	1.06	2.78	2.55	2.81	3.71	3.44	4.67	1.92	1.82	1.16
LEA (Secondary)	1.32	1.81	5.13	5.15	10.06	9.60	8.93	10.52	19.79	6.40	10.92

The 2009-10 STHC Sustainable Travel Rating for your school is:-

Pupils Within A realistic (800m / 2km)  
Walk Threshold Coming By Car:

**AMBER**

---

RED: >30 pupils living within walk threshold coming by car  
AMBER: 10-30 pupils living within walk threshold coming by car  
GREEN: <10 pupils living within walk threshold coming by car

See section 2.4



## 2. The Impact of pupil travel to YOUR School

The figures below reflect the impact of travelling to school on the health of your pupils and the environment – we have emphasised a couple of the more interesting figures. Explanatory notes on the calculations are given in section 6 of this document. Note there are 190 teaching days in the school year.

### 2.1 Walking to School

Number & percentage of pupils walking	54	19.9 %
<b>Number &amp; percentage of pupils living within walking distance</b>	<b>112</b>	<b>41.2 %</b>
<small>(Primary Walking Threshold = 800m, Secondary = 2000m)</small>		
Average distance of walk journey to school	0.60	km
<small>(Home - School)</small>		
Total distance walked every school day	65.3	km
<small>(Home – School – Home)</small>		
Total walking calories burned every school day	2,264.2	cal
Total walking calories burned every school year	430,201	cal cal
Maximum recorded walking distance	4.62	km km



### 2.2 Cycling to School

Number & percentage of pupils cycling	2	0.7 % %
Average distance of cycle journey to school	1.11	km km
<small>(Home - School)</small>		
Total distance cycled every school day	4.5	km km
<small>(Home – School – Home)</small>		
Total cycling calories burned every school day	23.4	cal cal
Total cycling calories burned every school year	4,447	cal cal
Maximum recorded cycling distance	1.75	km km



### 2.3 Coming to School by Bus (All Bus Types)

Number & Percentage of pupils coming by bus	1	0.4	%
<u>Average distance</u> of bus journey to school (Home - School)	3.25		km
<u>Total distance</u> travelled by bus every school day (Home – School – Home)	6.5		km
<u>Total bus CO<sub>2</sub></u> emitted every <u>school day</u>	0.6		kg
<u>Total bus CO<sub>2</sub></u> emitted every <u>school year</u>	110		kg



### 2.4 Coming to School by Car (Car/Van and Car Share)

Number & Percentage of pupils coming by car	119	43.8	%
<b>Number &amp; percentage driven from within the walking threshold (800m)</b> (Primary Walking Threshold = 800m, Secondary = 2000m)	12	10.7	%



<b>STHC rating: pupils within walking threshold coming by car</b>	<b>AMBER</b>
<b>RED:</b> >30 pupils <b>AMBER:</b> 10-30 pupils <b>GREEN:</b> <10 pupils	



<u>Average distance</u> of car journey to school (Home - School)	2.61		km
<u>Total distance</u> travelled by car every school day (Home – School – Home)	620.1		km
<u>Total car CO<sub>2</sub></u> emitted every <u>school day</u>	126.6		kg
<u>Total car CO<sub>2</sub></u> emitted every <u>school year</u>	24,059		kg
<b><u>Average costs</u> of driving per parent / carer for 'school run' every <u>school year</u></b>	£	<b>376.24</b>	





### 2.5 Annual Carbon Footprint for All Pupils & All Modes of Travel

Remember to get a daily figure divide the annual total by 190!

**Total travel CO<sub>2</sub> emitted by whole school** 34,653 kg

(Home – School- home)

**Average travel CO<sub>2</sub> emitted per pupil** 127.4 kg

(Home – School – Home)

**Authority average CO<sub>2</sub> emitted per pupil** 170.8 kg

<b>Long term STHC rating: Per pupil travel CO<sub>2</sub> emissions against authority average</b>	<span style="font-size: 1.2em; color: green; font-weight: bold;">GREEN</span>
<b>RED:</b> > 10% above average <b>AMBER:</b> Within 10% of average <b>GREEN:</b> > 10% below average	





### 3. Some questions you should ask:

This health check will no doubt raise many questions. Here are a few to start you off:

- What do the figures in this document and the map tell us about travel to our school?
- What can we do to encourage more sustainable travel?
- What targets should we set for encouraging sustainable travel for our pupils and staff?
- How would our pupils prefer to travel and what are the barriers that prevent them from doing so? (You should have the answer to this in your School Travel Plan).

### 4. Some targets you could set:

*The Lincolnshire School Travel Plan team have a range of resources, ideas and support that can help you to achieve these targets*

- Reduce the number of pupils being driven from within the walking threshold by 20%.
- Increase the number of pupils who are cycling to school.
- Reduce the amount of CO2 emissions caused by transport to your school by 20%.
- Increase the amount of calories burned on the school run every day by 10%.
- Reduce the average cost of driving to school by 20% by leaving the car at home once a week or using the park and stride site.

### 5. How else can the school travel health check be used?

**School Travel Plan:** Use it to help your school identify aims and objectives for your plan. Also use the figures to set SMART\* targets to help you deliver your plan.  
(\*Specific, Measurable, Achievable, Realistic and Time bound)

**Healthy Schools:** Make the vital link between health and every day activity – this is the route to lasting health.

**Sustainable Schools/ Eco-Schools:** A zero carbon emissions building is no use if everyone drives to it! Make sure your school's carbon budget includes travel.

**Incorporation into the classroom:** We are sure teachers will see the obvious links between the school-specific resources in this STHC pack and many aspects of your teaching curriculum. On our website are new curriculum resources that can support you.





## 6. Explanation of Calculations

This section explains the assumptions, calculations and data sources used to create this School Travel Health Check Report. Further information is available from the contact listed in section 8 of this report.

### 6.1 Home To School Distance

This is based on the straight line ('as the crow flies') distance from each pupils home postcode to school. We calculate this from de-personalised data taken from your January School Census return.

*NOTE: We show the maximum walk and cycle journey distances calculated for your school in sections 2.1 & 2.2. Unfeasibly long journeys indicate miscoding of your census data (pupil postcode and/or mode of travel) rather than super human pupils so please correct any errors in time for the next school census.*

### 6.2 Calorie Calculations For Walking & Cycling

These are based on the work of Roger Mackett, a professor of Transport Studies at University College London and one of the UKs' leading researchers into the role of travel as a facilitator for children's health. The figures used in our calculations are as follows:

Mode	Code	Average Speed	Calorie Burn Rate	Calories Burned Per Km
Walk	WLK	3.2 km/hour	1.85 calories/minute (Primary) 2.85 calories/minute (Secondary)	34.69 calories/km (Primary) 53.44 calories/km (Secondary)
Cycle	CYC	16 km/hour	1.4 calories/minute (Primary) 2.15 calories/minute (Secondary)	5.25 calories/km (Primary) 8.06 calories/km (Secondary)

Source: 'The therapeutic value of children's everyday travel' - Mackett, R.L., Lucas, L, Paskins, J. and Turbin, J. (2004).

URL: <http://eprints.ucl.ac.uk/1421/>

### 6.3 Vehicular Travel Carbon Dioxide (CO<sub>2</sub>) Emission Calculations

These are based on the official UK government greenhouse gas conversion factors published by the Department for the Environment, Food and Rural Affairs (DEFRA). 2007 figures were used to enable like-for-like comparison between LEAs and years as follows:-

Mode	Code	CO2 Emission Factor Per Km	Reference
Car / Van Car Share Taxi	CAR CRS TXI	0.2042 kg CO2 emitted per vehicular km	Table 6 – Combined average for petrol & diesel cars
Public Service Bus Dedicated School Bus Bus Type Not Known	PSB DSB BNK	0.0891 kg CO2 emitted per passenger km	Table 8 – Bus
Train	TRN	0.0602 kg CO2 emitted per passenger km	Table 8 – National rail
Metro / Tram / Light Rail	MTL	0.0650 kg CO2 emitted per passenger km	Table 8 – Light rail & tram
London Underground	LUL	0.0526 kg CO2 emitted per passenger km	Table 8 – London Underground

Source: "Greenhouse Gas Conversion Factors For Company Reporting", DEFRA (2007)

URL: <http://www.defra.gov.uk/environment/business/reporting/conversion-factors.htm>

### 6.4 Driving Cost

This is based on the 2009 AA figure calculated at £0.38 per km for the average UK car driving approximately 10,000 miles per year and taking into account the standing and running costs of driving (fuel, depreciation tax and insurance etc).

Source: The Automobile Association

URL: [http://www.theaa.com/allaboutcars/advice/advice\\_rcosts\\_petrol\\_table.jsp](http://www.theaa.com/allaboutcars/advice/advice_rcosts_petrol_table.jsp)



## 7. The Big Picture in Lincolnshire

Everyday over **27,000** car journeys are made in Lincolnshire to take children to school. Sometimes it may feel that your efforts to reduce car use at your school are only making a small contribution, but every action counts towards making Lincolnshire a safer, cleaner and healthy county.

**If everyone who drove to school changed just one of their journeys a week to walking instead ...**

- There would be **5434 less cars** on Lincolnshire roads every day.
- On average there would be **15 less cars outside every school**, every day.
- Each pupil could loose up to **6lb in weight** a year from changing their journey (based on walking for 30 minutes).
- **3701kg of CO<sub>2</sub>** would be saved every day.



## 8. Contact & further information

### **Lincolnshire Road Safety Partnership**

The Road Safety Partnership offers a range of services to ensure that all road users are safe on the journey to school. Below are just some of the projects and initiatives they can help with in your school, but remember they can help with any issue regarding traffic safety and education:

- Delivering school safety lessons to pupils
- Pedestrian training sessions
- School crossing patrols
- BikeWise – Cycling proficiency training using school staff and volunteers.
- 2fast2soon – a programme aimed at young drivers, aged 17-24.



**Lincolnshire  
Road  
Safety  
Partnership**

**Phone:** 01522 805800

**Web:** [www.lincolnshire.gov.uk/LRSP](http://www.lincolnshire.gov.uk/LRSP)

### **Sustainable Schools Team**

DfE aspires for “all schools to become sustainable schools by 2020”. LCC is supporting this through joint work between CfBT and LCC. This includes Sustainable Schools Working Group; web based information [www.lincolnshire.gov.uk/sustainableschools](http://www.lincolnshire.gov.uk/sustainableschools) and support from the Sustainability and Climate Change Team. LCC also runs a revolving fund to support investment in energy efficiency, saving money and carbon.

**Phone:** 01522 554595

**Email:** [sustainability@lincolnshire.gov.uk](mailto:sustainability@lincolnshire.gov.uk)



### School Travel Plan Team

Every school in Lincolnshire now has a School Travel Plan in place. The project has secured over £2.1 million into Lincolnshire schools to help remove the barriers to sustainable travel. This means we have lots of facilities across the County to ensure that more children can walk, cycle or use the bus.

Here are just a few of the things our Sustainable Travel Officers can deliver in your school:

- Developing bespoke projects for your school that enable and encourage more sustainable travel.
- Whole school initiatives such as The Golden Boot Challenge, Virtual Bike Race, WoW.
- Setting up 'Park and Stride' sites.
- Helping to secure funding for cycle parking, footpath improvements and bigger transport infrastructure that will benefit your school community.
- Signpost you to a range of organisations, including BikeAbility training – the national standard cycle training.



**Phone:** 01522 782070.

**Email:** [schooltravelplans@lincolnshire.gov.uk](mailto:schooltravelplans@lincolnshire.gov.uk)

**Web:** [www.lincolnshire.gov.uk/schooltravelplans](http://www.lincolnshire.gov.uk/schooltravelplans)

### Transport Services

The Transport Services Group (TSG) is responsible for providing home to school transport for approximately 24,000 entitled pupils each day. It is essential that the journey to and from school is a safe and pleasant experience for all, which is why the Max Respect initiative was launched in 2002 to actively promote and encourage safe travel.



Throughout each academic year schools can become actively involved in Max Respect through; hosting Max Respect PSHE lessons and assemblies; entering the Max Respect Art and Design competition; promoting the use of the Max Respect CitizenCard; hosting Max Respect Theatre in Education performances (funded by TSG) amongst many more initiatives. It is essential that good, safe travel habits are developed early in a pupil's life to ensure sustainable travel now and in the future.

**Phone:** 01522 782020

**Email:** [transport\\_services@lincolnshire.gov.uk](mailto:transport_services@lincolnshire.gov.uk)

**Web:** [www.maxrespect.org.uk](http://www.maxrespect.org.uk).

### The School Travel Health Check website

The new website [www.sthc.co.uk](http://www.sthc.co.uk) contains information on how best to utilise the STHC and the wealth of data it contains. If you still require further information then contact the STHC support team at [support@sthc.co.uk](mailto:support@sthc.co.uk) or via the website – they are happy to help.





Christ's Hospital Secondary School (Lincoln)  
Wragby Road  
Lincoln  
Lincolnshire  
LN2 4PN  
DCSF NO: 925 5408

January 2011

Dear Head Teacher,

Please find enclosed your first **School Travel Health Check (STHC)**. This pack has been produced specifically for your school using your school census data. Every LEA school in Lincolnshire has been provided with a STHC to enable schools to consider the following:

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- The impact this has on your pupils and the environment.
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walk threshold coming by car:

**RED**

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**AMBER:** 10-30 pupils living within walk threshold coming by car  
**GREEN:** <10 pupils living within walk threshold coming by car



**If your score is Red or Amber:** Don't despair! We understand that the location or nature of your school may be a major factor in determining how your pupils travel to it, including selective school status, faith schools or rurality. Your rating shows that there may be great potential for more children to walk and cycle to school. The School Travel Plan team have lots of resources and ideas you can use to help change your score to green.

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Please don't hesitate to contact us if you have any questions about the issues raised by this School Travel Health Check pack for your school. We want this information to be of as much interest and use to you as possible, so please talk to us to help us make it work for you.

Kind regards,

School Travel Plan Team

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Lincolnshire County Council  
City Hall, Lincoln, LN1 1DN  
T: 01522 782070  
E: [schooltravelplans@lincolnshire.gov.uk](mailto:schooltravelplans@lincolnshire.gov.uk)*

***The 2009-10 School Travel Health Check is a pilot scheme for Lincolnshire and any feedback on the content and any suggestions on how it can be improved for the future are welcomed.***



## 2009-10 School Travel Health Check Report

<b>Christ's Hospital Secondary School (Lincoln)</b> <b>Wragby Road</b> <b>Lincoln</b> <b>Lincolnshire</b> <b>LN2 4PN</b> <b>DCSF NO: 925 5408</b>	<i>School Census Year</i>	2009-10
	<i>Generic School Type</i>	Secondary
	<i>DCSF School Type</i>	Comprehensive all-through, 11-18
	<i>NCY Range</i>	7 to 14
	<i>School Intake Type</i>	COMP - Comprehensive
	<i>Total No. Of Pupils</i>	1378

### 1. STHC Analysis Summary for YOUR School

The data below shows how pupils travelled to your school according to your 2009-10 school census data. Please also refer to section 2 of this report for more analysis of individual travel modes.

Mode Of Travel	WLK	CYC	CAR	CRS	PSB	DSB	BNK	TXI	TRN	OTH	UNK
<b>Pupil No.</b>	855	56	105	10	16	302	24	10	0	0	0
<b>Pupil %</b>	<b>Your School</b>	62.0%	4.1%	7.6%	0.7%	1.2%	21.9%	1.7%	0.7%	0.0%	0.0%
	<b>LEA (Primary)</b>	46.5%	2.4%	42.5%	2.3%	0.5%	2.9%	0.6%	1.2%	0.6%	0.4%
	<b>LEA (Secondary)</b>	32.3%	6.0%	13.4%	2.0%	7.7%	28.9%	6.4%	1.2%	0.3%	1.2%
<b>Avg. Distance km</b>	<b>Your School</b>	1.25	1.98	4.37	3.51	6.13	11.35	4.90	10.04		
	<b>LEA (Primary)</b>	0.80	1.06	2.78	2.55	2.81	3.71	3.44	4.67	1.92	1.82
	<b>LEA (Secondary)</b>	1.32	1.81	5.13	5.15	10.06	9.60	8.93	10.52	19.79	6.40

The 2009-10 STHC Sustainable Travel Rating for your school is:-

Pupils Within A realistic (800m / 2km)  
Walk Threshold Coming By Car:

RED

---

RED: >30 pupils living within walk threshold coming by car

AMBER: 10-30 pupils living within walk threshold coming by car

GREEN: <10 pupils living within walk threshold coming by car

See section 2.4





## 2. The Impact of pupil travel to YOUR School

The figures below reflect the impact of travelling to school on the health of your pupils and the environment – we have emphasised a couple of the more interesting figures. Explanatory notes on the calculations are given in section 6 of this document. Note there are 190 teaching days in the school year.

### 2.1 Walking to School

Number & percentage of pupils walking	855	62.0 %
<b>Number &amp; percentage of pupils living within walking distance</b>	<b>872</b>	<b>63.3 %</b>
<small>(Primary Walking Threshold = 800m, Secondary = 2000m)</small>		
<u>Average distance of walk journey to school</u>	1.25	km
<small>(Home - School)</small>		
<u>Total distance walked every school day</u>	2135.9	km
<small>(Home – School – Home)</small>		
<u>Total walking calories burned every school day</u>	114,138.2	cal
<u>Total walking calories burned every school year</u>	21,686,266	cal cal
Maximum recorded walking distance	17.07	km km



### 2.2 Cycling to School

Number & percentage of pupils cycling	56	4.1 % %
<u>Average distance of cycle journey to school</u>	1.98	km km
<small>(Home - School)</small>		
<u>Total distance cycled every school day</u>	221.8	km km
<small>(Home – School – Home)</small>		
<u>Total cycling calories burned every school day</u>	1,788.6	cal cal
<u>Total cycling calories burned every school year</u>	339,843	cal cal
Maximum recorded cycling distance	14.03	km km





### 2.3 Coming to School by Bus (All Bus Types)

Number & Percentage of pupils coming by bus	342	24.8	%
<u>Average distance</u> of bus journey to school (Home - School)	10.66		km
<u>Total distance</u> travelled by bus every school day (Home – School – Home)	7288.4		km
<u>Total bus CO<sub>2</sub></u> emitted every <u>school day</u>	649.4		kg
<u>Total bus CO<sub>2</sub></u> emitted every <u>school year</u>	123,386		kg



### 2.4 Coming to School by Car (Car/Van and Car Share)

Number & Percentage of pupils coming by car	115	8.3	%
<b>Number &amp; percentage driven from within the walking threshold (800m)</b> (Primary Walking Threshold = 800m, Secondary = 2000m)	54	6.2	%



<b>STHC rating: pupils within walking threshold coming by car</b>	<b>RED</b>
<b>RED:</b> >30 pupils <b>AMBER:</b> 10-30 pupils <b>GREEN:</b> <10 pupils	



<u>Average distance</u> of car journey to school (Home - School)	4.29		km
<u>Total distance</u> travelled by car every school day (Home – School – Home)	952.0		km
<u>Total car CO<sub>2</sub></u> emitted every <u>school day</u>	187.2		kg
<u>Total car CO<sub>2</sub></u> emitted every <u>school year</u>	36,934		kg
<b><u>Average costs</u> of driving per parent / carer for 'school run' every <u>school year</u></b>	£	<b>597.66</b>	



## 2.5 Annual Carbon Footprint for All Pupils & All Modes of Travel

Remember to get a daily figure divide the annual total by 190!

**Total travel CO<sub>2</sub> emitted by whole school** 168,113 kg  
(Home – School- home)

**Average travel CO<sub>2</sub> emitted per pupil** 122.0 kg  
(Home – School – Home)

**Authority average CO<sub>2</sub> emitted per pupil** 170.8 kg

**Long term STHC rating: Per pupil travel CO<sub>2</sub> emissions against authority average** GREEN

**RED:** > 10% above average    **AMBER:** Within 10% of average    **GREEN:** > 10% below average





### 3. Some questions you should ask:

This health check will no doubt raise many questions. Here are a few to start you off:

- What do the figures in this document and the map tell us about travel to our school?
- What can we do to encourage more sustainable travel?
- What targets should we set for encouraging sustainable travel for our pupils and staff?
- How would our pupils prefer to travel and what are the barriers that prevent them from doing so? (You should have the answer to this in your School Travel Plan).

### 4. Some targets you could set:

*The Lincolnshire School Travel Plan team have a range of resources, ideas and support that can help you to achieve these targets*

- Reduce the number of pupils being driven from within the walking threshold by 20%.
- Increase the number of pupils who are cycling to school.
- Reduce the amount of CO2 emissions caused by transport to your school by 20%.
- Increase the amount of calories burned on the school run every day by 10%.
- Reduce the average cost of driving to school by 20% by leaving the car at home once a week or using the park and stride site.

### 5. How else can the school travel health check be used?

**School Travel Plan:** Use it to help your school identify aims and objectives for your plan. Also use the figures to set SMART\* targets to help you deliver your plan.  
(\*Specific, Measurable, Achievable, Realistic and Time bound)

**Healthy Schools:** Make the vital link between health and every day activity – this is the route to lasting health.

**Sustainable Schools/ Eco-Schools:** A zero carbon emissions building is no use if everyone drives to it! Make sure your school's carbon budget includes travel.

**Incorporation into the classroom:** We are sure teachers will see the obvious links between the school-specific resources in this STHC pack and many aspects of your teaching curriculum. On our website are new curriculum resources that can support you.





## 6. Explanation of Calculations

This section explains the assumptions, calculations and data sources used to create this School Travel Health Check Report. Further information is available from the contact listed in section 8 of this report.

### 6.1 Home To School Distance

This is based on the straight line ('as the crow flies') distance from each pupils home postcode to school. We calculate this from de-personalised data taken from your January School Census return.

*NOTE: We show the maximum walk and cycle journey distances calculated for your school in sections 2.1 & 2.2. Unfeasibly long journeys indicate miscoding of your census data (pupil postcode and/or mode of travel) rather than super human pupils so please correct any errors in time for the next school census.*

### 6.2 Calorie Calculations For Walking & Cycling

These are based on the work of Roger Mackett, a professor of Transport Studies at University College London and one of the UKs' leading researchers into the role of travel as a facilitator for children's health. The figures used in our calculations are as follows:

Mode	Code	Average Speed	Calorie Burn Rate	Calories Burned Per Km
Walk	WLK	3.2 km/hour	1.85 calories/minute (Primary) 2.85 calories/minute (Secondary)	34.69 calories/km (Primary) 53.44 calories/km (Secondary)
Cycle	CYC	16 km/hour	1.4 calories/minute (Primary) 2.15 calories/minute (Secondary)	5.25 calories/km (Primary) 8.06 calories/km (Secondary)

Source: 'The therapeutic value of children's everyday travel' - Mackett, R.L., Lucas, L, Paskins, J. and Turbin, J. (2004).  
URL: <http://eprints.ucl.ac.uk/1421/>

### 6.3 Vehicular Travel Carbon Dioxide (CO<sub>2</sub>) Emission Calculations

These are based on the official UK government greenhouse gas conversion factors published by the Department for the Environment, Food and Rural Affairs (DEFRA). 2007 figures were used to enable like-for-like comparison between LEAs and years as follows:-

Mode	Code	CO2 Emission Factor Per Km	Reference
Car / Van Car Share Taxi	CAR CRS TXI	0.2042 kg CO2 emitted per vehicular km	Table 6 – Combined average for petrol & diesel cars
Public Service Bus Dedicated School Bus Bus Type Not Known	PSB DSB BNK	0.0891 kg CO2 emitted per passenger km	Table 8 – Bus
Train	TRN	0.0602 kg CO2 emitted per passenger km	Table 8 – National rail
Metro / Tram / Light Rail	MTL	0.0650 kg CO2 emitted per passenger km	Table 8 – Light rail & tram
London Underground	LUL	0.0526 kg CO2 emitted per passenger km	Table 8 – London Underground

Source: "Greenhouse Gas Conversion Factors For Company Reporting", DEFRA (2007)  
URL: <http://www.defra.gov.uk/environment/business/reporting/conversion-factors.htm>

### 6.4 Driving Cost

This is based on the 2009 AA figure calculated at £0.38 per km for the average UK car driving approximately 10,000 miles per year and taking into account the standing and running costs of driving (fuel, depreciation tax and insurance etc).

Source: The Automobile Association  
URL: [http://www.theaa.com/allaboutcars/advice/advice\\_rcosts\\_petrol\\_table.jsp](http://www.theaa.com/allaboutcars/advice/advice_rcosts_petrol_table.jsp)



## 7. The Big Picture in Lincolnshire

Everyday over **27,000** car journeys are made in Lincolnshire to take children to school. Sometimes it may feel that your efforts to reduce car use at your school are only making a small contribution, but every action counts towards making Lincolnshire a safer, cleaner and healthy county.

**If everyone who drove to school changed just one of their journeys a week to walking instead ...**

- There would be **5434 less cars** on Lincolnshire roads every day.
- On average there would be **15 less cars outside every school**, every day.
- Each pupil could loose up to **6lb in weight** a year from changing their journey (based on walking for 30 minutes).
- **3701kg of CO<sub>2</sub>** would be saved every day.



## 8. Contact & further information

### **Lincolnshire Road Safety Partnership**

The Road Safety Partnership offers a range of services to ensure that all road users are safe on the journey to school. Below are just some of the projects and initiatives they can help with in your school, but remember they can help with any issue regarding traffic safety and education:

- Delivering school safety lessons to pupils
- Pedestrian training sessions
- School crossing patrols
- BikeWise – Cycling proficiency training using school staff and volunteers.
- 2fast2soon – a programme aimed at young drivers, aged 17-24.



**Phone:** 01522 805800

**Web:** [www.lincolnshire.gov.uk/LRSP](http://www.lincolnshire.gov.uk/LRSP)

### **Sustainable Schools Team**

DfE aspires for “all schools to become sustainable schools by 2020”. LCC is supporting this through joint work between CfBT and LCC. This includes Sustainable Schools Working Group; web based information [www.lincolnshire.gov.uk/sustainableschools](http://www.lincolnshire.gov.uk/sustainableschools) and support from the Sustainability and Climate Change Team. LCC also runs a revolving fund to support investment in energy efficiency, saving money and carbon.

**Phone:** 01522 554595

**Email:** [sustainability@lincolnshire.gov.uk](mailto:sustainability@lincolnshire.gov.uk)





## School Travel Plan Team

Every school in Lincolnshire now has a School Travel Plan in place. The project has secured over £2.1 million into Lincolnshire schools to help remove the barriers to sustainable travel. This means we have lots of facilities across the County to ensure that more children can walk, cycle or use the bus.

Here are just a few of the things our Sustainable Travel Officers can deliver in your school:

- Developing bespoke projects for your school that enable and encourage more sustainable travel.
- Whole school initiatives such as The Golden Boot Challenge, Virtual Bike Race, WoW.
- Setting up 'Park and Stride' sites.
- Helping to secure funding for cycle parking, footpath improvements and bigger transport infrastructure that will benefit your school community.
- Signpost you to a range of organisations, including BikeAbility training – the national standard cycle training.



**Phone:** 01522 782070.

**Email:** [schooltravelplans@lincolnshire.gov.uk](mailto:schooltravelplans@lincolnshire.gov.uk)

**Web:** [www.lincolnshire.gov.uk/schooltravelplans](http://www.lincolnshire.gov.uk/schooltravelplans)

## Transport Services

The Transport Services Group (TSG) is responsible for providing home to school transport for approximately 24,000 entitled pupils each day. It is essential that the journey to and from school is a safe and pleasant experience for all, which is why the Max Respect initiative was launched in 2002 to actively promote and encourage safe travel.



Throughout each academic year schools can become actively involved in Max Respect through; hosting Max Respect PSHE lessons and assemblies; entering the Max Respect Art and Design competition; promoting the use of the Max Respect CitizenCard; hosting Max Respect Theatre in Education performances (funded by TSG) amongst many more initiatives. It is essential that good, safe travel habits are developed early in a pupil's life to ensure sustainable travel now and in the future.

**Phone:** 01522 782020

**Email:** [transport\\_services@lincolnshire.gov.uk](mailto:transport_services@lincolnshire.gov.uk)

**Web:** [www.maxrespect.org.uk](http://www.maxrespect.org.uk).

## The School Travel Health Check website

The new website [www.sthc.co.uk](http://www.sthc.co.uk) contains information on how best to utilise the STHC and the wealth of data it contains. If you still require further information then contact the STHC support team at [support@sthc.co.uk](mailto:support@sthc.co.uk) or via the website – they are happy to help.

**The Priory LSST**

**SCHOOL TRAVEL PLAN**

February 2006

DfES No. & School No. 925/5425




# Travel Plan Assessment

## The Priory LSST

Description of school size and type	Yes
Transport problems	Yes
Pupils travel needs to and from school	Yes
<u>Survey required</u> How children currently travel	Yes
<u>Survey required</u> How they would like to travel	Yes
Targets and objectives	Yes
Proposed measures	Yes
Timetable for implementation	Yes
Defined responsibilities	Yes
Consultation of parties	Yes
Monitoring and review	Yes
Signed off Head	Yes
Signed off Governors	Yes

**I recommend that this school travel plan meets the DfT/DfES minimum criteria for Capital Grant.**

Signature.....  
Travel Plan Officer

Date.....30/3/06.....



Richard Wills  
Director of Development  
31 March 2006



Dr Peter Duxbury  
Director of Children's Services  
31 March 2006

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## INTRODUCTION

The Priory LSST felt it a positive step to develop a School Travel Plan to address the following:

- Student safety
- Health issues
- Environmental considerations
- Congestion in and around the school site and adjacent roads
- National initiatives such as Every Child Matters
- Links to “Healthy Schools Initiative”
- Possible improvements to the school site for pedestrians and cyclists in particular

The benefits of developing a travel plan we see as being:

- Increased safety of students travelling to and from school
- Greater appreciation of benefits to Health from walking or cycling (some days or all week)
- Benefit to other road travellers using Cross O’ Cliff Hill at “peak times” and residents on Cross O’ Cliff Hill
- Increased “peace of mind” for parents
- Improvement in fitness of students
- Fulfilling the criteria of National Initiatives

- More awareness of the importance of the standard of serviceability of cycles (brakes, cranks, gears)
- Increasing the awareness of the Highway Code for pedestrians, cyclists and other road users

## **BACKGROUND INFORMATION**

### **DESCRIPTION OF THE SCHOOL:**

The Priory LSST is a mixed 11-18 comprehensive school serving Lincoln and the surrounding area. The school has foundation status and opened as a specialist Technology College in 1992 in a partnership between the local authority and the business community. A fixed number of places is allocated to each partner primary school for admissions. The school is popular and heavily oversubscribed. With 1677 pupils on roll, of whom 405 are in the sixth form, it is larger than average. The proportions of pupil eligible for free school meals, of minority ethnic background and having English as an additional language are low. There are fewer pupils with special educational needs (SEN) and SEN statements than average. The school is a designated training school.

There are 42 tutor groups in Years 7 to 11, plus 20 in the sixth form. The number of teaching staff is 118 with 46 support staff. The school has 90 classrooms and 6 Head of Year offices; there are 17 Subject/admin offices. IT suites number 6 in total. To cater for pupils at break and lunchtimes there are 6 Tennis courts at the front of school for Years 10 and 11. To the rear of school there is a grass area and two netball courts. On the extensive school field there are two soccer and one rugby pitches, together with two sets of grids. There are cycle storage facilities on both sites; covered cycle sheds on main site which has 60 racks. On the sixth form site there are 36 uncovered racks.

The school has two access points; Cross O'Cliff Hill and Urban Street via Newark Road. There is a segregated path for pedestrians at both entrances. School starts at 8.25am, finishes 3.05pm, there are no staggering of pupil's departure, the "whole" schools leaves at 3.05pm.

## **CURRENT TRAVEL SITUATION AND RELATED ISSUES:**

Relatively speaking the mornings are less problematic than the afternoons due to parents dropping their sons/daughters by car in a steady stream from 7.30am onwards. Buses arrive at different times before school. Pupils on foot and on cycles arrive at various times up to 8.25am. At 3.05pm the majority of buses are already here making the front of school very congested. Every available space is filled by parents in cars (some spots which are not suitable also used). After driveway spaces are full parents park in tennis courts starting at 2.40pm, disrupting lessons (particularly in summer).

Specific concerns include:

- Students crossing the front car park area to board parent's cars behind the buses
- Buses reversing out from bus bays into incoming traffic
- Narrowness of "out" gate
- Students crossing Cross O' Cliff Hill in large numbers of foot
- Bikes leaving the site being ridden on the pavements in and around pedestrians
- Bike riders giving scant regard to car drivers when pulling from the pavement or kerb
- Students making their way from the main pedestrian access on Cross O' Cliff Hill and crossing the "in" and "out" vehicular gates to walk up the hill
- Students attempting to leave the site via the vehicular "out" gate (no path)
- Volume of students leaving Sixth form "Urban Street" exit
- Lack of parking space for cars collecting students at Urban Street
- Volume of traffic up and down Cross O' Cliff Hill, particularly in the mornings
- Volume of traffic on Newark Road at all times
- Difficulty of school transport organised for sports fixtures, other school trips to leave promptly at 3.05pm
- Two students in wheel chairs have to cross the very busy car park to access a taxi and a parental car
- Parental cars parking in adjacent roads to pick up pupils
- Parental cars stopping on the main road (double yellows) to drop-off pupils in the mornings
- The bus stop situated in front of the "out" gate causes congestion and indecision amongst drivers
- No safety barrier for pupils using the above bus stop
- No safety barrier at Newark Road bus stops

There no schools nearby or on the same site and no other major road users which cause conflict at arrival and departure times such as farm vehicles and delivery vehicles. The only conflict arises with traffic commuting to and from work or using Newark Road and Cross O' Cliff Hill to travel to neighbouring locations together with resident traffic. The majority of buses bring pupils on to the school site, others service buses stop near to the school. Parental cars drive on to the main school site to drop off pupils. The same happens on urban street.

The parental cars should "park" and drop-off pupils; in practice it appears cars stop anywhere.

The school has two small covered areas at the front of main site for pupils to shelter in poor weather. There are designated parking areas on site, and "zoned" no stopping/parking areas out the main school. At the very bottom of Cross O' Cliff Hill there is a pair of pelican crossings, but no zebra or pelican crossings near main school. On both Newark Road and Cross O' Cliff Hill there are however traffic islands. There are no designated cycle paths. Normal street lighting is in place. Bus stops exist close by; one down hill from main gates (30m), one opposite "out" gate. The train station is within walking distance of school, approximately half an hour walk.

### **CURRENT PARKING PROVISION:**

On the main site there are 120 parking places for staff and sixth form students who arrive by car. Ashleigh House training centre have a number of designated spaces, and there is provision for disabled parking. There is limited parking for staff and visitors at the sixth form site.

### **ANY OTHER USE MADE OF THE SCHOOL FACILITIES:**

Teachers and visitors using Ashleigh House generally arrive to park on site after The Priory has started and leave either before or after 3.05pm. There are no other uses made of the school site.

### **PLANS FOR DEVELOPMENT OF SCHOOL:**

Are there no current planning applications or building work that are likely to create an increase in the number on roll and the potential for more cars.

## SURVEY RESULTS & EXISTING TRAVEL PATTERNS

### Survey of Students

A 'Hands Up' travel survey was conducted with all the students present on the day of the survey (19<sup>th</sup> October 2005), which amounted to 1499 students. The survey asked the students how they usually travel to school and how they would like to travel if given the choice. The results are as below:

<u>How students usually travel to school</u>														
<u>FOOT</u>		<u>CYCLE</u>		<u>CAR ON OWN</u>		<u>CAR-SHARE</u>		<u>BUS</u>		<u>TRAIN</u>	<u>TAXI</u>		<b>TOTAL PUPILS</b>	
No	%	No	%	No	%	No	%	No	%	No	%			
339	23%	130	9%	159	11%	417	28%	436	29%	10	1%	8	1%	1499
<u>How students would like to travel to school</u>														
<u>FOOT</u>		<u>CYCLE</u>		<u>CAR ON OWN</u>		<u>CAR-SHARE</u>		<u>BUS</u>		<u>TRAIN</u>		<u>TAXI</u>		<b>TOTAL PUPILS</b>
No	%	No	%	No	%	No	%	No	%	No	%	No	%	
252	18%	437	32%	131	10%	225	16%	167	12%	107	8%	46	3%	1365

The results reveal that just over a third of students (39%) travel to school by car, just under a third (436 students or 29%) use the bus and slightly fewer than this walk to school (339 students or 23%). 130 students cycle to school and a small number of students (18 in total) travel by either train or taxi.

Interestingly, when asked how they would prefer to travel to school, the number wishing to cycle increased to 437 or 32%; while the number choosing to travel by car decreased to 26%. We have tried to include the views of the students when considering our objectives and targets in our Action Plan.



## Survey of Parents

A survey was sent out to a representative selection of 360 parents in February 2006 to obtain their views on travel and transport issues affecting their children on the journey to and from school. We received 212 completed surveys, with a large number of interesting comments and suggestions, many of which we have tried to incorporate into our Action Plan.

The complete list of comments are included in the Appendix, however the main points are as follows:

- 60 parents thought the distance they lived from school meant it was too far for their child to walk
- 30 parents expressed a concern with the suggestion of could their child cycle to school, either commenting that it was unsafe due to the busy roads or the lack of cycle paths meant they would not be happy with their child cycling
- 12 parents said they already car-share to school
- 4 parents commented that they liked the idea of a Park and Stride site and would support this

There were a large number of comments about bus transport. The positive responses included:

- 8 parents who thought the bus service was reliable or always on time
- 5 parents who commented that their children enjoyed the social interaction and companionship of other students on the bus
- 3 who said the service was useful, practical and convenient
- 2 who remarked that their children enjoyed travelling on the bus
- 5 who thought it was a good service and got their children to school on time

There were also a large number of less positive responses. These focused mainly on issues such as overcrowding, the timetable, the cost of fares and the issuing of bus passes/tickets.

Among these comments were:

- 24 parents who thought overcrowding was a problem, leading to children having to stand up or share seats. In some instances children are not able to get on the bus as there are not enough spaces.
- Parents also mentioned that, on occasions, the buses do not stop to pick up their children (sometimes when there are spaces available).
- 25 thought bus transport was expensive, with several commenting that if fares continue to rise, they may use the car to transport their children instead. The cost was particularly expensive, according to the surveys, if parents had more than one child at the school who needed to catch a bus.
- Other issues regarding the cost was mentioned by 3 parents, who felt it unfair that their children had to pay adult fares in the morning, as they had to catch the bus in the 'rush hour' before 9am, when child concessionary rates do not apply
- 8 parents felt the service was unreliable and often late, meaning children were left waiting long periods at bus stops or were late arriving at school
- Some of the buses arrived half an hour early at school, meaning children were left outside in the cold while waiting for school to open
- There were a lot of comments about the issuing of bus passes, return and single tickets. 11 parents expressed concern over the new system of issuing bus passes, with many commenting their children are no longer eligible to receive the passes, despite having previously been eligible.
- Other parents had experienced problems with their children not being allowed to travel, despite having paid their fare.
- In some cases, the child had been unable to purchase a single ticket; in other cases a child had been unable to purchase a return ticket due to not having the correct change available.
- There were also 3 parents who commented on the position of the bus stop opposite the main vehicle exit to school, feeling that this was extremely dangerous

## Survey of Staff

We asked all staff to complete a travel survey in March 2006, to find out their opinions on how they travelled to school. We received 38 replies (24%), with the results being as follows:

The list of staff comments are included in the appendix, the main points and comments are as follows:

- 31 staff travel by car on a regular basis
- 4 of the staff that returned their survey do travel by car, but also make an effort to walk or cycle when the weather and marking load permit
- 1 member of staff cycles on a regular basis and 2 always walk
- Many staff thought the amount of marking and books they needed to transport to and from school made any other form of travel but their car not feasible.
- 4 stated that the distance they lived form school made it impractical to travel using any other method but the car.
- 24 staff felt the method of travel by car was the easiest.
- 16 of the car drivers stated they would consider alternative methods of travelling to school.
- 6 staff would not consider an alternative due to distance and the convenience of using their vehicle

Some staff were supportive of the idea of considering an alternative but others felt that it was too impractical for them due to organising their children in the morning, distance from school, past experience of unsuccessful sharing due to unreliability of lifts, commitments after school differ for staff in terms of departmental meetings, parents evenings.

### **Feedback from residents**

Residents have raised concerns over a number of parents who are choosing to park in Eleanor Close when dropping off or collecting their children from school. This is causing congestion in the Close and in some cases residents are experiencing difficulties in accessing their driveways.

# THE ACTION PLAN

Objective 1: To encourage cycling								
Target: To increase the number of students cycling to school by 20 % by July 2007								
Actions		Responsibility	Timescale	Success Criteria	Monitoring & Evaluation	Timescale for monitoring	Responsibility for monitoring	Funding source
No.	Description							Resources
1	To improve the current cycle storage with secure covered cycle storage	(Contact Dennis Jones-LCC:553153)	By Sept 2006	Cycle storage is installed and is used by an increasing number of students	Hands Up surveys will reveal numbers cycling	Oct 2006 and annually thereafter	Head of Support Services	Travel Plan grant
2	To operate a cycle maintenance workshop ('cycle clinic') Cycle stamping?	Sixth Form student volunteers; Halfords? Arrow Cycles?	By September 2006	Cycle maintenance workshop goes ahead; students are able to maintain bikes in roadworthy condition	Examination of random sample of cycles will show roadworthiness	Annually, possibly at start of year/after Christmas	PXB/HoY12/13?	Travel Plan grant Lincs Road Safety Partnership/ Police
3	Invite guest speakers to talk to the students /run workshop re mountain biking	OTC (Outdoor Training Company)	During academic year 2006-2007	Talk /workshop takes place. More students cycle to school	Hands Up surveys will reveal numbers cycling	Oct 2006 and annually thereafter	Class teachers	No cost
4	To install lockers for storing cycle helmets, bicycle pumps and associated equipment	Dennis Jones/STM	By Sept 2006	Lockers installed and used; more students cycling	Hands Up surveys will reveal numbers cycling	Oct 2006 and annually thereafter	Class teachers	Travel Plan grant

Objective 2: To reduce congestion on the school site								
Target: To reduce the number of cars arriving and leaving the school site by October 2006								
Actions		Responsibility	Timescale	Success Criteria	Monitoring & Evaluation	Timescale for monitoring	Responsibility for monitoring	Funding source
No.	Description		Start- End					Resources
1	To promote car-sharing among parents and staff	SCB	Sept 2006	More parents and staff car-share; fewer cars on school site	Survey of parents and staff	Oct 2006 and termly thereafter	SCB	IT Facilities Photocopying, Posters
2	To approach the City of Lincoln Council to ask for permission to use the South Common as a Park and Stride site.	Travel Plan Adviser; student council	Sept 2006	City of Lincoln Council is approached	Copies of correspondence	Oct 2006 and annually thereafter	Head of Support Services	Lincoln City Council
3	To examine the current on-site drop-off/ parking arrangements and investigate alternative methods	SMT	Dec 06	On-site arrangements investigated. New system in place.	Photos of old and new layout, showing cars parked/dropping off	Oct 2006 and annually thereafter	SMT	School as there are possible cost implications if physical changes to current car parking are made.
4	To investigate improvements to Urban Street with Highways (potential parking bays?)	Cllr Phillips; Travel Plan Adviser	Summer 2006	Highways approached and look into marking bays for dropping-off	Correspondence with Highways	Oct 2006 and annually thereafter	Head of Support Services	Highways

5	To provide improvements to shower and changing facilities for staff, to encourage more staff to walk and cycle.	Site Manager	Planning from Summer 2006	Shower facilities are provided for staff; more staff walk /cycle; fewer staff cars on site	Survey of parents and staff	Oct 2006 and annually thereafter	Head of Support Services	Travel Plan grant
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<b>Objective 3: To increase the safety of students on site and in the near vicinity of the school</b>								
<b>Target: To install physical measures to improve safety for pedestrians by December 2006</b>								
Actions		Responsibility	Timescale	Success Criteria	Monitoring & Evaluation	Timescale for monitoring	Responsibility for monitoring	Funding source
No.	Description		Start- End					Resources
1	To create a footpath along the exit access point in the school grounds and install a gate, to avoid students having to cross in front of vehicles exiting the site.	Dennis Jones/ Head of Support Services	Summer 2006	Footpath and gate are installed; greater safety for pedestrians leaving the site	Feedback from students	Sept 2006	Head of Support Services	Travel Plan grant
2	Approach Highways to enquire about relocating the bus stop opposite the main exit to the school, to further up Cross O' Cliff Hill.	Travel Plan Adviser	October 2006	Highways is approached and agree to investigate relocating the bus stop	Copies of correspondence	October 2006	Travel Plan Adviser	Highways
3	To approach Highways to request a guardrail is installed at the bus stop on Cross O' Cliff Hill, to improve safety for students alighting/descending the buses.	Travel Plan Adviser	Sept 2006	Highways is approached and agree to look into providing a guardrail at bus stop	Copies of correspondence	Dec 2006	Travel Plan Adviser	Highways



4	Year 7 receive appropriate road safety talk	Terry Gunn, Road Safety Officer	June 2006	Year 7 students receive talk and show greater awareness of road safety issues	Students are able to answer road safety questions	July 2006	PXB	PSHME budget
5	To investigate providing students with items of high visibility clothing/reflectors/badges.	SCB/GRB	October half term 2006	High visibility items are provided or offered to parents for purchasing	Observation of students being more 'visible'	October 2006	SCB/GRB	Self funding

**Objective 4: To improve bus travel for students**

**Target: To investigate bus issues affecting the students by November 2006**

Actions		Responsibility	Timescale	Success Criteria	Monitoring & Evaluation	Timescale for monitoring	Responsibility for monitoring	Funding source
No.	Description		Start- End					Resources
1	Approach Transport Services to discuss the issues raised in the Parent Surveys (overcrowding; bus passes/tickets; additional services for busy routes; cost; timetabling; child with disability)	Travel Plan Adviser and Head of Support Services	July 2006	Meeting held with Transport Services. Issues discussed; changes made.	Notes from meeting; feedback from students	Termly	Travel Plan Adviser and Head of Support Services	Transport Services
2	For students arriving on early buses, investigate their being allowed to enter the school rather than waiting outside	Healthy Schools/ Citizenship Co-ordinator	July 2006	Discussions held; early bus students allowed to enter school building	Notes from discussions; feedback from students	Termly	CPH	School budget
3	To continue to make pupils aware of their responsibilities (courtesy, behaviour, School expectations) whilst travelling on school and public transport.	GRB/Heads of Year/tutors	September – December 2006	Improved behaviour on buses. Feedback from bus companies and members of the public.	Observations and comments made.	Termly	GRB/Heads of Year	None necessary

**Objective 5: To raise awareness about the School Travel Plan**

**Target: To ensure all students, parents, staff and visitors to the school are aware of the Travel Plan by July 2006**

Actions		Responsibility	Timescale	Success Criteria	Monitoring & Evaluation	Timescale for monitoring	Responsibility for monitoring	Funding source
No.	Description		Start- End					Resources
1	All students take part in a Health Week, linking the travel plan to fitness and exercise benefits (re-emphasising health issues in PE lessons)	Healthy Schools Co-ordinator	June 2006	Students receive input about travel plan and its links with health	Sample of students' work; lesson plans	June 2006	Healthy Schools Co-ordinator	School budget
2	The School Council includes the Travel Plan as an agenda item, discusses issues; reports to the other students and feeds back to the Travel Plan steering group.	School Council/SCB	Once per half term	Travel Plan is included as an agenda item; students discuss issues and report findings to steering group	Minutes from meetings	Once per half term	School Council	No funding implications
3	Include the Travel Plan on the school website and provide regular updates to parents as part of the Parent Newsletter.	Webmaster/ ITC Manager/ GRB	Sept 2006	School website includes the Travel Plan; parents receive regular updates through Newsletter	Copies of newsletters in Appendix	Annually	TJS/GRB	No additional funding implications

## CONSULTATION

After an initial meeting of the Travel Plan Advisor with Mr Burks, regular meetings took place with the Advisor and the Pastoral Support Manager, Mr Brazinskas. As part of the process the following were consulted in a variety of ways:

- The majority of students completed the “Hands up Survey”
- All KS3 students plus a sample from KS3 & 4 completed the “On Line” survey
- School Council discussed travel issues and reported back to their tutor groups
- A Parental survey was sent to a representative sample in all year groups
- All staff were surveyed, asking for their comments on the current travel situation
- Information/comments to school from local residents was also included

Future consultation will involve:


- Regular updates at staff briefings/meetings
- Involvement of The Governing Body
- Regular agenda item at School Council meetings of School Travel Plan issues to be discussed
- Parents and visitors to be made aware of School Travel Plan issues through the school website
- “Bulletin Boards” to be used to update whole school regarding issues and future plans
- School Travel Plan Advisor, Highways and Planning, School Transport Services

## **MONITORING AND EVALUATION**


- The school will continue to participate in the Lincolnshire County Council 'Hands Up' surveys in October each year. Responsibility for ensuring this takes place will be with all Year groups.
- We will repeat the Survey with Parents in February to see how implementing the Action Plan has affected perceptions / travel choices
- A Progress Report will be sent to Lincolnshire County Council in April 2007, which will be written with the assistance of the School Travel Plan Adviser. The report will highlight the achievements we have made and update the objectives and targets of our Action Plan.
- We will hold steering group meetings in July and November to provide an update on actions achieved and discuss new issues that may need to be incorporated into the Travel Plan in the future.
- The school will consider student travel needs that may arise from developments in education or changes in transport provision. The Travel Plan will be revised as necessary to take account of these.

# THE SCHOOL TRAVEL PLAN CONTRACT

The Governors and Head Teacher of The Priory LSST agree to this School Travel Plan and agree to undertake its objectives. Lincolnshire County Council's School Travel Plan Co-ordinators and members of the Lincolnshire Road Safety Partnership agree to give their full support to the aims and objectives of this Travel Plan.

Signed   
.....  
Chair of Governors

Date *30 March 2006*  
.....

Signed   
.....  
Head Teacher

Date *27/3/06*  
.....

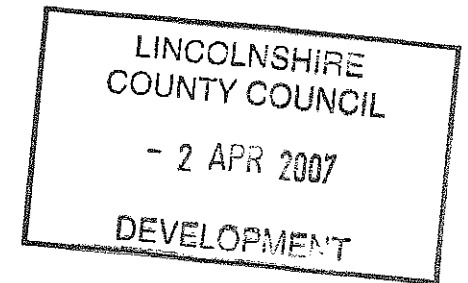
Signed   
.....  
School Travel Plan Co-ordinator

Date *27/3/06*  
.....

# Reepham C of E Primary School

High Street, Reepham, Lincoln, LN3 4DP  
Telephone 01522 750601

Head Teacher & STP Coordinator: Mr D. Scoffield  
Chairman: LEA Governor: Mrs A. Perkins



## SCHOOL TRAVEL PLAN

# March 2007

DfES & School No. 925/3136

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3	Introduction
	Background Information
4	Current Travel Situation and Related Issues
7	Survey Results & Travel Patterns
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### Appendices

### Abbreviations

<b>LRSP</b>	Lincolnshire Road Safety Partnership
<b>RSO</b>	Road Safety Officer
<b>JRSO</b>	Junior Road Safety Officer
<b>STP</b>	School Travel Plan
<b>STP</b>	School Travel Plan Coordinator
<b>SCP</b>	School crossing patrol (“Lollipop lady”)
<b>BW / BWC</b>	BikeWise / BikeWise Coordinator
<b>LCC</b>	Lincolnshire County Council



## Introduction

As a school in a small village in rural Lincolnshire our major concern is the safety of pupils as they travel on to secondary schools and to ensure they grow into active, healthy and responsible people.

Developing a School Travel Plan has helped us concentrate our efforts on better delivering road safety messages and allowing us to make the immediate environment of the school a safer and more healthy place to go to school.

We have made these two objectives to concentrate our STP -

- 1 To Encourage and Promote Walking, Cycling
- 2 To ensure sustained and well promoted STP

## Background Information

The school was originally built in 1859 at a cost of only £350. The building of new classrooms and offices has continued until our new ICT suite was built in the courtyard during 2003.

School times are slightly different for Key Stage 1 and 2. KS1 start at 8.55am to 12 noon then 1.15pm to 3.30pm. KS2 have the same morning times but start 15minutes earlier at 1pm to 3.30pm. Teachers are on duty and take responsibility for pupils ten minutes before school starts so we ask parents not to bring their children onto school premises before 8.45am.

Although it would be great for pupils to arrive at school independently either by walking or by bicycle the issue of traffic at these peak times means we only get a couple of bicycles a day. They are stored at the rear of the school by the back of the hall. Although safe here and well hidden, it is an old facility that we would like to update.

There is the main entrance at the front of school for pedestrians and a side access onto the playground along a private road. This road leads to the staff car park and caters for about 10 cars.

## Current Travel Situation and Related Issues

The road immediately at the front of the school is busy and takes the majority of traffic travelling from Reepham into Cherry Willingham and the North of Lincoln which is only a matter of 3.5 miles away. Morning commuter traffic can be heavy and surprisingly fast considering there are two very tight bends just 30metres past the entrance to the school. The photograph shows the warning that there is a school close by. There is no path on the other side of the road and just the narrow path that runs past the Patrol sign on the left. This means that everybody has to cross the road when they get to the school as there is no footpath on that side. There is, however, a designated crossing point at the front of the school that is watched over by a our “Lollipop lady” (or SCP). But his point is not marked in



any way, it's just where the SCP stands to help people across the road. The next photo shows the crossing point and we have to cross over the top of the manhole cover!



In the school prospectus we ask parents that drive to park their cars well away from the school gates so that the “lollipop lady” can make sure everyone gets safely across the road. The SCP operates before morning school and is there again at 3.30pm but NOT at lunch time.

#### Current parking provision

There are spaces for members of staff to park their cars but this has always caused some problems because teachers do have a lot of work to carry and often rely on their car to ferry things back and forth. There is a small bay for about three cars for visitors at the very front of school and is shown in the photograph above. A better place for parents to park would be the Village Hall which is less than ten minutes walk away towards Cherry Willingham along Hawthorn Road. This is the site where our Walking Bus operates from and is ideally placed in terms of distance.

#### Walking bus

The walking Bus has been operating successfully for a number of years. There are regularly ten pupils or more taking part and it has helped relieve congestion at the front of school. It is not mentioned in the prospectus.

Other uses of the school site include our after school gymnastics club as well as netball and football clubs also after school. During the summer term the Year 6 pupils are encouraged to attend BikeWise scheme which we run as an after school activity.

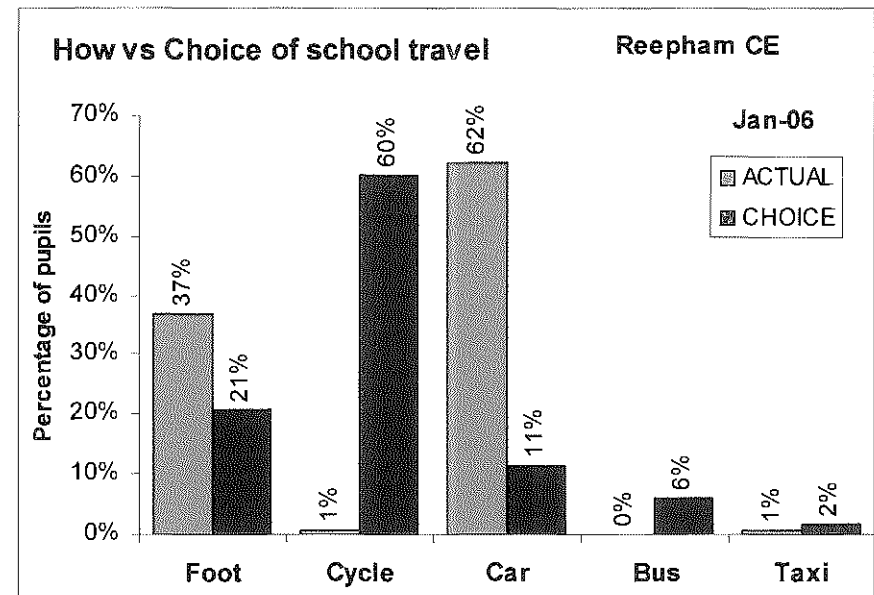
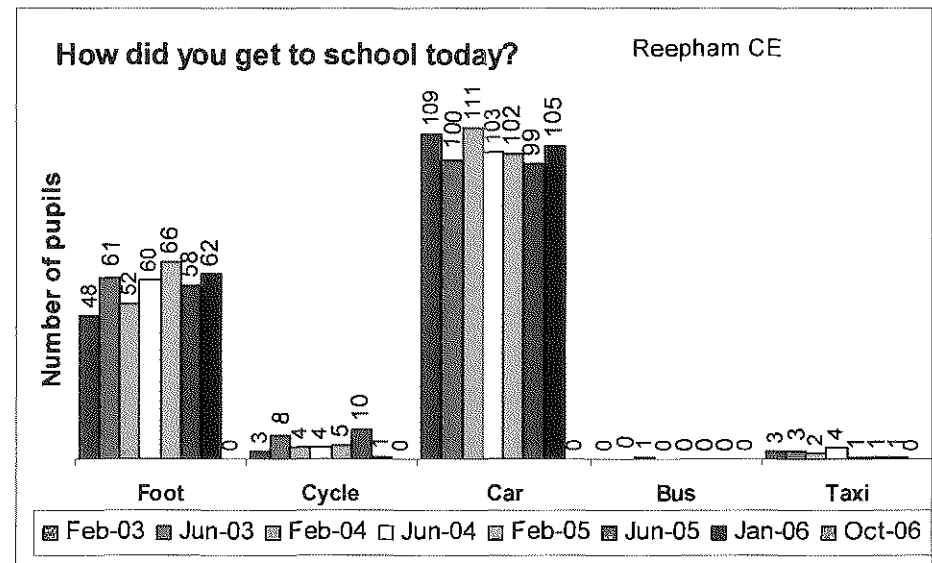
## Survey Results & Travel Patterns

We have lots of information about how pupils travel to and from school. We have also consulted parents about the journey to school by sending a questionnaire home.

Since February 2003 the way pupils get to school hasn't really changed dramatically. Just over a third walk to school and the majority of the rest come by car.

A few people come on a bicycle to school and you can see that in the good weather (like June 2005) there were more cyclists than in the winter months.

When we asked the pupils to tell us about how they would like to get to school, 60% said they would like to cycle, 21% said they would like to walk. So instead of 100 or more cars arriving everyday there would be 100 or more bicycles! That would be much more environmentally friendly but with many families coming from outlying villages and poor, narrow country roads this might not be realistic.



A question in the survey sent home to all parents asked for their problems they experience on the “school run”. Their comments are included in the Appendices but here are some examples.

**I walk and think that,**

“cars appear to park just anywhere with no regard for children crossing roads. The worst areas are near the junctions of roads and corners”

“can younger pupils come to school on bikes and leave them on premises?”

“inappropriate parking on kerbs or too near junctions”

“cars exceeding speed limit - quite ironic seeing as most will be dropping off / picking up children”

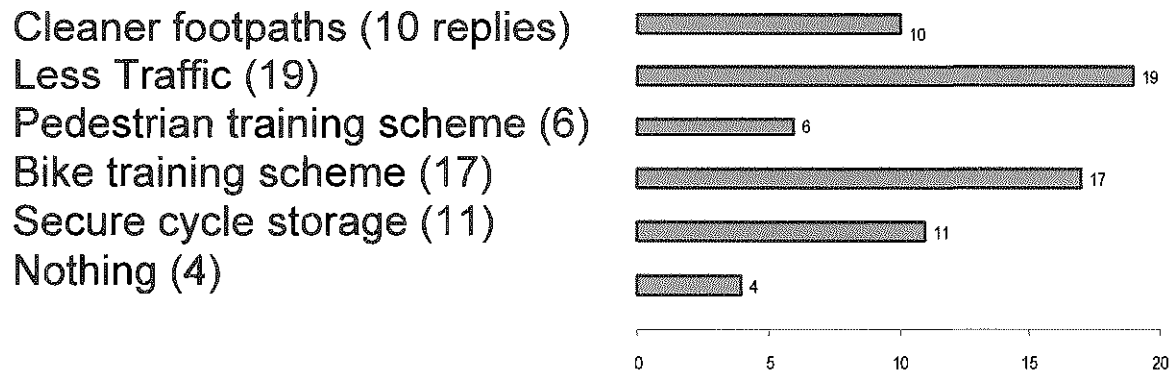
**I drive and I think that,**

“needs of local people should be taken into account by parents - not block driveways or park on corners.”

“a "cycle bus" for those parents who work & haven't time to cycle school journey”

“We would use the walking bus if I wasn't so concerned about dog dirt on the pavements”

Parents were naturally concerned for the safety of their children. One question asked, “What would make you consider walking or cycling to school more often?”

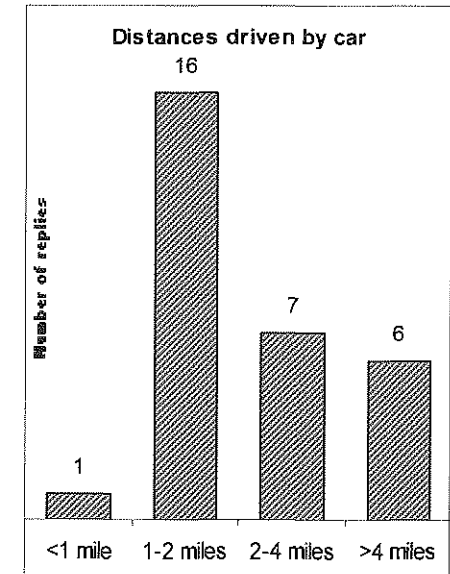


The answer with the most responses Less Traffic (19 replies) is surprising because if more people walked or cycled to school or used the Walking Bus, there would be less traffic.

We asked how far people travelled to school. The results in the graph are shown here. Of all the people that drive to school, the majority live within two miles, a perfectly reasonable distance to walk or cycle everyday.

So pupils told us they want to walk and cycle so we will try to cater for them by promoting these activities. There is so much interest in cycling that it might be good to use in the classroom, too.  
Our action plan will concentrate on

- Cycle storage and cycle training
- Promoting and rewarding walking
- Keeping the momentum



## STP Action Plan

<b>Objective Number 1 To Encourage and Promote Walking and Cycling</b>					
<b>Target Number 1 To maintain the number of children walking or cycling to school at 40% by and after Sept 2007</b>					
<b>Action to be taken</b>	<b>Person leading</b>	<b>Timescale</b>	<b>Monitoring and evaluation</b>	<b>Success Criteria</b>	<b>Costs</b>
Provide BikeWise cycle training for Yr6 pupils during summer term annually  1 Contact volunteers 2 Recruit pupils/ inform parents 3 Deliver	Mrs I Reynolds & Mr D Scoffield	During June 2007	Records of pupils passing Bikewise	80% of Yr6 cohorts to pass BikeWise training annually (there are 26 Yr 6's)	Volunteer time / LCC materials
Widen Provision of BikeWise training to include pupils in Yr5  1 Recruit volunteers; letters 2 Recruit pupils/ inform parents 3 Timetable training	Mr D Scoffield	>July 2007	Records of BikeWise pupils	80% of Yr5 cohorts to pass BikeWise training annually	Volunteer time / LCC materials
Install safe secure cycle storage 1 Involve SDP / Change team 2 Redistribute playground storage/ sheds 3 Choose shelter & JRSOs 4 Install	Mr Scoffield JRSOs	June/July 2007	To be included in SDP	New cycle storage in place	STP Grant money
Run Golden Boot Competition during February each year  1 Contact STPA 2 Launch during January 3 Assembly for winning class	1 Mr Scoffield 2 Class teacher 3 Mr Scoffield & STPA	1 Early January 2 January term 3 Early Feb	In classroom via Golden Boot charts	Reduced percentage of car journeys recorded year on year	10 min each morning of competition

<b>Objective Number 2 To Ensure Sustained and well promoted STP</b>					
<b>Target Number 2 To hold a STP Meeting once per (old!) term 3 times a year</b>					
<b>Action to be taken</b>	<b>Person leading</b>	<b>Timescale</b>	<b>Monitoring and evaluation</b>	<b>Success Criteria</b>	<b>Costs</b>
Make the STP a standing item on the SDP agenda	Mr Scoffield	As of end of April 2007	STP Recorded in SDP notes	An effective STP known to pupils, parents and staff and Governors	None
Review progress to date on actions in the STP with regular meetings of the STP Steering Group	Mr Scoffield (STP Coordinator)	(Exact dates and minutes kept in appendices) May <i>p.a.</i> October <i>p.a.</i> January <i>p.a.</i>	Minutes kept as a record of monitoring activity.	Continued development of STP actions	Staff time with other costs tbc
To include information about the STP in every "New parent pack"	Administrator	Written during summer term then printed and updated each September	Agreement / comment by Governors	Up to date information and advice available to all parents	Existing school budget



## Consultation

As stated in our Vision,

**We demonstrate our commitment to working as a thinking school in a learning community by:**

- Working collaboratively towards common goals
- Managing through open and effective communication
- Working towards achieving a Healthy School status

We follow these values and actively seek the input of parents and pupils about everything we do.

The STP has been a collaboration between all members of the school community, Lincolnshire County Council, the Lincolnshire Road Safety Partnership and other bodies such as the Village Hall Committee who provide us with the our Walking Bus drop off facility.

## Monitoring and evaluation

The actions in the Action Plan show how each strand of the STP will be monitored.

The STP itself is an ongoing process of adapting to the needs of pupils and parents as the plan develops. We will keep a check on developments with annual surveys and with regular STP meetings.

The surveys will take place during summer. One future action will be to include this survey as part of curriculum learning activity. A review of the STP and progress to date will take place each year

# The School Travel Plan Contract

The Governors and Head Teacher of Reepham C of E School agree to this School Travel Plan and agree to undertake its objectives. Lincolnshire County Council's School Travel Plan Co-ordinators and members of the Lincolnshire Road Safety Partnership agree to give their full support to the aims and objectives of this Travel Plan.

Signed	 ..... Chair of Governors	Date	27-03-07 .....
Signed	 ..... Head Teacher	Date	27-03-07 .....
Signed	 ..... School Travel Plan Co-ordinator	Date	3/APRIL/2007 .....



Reepham Church of England Primary School  
High Street  
Reepham  
Lincoln  
Lincolnshire  
LN3 4DP  
DCSF NO: 925 3136

January 2011

Dear Head Teacher,

Please find enclosed your first **School Travel Health Check (STHC)**. This pack has been produced specifically for your school using your school census data. Every LEA school in Lincolnshire has been provided with a STHC to enable schools to consider the following:

- How your pupils currently travel to school, and from where.
- The impact this has on your pupils and the environment.
- Some questions and thoughts to encourage debate about 'sustainable travel', 'carbon management' and 'health' within your school.
- To support the themes above in your curriculum.

The STHC is collated using the school census mode of travel data submitted in January 2010. The analysis was undertaken on behalf of Lincolnshire County Council by an impartial organisation, 'Travel Health Check Ltd'. An explanation of the calculations is given in section 6 of the attached STHC report. The STHC is nationally recognised as best practice by Department for Education and the Sustainable Development Commission.

Included in this pack is your STHC report and an aerial postcode map which shows how pupils are currently travelling and from where. This is yours to keep and use in school.

To help you update your School Travel Plan and set targets for reducing the number of children who travel to school in the car, we have "R.A.G. rated" pupil travel on pupils within a realistic walk threshold travelling by car. **The 2009-10 STHC sustainable travel rating for your school is:-**

Pupils within a realistic (800m / 2km)  
walk threshold coming by car:

**AMBER**

**RED:** >30 pupils living within walk threshold coming by car  
**AMBER:** 10-30 pupils living within walk threshold coming by car  
**GREEN:** <10 pupils living within walk threshold coming by car



**If your score is Red or Amber:** Don't despair! We understand that the location or nature of your school may be a major factor in determining how your pupils travel to it, including selective school status, faith schools or rurality. Your rating shows that there may be great potential for more children to walk and cycle to school. The School Travel Plan team have lots of resources and ideas you can use to help change your score to green.

**If your score is Green:** Great! Use the School Travel Plan resources available to help you keep the momentum going and keep all those pupils walking, cycling or using the bus.

**If some of your figures / maps don't look right:** Your STHC relies on the School Census data you collect being accurate. Please check the maps supplied for rogue postcodes / modes of travel and the maximum walking and cycling distances in section 2 of the report. Errors may occur if the Mode of Travel field in the annual School Census is not updated in line with Department for Education guidance. Contact the School Travel Plan team for information on how to complete your census data. Any errors found should be corrected in time for the next school census submission.

**What to do now?** Make sure the contents of this School Travel Health Check pack makes it into the staffroom and the classroom. As well as being incorporated into lessons, it can be used with your School Travel Plan Steering Group, Eco Committee and School Council.

*NOTE: Digital versions of your STHC pack are available – please contact us for copies.*

Please don't hesitate to contact us if you have any questions about the issues raised by this School Travel Health Check pack for your school. We want this information to be of as much interest and use to you as possible, so please talk to us to help us make it work for you.

Kind regards,

School Travel Plan Team

*School Travel Plans*  
*Lincolnshire County Council*  
*City Hall, Lincoln, LN1 1DN*  
*T: 01522 782070*  
*E: [schooltravelplans@lincolnshire.gov.uk](mailto:schooltravelplans@lincolnshire.gov.uk)*

***The 2009-10 School Travel Health Check is a pilot scheme for Lincolnshire and any feedback on the content and any suggestions on how it can be improved for the future are welcomed.***



## 2009-10 School Travel Health Check Report

<b>Reepham Church of England Primary School</b> <b>High Street</b> <b>Reepham</b> <b>Lincoln</b> <b>Lincolnshire</b> <b>LN3 4DP</b> <b>DCSF NO: 925 3136</b>	<b>School Census Year</b>	2009-10
	<b>Generic School Type</b>	Primary
	<b>DCSF School Type</b>	Infant and Junior School, 5-11
	<b>NCY Range</b>	R to 6
	<b>School Intake Type</b>	SEL4 - Religious School
	<b>Total No. Of Pupils</b>	175

### 1. STHC Analysis Summary for YOUR School

The data below shows how pupils travelled to your school according to your 2009-10 school census data. Please also refer to section 2 of this report for more analysis of individual travel modes.

Mode Of Travel	Walking	Cycling	Car or Van	Car Sharing	Public Service Bus	Dedicated School Bus	Bus Type Not Known	Taxi	Train	Other	Unknown
	WLK	CYC	CAR	CRS	PSB	DSB	BNK	TXI	TRN	OTH	UNK
<b>Pupil No.</b>	69	0	76	30	0	0	0	0	0	0	0
<b>Your School</b>	39.4%	0.0%	43.4%	17.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>LEA (Primary)</b>	46.5%	2.4%	42.5%	2.3%	0.5%	2.9%	0.6%	1.2%	0.0%	0.6%	0.4%
<b>LEA (Secondary)</b>	32.3%	6.0%	13.4%	2.0%	7.7%	28.9%	6.4%	1.2%	0.3%	0.5%	1.2%
<b>Avg. Distance km</b>											
<b>Your School</b>	1.02		3.05	2.85							
<b>LEA (Primary)</b>	0.80	1.06	2.78	2.55	2.81	3.71	3.44	4.67	1.92	1.82	1.16
<b>LEA (Secondary)</b>	1.32	1.81	5.13	5.15	10.06	9.60	8.93	10.52	19.79	6.40	10.92

The **2009-10 STHC Sustainable Travel Rating for your school** is:-

Pupils Within A realistic (800m / 2km)  
Walk Threshold Coming By Car:

**AMBER**

---

**RED:** >30 pupils living within walk threshold coming by car  
**AMBER:** 10-30 pupils living within walk threshold coming by car  
**GREEN:** <10 pupils living within walk threshold coming by car

See section 2.4



## 2. The Impact of pupil travel to YOUR School

The figures below reflect the impact of travelling to school on the health of your pupils and the environment – we have emphasised a couple of the more interesting figures. Explanatory notes on the calculations are given in section 6 of this document. Note there are 190 teaching days in the school year.

### 2.1 Walking to School

Number & percentage of pupils walking	69	39.4 %
<b>Number &amp; percentage of pupils living within walking distance</b>	<b>71</b>	<b>40.6 %</b>
<small>(Primary Walking Threshold = 800m, Secondary = 2000m)</small>		
<u>Average distance of walk journey to school</u>	1.02	km
<small>(Home - School)</small>		
<u>Total distance walked every school day</u>	140.3	km
<small>(Home – School – Home)</small>		
<u>Total walking calories burned every school day</u>	4,867.8	cal
<u>Total walking calories burned every school year</u>	924,876	cal cal
Maximum recorded walking distance	5.49	km km



### 2.2 Cycling to School

Number & percentage of pupils cycling	0	0.0 % %
<u>Average distance of cycle journey to school</u>		km km
<small>(Home - School)</small>		
<u>Total distance cycled every school day</u>	0.0	km km
<small>(Home – School – Home)</small>		
<u>Total cycling calories burned every school day</u>	0.0	cal cal
<u>Total cycling calories burned every school year</u>	0	cal cal
Maximum recorded cycling distance		km km



### 2.3 Coming to School by Bus (All Bus Types)

Number & Percentage of pupils coming by bus	0	0.0	%
<u>Average distance</u> of bus journey to school (Home - School)	0.00		km
<u>Total distance</u> travelled by bus every school day (Home – School – Home)	0.0		km
<u>Total bus CO<sub>2</sub></u> emitted every <u>school day</u>	0.0		kg
<u>Total bus CO<sub>2</sub></u> emitted every <u>school year</u>	0		kg



### 2.4 Coming to School by Car (Car/Van and Car Share)

Number & Percentage of pupils coming by car	106	60.6	%
<b>Number &amp; percentage driven from within the walking threshold (800m)</b> (Primary Walking Threshold = 800m, Secondary = 2000m)	20	28.2	%



<b>STHC rating: pupils within walking threshold coming by car</b>	<b>AMBER</b>
<b>RED:</b> >30 pupils <b>AMBER:</b> 10-30 pupils <b>GREEN:</b> <10 pupils	



<u>Average distance</u> of car journey to school (Home - School)	3.00		km
<u>Total distance</u> travelled by car every school day (Home – School – Home)	549.6		km
<u>Total car CO<sub>2</sub></u> emitted every <u>school day</u>	94.8		kg
<u>Total car CO<sub>2</sub></u> emitted every <u>school year</u>	21,324		kg
<b><u>Average costs</u> of driving per parent / carer for 'school run' every <u>school year</u></b>	£	<b>374.35</b>	



2.5 Annual Carbon Footprint for All Pupils & All Modes of Travel

Remember to get a daily figure divide the annual total by 190!

Total travel CO2 emitted by whole school 21,324 kg

(Home - School- home)

Average travel CO2 emitted per pupil 121.8 kg

(Home - School - Home)

Authority average CO2 emitted per pupil 170.8 kg

Long term STHC rating: Per pupil travel CO2 emissions against authority average GREEN

RED: > 10% above average AMBER: Within 10% of average GREEN: > 10% below average







### 3. Some questions you should ask:

This health check will no doubt raise many questions. Here are a few to start you off:

- What do the figures in this document and the map tell us about travel to our school?
- What can we do to encourage more sustainable travel?
- What targets should we set for encouraging sustainable travel for our pupils and staff?
- How would our pupils prefer to travel and what are the barriers that prevent them from doing so? (You should have the answer to this in your School Travel Plan).

### 4. Some targets you could set:

*The Lincolnshire School Travel Plan team have a range of resources, ideas and support that can help you to achieve these targets*

- Reduce the number of pupils being driven from within the walking threshold by 20%.
- Increase the number of pupils who are cycling to school.
- Reduce the amount of CO2 emissions caused by transport to your school by 20%.
- Increase the amount of calories burned on the school run every day by 10%.
- Reduce the average cost of driving to school by 20% by leaving the car at home once a week or using the park and stride site.

### 5. How else can the school travel health check be used?

**School Travel Plan:** Use it to help your school identify aims and objectives for your plan. Also use the figures to set SMART\* targets to help you deliver your plan.  
(\*Specific, Measurable, Achievable, Realistic and Time bound)

**Healthy Schools:** Make the vital link between health and every day activity – this is the route to lasting health.

**Sustainable Schools/ Eco-Schools:** A zero carbon emissions building is no use if everyone drives to it! Make sure your school's carbon budget includes travel.

**Incorporation into the classroom:** We are sure teachers will see the obvious links between the school-specific resources in this STHC pack and many aspects of your teaching curriculum. On our website are new curriculum resources that can support you.





## 6. Explanation of Calculations

This section explains the assumptions, calculations and data sources used to create this School Travel Health Check Report. Further information is available from the contact listed in section 8 of this report.

### 6.1 Home To School Distance

This is based on the straight line ('as the crow flies') distance from each pupils home postcode to school. We calculate this from de-personalised data taken from your January School Census return.

*NOTE: We show the maximum walk and cycle journey distances calculated for your school in sections 2.1 & 2.2. Unfeasibly long journeys indicate miscoding of your census data (pupil postcode and/or mode of travel) rather than super human pupils so please correct any errors in time for the next school census.*

### 6.2 Calorie Calculations For Walking & Cycling

These are based on the work of Roger Mackett, a professor of Transport Studies at University College London and one of the UKs' leading researchers into the role of travel as a facilitator for children's health. The figures used in our calculations are as follows:

Mode	Code	Average Speed	Calorie Burn Rate	Calories Burned Per Km
Walk	WLK	3.2 km/hour	1.85 calories/minute (Primary) 2.85 calories/minute (Secondary)	34.69 calories/km (Primary) 53.44 calories/km (Secondary)
Cycle	CYC	16 km/hour	1.4 calories/minute (Primary) 2.15 calories/minute (Secondary)	5.25 calories/km (Primary) 8.06 calories/km (Secondary)

Source: 'The therapeutic value of children's everyday travel' - Mackett, R.L., Lucas, L, Paskins, J. and Turbin, J. (2004).

URL: <http://eprints.ucl.ac.uk/1421/>

### 6.3 Vehicular Travel Carbon Dioxide (CO<sub>2</sub>) Emission Calculations

These are based on the official UK government greenhouse gas conversion factors published by the Department for the Environment, Food and Rural Affairs (DEFRA). 2007 figures were used to enable like-for-like comparison between LEAs and years as follows:-

Mode	Code	CO2 Emission Factor Per Km	Reference
Car / Van Car Share Taxi	CAR CRS TXI	0.2042 kg CO2 emitted per vehicular km	Table 6 – Combined average for petrol & diesel cars
Public Service Bus Dedicated School Bus Bus Type Not Known	PSB DSB BNK	0.0891 kg CO2 emitted per passenger km	Table 8 – Bus
Train	TRN	0.0602 kg CO2 emitted per passenger km	Table 8 – National rail
Metro / Tram / Light Rail	MTL	0.0650 kg CO2 emitted per passenger km	Table 8 – Light rail & tram
London Underground	LUL	0.0526 kg CO2 emitted per passenger km	Table 8 – London Underground

Source: "Greenhouse Gas Conversion Factors For Company Reporting", DEFRA (2007)

URL: <http://www.defra.gov.uk/environment/business/reporting/conversion-factors.htm>

### 6.4 Driving Cost

This is based on the 2009 AA figure calculated at £0.38 per km for the average UK car driving approximately 10,000 miles per year and taking into account the standing and running costs of driving (fuel, depreciation tax and insurance etc).

Source: The Automobile Association

URL: [http://www.theaa.com/allaboutcars/advice/advice\\_rcosts\\_petrol\\_table.jsp](http://www.theaa.com/allaboutcars/advice/advice_rcosts_petrol_table.jsp)



## 7. The Big Picture in Lincolnshire

Everyday over **27,000** car journeys are made in Lincolnshire to take children to school. Sometimes it may feel that your efforts to reduce car use at your school are only making a small contribution, but every action counts towards making Lincolnshire a safer, cleaner and healthy county.

**If everyone who drove to school changed just one of their journeys a week to walking instead ...**

- There would be **5434 less cars** on Lincolnshire roads every day.
- On average there would be **15 less cars outside every school**, every day.
- Each pupil could loose up to **6lb in weight** a year from changing their journey (based on walking for 30 minutes).
- **3701kg of CO<sub>2</sub>** would be saved every day.



## 8. Contact & further information

### **Lincolnshire Road Safety Partnership**

The Road Safety Partnership offers a range of services to ensure that all road users are safe on the journey to school. Below are just some of the projects and initiatives they can help with in your school, but remember they can help with any issue regarding traffic safety and education:

- Delivering school safety lessons to pupils
- Pedestrian training sessions
- School crossing patrols
- BikeWise – Cycling proficiency training using school staff and volunteers.
- 2fast2soon – a programme aimed at young drivers, aged 17-24.



**Phone:** 01522 805800

**Web:** [www.lincolnshire.gov.uk/LRSP](http://www.lincolnshire.gov.uk/LRSP)

### **Sustainable Schools Team**

DfE aspires for “all schools to become sustainable schools by 2020”. LCC is supporting this through joint work between CfBT and LCC. This includes Sustainable Schools Working Group; web based information [www.lincolnshire.gov.uk/sustainableschools](http://www.lincolnshire.gov.uk/sustainableschools) and support from the Sustainability and Climate Change Team. LCC also runs a revolving fund to support investment in energy efficiency, saving money and carbon.

**Phone:** 01522 554595

**Email:** [sustainability@lincolnshire.gov.uk](mailto:sustainability@lincolnshire.gov.uk)



## School Travel Plan Team

Every school in Lincolnshire now has a School Travel Plan in place. The project has secured over £2.1 million into Lincolnshire schools to help remove the barriers to sustainable travel. This means we have lots of facilities across the County to ensure that more children can walk, cycle or use the bus.

Here are just a few of the things our Sustainable Travel Officers can deliver in your school:

- Developing bespoke projects for your school that enable and encourage more sustainable travel.
- Whole school initiatives such as The Golden Boot Challenge, Virtual Bike Race, WoW.
- Setting up 'Park and Stride' sites.
- Helping to secure funding for cycle parking, footpath improvements and bigger transport infrastructure that will benefit your school community.
- Signpost you to a range of organisations, including BikeAbility training – the national standard cycle training.



**Phone:** 01522 782070.

**Email:** [schooltravelplans@lincolnshire.gov.uk](mailto:schooltravelplans@lincolnshire.gov.uk)

**Web:** [www.lincolnshire.gov.uk/schooltravelplans](http://www.lincolnshire.gov.uk/schooltravelplans)

## Transport Services

The Transport Services Group (TSG) is responsible for providing home to school transport for approximately 24,000 entitled pupils each day. It is essential that the journey to and from school is a safe and pleasant experience for all, which is why the Max Respect initiative was launched in 2002 to actively promote and encourage safe travel.



Throughout each academic year schools can become actively involved in Max Respect through; hosting Max Respect PSHE lessons and assemblies; entering the Max Respect Art and Design competition; promoting the use of the Max Respect CitizenCard; hosting Max Respect Theatre in Education performances (funded by TSG) amongst many more initiatives. It is essential that good, safe travel habits are developed early in a pupil's life to ensure sustainable travel now and in the future.

**Phone:** 01522 782020

**Email:** [transport\\_services@lincolnshire.gov.uk](mailto:transport_services@lincolnshire.gov.uk)

**Web:** [www.maxrespect.org.uk](http://www.maxrespect.org.uk).

## The School Travel Health Check website

The new website [www.sthc.co.uk](http://www.sthc.co.uk) contains information on how best to utilise the STHC and the wealth of data it contains. If you still require further information then contact the STHC support team at [support@sthc.co.uk](mailto:support@sthc.co.uk) or via the website – they are happy to help.