



Sustainable Modes of Travel to School Strategy 2010



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the Audit Commission*



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1. Foreword

The Education and Inspections Act 2006 extended local authorities' duties to consider the travel needs of all pupils including extended provision of free school transport for the most disadvantaged families and to promote more sustainable modes of travel and transport.

This document sets out Shropshire Council's updated Sustainable School Travel Strategy which has been based on the available information regarding an assessment of pupil travel and transport needs, and an audit of the sustainable transport infrastructure that supports travel to school.

The promotion of sustainable travel to school contributes to many other current priorities including:

- The reduction of carbon emissions and improvement of air quality
- The improvement of public health and reduction of child obesity levels
- The reduction of congestion and of road traffic casualties

2. Introduction

2.1 National school travel trends

Nationally, one in three trips to school is 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 rural Shropshire, 16% of secondary age children and 37% of primary age children travel to school by car.

2.2 The benefits of promoting sustainable school travel

There are many potential benefits of reversing this trend. Many schools struggle with traffic congestion at their gates and drivers joining the school run add significantly to peak traffic. Children arriving by car miss out on a valuable opportunity to be physically active. Lack of physical activity is contributing to an alarming growth in childhood obesity and weight problems. Local and Shropshire travel surveys show that there is unmet demand among young people for more active and independent travel. Emissions from motorised vehicles play an increasingly significant part in local and global air pollution and climate change.

The focus on school travel will make a significant contribution towards improving outcomes for children and their families through the development of this strategy in line with the aims of Every Child Matters:

- Improving well being and health through increased walking and cycling to school or college for those who live near enough;
- Increasing the use of buses and car sharing as an alternative to a single occupancy car trip;
- Reducing levels of congestion and pollution through the promotion of more environmentally friendly modes of travel;
- Making safer school journeys and reducing child accident casualties;
- Supporting the development of children and young people's life skills including road safety and being able to make independent travel choices; and
- Providing children and young people with opportunities to make a positive contribution through participation in the school travel and safer routes to school planning process.

The Strategy will also support the delivery of the four Local Transport Plan goals:

1. Support enterprise and growth
2. Reduce carbon emissions and enhance our natural and built environment
3. Improve quality of life and promote equality of opportunity
4. Healthy, safe and confident communities

2.3 The Vision

The authority's overall vision is:

“Schools working in partnership with the Local Authority: to promote healthier and less polluting modes of school travel helping to improve safety, reduce congestion and other negative aspects of car travel; to seek to provide suitable facilities to support those who travel more sustainably both on and off site; to build sustainable travel and transport into the wider learning experience of every child and to provide first class information on sustainable

school travel options for parents as part of the admissions process”.

”Shropshire’s schools to be models of sustainable travel, where vehicles are used only when absolutely necessary and where there are exemplary facilities for healthier, less polluting or less dangerous modes of transport”.

2.4 The duty

The Education and Inspections Act 2006 places a statutory duty on local authorities to promote sustainable travel to and from school and 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 modes on the journey to, from, and between schools and other institutions.

2.5 Scope of the strategy

This Strategy applies to school travel and transport for all children living in Shropshire, 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 covers the period September 2007 to August 2012.

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.

3. School travel and transport –national and local context

3.1 Links to national policies and strategies

In addition to *The Education and Inspections Act (2006)*, the promotion of sustainable and safe school travel addresses many other issues including:

- health and wellbeing
- childhood and adult obesity
- traffic accidents
- air quality and carbon reduction

3.2 Links to local policies and strategies

The Strategy builds on much existing local work within the previous Local Transport Plan and the Children and Young People's Plan. It also supports the work of Healthy Schools, Safer Schools and Eco-schools, and will play a key role in the Council's Carbon Management Plan. Baseline data for 2008 indicates that transport is responsible for 13% of the Council's carbon emissions. There is a commitment to reduce carbon emissions by 35% by 2014, so school travel can play a key part in this.

In May 2010 Shropshire Council introduced the Cycle to Work Scheme for all employees and this is being actively promoted to all staff in schools. In May – June 2010 48% of the uptake for the scheme was from school staff.

3.3 The authority and its schools

Shropshire is predominantly a rural county, but with significant centres of population in the county town of Shrewsbury and the market towns of Bridgnorth, Craven Arms, Ellesmere, Ludlow, Market Drayton, Oswestry and Whitchurch. With an estimated population of 287,900 (SCC 2005) Shropshire was the least populated two tier county in England. On 1 April 2009 the 6 Shropshire councils merged to make one new council delivering services for the whole county.

In recent years, the county's population has grown more quickly than the national average. Shropshire has an aging population made more pronounced because the in-migration is of older workers and retired people, and outgoing migration is of young people seeking employment and higher education opportunities. Thus, Shropshire's school population is falling at a greater rate than the national average and there are currently over 3,000 surplus school places. However, this is not uniform across the County and in a handful of schools falling rolls are not a feature.

A particular challenge for transport is presented by the sparsity of Shropshire's population. It is difficult to provide local services in an efficient and effective way and both school and public transport services are therefore particularly costly to provide.

A further complication is the somewhat limited range of transport operators available for the school run and the availability of school bus drivers. This reduces competition and can drive tender prices higher. The increasing volatility of world oil markets adds a further uncertainty to the costs operators face which they may pass onto the County Council.

In September 2010 there will be 133 maintained primary, infant and junior schools, 22 secondary schools, 2 special schools and 31 independent and independent special schools within Shropshire.

Every maintained Shropshire school has a catchment area. The catchment area plays a significant part in eligibility for free school transport although distance from the home to school and whether the school attended is the nearest also play a part in determining eligibility. Parental preference is a double edged sword – the freedom to make a preference and gain a place outside the catchment area, more often than not does not create eligibility for free school transport. Whilst the heart of the school transport system is based upon the legal requirement to offer free school transport based upon entitlement, spare places in contract transport are offered on a reduced payment scheme to discourage single car usage. In January 2010, 5,626 primary school pupils (28.6% of the primary school population) attended schools outside their catchment area. The majority of these would not be eligible for free school transport and many are travelling distances too far to walk or cycle. Car travel is therefore often the only option for families who make this choice.

3.4 Home to school transport provision

Around 1,500 primary pupils receive home to school transport provided by Shropshire Council, 4,500 secondary pupils and about 1,000 post -16 pupils. The Education and Inspections Act 2006 requires travel arrangements to be made for 'eligible children'. Eligible children fall into the following categories:

- Unable to walk to school by reason of Special Education Needs (SEN), disability or temporary medical condition. Shropshire's current SEN arrangements cover this.
- Unable to walk in safety to school – this also extends to disabled parents who are unable to accompany their child – the route may be deemed safe for the child but not for the disabled parent. Current Shropshire Council 'Exceptional Hazard' policy covers this.
- Current arrangements for provision of school transport outside the statutory distances which remain unchanged.

Rights to free school transport have been extended at both primary and secondary level for low income families. For primary age pupils, Shropshire already extends the two mile limit to those aged 8 to 11 so there would be no requirement to differentiate between those who are low income and those who are not.

At the secondary level, for children from low income families – that is those entitled to free school meals or those in receipt of their maximum level of Working Tax Credit, assistance will be provided to the three nearest schools that fall within a two to six mile distance from a pupil's home, as measured by the shortest walking distance. This assistance might be a bus pass for public transport or a mileage rate for cycling or parent transporting the pupil to school. It may not necessarily mean dedicated school buses

3.5 Extended Schools

The Government expects that by 2010 all children, young people and their families will have access to extended services through or at their local school. Where pupils normally travel on school buses at the end of the school day, participation in after school activities often means they have to travel home by car, but in some cases, a late bus replaces one at the normal time.

3.6 14-19 Diplomas

In Shropshire 5 Area Partnerships have been established and diplomas are available in all of these areas from September 2010. There is now a dedicated officer dealing with transport provision for these courses and there is close liaison with the general school transport provision in order to make the best use of vehicles. Buses are shared between schools and colleges, and timetables co-ordinated to make best use of transport. Pupils within the Shrewsbury area are issued with passes to use public transport services or are directed to the Cycle Shrewsbury website for cycle route planning. Where taxis have to be used, they are accommodating 4-6 pupils to maximise their use.

Future actions to comply with duty

- There will be a need to identify those children already in the system who may not be receiving free transport and under the new arrangements have become eligible i.e. For each school it will be necessary to know the numbers of children who under the Education and Inspections Act are now entitled to free school transport based on home location and distance travelled to school
- The transport implications of extended schools and 14-19 agenda need to be fully considered and ways of addressing these issues monitored.

4. Assessment of travel and transport needs

4.1 School Travel Plan development

As stated in the 'Home to School Travel and Transport guidance', we are in large part basing our assessment of children and young people's travel and transport needs on the data provided in school or college travel plans. The inclusion of Mode of Transport in the annual School Census (introduced in Jan 07) is an additional source of valuable data for the assessment of travel needs and Shropshire is one of only a handful of LAs where 100% returns were made of this vital source of information.

Travel plans also ask children about their travel mode preferences and barriers to travelling by more sustainable modes. The travel plan process engages all key groups in the school community in assessing their travel and transport issues, needs and aspirations.

Schools monitor the results of mode share surveys to check they meet targets set in their Travel Plans.

4.2 School Travel Plan (STP) output 2004 - 2010

Local Authority	No Of Schools*	2004 STPs and Grant Claims	2005 STPs and Grant Claims	2006 STPs and Grant Claims	2007 STPs and Grant Claims	2008 STPs and Grant Claims	2009 STPs and Grant Claims	2010 STPs and Grant Claims	Total STPs to date	Independent Schools with STPs 2004 - 2010	Total as %of schools March 2010
Shropshire ALL SCHOOLS	197	33	33	44	36	15	15	8	184	12	90.4%
Shropshire STATE MAINTAINED SCHOOLS ONLY	158 (At Aug 10)	33	33	44	36	11	9	7	173	N/A	100%

At July 2010, all 158 maintained schools in Shropshire have School Travel Plans. 14 primary schools were involved in mergers during the year to form 7 new schools, all of which completed new travel plans. The Travelling to School Initiative (TTSI) has set a national target for 100% of schools (including independent schools) with a Travel Plan by March 2010. 12 Shropshire Independent Schools now have produced a Travel Plan.

All maintained schools producing a School Travel Plan have received a one off capital grant in the form of Devolved Formula Capital from DCSF worth approximately between £4,000 and £5,000 for a primary school and around £10,000 for a secondary school. Most of the schools with School Travel Plans have now spent their grants on sustainable travel related infrastructure, including cycle parking, parent waiting shelters, new footpaths, lockers, segregated walkways and driveways.

4.3 Current travel patterns – 2010 baseline data

The majority of Shropshire's schools have taken part in an annual Shropshire School Travel Survey since 2002. This has provided valuable data to monitor travel patterns and progress against Local Transport Plan (LTP) targets.

In January 2007 all schools with travel plans were required to provide Government with information on how children travel as part of the spring 'School Census' reporting mechanism. Shropshire has had 100% response from all schools since 2007 providing the following data.

	car (including vans and taxis)	car share	public transport	walking	cycling	other	unclassified (Not supplied, Missing)	total number of pupils
2006/07 data								
Aged 5-10	6,954	668	1,482	8,230	379	13	0	17,726
Aged 11-15	2,840	350	6,841	6,031	535	51	0	16,648
All Ages	9,794	1,018	8,323	14,261	914	64	0	34,374
2007/08 data								
Aged 5-10	6,858	599	1,436	8,298	280	3	0	17,474
Aged 11-15	2,797	326	6,686	5,891	554	54	0	16,308
All Ages	9,655	925	8,122	14,189	834	57	0	33,782
2008/09 data								
Aged 5-10	6,538	620	1,393	8,184	354	6	0	17,095
Aged 11-15	2,709	310	6,749	5,829	596	36	0	16,229
All Ages	9,247	930	8,142	14,013	950	42	0	33,324
2009/10 data								
Aged 5-10	6,454	622	1,268	8,187	359	7	0	16,897
Aged 11-15	2,697	338	6,569	5,894	563	39	0	16,100
All Ages	9,151	960	7,837	14,081	922	46	0	32,997

The data below suggests a modest trend away from sole car use to more sustainable modes of travel over the period. Figures are for all maintained schools.

	car (including vans and taxis)	car share	public transport	walking	cycling	other
2006/07 data						
Aged 5-10	39.2%	3.8%	8.4%	46.4%	2.1%	0.1%
Aged 11-15	17.1%	2.1%	41.1%	36.2%	3.2%	0.3%
All Ages	28.5%	3.0%	24.2%	41.5%	2.7%	0.2%
2007/08 data						
Aged 5-10	39.2%	3.4%	8.2%	47.5%	1.6%	0.0%
Aged 11-15	17.2%	2.0%	41.0%	36.1%	3.4%	0.3%
All Ages	28.6%	2.7%	24.0%	42.0%	2.5%	0.2%
2008/09 data						
Aged 5-10	38.2%	3.6%	8.1%	47.9%	2.1%	0.0%
Aged 11-15	16.7%	1.9%	41.6%	35.9%	3.7%	0.2%
All Ages	27.7%	2.8%	24.4%	42.1%	2.9%	0.1%
2009/10 data						
Aged 5-10	38.2%	3.7%	7.5%	48.5%	2.1%	0.0%
Aged 11-15	16.8%	2.1%	40.8%	36.6%	3.5%	0.2%
All Ages	27.7%	2.9%	23.8%	42.7%	2.8%	0.1%

Future actions to comply with duty

- The School Census must be repeated each year to ensure that the mode of travel data is correct at the census date

- More detailed travel surveys (which are carried out at the start of the STP process) revealing preferences and travel/transport issues need to be repeated on a sample basis
- Current survey work needs to be extended to ensure all further education establishments and independent schools are fully assessed
- All STPs need to be reviewed and updated – every 2 – 3 years

5. Audit of Sustainable Travel and Transport Infrastructure

By 'infrastructure' we mean not only physical improvements such as walking and cycling routes, pedestrian crossings and school cycle parking but also the availability of school buses, public transport and 'people led' school travel initiatives such as school crossing patrols, walking buses, child pedestrian and cycle awareness training, 'park and stride' schemes and walking incentive schemes.

5.1 A mapping exercise

Maps are a useful way of presenting information about how schools are served by buses, footpaths, cycle routes and other school travel schemes like walking buses. Maps have now been prepared for each maintained school in Shropshire, showing key routes to school and giving details of catchment areas, and particular activities such as walking bus routes, park and stride sites and the availability of cycle routes.

Each School Travel Plan also contains a postcode map showing where children live in relation to the school. School census data also enables maps showing pupil's home postcode and usual mode of travel to also be created. From these the areas where remedial measures may be suitable can be highlighted. This data can be used to prioritise schools where there is the potential for modal shift, for example when a large number of pupils living near to the school currently travel by car. Figures for 2009 are currently available and show the following situation in Shropshire.

	Travelling by car and less than ½ mile		Travelling by car and less than 1 mile	
Aged 5-10	1688	9.9%	3234	18.9%
Aged 11-15	150	0.9%	645	4.0%
All ages	1838	5.5%	3879	11.6%

5.2 Arrangements made to support sustainable transport

Local authorities have identified actions which will support sustainable travel to school for as many pupils as possible. These actions include cycle and pedestrian training, the provision of independent travel training, provision of an escort to enable a child with SEN to walk a short distance to school instead of a taxi, cycling allowance where there would be entitlement on a bus but a parent agrees to the alternative, escorts for walking buses, cycle routes, traffic calming, 20 mph zones around schools and on heavily used walking routes, and the use of minibuses owned by a school or collection of schools.

Details in this document could provide a valuable tool for admissions advisers to support disadvantaged families in gaining access to schools that best meet the talents, needs and aspirations of their children.

5.3 Safer Routes to School

Actions to change the physical highway infrastructure around a school are progressed through Shropshire Council's Safer Routes to School programme. See Appendix 2 for the Safer Routes to School Process and Prioritisation scheme. Based on our current intelligence and prioritisation system, we are able to plan a limited programme of Safer Routes to School physical infrastructure improvements.

5.4 Data relating to personal safety and security

This includes poor behaviour on buses, bullying on the journey to school etc.

Some of the detailed parent and pupil travel survey questionnaires used in preparation of STPs contain questions relating specifically to bus behaviour and all will have a more general question regarding perceptions of safety on the school journey. These key travel and transport issues are noted in all travel plans (a national requirement) and help inform realistic and achievable action plans.

Intelligence on bus behaviour is also collected by the Passenger Transport Services team and the introduction of CCTV cameras on 35 school buses has made a considerable improvement (see below).

5.5 Home to School Transport Survey 2007

As part of Children and Young People Services, Premises and Planning (CYPS P&P) and the Passenger Transport Services (PTS) continuous improvement and Best Value Programmes, a Customer Survey is held every 3 years where pupils, parents and school heads are invited to comment on home to school transport provided by Shropshire Council. The next survey will be in 2010.

The purpose of the survey is to assess satisfaction of pupils, parents and schools with the various aspects of home to school transport, and to compare the results with previous surveys to determine if services are improving or not. It also gives an opportunity for pupils, parents and school heads to rate and make comments on particular issues that concern them.

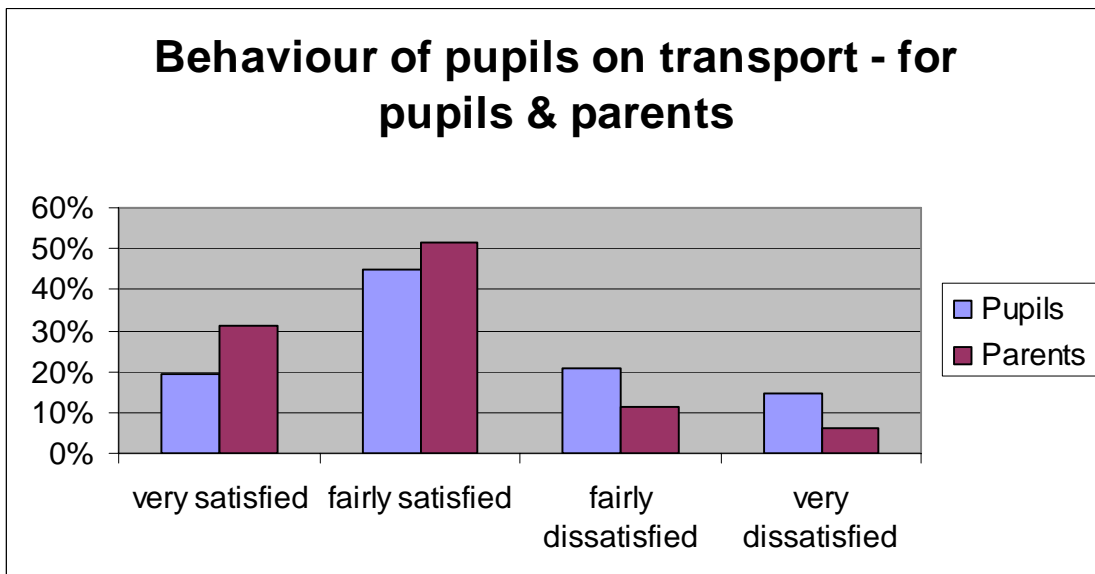
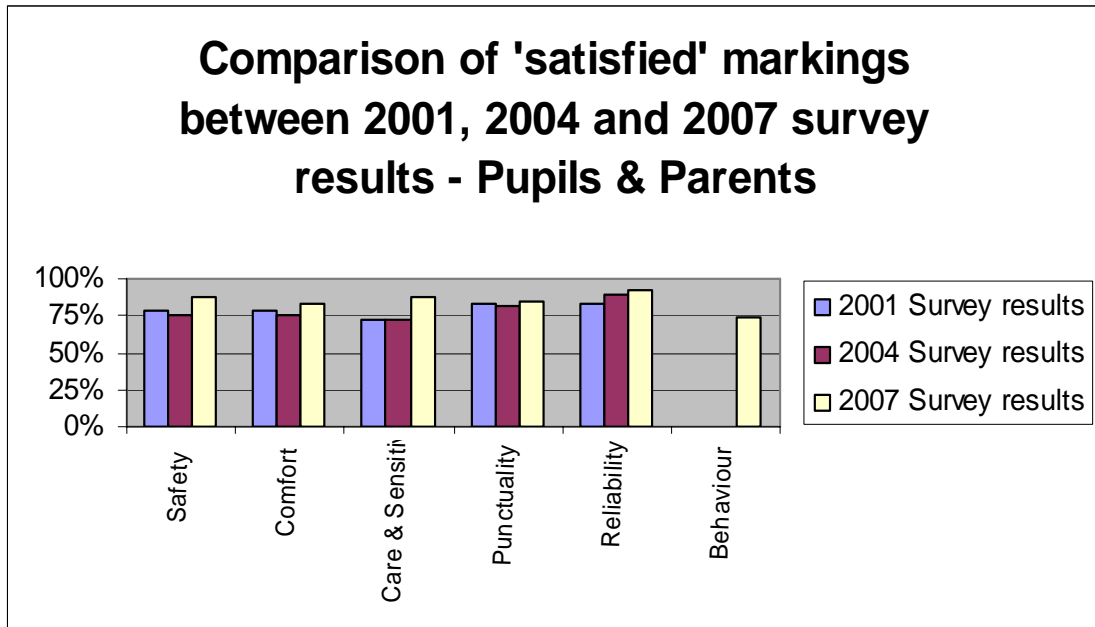
The major changes made in the 2007 survey from the 2004 survey were:

- 1) In 2004, questionnaires were sent out to 10% of parents whereas in 2007 questionnaires were sent out to 5% of pupils attending secondary school and colleges and 5% of parents across all school types.
- 2) A question on behaviour on school transport was included in 2007.

Some key findings were:

- There are high levels of satisfaction with the service generally;
- Pupils, parents and schools are experiencing similar levels of service;
- The major concerns of 3 and 6 years ago remain the concerns of today i.e. seatbelts, punctuality and behaviour;
- The level of satisfaction with the PTS has risen significantly over the last 3 years;
- Continuous monitoring of vehicles, routes and operators performance are key actions to improving service;
- Setting higher quality standards for operators, vehicles and drivers could raise future satisfaction ratings, but would entail extra costs which may be prohibitive;
- The provision of escorts continues to be on parents' 'wish lists', but again, the extra costs would be very significant;

- Behaviour is a major issue with all 3 client types and the PTS needs to look at how this area can be improved – CCTV will continue to be targeted at problem routes; and
- In the context of the seatbelts issue, these have been required on all new contracts from September 2007.



6. Aims, objectives and targets

6.1 Aims

- Carbon reduction and environmental improvements due to reduced car use
- Health benefits from more walking and cycling
- Enhanced child safety and security
- Improved accessibility to schools

6.2 Objectives

- 1. To ensure school communities address school travel issues, by increasing the number of institutions developing high quality travel plans including independent schools and colleges.**
 - Encourage remaining Independent Schools and Post -16 colleges to write travel plans.
 - Liaise with architects, planning officers and Highways Development Control over travel plans for new or extended premises.
- 2. To support all schools implementing STPs, monitoring and reviewing STPs to ensure travel needs assessments are up to date and relevant.**
 - Help schools to review their travel plans every 2-3 years.
 - Promote the Shropshire Award scheme for travel plans.
- 3. To reduce sole occupancy car use on the school journey and promote active travel modes.**
 - Encourage walking initiatives at schools, linked to national and regional campaigns.
 - Support walking buses and provide training for volunteers.
 - Encourage schools to undertake the 'Stepping out' pedestrian training scheme.
 - Offer cycle training to all schools – Bikeability level 2 for primaries and levels 2 and 3 for secondaries.
 - Work with Cycle Shrewsbury Bike It officer and cycle coach to provide extra cycling opportunities for schools within Shrewsbury.
 - Support all schools in the promotion of walking and cycling via special events.
 - Ensure there is adequate cycle parking provision at schools
 - Provide support for car sharing and park and stride schemes
- 4. To improve safety on the school journey where possible**
 - To work closely with the Safer Routes to School officer, Cycle Shrewsbury and Traffic Management teams on safer routes to school

5. To improve awareness of sustainable travel and road safety amongst parents, staff and pupils

- Encourage all schools to involve road safety education within their curriculum
- Work with Healthy Schools and Sustainable Schools colleagues to provide support for schools in encouraging active travel
- Encourage all schools to use their website and prospectus to promote sustainable travel and offer help at induction events for parents
- Promote the Cycle to Work scheme to all school staff

6. To enable eligible children to benefit from transport assistance entitlements and extended rights to free school transport

- Provide relevant information to parents and support full use of school buses
- Provide information on public transport options where relevant

7. To ensure school planning and building design gives due importance to sustainable travel principles and best practice and involves officers in an integrated approach

- Work closely with architects and planners on new building and extensions to school premises
- To encourage the adoption of BREEAM guidelines for new buildings

8. To support the promotion of healthy lifestyles and the Shropshire Partnership's Obesity Strategy by encouraging walking and cycling to school and joint initiatives

- Liaise closely with the Healthy Schools staff and the PCT on active travel to school

Progress with objectives

- 2 further Independent School Travel Plans this year
- Close working with architects over building work at 7 new primary schools and at William Brookes School
- 122 schools have now reviewed their travel plans
- 36 schools now have the Silver Award and 16 the Gold Award
- Walk to School Week competition in May 2010
- 24 walking buses operating
- Bikeability Level 1 training for 247 pupils, Level 2 for 1622 pupils and Level 3 for 37 pupils
- 12 Shrewsbury primary schools had Bike It officer working with them
- Safer Routes to School improvements for 7 schools (with Cycle Shrewsbury help)
- Participation in Sustainable Schools Conference for Shropshire schools
- Induction meetings attended at schools and Sixth Form College
- 74 school staff have purchased bikes through the Cycle to Work scheme
- Regular meetings with Healthy School Officers, PCT Childhood Obesity Strategy Group and Education Sustainability Group

6.3 Target

No increase in the proportion of pupils travelling to school by car (excluding car share), and an increase in levels of walking and cycling.

7. Delivery of the Strategy

The strategy will be delivered in the following ways:

- Building on existing programmes of work, including the LTP and STP activity.
- Developing activities which include the whole school community.
- Assisting and encouraging school communities to review school travel plans and supporting them through their implementation.
- Looking at measures to create safer routes to school and more general safe and pleasant walking and cycling facilities.
- Through education and building school travel into the school culture.
- Planning system - ensuring that new and extending schools develop useful STPs as required by Planning Policy Guidance 13 and incorporate travel planning into the Building Schools for the Future Programme.
- Working with other organisations working with young people, transport providers, police, community organisations, Primary Care Trust and other organisations.

8. Monitoring and Evaluation of Targets

Monitoring will include tracking the following:

- Individual STP targets via the school review process;
- County wide modal split on the home to school journey via spring school census returns;
- Road Safety casualty reductions; and
- School travel and transport customer satisfaction surveys.

Further internal communication links will also include:

- The Travel to School Working Group which includes School Travel Plan Co-ordinator, Road Safety Officers, cycle and pedestrian trainers, PTS Entitlement Officer, CYPS Sites and Grounds Officer, Bike It Officer and Safer Routes to School Officer
- School Travel Team, PTS Entitlement Officers and Admissions Officers – termly meetings for general information exchange;
- School Travel Team and Education Places Manager/Admissions Administrator in readiness for update of Spring School Census; and
- The Education Sustainability Liaison Group for the monitoring of carbon reduction.

9. Strategy Review

The Strategy will be updated by August each year by Transport Planning.

10. Further information

School Travel Plan team on 01743 253008 or go to the website below.

www.shropshire.gov.uk/traveltransport.nsf

Appendix 1

How do Shropshire children travel to school? - School Travel Patterns 2002 – 2009

Age 5 to 16, state maintained schools only (figures for 2009/10 include 16-19 pupils too)

Note: Due to the change in methodology for collecting car share data between 2007 and previous years, figures are not comparable. This was due to the introduction of the new national data collection scheme. All future data will be comparable with 2006/07.

2002-2010 TRAVEL MODE DATA

SCHOOL		%WALK	%CYCLE	% CAR	% CAR SHARE	TOTAL CAR	%BUS	%TAXI	TOTAL
Total State Schools	2002/03	39.5%	2.3%	19.8%	12.5%	34.0%	24.2%	1.7%	23791
Total State Schools	2003/04	40.1%	2.8%	19.2%	13.2%	33.9%	23.1%	1.6%	28646
Total State Schools	2004/05	40.1%	2.9%	16.6%	16.7%	34.9%	22.1%	1.6%	31613
Total State Schools	2005/06	40.8%	3.2%	11.7%	22.0%	35.0%	20.9%	1.4%	31970
Total State Schools	2006/07	42.2%	2.5%	28.0%	3.0%	32.2%	22.9%	1.2%	37100
Total State Schools	2007/08	42.4%	2.8%	27.8%	2.8%	30.6%	23.4%	1.2%	37821
Total State Schools	2008/09	43.2%	2.6%	27.1%	2.8%	29.9%	22.9%	1.1%	38605
Total State Schools	2009/10	43.5%	2.5%	27.4%	3%	30.4%	22.3%	1.1%	38433

SCHOOL		%WALK	%CYCLE	% CAR	% CAR SHARE	TOTAL CAR	%BUS	%TAXI	TOTAL
Total Secondary	2002/03	34.9%	3.0%	9.2%	9.0%	19.1%	43.0%	0.8%	10715
Total Secondary	2003/04	35.9%	3.0%	8.6%	9.2%	18.7%	42.3%	1.0%	12663
Total Secondary	2004/05	35.5%	3.2%	7.1%	10.7%	18.7%	42.6%	0.9%	13043
Total Secondary	2005/06	37.0%	3.5%	6.2%	12.4%	19.5%	39.9%	0.8%	13705
Total Secondary	2006/07	36.5%	3.2%	16.0%	2.1%	18.9%	41.1%	0.7%	16533
Total Secondary	2007/08	36.0%	3.3%	16.4%	2.0%	18.4%	41.4%	0.7%	17318
Total Secondary	2008/09	35.8%	3.5%	15.7%	1.9%	17.6%	41.7%	0.8%	17294
Total Secondary	2009/10	36.4%	3.3%	15.7%	2.3%	18%	40.8%	0.9%	17222

SCHOOL		%WALK	%CYCLE	% CAR	% CAR SHARE	TOTAL CAR	%BUS	%TAXI	TOTAL
Total Primary	2002/03	43.3%	1.7%	28.5%	15.3%	46.3%	8.7%	2.4%	13076
Total Primary	2003/04	43.4%	2.6%	27.6%	16.3%	45.9%	7.9%	2.0%	15983
Total Primary	2004/05	43.3%	2.6%	23.2%	21.0%	46.3%	7.8%	2.0%	18570
Total Primary	2005/06	43.7%	2.9%	15.8%	29.1%	46.7%	6.7%	1.8%	18265
Total Primary	2006/07	46.8%	2.0%	37.6%	3.7%	42.9%	8.3%	1.6%	20567
Total Primary	2007/08	48.4%	1.5%	37.9%	3.4%	41.4%	7.6%	1.0%	20206
Total Primary	2008/09	50.0%	1.9%	36.7%	3.6%	40.3%	7.2%	0.6%	20995
Total Primary	2009/10	50%	1.9%	37.2%	3.5%	40.8%	6.7%	0.5%	20885
SCHOOL		%WALK	%CYCLE	% CAR	% CAR SHARE	TOTAL CAR	%BUS	%TAXI	TOTAL
Total Special	2007/08	2%	0	6.1%	0.8%	6.7%	40.7%	49.5%	297
Total Special	2008/09	1.6%	0	6.0%	0.9%	6.9%	38.9%	52.2%	316
Total Special	2009/10	1.7%	0	7.4%	0.9%	8.3%	40.2%	49.4%	326

Appendix 2 - Safer Routes to School Prioritisation and Process

The Safer Routes to School (SRTS) programme is co-ordinated by Shropshire Council with funding from the Local Transport Plan. The programme provides additional support for those schools with a School Travel Plan and funds projects on the public highway that promote more environmentally sustainable and healthier ways of getting to and from school, with particular emphasis on walking and cycling. SRTS projects may also improve safety around the school entrance and on the main routes to school.

SRTS is intrinsically linked to the development and review of School Travel Plans and the Sustainable Modes of Travel to School Strategy, with a key aim of reducing the number of journeys to and from school made by motor vehicles. By working with the school community concerns raised through a plan may be addressed through a SRTS scheme.

Some examples of SRTS measures are:

- Pedestrian crossings
- Footway improvements
- Traffic calming
- Parking restrictions
- Improved cycle route facilities
- Improved links to bus stops

- Flashing amber warning lights
- Footway buildouts
- Signing
- Lining measures
- Speed restrictions

Safer Routes to School Prioritisation

In order to be considered for a Safer Routes to School project, each school is assessed against the following criteria:

1. Whether the school has produced a School Travel Plan (STP)

An adopted STP is now essential for a scheme to be considered for the Safer Routes programme. Schools must also demonstrate that they have actively reviewed their school travel plan within a reasonable time period.

2. Whether the school has requested any measures on the highway

The Safer Routes to School programme is intended to assist with wider issues associated with safe and sustainable travel to and from school (usually on the highway). Schools will be expected to use STP grant and school capital grants to fund works wholly on the school site.

Schools are asked to complete a Safer Routes to School request form in order to be considered for a potential Safer Routes to School scheme in the annual prioritization.

3. Level of school commitment

A high level of support and involvement from the school needs to be demonstrated if a scheme is to be considered for Safer Routes to School funding. The level of

commitment is gauged by asking what initiatives have taken place since the STP was adopted and whether significant a reduction in car use has already been achieved:

- Is there an established school travel working group?
- Is there any other evidence of the school community taking responsibility for delivering or reviewing the STP?
- Has the school implemented any STP initiatives or been involved in other travel / road safety initiatives i.e. walking buses / park and stride?
- Do the results of the school census mode of travel data indicate a reduction in the proportion of youngsters traveling to school by car?

4. Modal shift

The aim of the Safer Routes to School programme is twofold: to encourage more environmentally-sustainable travel to school; and to improve safety on the school journey (see 5). The potential to reduce car use is assessed by looking at a number of indicators:

- Whether there are any significant barriers to walking and cycling, and whether there is scope to overcome these.
- The level of demand for walking and cycling indicated through the results of the school travel surveys.
- The number of pupils living within walking or cycling distance of the school who are currently traveling by car. This demonstrates the ability to reduce car travel if facilities were improved.
- Whether there are physical works required to support other STP initiatives, such as walking buses.

5. Potential to improve safety

This assessment looks at the actual history of child accidents and the evidence of accidents/ near misses at the school. It also considers the perception of risk that may result from factors such as the road type adjacent to school (fast, busy), missing sections of footway, lack of crossing facility etc.

6. Wider benefits

Safer Routes projects are often part of wider schemes to improve access for walking or cycling, or reduce traffic speeds. If they have wider benefits for the local community they are likely to be given higher priority:

- Is there a link (possibility of joint funding) with other capital schemes or initiatives?
- Would any potential improvements have a significant benefit for other members of the community e.g. an improved crossing would also benefit shoppers, footway/cycle route would benefit other people in locality.
- Is the school in a 'cluster' whereby pupils attending other nearby schools (i.e. within one mile) are likely to benefit from intervention?

7. Cost

The likely costs (based on what has been requested or suggested) are estimated.

8. Number of pupils who would benefit

This includes assessment of the:

- Number of pupils attending that school

- Number of pupils currently walking and cycling
- Number of pupils in the school 'cluster' if there are other schools close by.
- Number of pupils in the school 'cluster' currently walking and cycling

These figures are available through the annual school census.

Appendix 3: Shropshire-wide school travel and transport initiatives – primary and secondary schools

School	Year travel plan completed	Year travel plan reviewed	Silver/Gold Award School	Walking Bus route	"Stepping out" pedestrian training 06-10	Safer Routes to School Scheme/ Safety Scheme	Cycle Parking	Cycle Training 2006-10	Designated School Bus/Taxi
Adderley CE	2006	2008	S		*	Speed limit		*	
Albrighton	2007	2008	S		*	Zebra crossing	*	*	*
Alveley	2007	2008		*	*	20 mph advisory speed limit signs		*	*
Barrow CE	2009							*	
Baschurch CE	2004	2009			*	School Zone		*	
Beckbury CE	2006	2008	S		*			*	*
Belvidere	2007	2009			*			*	
Bicton CE	2007	2009				20 mph advisory speed limit sign	*	*	*
Bishop Hooper	2010					Flashing lights		*	*
Bishop's Castle	2006	2009			*		*	*	*
Bitterley CE	2007							*	*
Bomere Heath CE	2005	2007			*		*	*	*

School	Year travel plan completed	Year travel plan reviewed	Silver/ Gold Award School	Walking Bus route	"Stepping out" pedestrian training 06-10	Safer Routes to School Scheme/ Safety Scheme	Cycle Parking	Cycle Training 2006-10	Designated School Bus/Taxi
Brockton CE	2006	2007						*	*
Broseley CE	2006	2008			*	Bollards/ footpath, flashing lights 20 mph advisory speed limit signs	*	*	
Brown Clee CE	2007					Footpath		*	*
Bryn Offa CE	2007							*	*
Buildwas	2009				*			*	*
Buntingsdale Infant	2005	2008	S			Fencing/ footpath improvements	*		
Burford CE	2006	2007						*	
Castlefields	2007			*	*			*	*
Cheswardine	2004	2006 2008					*		
Chirbury CE	2006	2007	S		*			*	*
Christ Church CE	2008			*	*	20 mph advisory speed limit signs		*	*
Church Preen	2006	2008	G				*	*	
Claverley CE	2007	2009			*			*	
Clee Hill Community	2005	2006	S		*			*	*

School	Year travel plan completed	Year travel plan reviewed	Silver/ Gold Award School	Walking Bus route	"Stepping out" pedestrian training 06-10	Safer Routes to School Scheme/ Safety Scheme	Cycle Parking	Cycle Training 2006-10	Designated School Bus/Taxi
Cleobury Mortimer	2006	2007			*	Footpath and cycle path	*	*	*
Clive CE	2007	2008	S				*	*	*
Clunbury CE	2007	2009			*			*	*
Cockshutt CE	2008				*			*	
Coleham	2005	2006 2008			*	Bollards	*	*	
Condover CE	2006	2008			*	Lay-by	*	*	*
Corvedale CE	2006	2009		*				*	*
Criftins CE	2007	2008	G	*	*		*	*	*
Crowmoor	2006	2008					*	*	
Dorrington CE	2007				*			*	*
Ellesmere	2004	2006 2008			*	Puffin crossing/ footpath, 20 mph advisory speed limit signs	*	*	*
Farlow CE Primary School	2009				*			*	
Gobowen	2006	2008			*	Signage		*	

School	Year travel plan completed	Year travel plan reviewed	Silver/ Gold Award School	Walking Bus route	"Stepping out" pedestrian training 06-10	Safer Routes to School Scheme/ Safety Scheme	Cycle Parking	Cycle Training 2006-10	Designated School Bus/Taxi
Grange Primary	2010				*	School Zone + raised plateau , cycle track	*	*	
Greenacres	2006	2008	S		*	New cycle track across fields,raised plateau.	*	*	
Greenfields	2004	2008			*	20 mph advisory speed limit signs	*	*	*
Hadnall CE	2007	2008	S		*		*	*	*
Harlescott Junior	2008				*	Crossing	*	*	
Highley	2004	2008	G		*	New refuge	*	*	*
Hinstock	2007	2009			*	Crossing		*	
Hodnet	2006	2007				20 mph advisory speed limit signs		*	
Holy Trinity	2010					Footpath improvements	*	*	
Hope CE	2007	2008					*	*	
Hopton Wafers CE	2006	2008	S					*	
Ifton Heath	2004	2006 2008 2010	S		*	Flashing lights 20mph advisory speed limit signs		*	*
John Wilkinson	2005	2008	S		*	Crossing + 20 mph advisory speed limit signs		*	

School	Year travel plan completed	Year travel plan reviewed	Silver/ Gold Award School	Walking Bus route	"Stepping out" pedestrian training 06-10	Safer Routes to School Scheme/ Safety Scheme	Cycle Parking	Cycle Training 2006-10	Designated School Bus/Taxi
Kinlet CE	2007								*
Kinnerley CE	2009				*		*	*	*
Longden CE	2005	2006 2009						*	
Longlands	2007				*		*	*	
Longnor CE	2008				*			*	
Lower Heath CE	2005	2006	S			Road markings/ flashing lights		*	
Ludlow Infant	2006	2008				Raised plateau	*		*
Ludlow Junior	2006	2008			*	Raised plateau + new markings	*	*	*
Lydbury North CE	2006		S		*	Signage, flashing lights		*	
Maesbury	2006	2008			*			*	
Market Drayton Infant and Nursery	2007	2009				Cycle parking, zigzags	*		
Market Drayton Junior	2004	2008	S		*	Raised crossing	*	*	*
Martin Wilson	2008				*	Dropped kerbs	*	*	
The Meadows	2005	2008			*	Footpath/ cycle track	*	*	*

School	Year travel plan completed	Year travel plan reviewed	Silver/Gold Award School	Walking Bus route	"Stepping out" pedestrian training 06-10	Safer Routes to School Scheme/ Safety Scheme	Cycle Parking	Cycle Training 2006-10	Designated School Bus/Taxi
Meole Brace CE	2010				*	New footpath	*	*	
Mereside CE	2010				*	Safety Zone 20 mph advisory speed limit signs	*	*	
Minsterley	2006	2008		**	*	Zebra crossing	*	*	
Morda CE	2005	2006			*	Flashing lights - scheme in progress. School crossing patrol		*	
Moreton Say CE	2004	2007 2009					*	*	*
Morville CE	2007	2008				Flashing lights		*	
Mount Pleasant	2010				*	Footpath/ puffin crossing	*	*	*
Much Wenlock	2005	2007	S	*	*	Surfacing footpath	*	*	*
Myddle CE	2006	2007 2009 2010	S		*	Flashing lights	*	*	
Newcastle CE	2005	2007				Footway		*	
Newtown CE	2006	2007				Footpath	*	*	*
Norbury	2007	2009						*	
Norton-In-Hales CE	2006	2008						*	
Oakmeadow CE	2010				*	Zebra crossing and dropped kerbs	*	*	*
Onny CE	2007	2008	G		*	Signage		*	

School	Year travel plan completed	Year travel plan reviewed	Silver/Gold Award School	Walking Bus route	"Stepping out" pedestrian training 06-10	Safer Routes to School Scheme/ Safety Scheme	Cycle Parking	Cycle Training 2006-10	Designated School Bus/Taxi
Primary and Little Pippins Nursery Class									
Our Lady & St Oswald's Catholic	2005	2006				Zebra crossing, raised plateau, priority system, 20mph limit		*	*
Oxon CE	2005	2006				20 mph advisory speed limit signs. Raised plateau, footpath improvement in progress	*	*	
Pontesbury CE	2008				*			*	*
Prees CE	2007	2008	S	*	*			*	*
Radbrook	2006	2008	G		*	Puffin crossing	*	*	*
Rushbury CE	2006	2007 2009						*	*
St Andrew's CE, Nesscliffe	2004	2008			*		*	*	
St Andrew's CE, Shifnal	2004	2008		*				*	*
St George's C, Clun	2004	2008						*	
St George's	2004	06/07		**		Toucan/ Home Zone	*	*	*
St Giles' CE	2004	2008	S		*	School Zone	*	*	*
St John the Baptist CE	2004	2005 2008	S	**	*	School Zone	*	*	*

School	Year travel plan completed	Year travel plan reviewed	Silver/Gold Award School	Walking Bus route	"Stepping out" pedestrian training 06-10	Safer Routes to School Scheme/ Safety Scheme	Cycle Parking	Cycle Training 2006-10	Designated School Bus/Taxi
St John's Catholic	2005	2008	S		*	Plateau, new crossing – 20 mph school zone		*	*
St Laurence CE	2006	2007	S	**	*	Zebra crossing	*	*	*
St Lawrence CE	2007	2009			*	20 mph advisory speed limit signs	*	*	
St Leonard's CE	2005	2006 2008 2010	G		*	Plateau, new crossing – 20 mph school zone	*	*	*
St Lucia's CE	2007	2008	G		*	Cycle storage, advisory 20mph signs	*	*	
St Mary's Bluecoat CE	2005	2006	G	*	*	Crossings/ footway		*	
St Mary's CE, Albrighton	2006	2008	S	*	*		*	*	
St Mary's CE, Bucknell	2006	2007 2010	G				*	*	
St Mary CE, Shawbury	2005	2008			*	Toucan crossing, cycle path	*	*	*
St Mary's CE, Westbury	2004	2009			*		*	*	*
St Peter's CE	2004	2008			*	Uncontrolled crossing, signs, new waiting restrictions	*	*	*
St Thomas & St Anne's CE	2007	2008			*	Cycle storage	*	*	*
Selattyn CE	2006	2007	S		*	Bus bay, keep clear sign		*	*

School	Year travel plan completed	Year travel plan reviewed	Silver/ Gold Award School	Walking Bus route	"Stepping out" pedestrian training 06-10	Safer Routes to School Scheme/ Safety Scheme	Cycle Parking	Cycle Training 2006-10	Designated School Bus/Taxi
Shawbury	2007	2008	S		*			*	*
Sheriffhales	2005	2007 2009	G		*	20 mph advisory speed limit signs		*	*
Shifnal	2004	2008	G	*		Entrance/ footpath improvement	*	*	*
Shrewsbury Cathedral Catholic	2006	2008	S		*	Dropped kerbs	*	*	*
Stiperstones CE	2006	2007				School warning signs		*	*
Stoke-on-Tern	2007	2009				Signs/ flashing lights	*	*	*
Stokesay	2009				*			*	
Stottesdon CE	2007	2009			*		*	*	
Sundorne Infant	2004	2008 2009	S			Plateau	*		
Tilstock CE	2007	2009			*			*	
Trefonen CE	2006	2008	S					*	*
Trinity CE	2006	2008			*	20 mph advisory speed limit signs	*	*	
Welshampton CE	2005	2006	S		*	Flashing lights, 20 mph advisory speed limit signs	*	*	*

School	Year travel plan completed	Year travel plan reviewed	Silver/ Gold Award School	Walking Bus route	"Stepping out" pedestrian training 06-10	Safer Routes to School Scheme/ Safety Scheme	Cycle Parking	Cycle Training 2006-10	Designated School Bus/Taxi
West Felton CE	2006	2009	S		*		*	*	
Weston Lullingfields CE	2007							*	*
Weston Rhyn	2004	2008		*		Signing/ flashing lights	*	*	
Whitchurch CE Infant	2005	2006 2008				Crossing improvement			
Whitchurch CE Junior	2004	2008			*	Crossing improvement		*	*
Whittington CE	2006	2007	G		*	Cycle lane/ flashing speed sign, 20 mph advisory sign	*	*	
Whixall CE	2004	2009			*	Signage		*	*
Wilfred Owen	2008				*	Fencing, controlled crossing	*	*	*
Wistanstow CE	2006	2008			*		*	*	
Woodfield Infant	2004	2008 2010	G	**		Toucan/ Home Zone	*		*
Woodside	2008			***	*	School Zone	*	*	
Woore	2006	2008			*			*	
Worfield Endowed CE	2006	2009 2010	S	*	*			*	*

School	Year travel plan completed	Year travel plan reviewed	Silver/Gold Award School	Walking Bus route	"Stepping out" pedestrian training 06-10	Safer Routes to School Scheme/ Safety Scheme	Cycle Parking	Cycle Training 2006-10	Designated School Bus/Taxi
Worthen CE	2005	2006 2009	G		*	Footpath widening, speed reduction	*	*	

Secondary and Special Schools

School	Year travel plan completed	Year travel plan reviewed	Silver/Gold Award School	Safer Routes to School Scheme/ Safety Scheme	Cycle Parking	Cycle Training	Designated School Bus	CCTV on bus
Belvidere School	2005	2008	S	20mph advisory speed limit signs, covered cycle parking, new ramp	* Now covered			
Bridgnorth Endowed School	2006	2008 2010		New footpath - Innage Lane scheme	*		*	
Church Stretton School	2008			New footpath. 20mph advisory speed limit signs	*	*	*	*
The Community College	2007	2009		Cycle parking	*		*	
The Corbet School Technology College	2008	2008		School Safety Zone			*	*
Grange School	2004	2008		Signage, raised plateau, School Zone	*			
Grove School	2008	2010		Cycle parking	*		*	*
Idsall School	2004	2008		Footpath improvements	*	*	*	
Lacon Childe School	2006	2008		Footpath and cycle path	*		*	

School	Year travel plan completed	Year travel plan reviewed	Silver/ Gold Award School	Safer Routes to School Scheme/ Safety Scheme	Cycle Parking	Cycle Training	Designated School Bus	CCTV on bus
Lakelands School, Sports & Language College	2007	2008	S	Puffin crossing	*		*	*
Ludlow CE School	2009			School Safety Zone - 20mph	*		*	*
The Marches School and Technology College	2004	2008		School Safety Zone - 20mph	*		*	*
Mary Webb School & Science College	2005	2008		New footpath. New lining on road	*		*	*
Meole Brace School Science College	2004	2007	G	Roman Road Toucan crossing. 20 mph advisory speed limit signs. New Toucan outside school.	* New rear cycle shelter	*		
Oldbury Wells School	2007			Zebra crossing			*	*
The Priory School, a Business and Enterprise College	2005	2006		New footway, Puffin crossing 20 mph advisory speed limit signs	*	*		
Rhyn Park School & Performing Arts College	2005	2008			*		*	*
Sir John Talbot's Technology College	2004	2006 2008		Cycle track & storage	*		*	*
Sundorne School & Sports College	2005	2009		New footway, Zebra crossing	*			
Thomas Adams School	2006	2008			*		*	*

School	Year travel plan completed	Year travel plan reviewed	Silver/ Gold Award School	Safer Routes to School Scheme/ Safety Scheme	Cycle Parking	Cycle Training	Designated School Bus	CCTV on bus
Wakeman School	2005		S	Cycle parking for pupils and staff	*			
William Brookes School	2005	2006		20 mph advisory speed limit signs	*	*	*	*
Severdale School	2009				* Staff cycle parking	*	*	
Woodlands School	2009						Taxis	
Tuition, Medical and Behaviour Support Service (PRU)	2009		S		*		Taxis	

Independent Schools	Year travel plan completed	Year travel plan reviewed	Silver/ Gold Award School	Safer Routes to School Scheme/ Safety Scheme	Pedestrian training	Cycle Parking	Cycle Training	School Census completed
Adcote School								2008
Bedstone College							*	
Birchfield School	2009							
Concord College	2010					*	*	2008
Ellesmere College							*	
Moffats School								
Moor Park School	2009					*	*	2008
Moreton Hall School							*	
Oswestry School	2008					*		2008
Packwood Haugh School	2008					*	*	2008
Prestfelde School	2009					*		2008

Independent Schools	Year travel plan completed	Year travel plan reviewed	Silver/ Gold Award School	Safer Routes to School Scheme/ Safety Scheme	Pedestrian training	Cycle Parking	Cycle Training	School Census completed
Shrewsbury High School	2009				*			
Shrewsbury School	2010							
St. Winefride's Convent School	2008	2009	S		*	*	*	2008
The Dower House School								2008
The White House School	2008							2008
Independent Special Schools								
Access School								
Cruckton Hall School							*	2008
Farleigh College								
Flying High								
Hillgate Farm								
Hurst Farm								
Learning for Life Education Centre								
New Options (Higford)	2009							
Smallbrook School								
The Evolution Centre								
The Orchard School								
The Stubbs								
Ty Newydd								
Whitty Tree House								
Young Options College	2009							

Appendix 4 - Travel Plan Case Study – Woodfield Infants and St George’s Juniors, Shrewsbury



How it all began

Woodfield and St George’s Schools have been involved in, and committed to, the Travel Plan process since 2001 when the schools were first contacted by Shropshire Council’s School Travel Plan Co-ordinator. A Travel Plan Group was established to oversee the development of the Travel Plan. This Group is now formally constituted with a committee comprising parents, staff, governors and the County Council School Travel Plan Co-ordinator. The first Travel Plan was approved by governors, staff and parents of both schools during the summer of 2002. The plan was revised in 2004 and again in 2007.

Travel Plan Measures

Since the first travel plan in 2002, initiatives introduced have included; **cycle training**, three **walking buses**, promotion of **car sharing** and ‘**park and stride**’ (using Shropshire’s ‘Star Striders and Riders’ incentive scheme), involvement in **Walk to School Weeks** and regional TravelWise Week challenges and an innovative **trailer bike loan scheme** for parents (launched May 2003).

Data from travel and traffic surveys has also helped provide justification for local **Safer Routes to School** and DfT’s/Sustrans supported ‘**Links to School**’ projects. Schemes introduced since 2003 include a nearby **toucan crossing** (for cyclists and pedestrians), a 20 mile per hour **School Zone** with ‘slow down’ signs designed by children, a **zebra crossing** and **altered road junctions** to improve safety for pedestrians and encourage slower driving. There has also been an extension to the existing off road **cycle path** along nearby Shelton Road (National Cycle Network Route 81). Termly presentations at Woodfield School are made to parents of new reception class children. A section of the Travel Plan is included in the Woodfield Infant School prospectus. Regular School Travel Plan newsletters are distributed to all parents.



The travel plan has also been publicised at social and community events such as a summer fete and with a 'walk and cycle to school' winning entry in the 2003 Shrewsbury Carnival. A barbeque is planned in June 2007 for all children and parents involved in walking buses and the cycle trailer bike scheme.

The schools have both been awarded **DfES Travel Plan capital grants** which they have spent on increased cycle parking and site safety improvements for pedestrians including lighting and improved demarcation between car parks and pathways. In 2007, colourful thermoplastic footprint markings were added to the pathway linking the two schools. In 2007 both schools were awarded **DfT Walking Bus grants** which will enable them to increase participation.



Less travel by car and more walking and cycling

Woodfield Infant School

	Walk	Cycle	Car	Bus	Other
2000	40%	4%	54%	2%	<1%
2002	45%	4%	45%	4%	1%
2003	49%	7%	43%	1%	0%
2004	48%	7%	42%	1%	
2005	52%	8%	39%	<1%	<1%
2007	69%	1%	30%		
2008	68%	4%	29%		
2009	68%	5%	26%		
2010	68%	5%	26%	<1%	

St. George's Junior School

	Walk	Cycle	Car	Bus	Other
2000	43%	5%	52%	1%	<1%
2002	44%	4%	50%	1%	<1%
2003	46%	7%	46%	1%	<1%
2004	49%	7%	42%	1%	
2005	52%	7%	41%	<1%	
2007	56%	8%	35%		

2008	57%	5%	37%	<1%	<1%
2009	54%	9%	36%		<1%
2010	48%	9%	41%	<1%	<1%

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Appendix 5 - Parents' Guide to Education 2010 to 2011 – Sustainable School Travel Extract

School Travel and Transport

Children and Young People's Services - General

When deciding on which school you prefer, you need to think about your child's journey to school. The majority (45%) of children in Shropshire are able to walk or cycle to school. 24% of pupils travel by school transport and the remainder travel by car. Most schools in Shropshire now have a School Travel Plan. This document sets out initiatives to encourage walking, cycling, bus travel and car sharing. Many schools have recently improved their facilities by providing safer footpaths and entrances, parent waiting shelters and new cycle parking. Some schools have also benefited from Safer Routes to School projects. These have improved safety by introducing pedestrian crossing and traffic calming on routes to the school. Other schools are making it easier to walk by supporting 'Walking Buses', "Park and Stride" and pupil incentive schemes such as "Walk on Wednesday". Many schools have been able to provide cycle and pedestrian training for their pupils with the help of Road Safety Officers.

Where schools are beyond walking distance we would encourage you to consider if your child would be entitled to free school transport. Free transport is generally only available for travel to the nearest or catchment area school (please see below for details and exemptions). If this is not the case, you may be able to pay for a ride under the Temporary Seats Payment Scheme if there are spare seats on a school bus.

To find out which schools have Travel Plans and view Shropshire Council's Sustainable School Travel Strategy, please contact the School Travel Plan team on 01743 253008 or go to the Council website. (www.shropshire.gov.uk/traveltransport.nsf)

School Transport

The following pupils are entitled to free transport to their nearest or catchment area school:

- Pupils living beyond a 2 mile walking distance for primary age pupils.
- Pupils living beyond a 3 mile walking distance for secondary age pupils.

From September 2008, the Education and Inspections Act 2006 also requires local authorities to provide travel arrangements, as they consider necessary, for eligible children to the relevant educational establishment in the following circumstances:

1. Secondary age children who are entitled to free school meals, or whose parents are in receipt of maximum level of working tax credit. Entitlement is for travel to one of the 3 nearest qualifying schools. This applies where students live more than two miles, but no more than six miles from the school. Alternatively, entitlement is for travel to the nearest school preferred by reason of a parent's religion or belief, up to a maximum of 15 miles from the child's home. (NOTE that normal admissions arrangements apply - a child must have obtained a place before applying for support with travel).
2. Children unable to walk to school for reasons of their SEN, disability or mobility problem (including any temporary medical condition).
3. Children unable to walk in safety due to exceptional hazards along the route. This requires a formal assessment and will only be granted if all the criteria can be met. Applications would have to be made to the Passenger Transport Services (PTS) regarding a particular route.
4. Disabled parents prevented from accompanying their children along a walking route.

Please note that the travel arrangements may not necessarily be a bus pass on a contract or public service vehicle. They could be in the form of a cycling allowance or mileage allowance. It will be at the discretion of the Council's PTS as to which of these would be offered. This would be according to the availability of appropriate transport. Normally a bus pass would be issued before alternative arrangements were considered.

Contact Admissions Advisers: 01743 254331 Email: Admissions_Advisers@shropshire.gov.uk

School Travel and Transport

Parents' Guide to Education in Shropshire - General

The Entitlement Team (within PTS) will check on eligibility. They can be contacted at the address and telephone number below. A form (TRAN1) would need to be completed and returned to them before the start of your child's commencement at school. Please note that it is not possible to provide retrospective payments. The onus is on you to make an application on the correct form. Parents should note that eligibility for free school transport will play no part in the allocation of school places by the Admissions Team. It is only after a place has been allocated that eligibility will be checked by PTS and not before.

Some Frequently Asked Questions

What if my child does not attend the nearest or catchment area school?

You do not have to send your child to the nearest or catchment area school. However, if you exercise your preference and are able to be offered a place for your child at another school, you will normally have to make your own travel arrangements, unless you fall within the circumstances 1 – 4 stated on the previous page.

Are there safety codes on the buses and what happens if my child does not adhere to the guidance issued?

Safety on buses is of prime importance and parents will be issued with guidance once eligibility is confirmed. Parents should note that non compliance with this guidance (such as unreasonable behaviour or vandalism to the transport provided) can result in transport being withdrawn at short notice. In these circumstances it will be the parents' responsibility to ensure school attendance and not the Council. The cost of any damage will be sought from the parents. CCTV is used on a large number of our contract services to provide documentary evidence of misbehaviour and may be passed to the police authority if prosecution for criminal damage is required by the bus operator.

What happens if my circumstances change and I am no longer eligible to claim Working Tax Credit?

Eligibility to the extended rights to free school transport to schools between 2 and 6 miles will be assessed every 12 months from the date of the application whilst you are in receipt of the qualifying benefits.

Some schools organise transport for pupils from out of their catchment area. Will my child be able to access this transport?

If your child is allocated a place at that particular school you should enquire at the school for details of that transport and whether there are places available. Parents need to be aware that there is no guarantee of the permanence of such arrangements. The availability of such transport will not be used in any way in the school allocation procedure nor as an acceptable argument in any subsequent appeal. Pupils travelling on such transport are subject to the same safety codes as on any transport provided by the PTS with the same penalties for misbehaviour or damage, although these elements will be policed by the school rather than the PTS. Payment for such transport is made to the Transport Operator or through the school.

I take my child to school as I live out of the catchment. I no longer have access to a car. Will Shropshire now transport my child to school?

No. You will have to make alternative arrangements or endeavour to place your child into the catchment or nearest school where you may then be eligible.

Where can I get further information from?

For any further information about transport please contact:
Passenger Transport Services, Shropshire Council, Shirehall, Abbey Foregate, Shrewsbury SY2 6ND
Or Tel: 0345 6789006 Or Email: schooltransport@shropshire.gov.uk Website: www.shropshire.gov.uk

4 To apply online: www.shropshire.gov.uk