

# **Worcestershire's Sustainable School Travel Strategy**

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## 1 Introduction

### 1.1 The Education and Inspections Act 2006

The Education and Inspections Act 2006 extends local authorities' duties to place a statutory duty on local authorities to promote sustainable travel to and from school. There are four main elements to the duty including:

- 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;
- 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. This is a requirement from the September 2008 admissions round and the strategy will have to be published at least six weeks before parents are required to make a decision on preferences ; and
- the **promotion of sustainable travel** and transport

There is also the requirement to publish a Sustainable School Travel Strategy that is updated each year.

### 1.2 Scope of the Strategy

This Strategy applies to school travel and transport for all children living in Worcestershire, from those in pre school education through to young people aged 19 (or up to 21 for those with learning difficulties and or disabilities). It will cover the period September 2007 to August 2012. *Please note however that this strategy published in August 2007 is an interim strategy and will be updated in March 2008.*

The Education and Inspections Act defines sustainable modes of travel as those that the Local Authority considers may improve the user's physical well being, the environmental well-being of all or part of the LA's area, or a combination of the two.

It applies to residents of the authority area as well as those travelling within the authority's area to receive education or training and to travel to state schools, independent schools, further education institutions, and other institutions where education or training might be delivered.

The Strategy also includes consideration of the travel implications of extended schools, and delivery of education and training at different institutions for the 14 to 19 age group.

## 2 School Travel and Transport – Local and National Context

### 2.1 Links to National Policies and Strategies

In addition to *The Education and Inspections Act (2006)*, the following national policies and strategies support school travel planning and the promotion of sustainable and safe school travel:

- *DfT/DfES 'Travelling to School - an action plan and a good practice guide' (2003)* – In its 'Home to School Travel and Transport Guidance', the DCSF emphasises that the new school travel duty builds upon the 2003 DfT/DfES 'Travelling to School – an action plan'. This action plan set a national targets for every school to have an active school travel plan by 2010. The Government stated it wanted every local authority to support walking, cycling and car sharing and to promote bus use.
- *DfES Five Year Strategy for Children and Learners 2004*
- *Department for Transport (DfT) Transport White Paper (July 2004), The Future of Transport: a network for 2030.*
- *The National Healthy School Standard*
- *National Cycling Strategy*
- *DfT document Transport 2010: The Ten-Year Plan (2000)*
- *National Planning Policy Guidance 13: Transport (2001)*
- *Tomorrow's Roads – Safer for Everyone (2000).*
- *Public Health White Paper: Choosing Health: Making Healthy Choices Easier (2004).*
- *DfES Healthy Blueprint for Schools 2004*
- *Government Green Paper 'Every Child Matters' (2003) and 'Every Child Matters: Change for Children' (2004).*
- *National Planning Policy Guidance 13: Transport (2001).*

### 2.2 Detail on National Policy Context

**Education and Inspections Act 2006, Part 6 School Travel and School Food.** Seeks to “improve and extend the offer of free transport”, extending entitlement to free home to school transport for low income families; places a general duty on local authorities to support choice and flexibility of educational provision, to assess the travel and transport needs of all pupils, to prepare and publish a sustainable school travel strategy, and promote safe and sustainable travel to school. The Act will enable a small number of Pathfinder local authorities to develop school travel schemes to pilot innovative approaches to home to school travel that support school choice, reduce the distances pupils are expected to walk to school, and increase the proportion of children travelling by sustainable means.

**Department for Transport (DfT) Transport White Paper (July 2004), The Future of Transport: a network for 2030.** Supports travel planning methodology to encourage sustainable travel and transport. The strategy charts a course over 30 years, and includes proposals to enhance local travel and respect the environment, in large part through:

- Promoting the use of school travel plans, workplace travel plans and personalised journey planning to encourage people to consider alternatives to using their cars
- Creating a culture and improved quality of local environment so that cycling and walking are seen as an attractive alternative to car travel for short journeys, particularly for children
- Investing in public transport to provide alternatives to the car.

**Department for Education and Skills (DfES) and the Department for Transport (DfT) Travelling to School Initiative, based on Travelling to School: A Good Practice Guide (DfES, DfT, 2003).** The joint DfT/DfES Travelling School initiative aims to develop a strategic and sustainable approach to school travel issues and to reduce car dependency on journeys to school. School travel plans are selected as the key strategies for achieving this, and the objective is that all schools should have active travel plans before the end of the decade (2010). The intention is to make school transport more inclusive; allow greater independence of travel by school children; promote the use of and make conditions more favourable for the safe take up of walking, cycling and public transport. For bus travel, local education and transport authorities are directed to make more services available for those pupils poorly served at present and to encourage more bus services that cater for the extended school day.

**DfT document Transport 2010: The Ten-Year Plan (2000).** Considers travel plans as key to encouraging a switch from the car to more sustainable transport modes, with emphasis on workplace and school travel plans.

**National Planning Policy Guidance 13: Transport (2001).** PPG13 promotes sustainable transport choices; aims to reduce the need to travel, especially by car; limits the amount of parking allowed through the planning process. The guidance states that “travel plans should be submitted alongside planning applications which are likely to have significant transport implications, including those for... new and expanded school facilities which should be accompanied by a travel plan which promotes safe cycling and walking routes, restricts parking and car access at and around schools, and includes on-site changing and cycle storage facilities.”

**Tomorrow's Roads – Safer for Everyone (2000).** Government's strategy for improving road safety during 2000 – 2010 sets new ten year targets for casualty reductions, compared to the 1994-98 average, of a:

- 40% reduction in the numbers of people killed or seriously injured
- 50% reduction in the numbers of children killed or seriously injured
- 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres

It also identifies the need to tackle the significantly higher incidence of casualties in disadvantaged areas. In March 2003, Guidance on Local Authority Child Safety Audits was issued. Authorities should develop an understanding of their child casualty record and devise appropriate strategies. Particularly important is the need to link to other child-focused strategies such as school travel planning.

**Government Green Paper 'Every Child Matters' (2003) and 'Every Child Matters: Change for Children' (2004).** Set out a new approach to the well-being of children and young people from birth to age 19. The Government's aim is for every child, whatever their background or their circumstances, to have the support they need to:

- Be healthy
- Stay safe
- Enjoy and achieve
- Make a positive contribution
- Achieve economic well-being.

**DfES Five Year Strategy for Children and Learners (2004).** The Strategy advocates that every school should also be an environmentally sustainable school, with a good plan for school transport that encourages walking and cycling. As well as meeting Government transport objectives, school travel plans can help meet education or health objectives.

**Public Health White Paper (November 2004), Choosing Health: Making Healthy Choices Easier. Chapter three, Children and young people - starting on the right path,** sets out action to support children and young people and School Travel Plans are seen to play a significant part in encouraging children to be physically active. It is noted that the contribution of the school journey to children's physical activity is important. Research by University College London has showed that, among the eight year old pupils sampled, more calories were burned up walking to and from school than during their two hours of weekly Physical Education lessons.

**Eco-Schools** – an environmental programme for schools that that promotes active citizenship. It encourages schools to look at different environmental issues like healthy living, transport and school grounds. It enables schools to work in a structured way that can be fitted into the School Improvement Plan and allows children to have a voice and take part in the decision making process regarding any action that will take place in the school. Once schools have implemented various stages they can apply for bronze, silver or 'Green Flag' awards. The process complements and is complemented by the approach and rationale behind School Travel Plans.

### **2.3 Links to Worcestershire Policies and Strategies**

The following policies and strategies currently in place also support this strategy:

- Local Transport Plan 2006 – 2011
- Accessibility Strategy
- Home to School Transport Policy
- Integrated Passenger Transport Strategy 2007
- Worcester City Walking Strategy 2006
- Worcester City Cycling Strategy 2007

### **3 Background: The Worcestershire context**

#### **3.1 Demographic information**

Worcestershire is a diverse County to the South of the West Midlands conurbation. It has a population of 542,238 (2001 figure) that is forecast to grow at a rate of 0.21% per annum over the LTP2 period. This means that by 2011, the population will have risen to 554,814.

Worcestershire has a population of 542,238. Further details on Worcestershire's demographics, can be found on page 20 of our Local Transport Plan.

<http://worcestershire.whub.org.uk/ltp-2006/wcc-transport-ltp-final-2006-2011.pdf>

#### **3.2 Worcestershire Schools**

Around 79,000 children aged 5 – 16 attend the 230 mainstream educational establishments in Worcestershire. As well, there are a number of private and Special Education Needs Schools.

The city of Worcester is our largest settlement, with around 95,000 inhabitants. It is a sustainable travel demonstration town. Others include Kidderminster, Redditch, Bromsgrove, Great Malvern, Stourport, Evesham, Pershore, Tenbury Wells and Bewdley.

Details of each school can be found at:

<http://worcestershire.whub.org.uk/home/wccindex/wcc-edu-index/wcc-edu-sch/wcc-edu-sch-search.htm>

## 4 Worcestershire's Transport Vision

This strategy sets out Worcestershire County Council's overall vision and objectives for Sustainable School travel from 2007 to 2011. This is in line with our second Local Transport Plan (LTP2)'s timeline (2006-11). This strategy includes how we will assess accessibility to schools, infrastructure and pupils' travel needs, in addition to how we will improve these issues and encourage sustainable travel.

### 4.1 Local Transport Plan

The major single strategy area during the first Local Transport Plan was the development of the Safer Routes to School (SRtS) programme, which sought to ensure that all County schools had measures identified and implemented to encourage pupils to walk or cycle to school. Completion of physical improvements at many schools has enabled a greater focus to be placed upon the development of School Travel Plans (STP). These place more emphasis upon publicity, promotion of walking and cycling, car sharing schemes amongst parents and walking buses, thereby maximising the benefits of physical infrastructure improvements. The school transport hierarchy is the promotion of school trips by walking, then cycling and finally by bus, with car trips being the lowest priority.

The Local Transport Plan 2006-2011 set the following objectives for School Travel Plans:

Objective	Baseline year	Data	Target year	Data
Number of school travel plans	2003/04	35	2010/11 <sup>1</sup>	294 <sup>2</sup>
Proportion of state schools with an approved Travel Plan	2003/04	12%	2010/11	100%

**Note 1:** This date is the last year of the current Local Transport Plan. The Government target is for all schools to have School Travel Plans by 2009.

**Note 2:** The number of schools at 31 August 2007 is 291 due to the closure of some schools in the Wyre Forest. This target includes private and special needs schools.

The following are the relevant policies in the Local Transport Plan which form part of this strategy:

- **Policy STP1:** Development of School Travel Plans for all County schools and the implementation of infrastructure improvements where appropriate to support these plans.
- **Policy STP2:** Review the provision of school transport across the County, and consider the introduction of "Yellow" buses on a pilot basis to assess their potential role in reducing car use for school travel.
- **Policy STP3:** Identify opportunities to re-organise public transport services to offer travel to students who don't currently qualify for specific school transport provision.
- **Policy STP4:** Develop a greater cohesion between school travel plan development and other initiatives, such as healthy schools and eco-schools, including a wider involvement with curriculum-based activities.

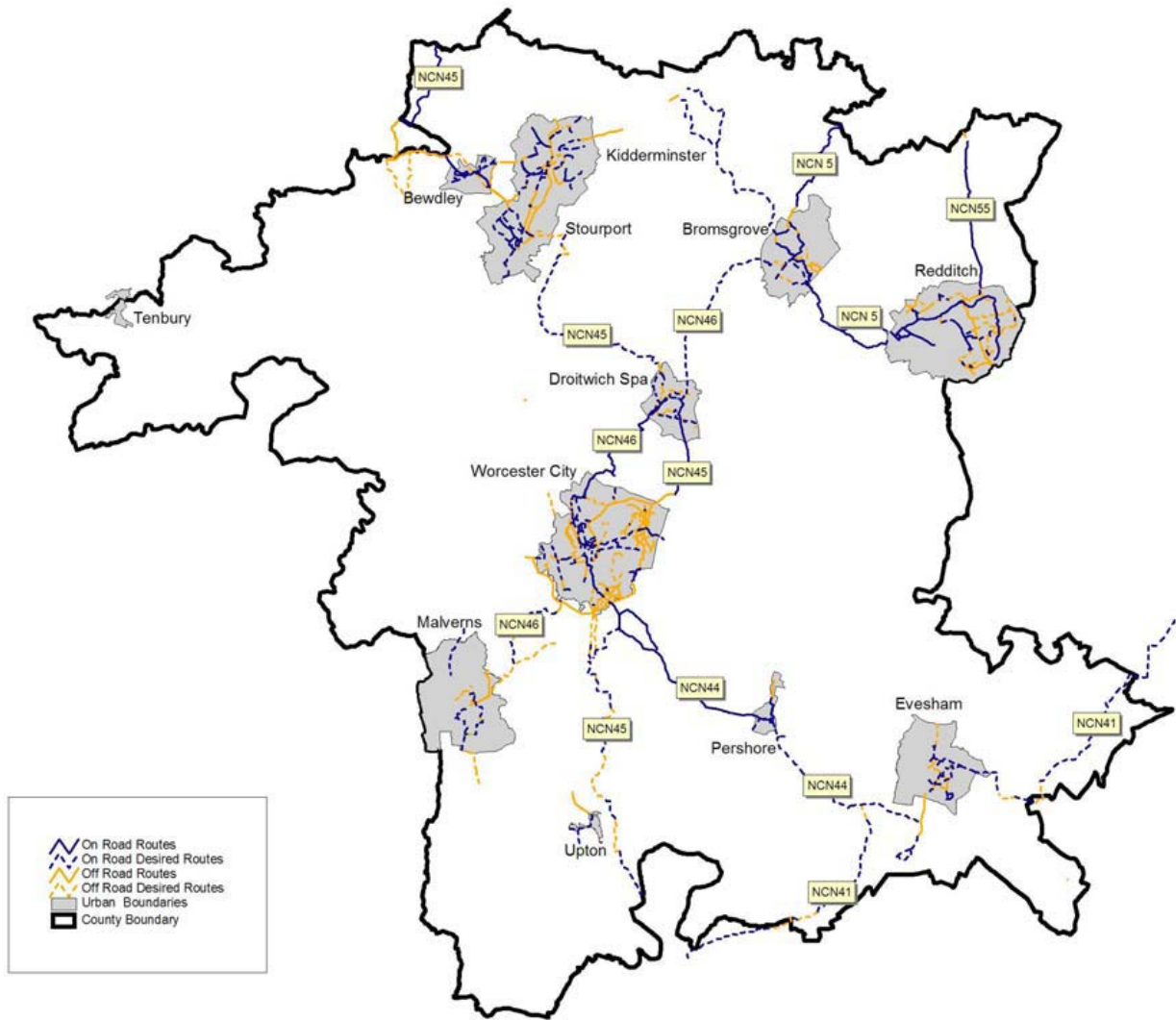
As well, the Local Transport Plan sets out the following generic objectives.

- **Policy WALK1:** Implement a Countywide programme of improvements to the pedestrian network.
- **Policy WALK2:** Encourage people to make local journeys on foot by providing good quality information on walking routes through the publication of walk / cycle / public transport maps for all areas of the County.
- **Policy WALK3:** Improve pedestrian facilities to enable isolated and/or more vulnerable people safe and convenient access to essential services.
- **Policy CYC1:** Implement a countywide programme of improvements to the cycle network.
- **Policy CYC3:** Provide secure cycle parking facilities at key destinations such as town centres and retail parks, transport interchanges, and workplaces / schools.
- **Policy CYC4:** Encourage people to make local journeys by bike by providing good quality information on cycling routes through the publication of walk / cycle / public transport maps for all areas of the County.
- **Policy ROW1:** Support the development and implementation of the Rights of Way Improvement Plan, providing an integrated network of utility and leisure routes for pedestrians, cyclists and horseriders.
- **Policy ROW2:** Manage and promote the development of footpaths, bridleways and byways for people to walk, cycle and ride on the network.
- **Policy ROW3:** Assess the extent to which local rights of way meet present and future needs, the opportunities for exercise and recreation as well as utility journeys, and the accessibility to rights of way for all members of the community, including those with visibility or mobility problems.
- **Policy ROW4:** Provide the County Council with the information necessary to plan how the network should be improved in terms of physical improvements and the provision of better information.
- **Policy RS4:** To provide road safety education and training at all schools and colleges within Worcestershire, and to work with other public and private sector organisations to promote road safety.
- **Policy RS7:** Introduce 20 m.p.h. speed limits outside schools across the County where such a limit can be introduced without compromising overall road safety for all road users.
- **Policy RS8:** Introduce 20 m.p.h. speed limits at other locations across the County where pedestrian safety is a priority, such as High Streets in town centres, where such a limit can be introduced without compromising overall road safety.

The Local Transport Plan puts forward the following two items to assist with dealing with congestion:

- *Managing Demand* - School Travel Planning, working with the education directorates to consider the start and finish times of schools to avoid peak periods
- *Accommodating Demand* - Employer and School Travel Planning, promoting walk, cycle, public transport and car sharing as means of reducing the impact of individual site operations.

# WORCESTERSHIRE CYCLE NETWORK



## 4.2 Accessibility strategy

Worcestershire's Accessibility Strategy outlined Access to Schools as a key programme area.

### 4.2.1 Access to middle and high schools

**Appendix I** demonstrates the level of accessibility to the middle / high schools within Worcestershire, during the AM peak period.

The map demonstrates that 88% of under 16s can reach their nearest school within 1 hour (by bus). The secondary schools have been selected for the analysis as these are seen as the greatest opportunity for capturing independent trips by bus (junior / infant schools have generally more local catchments, and involve predominantly escorted trips – the strategy for these schools is therefore of a different nature).

It is important to recognise that the provision of education services is undergoing significant change both in the location and timing of services (through the extended schools policy and children's centres), and the range of services provided (including adult education). The implications of this are yet to be fully assessed.

#### Technical Limitations of the mapping

- Mapping excludes school provided bus services
- Mapping excludes access to schools in neighbouring authorities
- Mapping assumes children attend nearest school (so doesn't reflect school catchment areas)
- Mapping excludes implications for extended schools / Children's Centres programme

The target set in the strategy is:

% of the school age population within 60 minutes of nearest school by conventional bus (08:00 – 09:00)	88% by 2011
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### 4.2.2. Access to Further Education

**Appendix II** demonstrates the level of accessibility to the Further Education Colleges within Worcestershire, during the AM peak period. The map demonstrates that 71% of 16 – 19 year olds can reach their nearest FE College within 1 hour (by bus).

Problems are highlighted in specific areas, most notably Malvern, Droitwich and Bromsgrove. As for the schools mapping above, it is important to recognise that the provision of education services is undergoing significant change both in the location and timing of services (through the extended schools policy and children's centres), and the range of services provided (including adult education). The implications of this are yet to be assessed.

#### Technical Limitations of the mapping

- Mapping excludes college provided bus services
- Mapping excludes access to colleges in neighbouring authorities
- Mapping assumes pupils attend nearest college
- Mapping excludes implications for extended schools / Children's Centres programme

## Implications for LTP2

There are no clear recommendations arising from the mapping work, although during the consultation process issues were raised regarding:

- Concerns over young peoples desire for car ownership
- Increasing reliance on parental trip making

One of the issues for consideration within the LTP2 period is whether a more targeted programme of college travel plans can be developed, tailored to the age groups associated with Further Education (for example, travel plans at both Worcester and Kidderminster College have been developed and implemented during the LTP1 period).

The target set in the strategy is:

% of the 16-19 year olds within 60 minutes of a Further Education College (08:00 – 09:00)	71% by 2011
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## 4.3 School Travel Trends

Nationally, more than one in four trips to school are now made by car. Car use has risen rapidly, and has nearly doubled in the last 20 years. In urban areas in term time, around one in five cars at 8.50am are taking children to school.

In Worcestershire schools undertake Hands Up Travel Surveys each year in October. The results of the last Hands Up Surveys conducted in October 2006 are in **Appendix III**.

As well as the Hands Up Surveys, schools include travel questions in their annual school census data. The following table shows the results of these surveys. Please note however that there are some reliability issues with the figures presented.

SUMMARY: DfT Categories.	Car, Van & Taxi	Car- Share	Walking	Cycle	Bus - All	Other
STP schools - PLASC min 50% reliable:	37.30%	1.50%	31.70%	0.92%	14.40%	2.60%
Non-STP Schools - PLASC min 50% reliable:	28.20%	2.50%	40.60%	0.60%	27.80%	0.20%

#### 4.4 Home to School Transport Provision in Worcestershire

As mentioned above, this strategy is a statutory requirement under the Education and Inspections Act 2006.

Nationally, the government is promoting parental choice of educational establishments, the comparison of which is facilitated by Ofsted reports. Under current legislation (in place since the Education Act 1944) children aged 7 and under will receive free transport to and from school, if the shortest available walking distance from their home to their nearest school is over 2 miles.

The new provision affects children aged 8 to 11, whose parents are in receipt of maximum tax credits and/or free school meals. These children will have free transport to one of 3 schools between 2 and 6 miles from their home. From September 2008, this will also apply to children aged 8 – 16. Other children aged 8 – 16 will continue to receive free transport to their nearest school if their shortest available walking distance is over 3 miles. For further info, please see 4.5 below.

The effect of the Education and Inspections Act 2006, is that local authorities (LAs) will provide more free transport than they did previously. Some of these journeys will replace car journeys of 2-3 miles. Some pupils may start attending a school further from home than their current one, or the one they would have chosen without this extended provision.

#### 4.5 Current home to school transport provision

The current home to school travel and transport policy (2007-08) provides free transport to all *eligible pupils* as detailed below:

- Pupil is attending the nearest or designated school and resides over the statutory walking distance.
- Pupil's walking route to school is considered unsuitable for walking
- If pupils are reallocated to a school over the distance by the admissions service due to over subscription.
- Pupil has individual difficulties which would prevent walking
- Primary school age pupils from a low-income family who reside between 2 and 3 miles from the nearest suitable school.

Notes:

- Statutory walking distance is 2 miles for pupils under 8 years of age and 3 miles for older children.
- Low Income Family – Must be in receipt of Maximum Working Family Tax Credit, Income Support or have free school meals entitlement

In 2006-2007 we provided 6,803 pupils with free transport as indicated:

- Distance – 4,562
- Hazardous Route – 994
- Redesignation – 122
- Special Needs – 1,106
- Medical – 19

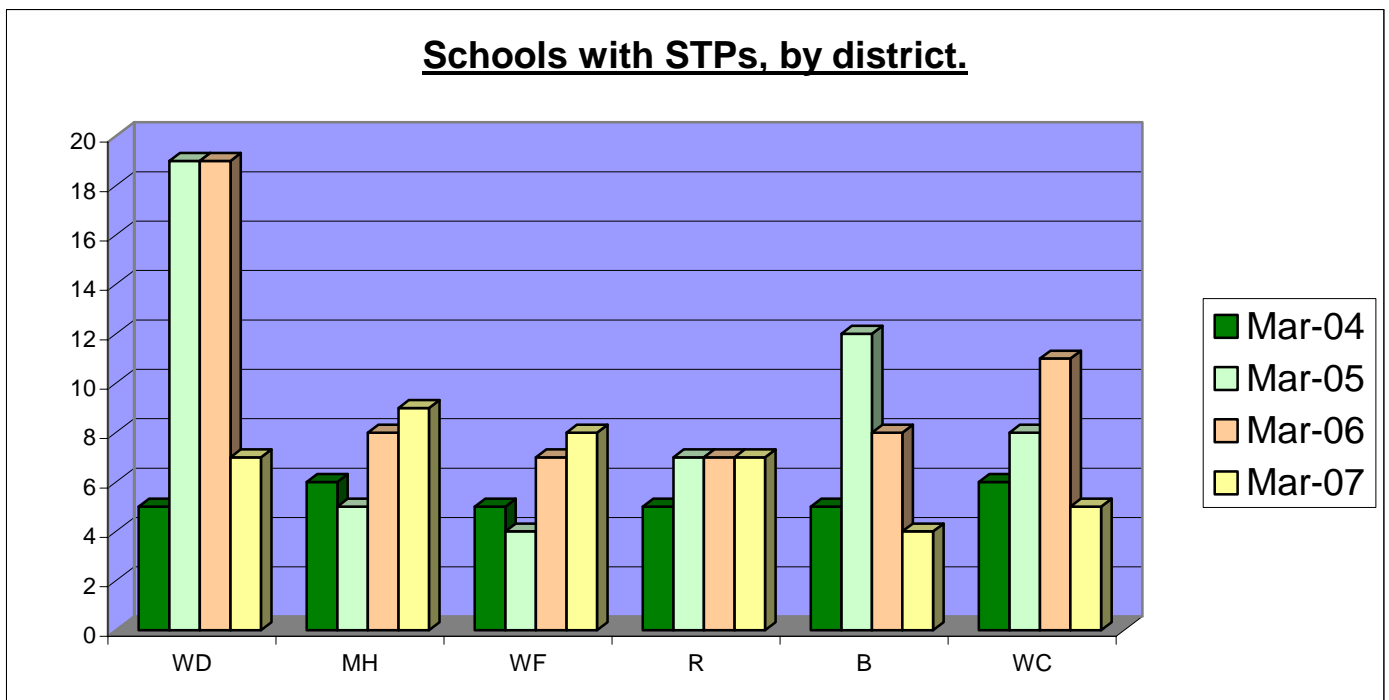
## 4.6 School travel plan development

Of the 291 educational establishments in Worcestershire, 188 had submitted travel plans by the end of March 2007. These have all been approved, and capital grants awarded, for schools to spend on capital items within the school grounds which will encourage/facilitate sustainable travel.

The government's aim is for all schools to have a travel plan by the end of 2009. Our targets have been and will be set in line with this.

Figure 4.6.1 below shows the number of school travel plans by district for Worcestershire up till March 2007.

**Figure 4.6.1**



## **4.7 Implications of Building Schools for Future & Primary Capital Grant**

### **4.7.1 Building Schools for the Future**

Worcestershire County Council is currently (August 2007) identified as being within 'wave 7' of this program, with funding to be available from 2011. This strategy covers 2007 – 2011, when our LTP2 will be reviewed. Both will take any Building Schools for the Future work into account as necessary.

### **4.7.2 Primary Capital Strategy**

All Local Authorities will receive funding from the Primary Capital Strategy from 2008/09 onwards. The level of funding (to be allocated to WCC) for the first three years (2008-09 being the first year), will be known after the Government's Comprehensive Spending Review, due towards the end of this year.

## 5 Stakeholder Consultation in Strategy Development

This strategy will be further developed over the coming six months from August 2007 and will be formally published in March 2008. Consultation will follow the guidelines set out in Worcestershire's Consultation Guidance. For details, please see:

<http://worcestershire.whub.org.uk/home/wccindex/wcc-con/wcc-con-toolkit.htm#are>

The Council has adopted a model called the **Ladder of Participation** that helps us be clear about what we want to achieve when engaging with the public.



**Information:** you tell people what is planned so that they are informed about what is happening.

**Consultation:** you are clear about what you are asking people's opinion about and why, you specify what can and cannot be changed. You offer a number of options and listen to the feedback you get. The decision is made taking account of the results of consultation alongside other factors

**Deciding together:** you encourage people to provide some additional ideas and options, and to decide with you the best way forward.

**Acting together:** not only do different interests decide together what is best, but also they form a partnership to carry it out. They are equally responsible for the outcome

**Supporting independent community initiatives:** you help others do what they want - perhaps within a framework of grants, advice and support provided by the resource holder

(Adapted from David Wilcox 1994)

The formal consultation process with schools, children, parents and stakeholders will assist with defining the following:

- **Target** services at what people want and need
- **Plan** services better to give users what they want, and expect
- **Improve** the delivery of services and take up of services
- **Test** options for service change
- **Prioritise** services and make better use of limited resources
- **Set** performance standards relevant to users' needs (and monitor them)
- **Support** bids for resources
- **Inform** the development and delivery of the Community Strategy and Local Strategic Partnerships

The consultation will aim to seek a representative cross-section of views. It is widely documented that some sections of the community are harder to engage in consultation than others. Therefore, appropriate action will be taken to ensure that the views of these individuals and groups are not excluded or overlooked.

The following groups have been identified to formulate the strategy and be part of the stakeholder consultation in the development of this strategy.

### 5.1 Corporate Steering Group

Initials	Name	Position
DP	Cllr Derek Prodger	Cabinet Member for Environmental Services
LE	Cllr Liz Eyre	Cabinet Member for Children's Services
RH	Richard Hubbard	Director, Children's Services.
JH	John Hobbs	Director, Environmental Services.
SG	Sarah Gilmour	Principle Transportation Engineer (Local Transport Plan)

### 5.2 Working Group

Initials	Name	Position (all WCC unless otherwise stated)
AC	Alison Cartwright	Service Development Manager, Children's Services
EvdG	Emilie van de Graaff	Safe & Sustainable Transport Manager
SW	Steve Wheatley	Education Travel Officer
RS	Ruth Stafford	Travel Plans Team Leader
ED	Ed Dursley	Scheme Identification Team leader
CH	Chris Holloway	Passenger Transport Planning & Review Officer
RW	Roger Woodward	Road Safety Team Leader
LA	Liz Altay	Public Health, Worcestershire PCT

### 5.3 Stakeholders

Initials	Name	Position (all WCC unless otherwise stated)
MP	Mike Parkin	Schools MIS Manager
CE	Clive Evans	Schools Admissions Manager
SE	Sally Everest	Network Control Manager
DC	Dave Clee	Accident Studies team leader
SL	Sarah Londesbrough	Team Manager Additional Needs Early Intervention & Review
AK	Angela Kirton	Healthy Schools
BC	Bridget Cooper	Service Development Manager - Youth Support
GR	Geoff Roberts	Children's Services, Accommodation
HN	Hannah Needham	Extended Schools
ZC	Zoe Cookson	Extended Schools
RB	Rupert Brakespear	Education for Sustainable Development (Eco Schools)
AB	Andy Baker	Integrated Passenger Transport Manager
DM	Darius Mason	Access Transport Team Leader
PS	Paul Smith	Integrated Transport Services Manager
CS	Cheryl Saunders	Business & Systems Manager, SEN
JT-F	Jeremy Temple-Fry	14-19
IL	Ian Layton	Youth Worker, Rural Youth Forum
DG	Dermot Galvin	Planning
RH	Dr Richard Harling	Director of Public Health, Worcestershire PCT
AK	Alec Kendall	Development Manager, Worcestershire PCT

## 5.4 Partnership Groups

<b>Initials</b>	<b>Group contact</b>	<b>Partnership</b>
AP	Emilie van de Graaff	Accessibility Partnership
CSTB	Alison Cartwright	Children's Services Transport Board
JMOF	Emilie van de Graaff	Joint Members and Officers Forum (District and County Council Partnership)
14-19 MG	Jeremy Temple-Fry	14-19 Management Group
14-19 TG	Steve Wheatley	14-19 Transport Working Group

## 6 Objectives and Key Performance Indicators

**Note: These are provisional - to be updated March 2008.**

At present the objectives set for this Sustainable School Travel Strategy are those included above. As part of the further development of the strategy, more detailed objectives will be set.

Current Key Performance Indicators used to measure progress towards meeting objectives:

- Modal shift – Actual behaviour change. Rises in the percentage of children travelling to/from school by sustainable means. Assessed through Hands Up Surveys and School census
- No of School Travel Plans Submitted by the end of March each year.
- Participation in Walk to School Week, Walk Once A Week, Bike Week
- Number and frequency of walking buses
- Number of children involved in walking buses
- No of vacant seats sold on buses each year.
- No of children who have received cyclist training.
- No of children who have received pedestrian training.

## **7 Assessment of Travel And Transport Needs of Young People**

Needs assessments have taken place per school, rather than per child. Needs have been assessed by taking the following into account:

### **7.1 Surveys**

- Safer Routes to School
- Hands Up Surveys
- Parent Travel Plan Surveys
- Student Travel Plan Surveys
- Accessibility mapping.

### **7.2 Documents and other research:**

- School Travel Plans
- Correspondence between pupils/parents/schools and Councillors/WCC Officers
- Accident Studies - Cluster sites and trip monitoring
- Road Safety – Observations and findings

### **7.3 Consultation Meetings**

- School Travel Plan Working Groups
- Focus Groups
- Walking bus meetings.

## **8 Issues in Worcestershire which affect children's travel and transport needs**

The following is a summary of some of the identified issues in Worcestershire affecting children's travel and transport needs.

### **8.1 Catchment Areas**

Most catchment areas in Worcestershire have not been altered for many years and are based on district or parish boundaries. Some children live within the catchment area of a school which is not their nearest one.

In order to maximise the amount of sustainable journeys made to and from schools, there is an opportunity to review the catchment areas taking into account the distance pupils will travel.

However, taking walking and cycling distances into account, catchment areas have recently changed in the Wyre Forest District. Middle schools are closing/have closed, with their pupils going to the Primary or High schools. Some new schools are being/have been built, for which new catchment areas have been established.

### **8.2 Affordable Housing/Sustainable Communities**

Schools need a minimum number of pupils in order to stay open. They are often centres of the community. If the school closes, the remaining pupils in the village have to travel longer distances (often by car) to the next-nearest primary school. Those who do not have private transport may have to move, or pay for taxis. In time the village is likely to have fewer and fewer young families, thereby segregating them from older members of the community (and those without young children). Where affordable housing is built, it encourages sufficient attendance at such schools and helps to avoid their closure. With sufficient numbers within a village, the majority can walk or cycle to school (e.g. Eckington), making their community more sustainable.

### **8.3 Parental Choice**

Parents may choose not to send their children to their nearest school, as it is not deemed to be as good as those further away. They choose to send their children to another school, but are not entitled to free transport and choose to drive their child to and from the school.

### **8.4 Special needs in rural areas**

Pupils living in Worcestershire with special needs which their local school cannot fully meet require dedicated transport.

## 9 Audit of Infrastructure

**Appendix IV** shows which schools have had infrastructure improvements either as a result of the Safer Routes to School programme throughout LTP1 or as a result of developing a School Travel Plan.

## 10 Area wide initiatives supporting the promotion of sustainable travel & transport

Initiative	Website
Healthy Schools – Schools must work on STPs to get HS status	<a href="http://www.healthyschools.gov.uk/">http://www.healthyschools.gov.uk/</a>
Eco Schools – Helps schools progress to Green Flag status	<a href="http://www.eco-schools.org.uk/">http://www.eco-schools.org.uk/</a>
Sustainable Travel Demonstration Town Project	<a href="http://www.worcestershire.gov.uk/choose">www.worcestershire.gov.uk/choose</a>
Sustrans Links to schools. 5 Worcestershire schools have benefited from this.	<a href="http://www.sustrans.org.uk/">http://www.sustrans.org.uk/</a>
Walk to school week	<a href="http://www.walktoschool.org.uk/">http://www.walktoschool.org.uk/</a>
Bike to school week	<a href="http://www.bikeforall.net/content/cycling_to_school.php">http://www.bikeforall.net/content/cycling_to_school.php</a>
Bike It Officer	<a href="http://www.sustrans.org.uk/default.asp?sID=1102425335218">http://www.sustrans.org.uk/default.asp?sID=1102425335218</a>
Connect2	<a href="http://www.sustrans.org.uk/default.asp?sID=1156519444250">http://www.sustrans.org.uk/default.asp?sID=1156519444250</a>
National Cycle Network	<a href="http://www.sustrans.org.uk/default.asp?sID=1089735289781">http://www.sustrans.org.uk/default.asp?sID=1089735289781</a>
Employer Travel Plans	<a href="http://worcestershire.whub.org.uk/home/wccindex/wcc-ht/wcc-ht-sustainability.htm">http://worcestershire.whub.org.uk/home/wccindex/wcc-ht/wcc-ht-sustainability.htm</a>
Local Development Frameworks (1 per district)	<a href="http://www.worcester.gov.uk/index.php?id=1124">http://www.worcester.gov.uk/index.php?id=1124</a> <a href="http://wychavon.whub.org.uk/home/wdcindex/wdc-planning/wdc-planning-localplan.htm">http://wychavon.whub.org.uk/home/wdcindex/wdc-planning/wdc-planning-localplan.htm</a> <a href="http://malvern.whub.org.uk/home/mhc-planning-dc-ldf">http://malvern.whub.org.uk/home/mhc-planning-dc-ldf</a> <a href="http://www.wyreforestdc.gov.uk/ccm/navigation/planning-and-environment/planning/local-development-framework/?jsessionid=9744190FCD6BA7A95C991D379D1D36BB">http://www.wyreforestdc.gov.uk/ccm/navigation/planning-and-environment/planning/local-development-framework/?jsessionid=9744190FCD6BA7A95C991D379D1D36BB</a>
Workwise	<a href="http://worcestershire.whub.org.uk/home/wcc-ht-workwise-home">http://worcestershire.whub.org.uk/home/wcc-ht-workwise-home</a>

**For information on the following initiatives, please use emails below:**

Independent Travel Training	<a href="mailto:robinson@worcestershire.gov.uk">robinson@worcestershire.gov.uk</a>
Concessionary Card Scheme – Severn	<a href="mailto:cjholloway@worcestershire.gov.uk">cjholloway@worcestershire.gov.uk</a>
Accessibility Partnership	<a href="mailto:evan-de-graaff@worcestershire.gov.uk">evan-de-graaff@worcestershire.gov.uk</a>
Paying for Vacant Seats on school buses	<a href="mailto:swheatley@worcestershire.gov.uk">swheatley@worcestershire.gov.uk</a>

## 11 APPENDICES

### Appendix I

Map showing levels of accessibility to Middle/High schools within Worcestershire, during the AM peak period.

### Appendix II

Map showing levels of accessibility to Further Education Colleges within Worcestershire, during the AM peak period. This map demonstrates that 71% of 16 – 19 year olds can reach their nearest FE College within 1 hour (by bus).

### Appendix III

Results of the last Hands Up Surveys conducted in October 2006.

### Appendix IV

Map showing which schools have had infrastructure improvements, either as a result of the Safer Routes to School programme (throughout LTP1), or as a result of developing a School Travel Plan.