

# Sustainable Modes of Travel Strategy

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## Background

The purpose of this strategy is to identify opportunities to improve and publicise our travel to school schemes for children and their families.

At present in Warwickshire, 43% of primary school children and 22% of secondary school children are driven to school. This is a significant number considering traffic on the school run can affect public transport patterns, causes localised congestion and contributes to a sharp road traffic peak between 8:15-9am.

Over the last 20 years, the number of children being driven to school nationally has doubled. One in five cars on the road at 8.50am is engaged in the “school run”. The problem this creates is not limited to environmental damage and localised congestion; obesity in children is increasing due to a lack of exercise.

National research shows that developing more sustainable alternatives to the use of the car for home to school transport provides benefits to the environment and to children’s well-being, including improved fitness, road safety skills and an increased sense of independence.

This strategy provides us with the opportunity to further improve travel options for children and young people. Whilst there are many factors which combine to influence participation and retention in education, difficulties with transport can prevent people from participating in learning, or restrict the choice of learning that they attend.

This strategy enables us to bring together a number of existing strategies and work together to identify areas for improvement. By incorporating this strategy into the Local Transport Plan, consideration can be given to improvements that can help to deliver other objectives, including environmental improvements, health benefits and better child safety and security.

This strategy applies to school transport for all children living in Warwickshire, from those in pre-school education through to young people aged 19 (up to 21 for students who have learning difficulties and/or disabilities).

This document outlines:

- The objectives of the strategy;
- The local and national policy framework for travel to school;
- The problems and opportunities in the development of this strategy;
- The current travel to school situation in Warwickshire; and
- An action plan to guide the implementation of this strategy.

The strategy will be monitored annually and revised as necessary, in order to provide the best service we can to improve our children’s health, and the local environment.

## Overall aim

To bring together existing strategies related to home to school travel to identify ways to improve services, and to be an important source of information to parents on the travel options available to them when expressing their preference for particular schools in the admissions round.

## Strategy Objectives

The objectives of the strategy are:

- To provide information on all travel to school schemes currently available;
- To identify areas to improve the travel options available to children and young people;
- To reduce the number of cars used for travel to Education premises; and
- To publicise the benefits of alternative means of travel.

## The Policy Context

### National Policy

The provision of home to school/college transport is governed by four Education Acts:

- The 1944 Education Act, which requires local authorities to provide free transport on distance grounds.
- Section 509(4) of the Education Act 1996, which requires local authorities to take certain factors into account when deciding whether or not it is necessary to provide transport for a pupil/student.
- The Education Act 2002, which requires local authorities to make arrangements to assist post-16 students with transport costs.
- Section 508A of the Education & Inspections Act 2006, which places a general duty on local authorities to promote the use of sustainable travel and transport and to support choice and flexibility of educational provision. It also extends the right to free transport for children living in low-income households.

As a result of the Education and Inspections Act 2006, local authorities must undertake an audit of existing transport arrangements, and produce this strategy to deliver sustainable transport and travel. The four main elements to the duty are:

- An assessment of the travel and transport needs of children, and young people;
- An audit of the sustainable travel and transport infrastructure within the authority that may be used when travelling to and from, or between schools/institutions;

- The production of a strategy to develop the sustainable travel and transport infrastructure within the authority so that the travel and transport needs of children and young people are better catered for; and
- The promotion of sustainable travel and transport modes on the journey to, from, and between schools and other institutions.

## Educational Reforms

In addition to the above, three educational reforms have major implications for the provision of home to school/college transport:

- The statutory entitlement to Diplomas for young people in the 14 to 19 age range;
- Extended Schools; and
- In-Year Fair Access Protocol.

Each of these are discussed briefly below:

### 14-19 Diplomas

By 2013 all 14-19 year olds should have access to the full range of diplomas in vocational subject areas. It is unlikely that individual schools will be able to offer all diplomas and, therefore, more students can be expected to travel during the school day to access the curriculum. Working in partnership with the schools and colleges we will ensure effective and value for money transport solutions are in place to support students' access the diploma lines.

### Extended Schools

An extended school provides a range of services and activities, often beyond the school day, to help meet the needs of children, their families and the wider community. The DfE core offers is different for primary and secondary schools. These are:

- **Primary schools** the focus will be providing access to:
  - A varied menu of study support. Including activities such as sport, arts, drama, music, dance, homework clubs and learning a foreign language.
  - Parenting support opportunities including family learning.
  - Swift and easy referral to a range of specialist services for pupils and families.
  - Either offering or signposting high quality 'wrap around' childcare available at least 8am- 6pm, term time and school holidays, including breakfast clubs and after school activities.
  - Opening up school facilities such as ICT, sports and arts facilities for use by the wider community, including adult learning.
- **Secondary schools** the focus will be for the schools to be open all year round from 8am to 6pm providing access to:
  - A varied menu of study support. Including activities such as sports, arts, drama, music, dance, homework clubs and learning a foreign language.

- Parenting support opportunities including family learning.
- Swift and easy referral to a range of specialist services for pupils and families.
- Opening up school facilities such as ICT, Sports and arts facilities for the use by the wider community, including adults learning.

## **In-Year Fair Access Protocol**

This was introduced in September 2007. Its purpose is to ensure access to education is secured as quickly as possible for children who have no school place. There is a balance to be struck between finding a school place quickly and finding a place that is appropriate for the child, whilst ensuring that all schools in an area admit their fair share of children with challenging behaviour. There are inherent transport implications which are particularly challenging in a predominantly rural authority such as Warwickshire.

In addition, parental choice and school selection arrangements mean that a sizeable minority of families exercise 'parental preference' and do not send their children to the nearest suitable school, creating an increased demand for travel.

Within Warwickshire, travel to school is further complicated by the variation in selection procedures for secondary schools, with Central and North Warwickshire having no selection policy and South and East Warwickshire having a selection policy in some schools only. This serves to create a demand for travel across administrative areas, resulting in an increase in the distance travelled to access education.

## **Local Policy**

Locally, improving education standards, widening participation and promoting inclusion are important objectives that cut across many of the policies and plans of the County Council and its partners, with 'Raising educational attainment and improving the lives of children, young people and families' being one of the County Council's top priorities.

### **Local Transport Plan Policies**

The Local Transport Plan (LTP) provides an overall vision and framework for improving transport provision across the County over the period 2011-2026 and beyond. Travel to school is an important theme running through the LTP, with trends over recent years showing a steady increase in car use for school journeys, resulting in increased congestion and pollution around schools.

Measures to encourage more sustainable modes of travel to school, along with the associated wider environmental and health benefits of these, will help meet LTP objectives and contribute towards the delivery of a number of the LTP strategies, as set out below:

**Changing Travel Behaviour (CTB) Strategy** – the main objective of this strategy is to reduce the impact of the car on the environment by promoting and encouraging different ways of travelling. The strategy makes specific reference to the journey to

school, recognising the contribution that the school run has on local congestion and the opportunities which exist to promote more sustainable journeys to school.

In promoting a change in travel behaviour for journeys to school, the strategy encourages a combination of infrastructure improvements (e.g. through the implementation of Safer Routes to School schemes) along with education and promotional activities.

**Cycling Strategy** – the Cycling Strategy supports the Safer Routes to School/School Travel Plans Strategy by encouraging more people to cycle for utility journeys, including the journey to school. The Cycling Strategy includes a commitment to develop coherent and connected cycle networks within each of the main urban areas in Warwickshire, with schemes developed under the Safer Routes to School initiative forming a significant part of each of the town cycle networks (for further details see section 3).

Similarly, the **Walking Strategy** recognises the benefits of encouraging more people to walk to school, thus supporting the Safer Routes to School/School Travel Plans Strategy.

**Road Safety Strategy** – reducing child casualties is an integral component of the Road Safety Strategy. The Strategy includes a specific reference to 'Making the Journey to School Safer', recognising that encouraging the number of children to walk or cycle to school needs to be supported by measures to ensure that the journey can be made safely. Measures to address safety issues on the journey to school include engineering measures (such as pedestrian crossings), road safety education and enforcement of speed limits in areas used by children for their journey to school, provide school crossing patrols at sites that meet the national guidelines. Further details are provided in section 3.

**Congestion Strategy** – as highlighted earlier in this section, the school run is one of the main contributors of localised congestion in Warwickshire in peak periods. The strategy includes a specific reference to reducing traffic growth through a continued programme of Safer Routes to School in conjunction with school travel planning.

**Air Quality Strategy** – the strategy focuses on road transport as the main contributor of polluting emissions in Warwickshire, setting out a range of schemes and initiatives to improve air quality, including promoting use of sustainable modes of transport.

**Accessibility Strategy** - The Accessibility Strategy within the Local Transport Plan focuses on improving accessibility across Warwickshire. The strategy looks at enabling the residents of Warwickshire to reach a range of services including education and training via a range of sustainable transport modes. This includes the provision of an accessible public transport network with a minimum service level that serves all communities in Warwickshire.

To improve access to education and training the strategy outlines the County Councils collaborative approach which includes the following:

- Appointment of a 14-19 Transport Coordinator (funded until August 2011);

- Stronger collaborative working between the County Council's education and transport based teams;
- Focus on this Sustainable Modes of Travel Strategy;
- Improved information provision for parents about the different travel options available to access local schools; and
- Continued engagement with the Coventry and Warwickshire Travel to Learn Forum.



## **Problems and Opportunities**

This section identifies the issues that have contributed towards the increase in car travel, before outlining the benefits that sustainable travel can provide to the individual and on a wider scale.

### **Barriers to Sustainable Travel**

#### **Longer journey lengths**

Warwickshire is a varied county, and has a wide ranging socio/economic make-up. The south of the county lies within a more affluent, rural location. Survey data suggests that children tend to be driven longer distances to schools within their catchment area. Longer distances between where people live and the places they need to get to is one of the most important barriers to promoting sustainable travel modes.

However, a significant number of children and young people live within 1 or 2 miles of their education establishment, which are feasible journey lengths to be undertaken by foot or bike.

#### **Road safety**

Statistically, those living in deprived areas are more likely to be pedestrian road casualties. Traffic levels have contributed to a general deterioration in cycling and walking conditions. However, actions are being under taken to reduce the number and severity of casualties.

#### **Personal security**

Personal security concerns and anti social behaviour in the streets and on buses can prevent children and young people from non car travel. Whilst it is difficult to quantify the impact of fear of crime, perception of danger has a strong influence on modal choice.

#### **Social attitudes**

In the UK, many people have a low regard for walking, cycling and bus use. Walking is perceived as slow and inconvenient, whilst cycle and bus users are often perceived as having a low social status. However, these attitudes tend to be found amongst adults, and school travel plan surveys repeatedly show that many children would prefer to cycle to school given the opportunity and the appropriate facilities. Children and young people can gain independence and have the opportunity to socialise during a non car trip to school.

#### **Footway and footpath conditions**

A number of rural schools lack sufficient pavements along country lanes, making encouraging walking difficult. In deprived areas, car ownership levels are lower, and as a result more children tend to walk to school.

Around 130 routes are currently considered dangerous, but work is continually being done through the Safer Routes to School programme to improve the safety of walking routes.

### **Cycle path conditions**

In Warwickshire there is currently about 60km of cycle facilities. Cycle routes can take several years to develop and implement, particularly if land ownership issues are involved. Nevertheless, a number of schemes linking residential areas to schools have been established as part of the Safer Routes to Schools initiative as well as a general expansion of the urban cycle networks. To maximise safety these routes are predominantly off-carriageway and are aimed at secondary pupils. Following advice from Royal Society for the Prevention of Accidents (RoSPA), cycle routes to primary schools are considered only in exceptional circumstances.

### **Availability of bus services**

Home to school transport is generally only provided to pupils that live over 3 miles away from their education facility. This limits the number of children that can use a bus to travel to school.

## **The benefits of sustainable travel**

### **Congestion**

Sustainable travel has a vital role to play in mitigating the effects of congestion at a local level. Congestion mainly occurs in urban areas and coincides with the morning peak school run. Mitigating congestion will have a positive impact on the local environment making it look and feel safer and enhancing air quality.

### **Air pollution**

Road transport contributes to the rise in greenhouse gas emissions, but walking and cycling have no negative effects on the environment, thereby helping to improve air quality.

### **Health**

Experts recommend that children should participate in moderate activity for at least one hour every day. With a rise in the number of children with obesity and adults developing heart disease, diabetes and strokes, it is imperative that people maintain a healthy lifestyle and exercise daily. Walking and cycling offer health benefits which can not be achieved by car travel. It is important to acknowledge that good habits formed in childhood are more likely to continue into adulthood.

### **Social inclusion and accessibility**

Recognising that many households do not have a car, it is important that education establishments are accessible to those children and young people without access to a car. Improving opportunities for sustainable travel to schools and colleges will help meet accessibility objectives within the LTP.

## The Current Situation

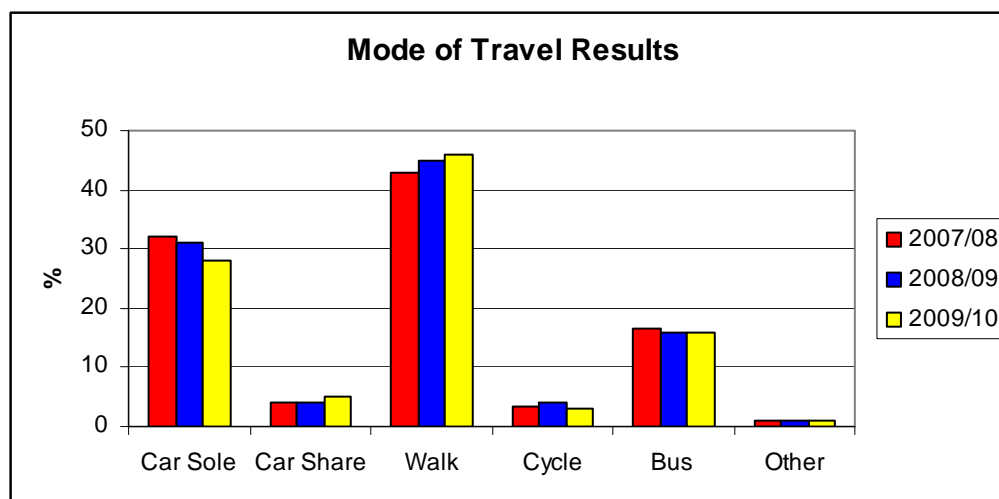
### Sustainable travel in Warwickshire

Currently, there are 263 schools in Warwickshire (March 2011)

Nursery	Primary	Infant	Junior	Secondary	Special	PRU	Independent
7	139	31	25	36	9	1	19

In recent years, all schools have been asked to carry out the Annual School Travel Survey to obtain mode of travel. This was conducted through the Safer Routes to School Team and achieved a good response rate from schools. Since 2007, all schools have been asked to complete the annual pupil census on mode of travel to identify how children are travelling to school. The mode of travel data section of the census is a mandatory field for all schools with an existing school travel plan in place. For all other school (non STP) this is only an optional requirement. The combined results from the school census and the Annual School Travel Survey from 2009/10 are as follows:

2009/10	Car Sole	Car Share	Car Total	Walk	Cycle	Bus	Other
Primary Schools	37%	6%	43%	52%	1%	3%	1%
Secondary Schools	19%	3%	22%	40%	6%	31%	1%
<b>All Schools</b>	<b>28%</b>	<b>5%</b>	<b>33%</b>	<b>46%</b>	<b>3%</b>	<b>16%</b>	<b>1%</b>



At present in Warwickshire, 43% of primary school children and 22% of secondary school children are driven to school. This is a significant number considering traffic on the school run can affect public transport patterns, causes localised congestion and contributes to sharp road traffic peak between 8:45-9am.

The location of schools, further education (FE) colleges and work-based learning providers in Warwickshire are shown in appendix 1. This highlights the concentration of education and training facilities in the main urban areas and can result in learners from more remote rural areas having to travel considerable distances (with long journey times) to access learning and training. A number of young learners resident in Warwickshire travel to learn across education administration boundaries and to bordering counties. By the same token, considerable numbers of young people come into Warwickshire from the surrounding areas for their education/training.

## **Public consultation**

Through the school travel plan process parents, teaching staff, schools senior management and pupils are surveyed to ascertain their views on travel issues to their schools. This information is used by the school to address issues and the County Council use the data to implement safer routes schemes and sustainable travel initiatives.

Some schools survey other parties with a vested interest in travel, such as local residents.

## **The Strategy**

Encouraging more modes of sustainable travel will require a wide range of actions and joint working from a number of different County Council teams and external organisations. Increasing the amount of non car travel will help achieve wider objectives relating to health, the environment, social inclusion and regeneration, as well as achieving transport objectives set out in the LTP.

The strategy sets out a number of policies aimed at increasing walking, cycling and bus travel through a combination of physical improvements to the vicinity of the school grounds/ surrounding environment and 'soft' measures to promote the alternatives to car travel.

## **School Travel Planning**

### **Policy SSTS 1**

The County Council will continue to support and work with schools to deliver the actions set out in their School Travel Plans.

Encouraging sustainable travel to school is best achieved through the development and implementation of a School Travel Plan (STP). A STP is a comprehensive document produced, supported by, and involving the whole school community. It sets out a package of practical measures or initiatives for improving children's safety on the school journey and for reducing the number of car trips made to a school. These measures may include walking, cycling and public transport initiatives. However, it is recognised that the car is the only option for some parents so the STP would also include measures to cut congestion outside the school gate, for example, park and stride schemes, car sharing and so on. Furthermore, we acknowledge that the extended schools reform (p.g. 5) will mean parents will be able to drop off and pick up at different times which will thereby reduce current peak hour school congestion.

In September 2003, the Government launched a major new initiative to encourage more children to travel to school by sustainable modes. This included funding (guaranteed until 2010) to enable local authorities and schools to work together to promote more sustainable travel to school. The Government set a target for all schools to have an approved School Travel Plan in place by 2010. In Warwickshire 96% of schools now have an approved School Travel Plan.

Schools that submitted a Travel Plan before March 2010 received funding to help upgrade their travel facilities following the production of an approved travel plan through the Department for Education (DfE) capital programme.

Schools are supported by a School Travel Advisor to:

- Co-ordinate and support the implementation of School Travel Plans within Warwickshire.
- Build and develop effective working relationships with a range of individuals and organisations that will benefit the school.
- Develop monitoring procedures to determine the progress made by schools that have prepared and implemented travel plans.

### **School Travel Plan Process**

Although the development and implementation of an STP may involve partnership working with a variety of individuals and organisations, it is principally a school-based initiative and will therefore be their responsibility to ensure the travel plan is delivered. The Advisor will steer the process to ensure an STP, which includes a target, a site travel audit and a monitoring strategy, is established, implemented and reviewed. (See Appendix 2 for School Travel Plan Case Studies)

Warwickshire's School Travel Plan Strategy 2005 (appendix 3) shows the commitment to support the delivery of STPs across the county. The strategy outlines the authorities vision and provides details of how the school travel advisors aimed to have all schools with an STP in place by 2010.

Currently, there are 19 independent schools in Warwickshire, and there has been limited take-up of STPs. As this type of school is exempt from access to capital grants, attracting them has proved difficult.

Some schools are required to produce Travel Plans in order to satisfy a planning consent and these schools will also be supported in their efforts. School Travel Plans link with the Safer Routes to Schools scheme and the aims and targets within the schools' Travel Plan will be considered.

The County Council will provide **ALL** schools with advice and appropriate support where necessary to help schools implement their travel plans. Most LEA maintained schools with an approved Travel Plan in place have had the benefit of a capital grant, which is detailed below.

### **Capital Grants**

Most LEA maintained schools have received a grant to help and encourage them to implement the measures set out in their travel plan. The grant, of £3,750 for Primary Schools and £5,000 for Secondary Schools plus £5 per pupil, has been available to

schools with a school travel plan in place. The grants were designed to be used for small scale capital projects within the school grounds such as cycle storage and parent waiting shelters.

### **Ongoing support to schools- monitoring and reviewing the STP**

Engagement of the whole school community should go some way to ensuring long term commitment to the school travel plans. All schools will need to commit to reviewing the initiatives, targets and actions contained within their plan.

Given that schools are also faced with a changing environment, catchment areas and pupil turnover, the travel plan can become outdated quite quickly, and will therefore require reviewing on a regular basis.

As part of the travel plan criteria, schools should provide details of when they intend to review their travel plan, and who will take responsibility for doing this.

The School Travel Advisor will assist the schools with the review procedure and will advise the school on any further action required. Surveys should be repeated annually to determine modal splits.

#### **Key Achievements:**

- By April 2010, 96% of all schools have an approved travel plan in place.
- All 9 special schools have an approved travel plan.
- Car use continues to decrease for school based journeys.
- A wide range of measures have been developed and implemented in schools in Warwickshire as a result of the travel plans (see appendix 3 for examples).
- School Travel Advisors have developed a good working relationship with the County Council's Development Group to ensure Travel Plans are a pre-requisite of any school expansion / new build application.
- Sustainable travel message is delivered to schools through class talks and assemblies.
- Participation rates from schools in Walk to School Week has increased almost every year since it has been offered to schools. This scheme also generates a large amount of press attention, which in turn generates awareness of travel to school issues. More details of Walk to School Week are on page 17
- A parents summary of the strategy has been produced to give an overview of the measures that are being implemented.
- A monitoring and review programme has been implemented to target schools with a school travel plan.
- Go 2 By 2 Initiative was implemented in 16 schools with the highest number of car users who live within 800m of school.

#### **We will:**

- Continue to work with schools to address the school travel related issues including monitoring and reviewing school travel plans.
- Communicate effectively with non-STP schools to engage them in the process.
- Further integrate the travel plan work with Safer Routes to School to ensure schools are prioritised in a fair way.

- Communicate more effectively with partners to ensure maximum involvement of schools in a variety of initiatives.
- Continue to work with schools to promote walk to school and other school initiatives.

## Improving Walking Routes to School

### Policy SSTS 2

The County Council will continue to review pedestrian routes to school and implement infrastructure improvements where large numbers of pupils will benefit.

Warwickshire is a predominantly rural county, with many students living in remote areas of the county. Where the walking route from either home to school, or to the transport pick-up point is considered dangerous, free transport will be provided if the student is attending the nearest qualifying school to home.

Around 130 routes are currently considered dangerous, but work is continually being undertaken through the Safer Routes to School programme to improve the safety of walking routes.

We will:

- Continue to review routes identified as dangerous within financial / staffing constraints.
- Reclassify routes where safe as part of ongoing reviews.
- Continue to liaise with the relevant council departments in order to identify possible infrastructure improvements to routes where large numbers of pupils are affected.
- Promote new walking routes to encourage parents and children to use them.

## Improving Cycling Routes to School

### Policy SSTS 3

The County Council will expand and promote the availability of safe cycling routes to schools.

One of the main focuses of the Safer Routes to School Programme is to develop dedicated cycle routes to schools in Warwickshire, in order to encourage more children to cycle to school. It has been demonstrated that the provision of safe cycle routes can be very effective in persuading pupils to cycle to school.

To maximize safety, cycle routes to schools are predominantly off-carriageway and are aimed at secondary pupils. RoSPA (Royal Society for the Prevention of Accidents) advises that children under 10 years old should not cycle on the road unaccompanied and therefore cycle routes to primary schools are considered only in exceptional circumstances.

Cycle routes can take several years to develop and implement, particularly if land ownership issues are involved. Nevertheless, a number of schemes linking residential areas to schools have been established as part of the Safer Routes to Schools initiative.

The table below lists the Safer Routes to School schemes which have been completed in Warwickshire:

pre 1999	Myton School, Warwick	route linking to Warwick and Leamington Spa, through St Nicholas Park, including bridge over the River Avon
2002	Campion School, Leamington Spa	route along Sydenham Drive
2002	Ashlawn School, Rugby	cycle route from Dunchurch
2004	St Marie's Junior School, Rugby	link to existing network of cycle paths
2004	Aylesford School, Warwick	phase 1 of route to Woodloes Park residential area
2004	George Eliot School, Nuneaton	bridge over railway and route linking to residential areas and Wem Brook Trail.
2009	N Leamington School, Leamington Spa	Route to town centre
2009	Myton School, Bishops Tachbrook Primary	Route linking Bishops Tachbrook to Warwick Gates residential area
2009/10	Avon Valley School, Rugby	Route to Brownsover residential area

Future schemes include phase 3 of the Aylesford – Woodloes schemes and an extension of the existing cycle route on Myton Road to connect with the Banbury Road cycle route.

New cycle routes provided through the Safer Routes to School scheme are supplemented by cycle routes developed as part of the County Council's wider strategy aimed at encouraging more cycling for local journeys.

Warwickshire's Cycling Strategy within the Local Transport Plan 2011-26 prioritises developing cycle routes in and around the main towns in the county, where it is viewed there is most potential to encourage more cycling. In consultation with local cyclists, cycle network development plans have been drawn up in Leamington Spa, Warwick, Rugby, Stratford-upon-Avon and Nuneaton. New routes are prioritised to increase levels of cycling in general, but many routes are particularly useful for journeys to school.

The long-term aim is to provide a network of joined up routes which make cycling a viable and attractive choice for local journeys to work, school, the shops and other key locations. The County Council also works with Sustrans, the sustainable transport charity, to develop the National Cycle Network (NCN) within Warwickshire.

Key Achievements:

- The route to Myton School has proved very popular, with a third of pupils now cycling to school;



- More pupils are cycling to all of the other schools where routes have been constructed, with the combined total increasing from 6% to 10% since the routes were completed;
- More than 80kms of dedicated cycle routes now provided within the five main towns in Warwickshire; and
- Automatic cycle counters installed on 6 cycle routes introduced before 2004 shows that the number of cycling trips increased by on average 16% between 2004 and 2009.

We will:

- Continue to provide cycle routes to secondary schools where technically feasible, provided that funding is available
- Continue to develop cycle route networks in the main towns and work with Sustrans to develop the National Cycle Network in Warwickshire; and
- Promote cycling as a healthy, sustainable and attractive travel choice e.g. through provision of cycle maps, cycling web pages, promotional events etc.

## Promoting Walking and Cycling to School

### Policy SSTS 4

The County Council will work with schools to promote walking and cycling to school.

Currently in Warwickshire 46% of children walk to school (52% in Primary School, 40% in Secondary School), taken from the 2009/10 census information. This figure has increased from the previous year (2008/09) where walking results totalled 45%.

A number of walking initiatives have been developed to help encourage children to walk to school and also to help support the School Travel Plan. It is recognised that the initiatives that reward children for their efforts of choosing sustainable forms of transport can make a significant contribution to increasing these modes whilst reducing car use.

In Warwickshire we have offered a number of these schemes. These are listed below with each scheme's achievements and a commitment to what we will do in the future.

#### Walk to School Week

Walk to School Week is a joint campaign run by TravelWise and Living Streets or a regional campaign within the West Midlands, asking parents, pupils and teachers to think about their journey to school. Each year there are two events in May and October whereby schools have been provided with Walk to School resources such as activity diaries, record cards, and stickers to reward children for walking to and from school during the week. Currently, we are not able to provide schools with these resources, however Walk to School weeks will be promoted to schools.

Warwickshire County Council have been offering Walk to School Week to all primary, infant, junior and nursery schools since 2000. Warwickshire has seen a steady increase in schools participating in Walk to School week, especially in May. In 2010,

due to budget constraints, the resources were only available to a limited number of schools (112). These were offered on a first come, first served basis.

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
May	55	63	62	63	64	100	111	121	142	136
October	-	14	38	85	-	72	87	75	121	121

Key Achievements:

- Schools have seen a cut in congestion outside the school gates during Walk to School Weeks.
- Walk to School Weeks generate a large amount of press interest.

We will:

- Publicise Walk to School Weeks to schools.
- Generate key findings from the participation of schools in Walk to School Week with specific emphasis on establishing the long term impact of the scheme.
- Develop schemes to encourage children to walk outside of walk to school week.

## Walking Bus

A Walking Bus is a trail of school children with at least two parent/teacher volunteers. Parents organise themselves to walk a regularly used route by children, collecting children on the way. The group moves quickly and safely under the guidance of the trained adults. All children and adults on the bus wear bright reflective jackets for safety.

The walking buses are supported by the School Travel Advisors and, resources permitting, the Road Safety Team. Schools are given assistance in setting up a walking bus by having route safety checks, adult volunteer training and risk assessments.

Key Achievements:

- There are a number of established walking buses throughout the county which operate very successfully contributing to a decrease in the number of cars outside the school gates.

We will:

- Work more closely with Road Safety to establish more walking buses;
- Support schools wishing to set up a walking bus;
- Promote walking buses and their related benefits to schools; and
- Publicise the success through the media.

## WOW Scheme

The WOW scheme- Walk on Wednesday or Walk Once a Week is a campaign run by Living Streets that encourages parents and pupils to walk to school at least once

a week. The WOW scheme follows on from the success of Walk to School Week by encouraging more children to walk to school on a regular basis. Each school is provided with record cards for every pupil to record when they have walked and badges that are awarded to the children at the end of every month if they have walked at least once a week. Currently, budgetary constraints have meant that we are no longer able to offer the WOW scheme free of charge. However, schools are able to self-fund the scheme and are supported in the delivery of the scheme by the School Travel Advisors.

Key Achievements:

- Successfully set up the WOW scheme in 51 Schools across the county;
- Schools taking part in the scheme have seen impressive participation rates from the pupils:

School	% pupils taking part
Sydenham Primary School, Leamington Spa	80%
Loxley Primary School	86%
Bishopton Primary School, Stratford-upon-Avon	60%
Stratford-upon-Avon County Primary School	89%
Austrey Primary School	80%
High Meadow Infant School, Coleshill	85%

(Example taken from schools participating in 2007)

We will:

- Monitor the long term effectiveness of the scheme in reducing car use and increasing walking levels in participating schools for those schools who have funded their own scheme
- Look to deliver WOW in the future if the financial situation changes.

## Go 2 By 2

The Go 2 By 2 scheme is a incentive scheme aimed to increase the number of journeys taken by pupils and parents by sustainable travel modes.

16 primary schools with the highest levels of car use within 800m of the school were selected to take part.

All schools were provided with resources for every child including a travel chart and they would then be awarded with a badge for travelling sustainably.

In conjunction with the incentive scheme, a number of schools taking part were also offered tailored workshops aimed at reducing congestion outside the school gates.

Key Achievements:

- Successfully set up the Go 2 By 2 scheme in 16 schools across the County.
- Delivered workshops in a number of schools to support the incentive scheme.

- Schools taking part experienced good participation rates and reduced amount of cars outside the school gates.

## **Park and Stride**

Park and Stride encourages parents to park at a designated point (e.g local pub, supermarket or village hall car park) and then walk the remainder of the journey to school. There are a number of benefits to the scheme including reduced congestion around the school gate creating a safer environment for pedestrians. This scheme also allows those children that live too far from school to walk the whole journey, to walk for part of it and therefore have regular daily exercise.

Key Achievements:

- Many schools across Warwickshire have successfully set up Park and Stride schemes and are able to see the benefits.

We will:

- Ask parents to identify suitable Park and Stride locations and inform the school; and
- Encourage schools to negotiate with owners of useful car parks to set up a Park and Stride Scheme.

## **Cycle Training**

Cycle training encourages children to cycle to and from school in a safe manner. Bikeability Level 1, 2 and 3 cycle training is provided by Warwickshire County Council and entirely funded from course (trainee) fees and grants as and when available. Training matches or exceeds the national Bikeability standards.

Instructor teams are based in four main areas of the county; Leamington, Stratford, Nuneaton and Rugby. Each team is led by a chief instructor. Instructors are trained to Bikeability national standards and monitored by Warwickshire's road safety officers, and receive annual refresher training. A member of staff within the road safety unit liaises with individuals, schools and instructors to enable cycle training. All junior, primary and secondary schools receive an invitation, twice yearly, to take part in cycle training. Eight and nine year olds can access Level 1 training which is playground-based. Pupils in Year 5 or above (9+) can access Level 2 training. The training is mainly on-road. More experienced (teen/adult) cyclists can access Level 3 training which is usually one-to-one.

For those whose school does not offer training, holiday courses are available at four locations throughout the county. These are advertised in the local press and on Warwickshire County Council's website, as well as through schools, libraries, leisure centres and bike shops.

Key Achievements:

- The authority has attained Bikeability accreditation for it's cycle training.
- All areas of the county have now converted to Bikeability.

- Since 1999 to the end of 2010 over 37,359 children and young people have received cycle training.

We will:

- Endeavour to offer and promote cycle training throughout the county to all who require it.

## **Healthy Schools**

Ministers in the Department of Health (DH) and the Department for Education (DfE) confirmed that 'Healthy Schools' will continue within the context of the Coalition Government's priorities and spending plans post March 2011.

The next stage in Healthy Schools will enable schools to move beyond the firm foundation for improved health and well-being achieved through National Healthy Schools Status (NHSS), and will support schools in developing further targeted activities to bring about healthier behaviours amongst children and young people, with a particular emphasis on addressing local needs and priorities.

Using the new Healthy Schools enhancement model, schools will be focusing on health priorities such as obesity, emotional health and well-being, teenage pregnancy and substance misuse. As part of the planned work to contribute to obesity, schools will carry out interventions linked to both physical activity and healthy eating for example, activities to promote walking or cycling to school, developing pupil understanding through the curriculum of the health and wider benefits of physical activity and healthy eating for example, activities to promote walking or cycling to school, developing pupil understanding through the curriculum of the health and wider benefits of physical activity, working with parents and families on increasing physical activity beyond the school, etc.

Key Achievements of the partnership:

- 98% (236) of schools have achieved NHSS in Warwickshire.
- 35% (84) of Warwickshire schools have demonstrated mainstreaming the standard put in place through NHSS by completing the annual review.
- 10% (24) of schools in Warwickshire are participating in the first cohort of schools working on the new Healthy Schools enhancement model.
- Many schools developed and implemented a School Travel Plan as a result of their Healthy Schools Work.
- The School Travel Advisors and Healthy Schools Team have shared data and information effectively to mutually support team aims and objectives.

We will:

- Continue to support Warwickshire schools on their Healthy Schools work while funding is available for us to do so.
- Work in partnership with key services and teams that can help schools achieve better health outcomes for their school community.

## Road Safety

### Policy SSTS 5

The County Council will implement schemes with the intention of reducing the number of child casualties.

Road safety awareness is imperative if we are to encourage children to walk or cycle to school.

The Road Safety Unit aims to be data led, using casualty information to target the most vulnerable road users by mode of transport, age or area.

To use integrated education, training and publicity wherever possible, including partnership working (particularly with Health, Fire & Rescue and Police).

The Road Safety Unit manages the School Crossing Patrol Service on behalf of the Children, Young People and Families Directorate, in accordance with national criteria. This includes recruitment, equipping, training and supervision of around 100 patrols, and site management, establishment, disestablishment of sites.

Road Safety Officers and casually employed road safety specialists work directly with children to provide age-appropriate training and education in Warwickshire's schools and pre-school groups. Resource packs are sent to pre-school and nursery groups to enable staff to engage children and parents/carers in good road safety practice. Interventions in schools includes "Kerbsafe" pedestrian training for 5 and 6 year-olds, Kerbsafe Plus for 7-9's, Bikeability Levels 1, 2 and 3 cycle training, road safety class and whole school presentations throughout the whole school age range, theatre in education.

In addition to supporting DfT road safety campaigns, the Road Safety Unit funds its own campaigns and publicity to meet the needs of our customers (including children and young people).

Key Achievements:

- Introduced a birth to 3 years education programme and piloting of our new early years "Little Green Bear" 3 – 5 years intervention.
- Good working relationships have been developed with colleagues in Health, Children, Young People and Families, Fire & Rescue and Police.
- Inter-team working to incorporate the Sustainable Travel messages into Road Safety events.
- Extension of Kerbsafe scheme to target 5-7 year olds in priority schools
- Extension of Junior Road Safety Officer (JRSO) scheme with Year 6 road safety champions in 12 schools.
- Revised syllabus of "Driving Ambitions" pre-driver attitude training (previously Year 8 to 6<sup>th</sup> Form) to include Year 7 module, and sustainable elements, tackling the issues of car use versus walking, cycling and use of public transport.
- Cycling instructors have undertaken 4 day training to National Standards/Bikeability and are now accredited.

- Developed and piloted an innovative road safety risk management scheme for year 5 and 6 children. 20 pilot schools took part.
- Developed 3 road safety quiz DVDs and coach evacuation DVDs for use in upper Primary phase.

We will:

- Continue to pursue our strategy for intervention in non-participatory schools in areas where casualty data shows an above average risk to children.
- Continue to promote road safety education and training schemes with a particular focus on high risk groups.

## Bus Travel to School

### Policy SSTS 6

The County Council will implement its Home to School Transport Policy and ensure that good behaviour is maintained on buses to encourage others to use it.

Warwickshire County Council has a comprehensive Home to School Transport Policy. This details all of the Home to School Transport we provide. A copy of the current document can be found on the Warwickshire County Council website at: [www.warwickshire.gov.uk/schooltransport](http://www.warwickshire.gov.uk/schooltransport)

Free transport is provided to those students who live more than the statutory walking distance from school. This is two miles for children up to the age of eight, and three miles for children over the age of eight. In order to qualify for free transport, students will need to be attending the nearest qualifying school. This is normally the priority area school.

Additional assistance is also available to children from low-income families. For such families, free transport is provided to primary schools where the distance from home to school exceeds two miles. For children at secondary school from low-income families, free transport is available to a choice of the three nearest schools, provided they are between two and six miles from home.

Warwickshire County Council also provides free transport to children unable to walk to school due to the safety of the route, and to those suffering from short or long-term medical conditions. Many children with Statements of Special Educational Needs also receive free transport.

Transport is also provided to certain students on denominational grounds, normally to the nearest Church of England or Catholic Aided School. Between November 2010 and January 2011, Warwickshire County Council has consulted on the introduction of a charge for this transport.

Should such a charge be introduced, we are committed to the continued provision of transport to faith schools, and to minimising the impact of such a change in policy. While parental contribution for this transport would be required, a 50% reduction in the charge would be available to those students considered to be from a low-income family.

Warwickshire also operates a Vacant Seats Policy to maximise capacity on council services. This provides transport assistance to those students not entitled to free Home to School Transport. Vacant Seats can only be sold on closed-door services, which are not available to members of the public. While a parental contribution is required, the service is heavily subsidised by the Local Authority, and a fee is much lower than that charged by commercial operators. For those in receipt of an appropriate benefit, the parental contribution is halved.

In the early part of 2011 we will be consulting on a number of changes to our Home to School Transport Policy. This includes widening our definition of a low-income family, and as a result, increasing the number of students who would qualify for a reduced charge. The definition would apply to all Home to School Transport, including the transport support we offer to students over the age of 16.

Good behaviour on buses is essential if we are to encourage pupils to use this mode of travel. Most parents would be reluctant to allow their children to travel by bus if behaviour was a problem. Warwickshire County Council has a clear Code of Conduct for all students receiving Home to School Transport. All applications must be signed by a parent / carer to confirm that they have read and agree to the Code of Conduct. All Secondary aged students are required to sign the Code of Conduct.

The Education Transport department works closely with schools and operators in order to maintain high standards of behaviour on Council vehicles. Inspectors will board vehicles where there has been a recent history of problems. While the Council reserves the right to issue both temporary and permanent bans to students who fail to follow the code of conduct, these are in practice rarely issued.

## Post 16 Transport

### Policy SSTS 7

The County Council will implement its Post 16 Transport policy.

Warwickshire County Council is keen to provide assistance with transport to those students wishing to continue their studies at college, school sixth form, or other training provider.

Full details of the support we provide with transport can be found in our Home to School Transport Policy ([www.warwickshire.gov.uk/schooltransport](http://www.warwickshire.gov.uk/schooltransport)).

Our proposals for the 2011/12 academic year are set out below. These will be the subject of a consultation exercise commencing in January 2011.

### **Students aged 16-19 attending a school sixth form, college, or other training provider**

A payment of £660 will allow a student to travel on one of our vehicles. This will be subject to a suitable service operating and a place being available. Students will need to be resident in Warwickshire and attending a full-time course (more than 16



hours per week). This could be made by two instalments of £250 (Autumn and Spring Terms) and one of £160 (Summer Term).

Students do not need to be attending the nearest establishment to their home offering the course studied.

While travel allowances will not be offered, we are proposing a reduced charge to students from low-income families (see below). This will halve the annual rate to £330. This could be made by two instalments of £125 (Autumn and Spring Terms) and one of £80 (Summer Term).

Warwickshire County Council passes are only valid for a specific service in the morning, and a specific service in the afternoon.

### Commercial Services

In many cases, there will not be a suitable Warwickshire County Council service in operation. In order to help students access their choice of course, we will be working closely with transport operators and colleges to ensure that alternative services are available.

Students will need to apply directly to operators for a pass.

While we are unable to control the cost of passes from commercial operators, Warwickshire County Council will encourage them to offer flexible payment options to students.

Commercial passes are normally more flexible than the passes Warwickshire County Council issue as they can normally be used at evenings or weekends.

### Low Income Families

For students aged 16 and over (Year 12 and above), we will consider them to be from a low-income family if they fall into any of the categories below. They will therefore qualify for the reduced charge where a suitable Warwickshire County Council service is available.

- Families in receipt of Income Support.
- Families in receipt of Income Based Jobseekers Allowance.
- Families who receive Child Tax Credit and have an annual income below the relevant threshold.
- Families who receive Employment and Support Allowance (Income related).
- Families who receive The Guarantee Element of State Pension Credit.
- Families who receive support under Part VI of the Immigration and Asylum Act 1999.
- Families in receipt of the maximum level of Working Tax Credit.

### **Students aged 16-25 with Learning Difficulties and/ or Disabilities or Special Educational Needs attending a college or other training provider**

Transport will be available to students who meet the following eligibility criteria:

- Have (or had) a statement of Special Educational Needs.
- Are resident in Warwickshire.
- Are attending a full-time course (16+ hours per week).
- Are aged over 16 and under 25 on 31<sup>st</sup> August 2011.
- Have a journey from home to school, college or training provider, which given consideration of the student's special needs, they would be unable to get to the establishment unless transport was provided.
- Have made a payment of £660 for the academic year. This could be made by two instalments of £250 (Autumn and Spring Terms) and one of £160 (Summer Term). If the student is from a low-income family (using the new definition above) the charge would be halved.

Students who start a course while under the age of 25 will only receive assistance up until the end of the academic year in which their 25<sup>th</sup> birthday falls.

The transport provided will be dependant on a student's particular needs. Where necessary, we will seek advice from relevant professionals if there is any dispute over the nature of transport requested/ required.

Reasonable adjustments will be made to provide transport which accommodates student's individual timetables. However, when considered necessary and reasonable, students may be required to wait at college at the beginning or end of the day.

### Travel Allowances

Warwickshire County Council recognises the importance of encouraging young people to travel independently. Travel Allowances are therefore available to students aged 16-25 with Learning Difficulties and/or Disabilities or Special Educational Needs attending a college or other training provider.

Travel Allowances are subject to the eligibility criteria outlined above.

The rate per mile is 25 pence, and the amount paid will be calculated based on two return journeys per day. This will then be multiplied by the number of days the student attends with payment made at the end of the Autumn, Spring and summer Terms.

As an example, if the journey from home to college is 5 miles, we will pay the following:

5 miles per day multiplied by two return journeys = 20 miles per day.  
 20 miles per day multiplied by 190 days attended = 3800 miles.  
 3800 miles multiplied by 25 pence per mile = £950 for the academic year.

### Students aged 16-19 with Statements of Special Educational Needs attending school sixth forms

Transport will be available to students who are attending a special school or mainstream school sixth form. However, we are proposing that for the students starting Year 12 from September 2011 onwards, a parental contribution will be

required. This is in line with our current policy for students attending a college or other training provider.

Students starting Year 13 in September 2011 who are currently in receipt of free transport will continue to receive this during the 2011/12 academic year.

For those students commencing Year 12 in September 2011, a payment of £660 for the academic year will be required. This could be made by two instalments of £250 (Autumn and Spring Terms) and one of £160 (Summer Term). If the student is from a low-income family (using the new definition above) the charge would be halved.

Assistance with transport will be discussed during Year 11 as part of the annual review and with support from other agencies as appropriate.

Travel allowances would also be available on the same basis as those offered to Students aged 16-25 with Learning Difficulties and/or disabilities or Special Educational Needs attending a college or other training provider.

### Vulnerable groups

We will consider on an individual basis requests for transport for Looked After Children, Refugees, and Asylum Seekers. In determining what support to provide we will have regard to the relevant legislation.

## **14-19 Diplomas at Further Education Colleges and Schools**

### **Policy SSTS 8**

The County Council will continue to promote sustainable travel methods to 14-19 year olds undertaking further education where resources will allow.

14 – 19 diplomas mean that a number of Year 10 to 13 students are able to select alternative options at Key Stages 4 and 5, which allow them to study Vocational Subjects at local Further Education Colleges or alternative schools, instead of following the current GCSE/ A Level route (although GCSE Maths and English are still compulsory).

Where possible, the Council has offered assistance from either the school transport or post-16 transport budget. However, as the new 14-19 agenda is introduced, student numbers are expected to increase.

The Council's future support to schools is likely to be limited, therefore it is likely that the schools will be required to find their own transport solutions.

### Key Achievements:

- Review of existing travel arrangements in order to support 14-19 FE Provision;
- Support offered to those students currently attending 14-19 FE Provision despite limited funding.
- Commissioned consultants to forecast the transport cost associated with Diploma delivery, based on current transportation methods;

- Established that an application for Pathfinder status is not appropriate for Warwickshire as it could have potentially negative effects on Home to School transport; and
- Concluded a study into the feasibility of introducing a concessionary bus fare scheme for young people in Warwickshire.

We will:

- Seek to identify potential funding streams specially for 14-19 transport, and continue to collaborate with our Authorities in doing so, where resources will allow;
- Monitor the increased take-up of 14-19 provision, identifying sustainable transport solutions where possible; and
- Work closely with schools, FE institutions and other learning providers to encourage sustainable management of transport demand from the outset, as part of the curriculum programming stage.

## Special Educational Needs Transport

### Policy SSTS 9

The County Council will review its current Special Educational Needs (SEN) policy.

Warwickshire County Council currently provides free transport to school for around 1500 students with Special Educational Needs each day. Transport is also provided to those students with Special Educational Needs accessing respite care and to students with short or long term medical problems. The Council also provides transport assistance to a number of students aged 16-25 with Special Educational Needs choosing to continue their education.

Key Achievements:

- Work underway on the redesign of key literature such as application forms.
- Consideration given to more flexible transport solutions such as enhanced travel allowances.
- SEN Transport application process currently the subject of a Business Process improvement exercise.

We will:

- Continue to review the provision of SEN Transport in Warwickshire.
- Review all policies and documents relating to SEN Transport

## Independent Travel Training

### Policy SSTS 10

The County Council will develop an effective Independent Travel Training scheme and a child pedestrian training scheme.

Independent travel training (ITT) is a scheme which enables students of all ages with disabilities to increase their ability to travel independently. A Road Safety Officer has been trained to work with students with disabilities. The scheme has been further developed with Adult & Health Services Directorate to address issues relating to vulnerable adults and provide training for them to become independent. Also a pedestrian training scheme has been developed; Kerbsafe encourages young people to acquire skills encouraging them to walk to school and become 'safer' pedestrians.

However, as well as no specific allocated funding, there are several other problems:

- Lack of trained staff;
- Timetable constraints;
- Incorporating ITT with other educational road safety work;
- Lack of national resources (such as posters, photographs, work packs); and
- Ensuring that enough volunteers are recruited to deliver Kerbsafe.

The above issues are being addressed through the development of the Vulnerable Adults Training programme.

Key Achievements:

- Worked with 5 special schools to date and this saw an increase in the knowledge of students with disabilities to be able to travel independently walking or using the bus.
- Kerbsafe has been delivered to a large number of schools within the county
- Class sessions are undertaken as well as practical 'on road' training with groups of children, where they learn how to identify safe crossing places and how to use them where Kerbsafe is not taking place.
- In one further education establishment, a practical training programme has been introduced, enabling students not only to become confident pedestrians but also to be confident to travel on public transport, enabling them to become more independent.

We will:

- Monitor schemes success and throughput of clients.
- Reduce transport costs to Adults & Health Directorate.
- Research issues in relation to developing an Independent Travel module for Year 6 pupils to build on Kerbsafe.

## Publicising Travel to School Information

### Policy SSTS 11

The County Council will develop a source of information to enable parents to be aware of travel options available to them when expressing parental choice for particular schools.

Information relating to travel to school options is currently being collated through the process of school travel planning. During this process schools are required to undertake an audit to detail what buses and safer routes to school schemes are available to them. Currently, this information is not widely publicised and can only be obtained through various contacts (see p.g. 33 for contact information). However, as a result of this strategy, the County Council will carry out a full travel audit for each school. The audit for each school will include:

- Cycle training.
- Walking buses or other walking schemes.
- Park and stride.
- Independent travel training.

We will then seek to present this information in a user friendly format and make it easily accessible to all parents.

1. Identification of bus routes and other public transport access to the school
2. Footpaths, cycleways, roads and associated features (e.g. crossing points, speed limits) around the school
3. Other arrangements to support sustainable travel within the school, such as: School Travel Plan

We will:

- Carry out a full audit of travel options to establish what schemes are available at each school in the County;
- Develop a user friendly tool to enable parents to access up to date travel information; and
- Promote the above tool to all schools and parents.

## Action Plan

<b>Policy</b>	<b>What will this policy deliver</b>	<b>Timescale</b>
<b>Policy 1 School Travel Planning</b>	The County Council will continue to support and work with schools to deliver the actions set out in their School Travel Plans	Medium
<b>Policy 2 Improving Walking Routes</b>	The County Council will continue to review pedestrian routes to school and implement infrastructure improvements where large numbers of pupils will benefit.	Long
<b>Policy 3 Improving Cycling Routes</b>	The County Council will expand and promote the availability of safe cycling routes to schools.	Long
<b>Policy 4 Promoting Walking and Cycling</b>	The County Council will work with schools to promote walking and cycling to school.	Short
<b>Policy 5 Road Safety</b>	The County Council will implement schemes with the intention of reducing the number of child casualties.	Medium
<b>Policy 6 Bus Travel to School</b>	The County Council will implement its Home to School Transport Policy and ensure that good behaviour is maintained on buses to encourage others to use it.	Medium
<b>Policy 7 Post 16 Transport</b>	The County Council will implement its Post 16 Transport policy.	Medium
<b>Policy 8 14 – 19 Diplomas</b>	The County Council will continue to promote sustainable travel methods to 14-19 year olds undertaking further education.	Medium
<b>Policy 9 Special Education Needs</b>	The County Council will review its current Special Educational Needs (SEN) policy.	Short
<b>Policy 10 Independent Travel Training</b>	The County Council will develop an effective Independent Travel Training scheme and a child pedestrian training scheme.	Medium
<b>Policy 11- Publicise Travel To School Information</b>	The County Council will develop a source of information to enable parents to be aware of travel options available to them when expressing parental choice for particular schools.	Short

## **Further Information**

For further information regarding the topics covered by this strategy, please contact:

### **School Travel Plans and Cycling and Walking schemes - Hannah Collett**

01926 412252

[hannahcollett@warwickshire.gov.uk](mailto:hannahcollett@warwickshire.gov.uk)

### **Safer Routes to School – Hannah Collett**

01926 412252

[hannahcollett@warwickshire.gov.uk](mailto:hannahcollett@warwickshire.gov.uk)

### **Cycle Training -Mary Holliday**

01926 412776

[maryholliday@warwickshire.gov.uk](mailto:maryholliday@warwickshire.gov.uk)

### **Road Safety – Stan Milewski**

01926 412449

[stanmilewski@warwickshire.gov.uk](mailto:stanmilewski@warwickshire.gov.uk)

### **Independent Travel Training - Jane Lees**

01926 412954

[janelees@warwickshire.gov.uk](mailto:janelees@warwickshire.gov.uk)

### **Improving Safety and Behaviour on buses, Safe Walking Routes, Post 16 Transport Partnership - Craig Pratt**

01926 742070

[craigpratt@warwickshire.gov.uk](mailto:craigpratt@warwickshire.gov.uk)

### **14-19 Diplomas**

01926 412105

[nicolasmall@warwickshire.gov.uk](mailto:nicolasmall@warwickshire.gov.uk)

### **Local Transport Plan – Adrian Hart**

01926 765667

[adrianhart@warwickshrie.gov.uk](mailto:adrianhart@warwickshrie.gov.uk)

### **Bus Timetable Information for Schools**

01926 418030

[lauramiller@warwickshire.gov.uk](mailto:lauramiller@warwickshire.gov.uk)

This strategy was co-ordinated by Hannah Collett

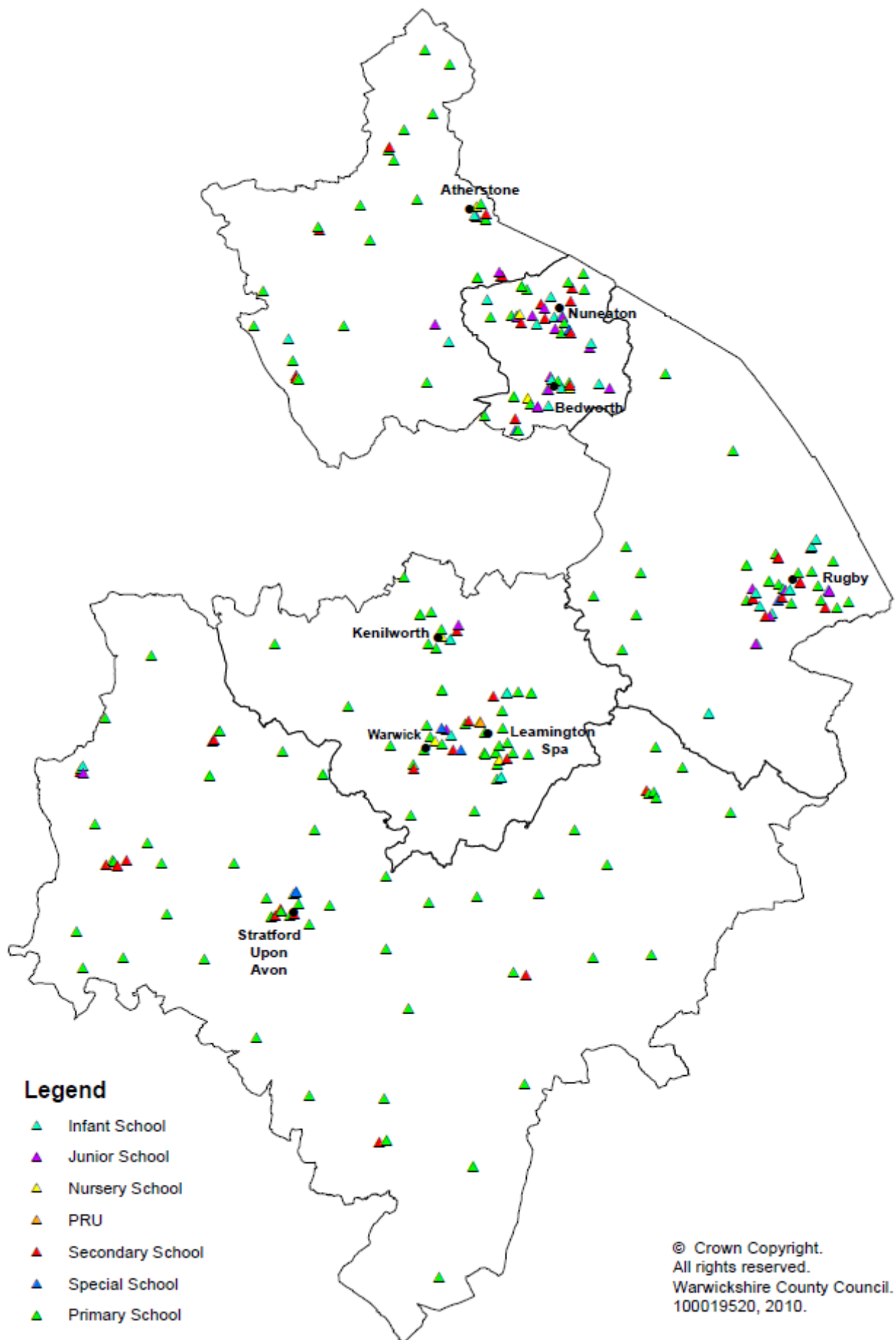
01926 412252

[hannahcollett@warwickshire.gov.uk](mailto:hannahcollett@warwickshire.gov.uk)

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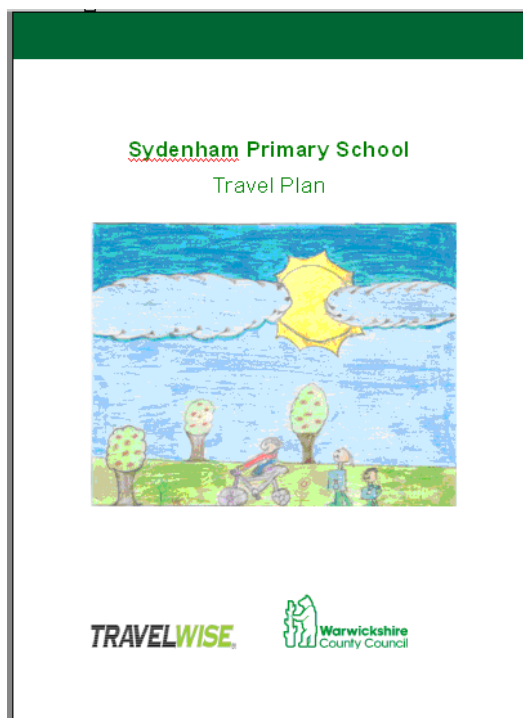
# Appendix 1



## Appendix 2

### School Travel Plan Case Studies

#### **Sydenham Primary School, Leamington Spa Travel Plan Submitted: March 06**



Sydenham Primary School involved the whole school and the local community in formulating the School Travel Plan. The children took part in a competition to design the front cover of the plan and as a school, took photographs to show how dangerous the situation outside school was, with people parking on zig zag lines. The situation is much safer now.

Other sustainable travel initiatives that the school have implemented as a result of producing their school travel plan:

- The school has achieved their targets and now more children walk to school
- The school are currently working with the local community to look into a crossing for the nearest main road which separates the area around the Primary School with Champion School, the local Secondary School. Due to more house building, more children now have to cross the main road.
- The grant from the travel plan was used towards a parents' shelter. This was also part of a creative arts project and the school had an artist in residence and all the children in the school entered a competition to help design it. Winners had their designs carved into the posts and benches.
- The whole school has taken part in a record breakers Walking Bus
- Since December 2006, the school has taken part in the county WOW scheme and badges are given out once a month in assembly.
- KS2 pupils have taken part in 3 Road safety quizzes
- The school holds assemblies on walking to school and inform parents through the schools weekly newsletter.
- The school has just started a half- termly eco-schools newsletter, which encourages walking to school.
- For the second time the Year 1 pupils are participating in the county Kerb Safe scheme

- The school has been awarded the Eco Schools Green Flag. Part of this work has been on travel.
- The school regularly takes part in Walk to School Week.
- Some parents who live some distance from the school, park their cars further away so that the children can take part in walk to school week and also take part in Park and Stride throughout the rest of the school year.



**CHILDREN** from Warwick, Leamington and Kenilworth walked to school last week as part of a health and fitness campaign.

More than 70 schools in Warwickshire took part in International Walk to School Week which promotes the health benefits of walking.

Children recorded how they travelled to school on personal sheets. Those that walked were rewarded with a special walk to school sticker.

Some schools are also involved in the How Green is Your Tree? challenge.

This involves children putting a green leaf on the class tree if they walk but a brown tree if they come by car. At the end of the week the class with the greenest tree gets a prize.

Warwickshire County Council officials want to raise awareness of the benefits of keeping fit - better memory, reaction time, reasoning ability, decision making and problem-solving. Research has also shown that physically active people feel happier and more satisfied with life.

Laura Vesty, sustainable travel officer for Warwickshire County Council said: "Parents get to spend quality time by

**By Staff Reporter**

walking with their young children and 78% of teenagers said the best use of the walk to school journey is meeting up with friends, or making new ones."

Juliette Westwood, head

teacher at Sydenham primary school, Leamington, said: "We were delighted to take part in National Walk to School Week. Although many of our children walk to school already, this initiative was given an extra reason for everyone to enjoy a healthy walk twice a day. After walking

to school the children arrive alert and ready to learn and are also very aware of the environmental benefits of leaving the car at home.

"We've all really enjoyed being involved and the children's families have been very supportive of the scheme."

# Pupils take the healthy route to learning

**Abbots Farm Infant School, Rugby**  
**Travel Plan submitted: March 06**

Abbots Farm Infants School has made good progress with sustainable travel issues after implementing their school travel plan. Some of the schemes that they are currently involved are listed below:

- The school has used the School travel plan grant to install an adult cycle rack, a junior cycle rack and a scooter rack.
- One teacher, two midday supervisors and the cleaner cycle to school and two teaching assistants and three midday supervisors walk to school
- Children are encouraged to cycle or ride their scooters to school
- Parent volunteers have trained, during the year, every child in Year One and Two, on the Kerbsafe scheme.
- Parents have attended meetings and trained as Kerbsafe Instructors
- Parents have attended meetings to develop a Walking Bus
- Children have discussed routes to school and studied traffic around the school
- Staff Teams have formulated walking Bus Routes
- Parents have been trained to lead the Walking Bus
- The school clerical assistant undertakes the administration of the walking bus- talking regularly with all parents
- The Headteacher walks with the children every Monday from the furthest Walking Bus stop, to the school
- Children from the Junior School as well as the Infant School join the Monday Walking Bus
- Governors have taken photographs of traffic issues around the school
- The school community is kept informed of Travel Plan issues and Walking Bus issues through the school newsletter
- The Police Community Support Officer, Peter Nash regularly visits the school, has also promised to walk, when he can, with the walking bus.
- The school had a dedicated Walking Bus stand at the School Induction Evening. Parents of the children starting at school in September were able to understand the benefits of the walking bus.

**Welcombe Hills School, Stratford**  
**Travel Plan submitted: March 06**

As a Special School, the majority of the pupils travel to and from school on county provided transport.

In gathering information to produce the travel plan the school adapted the standard questionnaires to reflect issues around using transport. The questionnaires were used to identify parents' priorities in choosing how their child travels to school, what parents felt their children enjoyed most about travelling to school, how long children are on transport and to seek their views on how the funding from the travel plan grant should be spent.

The pupils' questionnaires were altered to get the children's views on what they liked about the way they travel, if there were anything they didn't like and what would make their journey to school better.

The school used the suggested questionnaire for staff and included a question on how long their journey was in the morning and afternoon.

The final group the school sought the opinions and information from was the transport staff. The school created a questionnaire to ask them about their priorities, whether they experienced problems in approaching or leaving the site, asked them to give their suggestions for improving the arrangements for delivering/ collecting pupils and finally for their views on how the grant from the plan should be spent.

The school has moved forward on a number of objectives within the plan:

- The car park marking has been altered to accommodate the traffic more safely
- The school has exceeded the target for increasing walking
- The school has begun a Kerbsafe project in Key Stage 1 with support from the Road Safety Officers
- Incorporated some new material loaned by the sustainable travel team to support the independent travel training with the older pupils
- Recently had a successful cycling awareness course for KS3/4 pupils with the hope that this will become an annual event.
- Planning a cycling awareness day for KS2/3 pupils in the autumn term.
- Planning to use the grant from the Travel Plan to have a canopy that will provide some protection from the weather for pupils, parents, transport staff and school staff between the school building and the vehicles in the parking bays.

## Appendix 3

# School Travel Plan Strategy

June 2005

# Warwickshire County Council

## School Travel Plan Strategy

### Introduction

In 1986 children of 16 and younger made nearly 60% of their journeys to school on foot and only 16% by car. Ten years later, the proportion of trips on foot had dropped to below half and those by car had almost doubled to 29%. There has been a decline in the use of public transport and cycling has fallen to less than 1% of school journeys. As a result almost one in five car trips on the urban network at 8:50 in the morning are taking children to school.

There are many reasons for these trends. Among the most obvious are:

- Parents' fears about their children's involvement in road traffic accidents if they walk or cycle to school.
- Parents' fears about the personal safety of their children if they travel to school unaccompanied.
- Increases in car ownership and use, particularly in the proportion of households with a second car.
- Greater parental choice, school closures and other factors resulting in longer journeys to school.

The consequences of the change can include: -

- Increase in peak period traffic congestion.
- Increase in atmospheric pollution around schools.
- Children with less opportunity to develop road safety and personal safety skills.
- Lack of exercise and resulting impact on general health and wellbeing.
- Children's independence and social interaction reduced.
- Travel habits developed early in life which are difficult to change.

As a result, traffic and congestion is increased, and in many areas a vicious circle comes into being – fears about safety in traffic lead to less walking and cycling and more driving which in turn increases traffic. Local air quality, journey times and the competitiveness of local business all deteriorate.

The potential benefits of change are just as important. Surveys show there is unmet demand among young people for more independent travel and greater freedom. Freedom to move around the local area independently is an important part of growing up. Building exercise into the day improves fitness immediately and protects against coronary heart disease in the longer term. Independent travel to school is



also a chance to help reduce local pollution and congestion, improving quality of life for everybody. Better local air quality is particularly beneficial for the growing number of people who suffer from asthma.

Research shows that it is possible to encourage greater use of more sustainable forms of transport for school journeys even in areas of very high car ownership. One well-established way of tackling the problem, pioneered by Sustrans, is to develop safer routes for walking and cycling to school. But there are many other things which can be done to reduce car use and improve safety on the way to school, and many local projects are already putting them into practice. But usually no one change is enough to make the difference – a wide-ranging travel plan is needed.

## Local And National Policy

**Travelling to School Initiative** and Travelling to School: an action plan.

September 2003 saw the publication of 'travelling to school: an action plan', which is a joint initiative between the Department for transport and the Department for Education and Skills, along with the announcement of capital funding available to schools who develop a travel plan.

**National Road Safety Strategy** - Tomorrow's Roads: Safer for Everyone.

In March 2000 the government published 'Tomorrows Roads: safer for everyone', which detailed the Governments road safety strategy and casualty reduction targets for 2010. This states that the Government wants schools to develop travel plans to tackle safety concerns and reduce the dependence on cars.

### **National Cycling Strategy**

The National Cycling Strategy (2004) and Delivery of the National Cycling Strategy:

A review (2005) highlights the need to:

- Encourage more people to cycle and so reduce pollution, enhance local environments and improve health;
- Secure a shift from cars to bicycles, whilst ensuring that the space released is not filled up by more cars;
- Increase accessibility to amenities and services by bicycle;
- Make cycling safer.

These key cycling targets are shared by the majority of people writing or considering writing a travel plan and are therefore highlighted within the document.

### **Healthy Living Blueprint for Schools**

In 2004 the Government published 'Healthy Blueprint for Schools'. This sets out the key objectives that have been identified to help schools create a healthier environment for children.

The key objectives of the paper are as follows:

- Promote a school ethos and environment which encourages a healthy lifestyle
- To use the full capacity and flexibility of the curriculum to achieve a healthy lifestyle
- To ensure the food and drink available across the school day reinforces the healthy lifestyle message
- To provide high quality physical education and school sport and promote physical activity as part of a lifelong healthy lifestyle
- Promote an understanding of the full range of issues and behaviours which impact upon lifelong health.

Many of these objectives are echoed in the principles of the school travel plans and the schools understand the importance of creating an environment conducive to physical activity and healthy lifestyles.

## **LTP2 in Warwickshire**

The target for car use on school journeys has been set at 39%, this represents 2003/4 levels. Maintaining this level of car use is considered to be stretching given that, with no investment, car use for journeys to school could be expected to rise to between 45-50%.

These targets were decided upon based on the annual 'hands up survey' conducted each November. It is hoped that, although there may initially be increased levels of car use for 2005, the target of 39% car use for school journeys can be achieved by 2011.

Within the LTP2 there are a number of shared priorities that can be impacted upon by STPs:

### **Congestion**

Congestion can be reduced if STPs are implemented. Sustainable travel methods reduce the number of cars outside of schools, thus increasing accessibility to the school for emergency services. As a result of reduced numbers of cars on the road, congestion within towns and residential areas can be reduced

### **Accessibility**

Reducing congestion improves accessibility to schools. Services that have to access the school such as deliveries and emergency services can do so more easily. Children with disabilities who attend mainstream schools could benefit from improved accessibility at the school gates. The reduction in congestion can also be of benefit to improving road safety.

### **Safer roads**

Once roads are less congested and accessibility has been improved roads are seen to be safer. This may change parent's attitudes towards schools travel, making them more willing to allow their children to walk or cycle to school, improving the situation further. The improvement in safety can also benefit the local community, allowing for safer travel to other areas.

### **Air quality**

The implementation of an STP could be beneficial to the health of children and local residents in the school locality. By reducing the number of cars around school gates

the local air quality can be improved, thus helping to reduce cases of childhood asthma and other breathing difficulties.

## **Aims and Objectives**

The aims of the strategy are to address the trend towards greater car dependency and to improve children's safety on the school run. Objectives of this strategy are to:

- Increase levels of walking, cycling and public transport use on journeys to school.
- Reduce casualty accidents and threats to personal safety on school journeys.
- Encourage healthy lifestyles by seeking to improve facilities for walking and cycling, especially on school journeys.
- Increase opportunities for children to travel to school independently.
- Reduce traffic and pollution created by the school journey.

## **Baseline Data and Progress to Date**

- The number of approved plans in Warwickshire currently stands at 19
- The number of plans submitted in 2005 is 13, these have recently been approved and the STAs are now waiting for grant allocation information.
- The current numbers of schools who have expressed an interest writing a STP in June 2005 currently stands at 26 for submission in March 2006

### **Other schemes in Warwickshire:**

- Two long term Walking buses operating in Warwick district
- One star walkers scheme in operation following walk to school week
- 101 Schools took part in Walk to School Week and took part in a variety of events during the week
- Over 600 children took part in 'Sustainability Day for Schools' and '2005 and Beyond'. Each child received lessons in sustainable travel and the need to walk to school.

## Mode Share Data for Schools in Authority and STP Schools, Progress Made

### Survey Data 2004

The school travel surveys have been carried out annually in November since 1997. This has shown a steady increase in car use for school journeys by 1% per year from 35% in 1997, to 40% in 2002. This is in line with overall traffic growth in the County.

November 2003 saw the first reduction in car use for journeys to school across the county.

2004 figures show that STPs are having an impact upon numbers of children travelling to school by car.

		Walk	Cycle	Bus	Car	Other
2004	All schools	44	1	5	49	1
	Schools with STP	39	5	25	30	2

Table 1: 2004 modal share data for all schools in Warwickshire and those with a travel plan.

## Current Initiatives

### StarWalkers:

A scheme that encourages children to walk to school by offering small incentives e.g. pens, pencils and other items. The scheme aims to reduce the number of car trips made to and from school, reduce pollution, encourage walking, promote healthier lifestyles for pupils and their families, and reduce congestion outside the school gate.

### Walking Buses:

A walking bus is a group, or 'bus' of children and adults who walk from home to school each day.

The group moves quickly and safely under the guidance of trained adults. All children and adults on the bus wear bright reflective jackets for safety.

### Walk to School Week:

Walk to school week is a national event promoting walking to school. In Warwickshire over 100 schools took part in 2005, we hope to increase this further next year.

### School Crossing Patrols Service:

Run by the Road Safety Section. Allows children to cross safely at dangerous locations on the school journey. Recruitment of Patrollers is frequently difficult.

**Kerb Safe:**

A practical pedestrian training scheme for 4-7 year olds organised and administered by the Road Safety Section, which depends on adult volunteers. The scheme is a major step forward in enabling the younger children to become more aware of the potential risks associated with being near roads and traffic. The scheme does not encourage children to cross the road on their own.

**Cycle Skills:**

A two day course for young/new cyclists aged 7 - 9 years, allowing children to improve their skills and confidence on the road.

**Cycle Awareness:**

A three day on-road course with test for cyclists aged 9 years or over in Y5 or above, providing children with the cycling skills needed for travelling to school.

**Road safety quizzes for schools and youth organisations:**

Road Safety Officers, who are trained teachers, can deliver classroom-based sessions and follow-up work to raise road safety awareness, or take small groups for actual roadside training

**Live and Dangerous:**

This year's event promises to be even better than ever as over 1,800 primary school children from schools around Warwickshire take part in this three day event.

Live and Dangerous is aimed at children who are moving on to new secondary schools in September, highlighting the need to be aware of safety on the journey to school.

## Targets for completion of all Travel Plans

<b>Year</b>	<b>Target</b>	<b>Cumulative Total</b>	<b>Remaining Schools</b>
<b>2005/6</b>	<b>32</b>	<b>64</b>	<b>189</b>
<b>2006/7</b>	<b>42</b>	<b>106</b>	<b>147</b>
<b>2007/8</b>	<b>42</b>	<b>148</b>	<b>105</b>
<b>2008/9</b>	<b>42</b>	<b>190</b>	<b>63</b>
<b>2009/10</b>	<b>35</b>	<b>225</b>	<b>28</b>
<b>2010/11</b>	<b>28</b>	<b>253</b>	<b>0</b>

Table 2: Target travel plan completion for the period 2006-2011 submission

Table 2 shows the targets of school travel plans that need to be written each year for the overall target to be met by 2010/2011.

### Targets and Actions

<b>Action</b>	<b>Timescale</b>	<b>Responsibility</b>
40% of all LEA schools to have a travel plan	March 2007 deadline	STP team
Promotion of STPs to independent schools in Warwickshire	March 2006	STP team/ TravelWise
Potential relaunch of walking schemes to all schools	Review in August 2005	STP team
30% of independent schools to have a travel plan	March 2008	STP team
Major review of monitoring process	August 2005	STP team
Collaboration with Eco schools, healthy schools	September 2005 meeting	STP team/Eco-school co-ordinator/Healthy schools co-ordinator
Liaise with Education, Traffic Management and Planning re: school developments	Ongoing	Education, Planning, Traffic Management and STP team
Take part in local, regional and national events promoting sustainable and healthy travel	Ongoing	STP Team/ TravelWise
Publish STP newsletter showing schemes and successes	Annually, each September	STP/ Safer routes to school
Support schools interested in Walking buses and Star walkers	Ongoing	STP team/ Education/ Health and Safety
Review database to hold all relevant data on schools and journeys	Ongoing, major review after Novembers school survey	Safer Routes to School

School Travel plan website annual review	Ongoing- with an annual review in April	STP team
Improve annually on effectiveness of walk to school week	Annual event and feedback from schools	STP team
Promote Cycle training	Ongoing	Road safety unit
Promote pedestrian training	Ongoing	Road safety unit

Table 3: Actions to be made by STP team in order to achieve targets

## Roles and Responsibilities

### Local Authority

The Authority employs 3 full time members of staff dedicated to School Travel Plans (STP). The 3 officers will provide advice and guidance on all issues relating to school travel or where relevant pass on enquiries to other members of the Council.

The School Travel Plan Advisors (STA), within their roles, will:

- Co-ordinate and support the implementation of School Travel Plans within Warwickshire.
- Ensuring that School Travel Plans are developed in all areas of the County.
- Where necessary, undertake promotion and publicity for school travel plans which will ensure that schools are aware of and know how to access relevant information and guidance.
- Promote School Travel Plans through presentations and classroom activities.
- Build and develop effective working relationships with a range of individuals and organisations (both internally and externally) to ensure that information is available to the schools.
- Develop monitoring procedures to determine the progress made by schools that are preparing and implementing travel plans.
- Liaise regularly with other school travel plan advisors to keep up to date with best practice, identifying problems and solutions.
- Meetings with involved parties, including external partners, i.e. Healthy and Eco Schools, Safer Routes, Road Safety, Warwickshire Police and Parish Councils

### Schools

The school will need to make a commitment to what has been put down by signing the travel plan.

The schools will be responsible for the following: -

- Be committed and understand the issues regarding sustainable travel.
- Set up a working group and have a lead person to take main responsibility in the development of the school travel plan.
- Have regular discussions to review progress, further actions and identify problems and solutions.



- Annual involvement in the County Travel to School Survey.
- Integrate school travel into school newsletter, website, prospectus, handbook.
- Where possible, integrate sustainable travel into the school curriculum.
- Where possible participate in National 'Walk to School Week' and other schemes suggested by the School Travel Advisor.
- Be committed to undertake an annual review of their School Travel Plan to address further travel issues and monitor their progress.

## **Local Partnerships**

The STA will work closely to build and develop effective working relationships with a range of individuals and organisations to ensure that available resources, information and expertise are maximised to the benefit of the schools.

The work will closely link to Safer Routes to School, Road Safety Team, Eco Schools, Cycle Training, the Planning Department and the Police. The team has regular communications and in some instances, liaise regularly to help with the promotion of the STPs. The STP team will liaise with the Education and planning departments to ensure that they are aware of principles of STP and that these are incorporated into plans for new developments.

## **Safer Routes to School**

Links with Safer Routes to School are made to ensure every effort is made to create safer roads and a safer environment to promote walking and cycling as part of the STP. A newsletter is produced annually in collaboration between STAs and Safer Routes to Schools. The newsletter highlights the schemes available to schools in Warwickshire.

## **Road Safety**

Efforts are made to promote pedestrian safety and where possible will be given priority over car use. The work done by the Road Safety Team will help promote this.

## **Cycle Training**

To encourage safe and responsible cycling at schools, links are made with schools and the cycle training coordinator. Schools will be encouraged to make provisions for cyclists as part of their STP and consider secure storage for cycles.

## **Eco Schools**

Eco schools has a direct link to STPs to help schools take part in a programme which aims to increase environmental protection and achieve cost savings in areas such as energy and water use.

## Selecting and Working with Schools

The majority of schools involved with STPs contact the STAs directly following promotional materials or events. Schools are made aware of the assistance available to them from STAs and their contact details through various forms of literature. This literature includes newsletters, leaflets, capital funding information and through Safer Routes and Education Capital Funding personnel. All schools which have made contact have been assisted with writing an STP.

Those schools that do not contact us directly usually come to the attention of the STAs via safer routes to schools or through planning conditions.

Independent and Voluntary Aided Schools contact the STAs in the same way as LEA schools in order to receive assistance with writing a STP. All schools should submit a travel plan as part of a planning condition.

In February 2005 it became a condition that all schools receiving Safer Routes to School schemes, that amount to more than £20,000 must produce a STP.

The STAs try to target schools with very high car use, as identified by the school travel survey data.

Should the unlikely case arise where STAs needed to prioritise schools being assisted with STPs, then the criteria would be as follows: -

1. School has higher than county average levels of car use
2. Safer Routes to Schools identify school as needing to have scheme costing over £20,000.
3. Higher than average accident rates at school.
4. Safer Routes to Schools identify school as needing to have a scheme.

A STP Resource Pack was created in April 2005 to help schools with writing their STP. This pack includes: -

- Information on getting started (including example survey forms).
- A STP template.
- An example STP.
- Criteria for the STP.
- A Capital Grants Guide.
- An events diary.
- Sustainable travel lesson plans.
- A useful contacts sheet.
- Scheme information (e.g. Walking Bus, StarWalkers information).

Upon contact from a school considering writing a travel plan; the STA will arrange a visit with interested parties. At this meeting the STA provides a copy of the resource pack and explains the purpose of a STP. Advice is also given on how to consult involved parties and write an STP. Assistance is offered to all schools in writing their STP, however it is at the schools discretion as to whether they require it.

## Promotion and Communication Strategies

At the beginning of the STPs time in post all schools were contacted to inform them of the help, support and funding available to them in writing a STP. Governors are also included in some of the releases we send to schools due to their concerns for the schools environment

Promotion in Warwickshire takes various forms. National events and promotion weeks are used to promote issues locally. National Walk to school week provides STAs with the opportunity to engage many schools in our STP schemes. All schools are invited to take part and a record number did for the 2005 campaign. Many press and radio articles followed in the local media accessing around 150'000 people during the campaign. National events such as this and Bike Week allow the STAs to conduct assemblies in schools to promote travel initiatives and STPs further. Walk to school week articles celebrated the success of the county in involving so many schools involved and in cutting congestion for the week around the schools.

School travel plan information is made available at the countywide events attended by STAs each year; these events promote sustainable transport under the brand of TravelWise. A wide-ranging audience is in attendance at these events so many people access the information.

The STP team attend large school focused education days such as 2005 and Beyond and Sustainability Day For Schools, STAs run sustainable travel lessons with the children and provide information for the schools on the work carried out by STAs.

Regular press releases are issued relating to sustainable travel as a whole and the need of children to walk to school. These are widely published across Warwickshire and always contain our contact details and aims of the STP.

The Warwickshire Web holds information for schools to use at their leisure. Advice on funding and an STP template is made available and is review annually.

STAs also take part in small community events across the county to raise the profile of sustainable travel and the STP: activities include town carnivals and community events.

## Monitoring

The progress and targets in the strategy will be monitored and reviewed annually. And the strategy will be revised as needed.

Monitoring will be carried out annually, in April, based on the following: -

- Modal shift in those schools implementing a STP.
- Number of school that have been visited by a STP advisor to discuss the development of the STP (including Independent Schools)

- Number of schools with a signed off STP.
- Number of schools that have accessed capital grant funding.
- Number of schools benefiting from physical works through the Safer Routes to School programme.
- Number of schools participating in 'Walk to School Week' and subsequent invitation to write an STP.
- Schools participating in other schemes or promotional events.
- Number of promotional events attended, including partnerships with other internal and external groups

The way the capital grant will be used will also be monitored. All schools wishing to spend their grant are required to fill in the detailing: -

- The purpose for which the school intends to use the Grant.
- What issues within the STP does the project address.
- The estimated cost.
- When they intend to carry out the project.

## Funding

The STAs work is within the sustainable travel team, as part of the sustainability group. The DfT provides £71K to the STAs and a further £15K is provided by the sustainability Group for internal and external promotional campaigns. Of this £3K is dedicated to promote sustainable travel to school initiatives– for example, walk to school week, walking bus jackets and StarWalkers prizes.

The £71k from DfT has two cost codes: **S906** for the 10% which can be spent on marketing (£7,100) and **S902** for the School Travel Advisors grant (£63,900).

In 2004/ 5, the money was spent as follows:

	<u>£</u>	<u>£</u>
<b>Total Grant 2004/05</b> (To be used by August 05)		<b>71,000.00</b>
Marketing (10% of total grant allowed)	6,368.67	
Salaries	22,813.96	
Travel	787.01	
Training	915.00	
Computers	4,872.56	
<b>Total used 2004/05</b>		<b>35,757.20</b>
<b>Balance to be carried forward to 2005/06</b>		<b>35,242.80</b>

The forecast for the School Travel Advisors grant (S902) for 2005/6 is as follows:

<b><u>S902</u></b>		
2005/06 (Forecast)		
	<u>£</u>	<u>£</u>
<u>Grant Income</u>		
B/f from 2004/05	27,411.80	
2005/06	63,900.00	
<b>TOTAL GRANT INCOME</b>		<b>91,311.80</b>
<u>Expenses</u>		
Salaries	55,996.00	
Travel	875.00	
Training	195.00	
Furniture	167.68	
<b>TOTAL EXPENSES</b>		<b>57,233.68</b>
<b>BALANCE REMAINING</b>		<b>34,078.12</b>

The marketing allowance (S906) has already largely been spent on Walk to School Week May 2005:

<b>S906</b>		
2005/06		
-	<u>£</u>	<u>£</u>
<u>Grant Income</u>		
B/f from 2004/05	731.00	
2005/06	7,100.00	
TOTAL GRANT INCOME		7,831.00
<u>Expenses</u>		
Marketing	6,865.83	
TOTAL EXPENSES		6,865.83
<b>BALANCE REMAINING</b>		<b>965.17</b>

It is anticipated that the Walk to School week in October will not be supported as widely by schools due to the time of year. The remaining budget of £965 is anticipated to be sufficient to cover costs in Octobers Walk to School Week.

Warwickshire County Council also has capital budgets for Safer Routes to School (which operates within the Traffic Group), subsidised school buses, including dedicated school links buses, Cycle Training and Road Safety workshops (are operated within The Road Safety Group). The 2005/6 budgets for these is specified below:

<b>Safer Routes to School:</b>	£758,000
<b>School Links:</b>	£461,264
<b>Mainstream School Transport:</b>	£5,777,341
<b>Age 16-19 transport:</b>	£1,758,085
<b>Cycle Training:</b>	£37,413
<b>Road Safety workshops:</b>	£229,325

The School Travel Advisors do not have any input into the decision making regarding how this money is spent.

## Quality Assurance

All travel plans submitted by schools must pass quality assurance at a regional level. Schools are made aware of the need for quality assurance from the initial meeting with an STA in the form of quality assurance guidelines. The STA and the regional advisor check plans in draft format against the quality assurance guidelines. Schools are then made aware of any amendments needed following the QA assessment

## Identification of Problems and Solutions

To achieve a figure of 100% of schools with Travel Plans by 2010/11 there are a number of barriers and problems which need to be overcome.

1. The considerable workload faced by schools is a major barrier to 100% take up of STPs. The education of children is at the top of every schools priority, not all schools feel they should take their attentions away from this task. However, capital grants have acted as an incentive for a number of schools to write Travel Plans. STAs try to reduce the perceived burden by assisting in the consultation and development of the Travel Plan with the school. STAs also encourage schools to involve other members of the school community in order to spread the workload.
2. A yearly submission date leads to many schools delaying writing their STP until the autumn term. This coincides with the annual school travel survey. This leads to a concentration of appointments with schools and draft submissions in the new year. STAs combat this by encouraging schools to develop their STPs throughout the year.
3. There are three dedicated STAs in the county; one team member is due to leave in August. This will impact upon the capacity of the team.
4. The county of Warwickshire varies in social and economic make-up. The south of the county lies within a more affluent, rural location. Children are driven longer distances to schools within their catchment area, this can be seen in the county survey figures. Some of the rural schools lack sufficient pavements along the country lanes, making encouraging walking difficult. In the more deprived areas, incidents of car ownership are far less therefore more children walk to school. This could lead to an understanding by some schools that they do not need a STP as other areas.
5. Public attitude towards school travel as a whole can be a barrier to STP take-up. Many schools, particularly Primary Schools, believe that it is unsafe to encourage children to cycle to school. Some have made the decision to disallow cycling due to safety concerns. Careful communication through the media is used to redress this fear, especially during Walk to School week whereby the message that if everyone walked it would be far safer outside the school.
6. There are a number of independent schools and nursery schools in Warwickshire, and to date there has been limited take-up. As this type of school is exempt from access to capital grants attracting them has been difficult. Table 3: Actions to be made by STP team, shows how the STAs will redress this issue.
7. Schools, at a national level, are aware of the STP initiative and associated efforts in sustainable travel. Raising awareness is mainly at a local level so only a limited number of schools are reached. The STAs believe that a national promotion school travel issues would increase participation in STPs

## Examples of Good Practice

The Willows C of E Primary School in Stratford upon Avon completed their travel plan in 2002 and since that time has worked well in reducing car use. Between 2001 and 2004 walking has increased by 10%. This is particularly successful as the school has still not taken up its capital grant, therefore improvements still can be made.

Walking buses have struggled in some areas to maintain their service however two schools in Warwick District have continued their walking buses since 2001. One of the schools, Brookhurst Primary, was the first in Warwickshire to set up a walking bus. The school now benefits from two separate routes that collect children from across North Leamington.

Walk to School Week was particularly successful this year, with over 100 schools taking part. This increase can be attributed to the advance warning given to schools and email reminders sent by the STAs. The same approach will be taken during subsequent events.

The STAs encourage the whole school to take part in sustainable travel initiatives. Recent assemblies, classroom talks and school council meetings have allowed the students to express their views regarding travelling to school. At one school a student, who is in a wheelchair and normally is dropped off at the school gates, decided she wanted to be involved in Walk to School Week. Her parents parked a few streets away from the school and she joined her classmates for the last section of their walk to school. The improved accessibility and safety allowed this to take place.

## **Senior Level Support**

The LTP, within which our work has impact, receives senior level support. The LTP has been assessed by Warwickshire County Councillors and has their commitment to reducing car use for journeys to school has been achieved.

Both the deputy directors in the Planning, Transport and Economic Strategy Department and Education Department are committed to school travel plans. All STPs are reviewed by the deputy directors prior to their submission at a regional level.

## **Consultation**

This strategy will be made available to Road Safety, Safer routes to schools, the Development Group, Education and Martin Stott, a deputy director of Warwickshire County Council. Transport planning have been involved in the consultation process for this strategy, involving the LTP2 information and the targets that need to be achieved by 2011.

## **Timetable for Review of Strategy**

It is intended that this strategy should be reviewed annually in June of each year; any appropriate changes should be made at this time



## Appendix 4

### Walking Bus Grant Allocations

GOR	Local Authority	Grant	School Name
West Mid	Warwickshire	£1,000	Galley Common Infant School
West Mid	Warwickshire	£1,000	Exhall Cedars infant School and Nursery
West Mid	Warwickshire	£1,000	Ettington Primary School
West Mid	Warwickshire	£1,000	Warton Nethersole's C of E Primary
West Mid	Warwickshire	£1,000	Provost Williams Primary School
West Mid	Warwickshire	£1,000	Wilmcote C of E Primary School
West Mid	Warwickshire	£1,000	Canon Evans C. of E. Infant School
West Mid	Warwickshire	£1,000	Dunchurch Boughton C of E (VA) Junior
West Mid	Warwickshire	£1,000	St Nicolas (VA) Church of England Primary School Nuneaton
West Mid	Warwickshire	£1,000	The Revel C of E Primary School
West Mid	Warwickshire	£1,000	Cawston Grange Primary School
West Mid	Warwickshire	£1,000	Wolverton Primary School
West Mid	Warwickshire	£500	Hurley Primary School
West Mid	Warwickshire	£500	Thomas Jolyffe
West Mid	Warwickshire	£500	Stockingford Infant School
West Mid	Warwickshire	£500	Abbots Farm Infant School
West Mid	Warwickshire	£500	High Meadow Infant School
West Mid	Warwickshire	£500	Bishopton Primary
West Mid	Warwickshire	£500	Water Orton Primary School
West Mid	Warwickshire	£500	Birchwood Primary
West Mid	Warwickshire	£500	St Michael's Church of England Primary School
West Mid	Warwickshire	£500	Loxley CE Community Primary School
West Mid	Warwickshire	£500	Shottery St Andrews CE Primary School
West Mid	Warwickshire	£500	All Saints C of E Primary, Nuneaton
West Mid	Warwickshire	£500	Bournebrook C of E Primary
West Mid	Warwickshire	£500	Kineton C of E (VA) Primary School
West Mid	Warwickshire	£500	St Augustine's Catholic Primary School
West Mid	Warwickshire	£500	Dunchurch Infant School

## Appendix 5



### Children, Young People & Families Directorate

#### HOME TO SCHOOL TRANSPORT POLICY

##### INTRODUCTION

Local Authorities' obligations to provide free home to school transport are set out in Section 55 of the 1944 Education Act with minor modifications by the 1986 (No.2) Act and 1993 Act. The policy adopted by Warwickshire is within these legislative parameters.

#### 1. GENERAL PRINCIPLES APPLYING TO ALL TRANSPORT PROVISION

- 1.1 Ordinarily free transport will be provided for one return journey per day between home and school provided that the pupil attends the nearest appropriate school\* and the distance between home and the school is over the statutory walking distances of:-
  - (i) Two miles for children under the age of 8 years
  - (ii) Two miles for children aged 8 or over, but under 11, who are entitled to free school meals, or whose parents are in receipt of their maximum level of Working Tax Credit.
  - (iii) Three miles for children aged 8 –16 and not covered by Point ii).
- 1.2 Parents have the opportunity to express a preference for their child to attend any school. However, where children do not attend the nearest appropriate school no transport costs will be met except where the choice is made on denominational grounds (see 2.6).
- 1.3 Pupils may be expected to make their own way to a 'pick up point' which is a reasonable distance from their home.
- 1.4 As a general rule no pupil should be on a vehicle for longer than one and a quarter hours if aged 11 or over, or 45 minutes if under the age of 11.
- 1.5 Escorts will normally be provided for all pupils of primary age and some pupils with SEN where the Local Authority is making specialist provision including pre-school. Where it is necessary for an escort to be provided for a particular contract, the operator should ensure the presence of an escort who is familiar with the operation of any equipment, e.g. safety belts and harnesses, and will ensure its proper use.
- 1.6 Transport will not normally be provided for students attending extra curricular activities, work experience placements or requiring other journeys which would incur additional costs.
- 1.7 The Education Transport Office will establish eligibility for free transport.
- 1.8 Transport arrangements will be made by the Passenger Transport Unit in the Environment and Economy Directorate to ensure the most effective and efficient use of resources in accordance with the 1985 Transport Act.

\* Nearest appropriate school is defined as being that in whose priority area the family reside or another school if closer to home by the nearest available walking route. The school may be a Community, Controlled, Aided or Foundation establishment.

- 1.9 Where transport does not currently operate, in the first instance parents may be given the opportunity to convey the child themselves with reimbursement at the current mileage rate.
- 1.10 If the child's parents are not at home when a child is brought home any additional costs, e.g. waiting time, extra mileage, will be met by the parents.

## 2. TRANSPORT POLICY FOR PUPILS ATTENDING MAINSTREAM SCHOOLS

Transport will be provided for one return journey between home and the nearest appropriate school provided that the pupil lives over the statutory walking distance (see 1.1 above).

The route used for determining eligibility for free transport will be that which is the nearest available to a child, accompanied as necessary, to walk along with reasonable safety to school.

In law a child is not entitled to free school transport until he/she reaches statutory school age (the term after their fifth birthday). Since Warwickshire's policy is to admit pupils at the start of the academic year in which they become five, transport provision will normally be made from the time of their admission.

For students granted transport on the grounds of entitlement to free school meals, or their parent's receipt of the maximum level of Working Tax Credit, eligibility will need to be confirmed during each academic year.

Should eligibility for free school meals cease, or parents are no longer in receipt of their maximum level of Working Tax Credit, free transport will be withdrawn if places are available at a nearer school.

Children attending a denominational school may receive free transport on religious grounds even though there may be a non-denominational school nearer home. Additionally, for primary school children, the distance should not be over six miles, and for secondary children should not exceed fifteen miles. However, if the distance from Home to School exceeds fifteen miles, and the school is within Warwickshire, transport will be granted.

Where a student has already commenced a public examination course (Year 10 or 11) and the family then move address, transport may be provided to enable the student to continue at the school even though this may no longer be the 'nearest appropriate'. Provision will be subject to the distance between home and school exceeding the statutory walking distance and the school being that which was 'appropriate' for their previous address. Beyond Year 11 students will be assisted under the 16-19 Transport Policy.

Free transport will not be provided for students after the end of the academic year in which they become 16. Assistance with transport costs for students aged 16-19 may be given subject to payment of a flat rate charge.

Pupils who live less than the statutory walking distance from school may be able to purchase a pass under the Vacant Seats Scheme.