

# **Nottinghamshire Sustainable School Travel Strategy 2007 – 2011**

# 1 Introduction

Accessibility to key facilities and services has been a central feature of recent government and local policy. Access to education is one of the main life opportunities considered by the local accessibility strategies. Meanwhile, changing patterns of education provision are influencing travel needs and demands. Increasing promotion of choice, extended schools and the 14-19 agenda all rely to some extent on the ability to travel.

In recent years there has been an increasing awareness of the links between education provision and transport. Coupled with this, there has been greater environmental awareness and a desire for sustainability both in transport and education policies and provision. Schools have been encouraged to become eco-friendly and significant efforts have been put into the development of school travel plans. Indeed, the DfES has sought to bring together all these issues into its recently-published action plan, "Sustainable Schools for Pupils, Communities and the Environment" (2007).

Recognising these common themes and interests, Nottinghamshire County Council established a Children and Young People's Transport Strategy Group in 2006. The culmination of the common interests discussed is the formulation of this first Nottinghamshire Sustainable School Travel Strategy. This responds to the requirements set out in the Education and Inspections Act 2006 and seeks to deliver greater sustainability in all forms of travel to schools and associated education sites.

Within the context of this strategy sustainable modes of travel are those that may improve the physical well-being of those who use them, the environmental well being of the area, or a combination of the two.

This Strategy covers the period to 2011, in line with the Local Transport Plan. It seeks to build on and complement other strategies by drawing together the specific issues relating to education travel into one document. It sets out the context for Nottinghamshire, provides an assessment of need and an audit of infrastructure, then sets out a strategy to develop a sustainable travel and transport infrastructure and how sustainable travel will be provided. An action plan sets out in more detail how these intentions will be met over the period of the Strategy.

By aiming to provide choice, diversity and high standards, all children will have the opportunity to fulfil their potential. The ability to travel in a more sustainable way to access education is key to achieving this fulfilment.

## 2 Context

There are 182,000 children and young people aged 0-19 in Nottinghamshire. The numbers of children and young people in each district of the county are roughly equal. The breakdown of ages in each district is also similar.

*\*\* Age split of Children in NCC (pie diagram from CYPP – Pg 6)*

In the coming years the number of children and young people is expected to fall. Between 2003 and 2023, whilst the number of 0-4 year olds is expected to increase, there will be significant reductions in the number of older children.

*\*\* Tables from p7/8 Children's Needs Analysis 2007*

In some respects there are differences across the county. The map below shows that children and young people are more likely to be living in poorer households if they live in Mansfield, Ashfield or Bassetlaw. There are also some pockets of poverty in other districts. Families who live in poverty (managing with little money, living in poor housing, not having a job) are more likely to have accidents, poor health, and poor education achievements.

*\*\* Main areas of poverty in N.C. (Insert map from CYPP – Pg 7)*

There are 355 schools in Nottinghamshire, providing education to 121,600 children and young people. There are over 61,000 children at primary schools and 49,700 in secondary education. XX% of pupils attend their designated school, whilst the rest exercise some choice and attend a different school. 2% of children or young people attend one of 15 independent schools situated in the county.

There are 35,400 young people aged 16-19 in employment, education and training. At age 16 and over, 92% of young people choose to remain in employment, education and training.

6% of children attending Nottinghamshire schools live outside the LEA area, the majority of who live in Nottingham City. Meanwhile, 3% of pupils living in Nottinghamshire travel to a school in another LEA (the majority to Nottingham).

*\*\* School location plot (to be provided)*

This strategy applies to all children of statutory school age and young people of 6<sup>th</sup> form age. It includes those residents in Nottinghamshire and those travelling into the county from outside to receive education or training. It relates to journeys to and from institutions at the start and end of the day (including pre and after school activities), and journeys between institutions during the day.

*\*\* Insert info on accidents, child obesity, safety, disability, NEET (from Children's Needs Analysis 2007)*

### 3 Needs Assessment

School Census – annually – including means of travel

*\*\* Usual mode of pupil travel Primary/secondary (Provided by JH)  
Baseline targets need to be added from LTP2*

*\*\* Pupil home postcode plot (to be provided) needs to refer back to School  
Travel Plan development strategy*

School Travel Plans – surveys including how children would like to travel; also vicinity audits

*\*\*Pupil Travel Preference Graph/Table*

*\*\* Pupil Travel in extended Schools*

Travel methods for school / college staff – not routinely surveyed as part of STP, but inclusion in some CTPs.

*Details if available inc. travel mode and preference*

College Travel Plans – surveys including how pupils would like to travel; also vicinity audits

*\*\* Usual mode of pupil travel College (to be provided)  
\*\* Preferred mode of pupil travel College (to be provided)*

#### Nottinghamshire 14-19 Strategy

The 14-19 Education and Skills White Paper (2005) reflected the Government's intention to transform education so that all young people achieve and continue in learning until at least the age of 18. In Nottinghamshire, the aim is for the local authority and its partners to ensure that all 14-19 year olds have access to high quality education and training that prepares them for adult and working life. By 2013, every young person will be entitled to pursue any of the specialised diploma lines at a level appropriate for their needs.

This vision will be achieved through Area Strategy Groups, which are the partnerships created to strategically review 14-19 provision. Membership includes senior managers for a school as well as representatives from work based learning providers, external support agencies, the Learning and Skills Council and local authority. Through collaborative arrangements between institutions in each area young people will have access to high quality 14-19 entitlement.

Travel between institutions is an integral element of delivering a collaborative course timetable. The strategy groups are therefore in a position to access the extent of these travel needs.

#### Extending Services in and Around Schools

In Nottinghamshire, the strategy for extending services in and around schools builds on a range of strong and effective partnerships between schools and the communities they serve. It reflects the shared vision and commitment of the statutory, voluntary and community sectors to the well-being and achievement of

children and young people. The development of extended services in and around schools is central to the delivery of the wider children's services agenda which flows from the Children Act 2004 as described in Every Child Matters – Change for Children. By 2010 every primary and secondary school will be expected to offer access to:

- Childcare (available 0800 – 1800)
- Varied menu of activities, such as homework clubs and support, sport, music tuition, dance and drama, arts and crafts and special interest groups
- Parenting support
- Swift and easy referral to a wide range of specialist support services
- Wider community services including ICT, sport and arts facilities, and learning.

Currently 11% of Nottinghamshire schools are meeting the core requirements and work is underway to achieve the target of 50% by 2008 and 100% by 2010. A facilitated change programme is being undertaken with families of schools. As part of this, schools are consulting with their local communities to identify local need. Access issues will be identified through this, with transport implications considered during the implementation phase.

## 4 Infrastructure Audit

### Road Network

*Introduction to highways network – how it affects travel mode and choice*

*\*\*Map of road classification*

*\*\*Map of road Hierarchy*

*Details of Child KSI Trends to date compared to national targets*

Nottinghamshire enjoys both a good transport system and a spread of schools which together provide children and young people with good access to education.

*\*\* (Insert Access to school and college maps/figures from accessibility assessments) –*

The current proportions of pupils and students travelling by different modes are as follows:

*\*\* Usual mode of pupil travel Primary/secondary (Provided by JH)  
Baseline targets need to be added from LTP2*

### Walking

Walking is the main means of travel to primary and secondary schools. Much is being done to improve pedestrian routes, particularly on routes to schools. In developing School Travel Plans, audits of routes have been undertaken and potential improvements identified. Road safety concerns and the crossing of roads can be a deterrent to walking. The county's Road Safety and Walking Strategies both seek to overcome some of these issues.

*\*\* detail information on provision of pedestrian routes & Schemes  
Refer back to walking strategy & LTP2 targets*

*\*\* Details of controlled crossing and school patrols – refer to Road Safety Strategy and targets LTP2 – include gaps in network*

*Graph of current trends in walking KSI's*

In some areas, safe walking routes are not available. In such cases the County Council's School Transport Policy provides free transport for affected pupils between home and school.

### Cycling

In recent years much has been done to promote cycling. Investment has been made in developing cycling routes through the Cycling Strategy. Again, in the vicinity of schools, the development of school travel plans has enabled improvements to be identified and implemented, including the provision of secure cycle parking facilities.

*\*\* brief description provision of cycle routes  
Refer back to cycling strategy & LTP2 targets*

*\*\*Map of cycling facilities in county including gaps in network*

*Graph of current trends in cycling KSI's*

*Detailed of planned improvements to pedestrian routes and infrastructure*

An audit of current cycling facilities is currently underway and will be completed in 2009.

## Public Transport

The County Council works with local bus companies to provide a comprehensive public transport network. Where there are unmet needs the County Council supports bus services, a number of which are aimed at meeting the needs of pupils travelling to school.

*\*\* Public transport routes and provision – general accessibility map then refer back to Bus strategy*

*\*\* Details of inaccessible bus stops and on bus routes and lack of public transport*

## Home to School Transport

For pupils living over a certain distance from their designated school, the County Council arranges free school transport either by public bus or dedicated school bus or taxi. Details of this policy are given below. Every day \_\_\_\_ pupils receive free school transport at a total cost of £\_\_\_\_ million per year. Of this, £\_\_\_\_ million meets the cost of transporting \_\_\_\_ pupils with special educational needs.

*\*\* School bus routes and provision – general accessibility map include taxi*

*\*\*Insert details of school transport policy – primary, secondary, SEN, post-16*

*\*\* Details of SEN independent travel training*

*\*\* Accessibility maps of worst schools and details of measures to improve – refer back to Bus strategy*

## School Travel Plans

School Travel Plans are an excellent means of focussing interest on travel issues relating to schools. They are documents put together by the school, its community and the local authority to improve safety around schools to reduce car use. Such plans have a number of benefits:

*\*\* Details of existing hard measures around schools*

*\*\* Details of existing soft measures implemented and targets*

*\*\*Case Studies of best practice\*\**

Benefits to the school:

- Reduce traffic in and around the school vicinity.
- Improve safety and reduce pollution.
- Improve relationships with the local community.

Benefits to pupils:

- Improve road safety skills.
- Improve fitness levels through increased levels of walking.
- Increase travel awareness.

*\*\* Details of road safety education schemes*

Benefits to parents:

- Improve journey quality.
- Increase community awareness.
- Strengthen home-school links.

Benefits to All:

- Improve journey quality.
- Increase community awareness.
- Environmentally friendly

*\*\* Details of relevant air quality measures and targets*

To date **XX**% of schools have taken the opportunity to develop plans.

STP

- surveys (parents / pupils)
- safer routes to schools programme
- road safety education – requirement of STP
- on-road cycle training years 5/6
- child pedestrian training being piloted – train reception children alongside the parent / carer

## College Travel Plans

A study into access to post-16 education across Nottinghamshire was undertaken in 2005 for the Learning & Skills Council and County Council. This considered general issues, and went on to look at accessibility to individual institutions (colleges and school 6<sup>th</sup> forms). Various recommendations were made, including the formulation of College Travel Plans. Post-16 Transport Partnership Funding made available each year via LSCs has been available to institutions in Nottinghamshire via a bidding process (Transport Innovation Funding) in the last 2 years. In order to encourage colleges to develop Travel Plans, the LSC has this year made up to £5,000 available to each for this purpose. Furthermore, colleges will only be able to bid for Transport Innovation Funding in future, if they have a Travel Plan in place.

*\*\*Case Studies of best practice\*\**



## 5 Development of Sustainable travel and Transport Infrastructure

School Travel Plans – those schools without a plan

The majority of schools with up-to-date travel plans are primary schools that currently offer extended provision.

College Travel Plans – those colleges without a plan (also refer to barriers highlighted in Accessibility Strategies)

Cycle routes – audit to be completed

Audit of those walking routes considered unsuitable / unavailable, whereby free transport is provided

### *Details of planned improvements to pedestrian routes and infrastructure*

Extended schools – requirement for early transport (morning) or later transport (afternoon) for extra curriculum activities / after-school clubs [outside the scope of statutory home to school transport]

In 2006 11% of Nottinghamshire's Schools offered extended provision, with the majority of these schools being primary schools. By 2008 50% of schools offer extended provision with the aim of all schools offering this service by 2010.

14-19 agenda – Area Strategy Groups and collaborative timetabling – requirement for inter-site travel [outside the scope of statutory home to school transport]

Extension of free transport to choice of schools for deprived families (E&I Act 2006)

Accessibility mapping / strategy – and aim to improve levels of accessibility

Travel costs for 16-19 year olds – outcome of JMP study 2006 (particularly rural areas or where change of bus needed) – recommendation for pass providing half fare travel, together with fixed price weekly pass providing unlimited travel.

## 6 Promoting Sustainable Travel and Transport

Sustainable travel and transport is promoted through all key policies and strategies. The vision for the county is set out in Nottinghamshire's Community Strategy 2005–2009 'All Together Better'. An element of the vision is of "a place in which everyone can succeed, with fair access to opportunities and support." There are five priorities within the Community Strategy:

- **Safer and stronger** - making Nottinghamshire safer, building a strong sense of community and enriching lives.
- **Healthier** – improving health and well-being.
- **Learning and earning** – helping everyone to reach their potential.
- **Cleaner and greener** – protecting and improving the environment.
- **Travel and access** – travelling easily and safely and being able to access all the services people need.

Nottinghamshire's 'Vision Statement for Education' is to provide high quality education; ensure all young people have the same opportunity to learn; encourage everyone to develop and achieve; promote lifelong learning; prepare all young people to contribute to society as responsible citizens; and aim for excellence. Complementing this vision, the Children and Young People's Plan seeks to improve the lives of all children and young people aged 0 to 19 in Nottinghamshire – making sure each is able to do the very best they can. The Plan's objectives are to make sure that, as far as possible, children and young people:

- **Are healthy** – enjoy good physical, sexual and emotional health appropriate to their age, and live a healthy lifestyle.
- **Stay safe** – are being kept safe from harm, neglect, bullying, discrimination, serious accidents and crime.
- **Enjoy and achieve** – in play, sport and activities such as arts, drama, music, scouts, guides and youth groups as well as in school.
- **Make a positive contribution** – to the community they live in, developing confidence and skills and being involved in decision making.
- Are free from poverty by offering children, young people and their families the opportunity to take part in work, training or further education to achieve **economic well-being**.

The Local Transport Plan (LTP) integrates with various local policies and strategies. The aims and objectives of the LTP were developed both nationally and locally. Four key national objectives (adopted by all local authorities) are:

- Improved **accessibility**
- Improved **air quality**
- Reduced **congestion**
- Improved **road safety**

Following consultation, the County Council adopted a further three local objectives:

- Improved **quality of life**
- **Regeneration**
- **Making best use** of existing assets

The current Accessibility Strategies for Nottinghamshire have the following priority action areas:

<b>Greater Nottingham</b>	
<b>Objective</b>	<b>Improve access to education and training opportunities from early years through primary and secondary education and on to further education.</b>
Priority ED1	Continue delivery of school travel plan programme in Greater Nottingham including SafeMark and other initiatives to improve safety and security for school journeys.
Priority ED2	Support the development of the Surestart and Children's Centres programmes in Greater Nottingham.
Priority ED3	Support the City's primary schools organisation programme.
Priority ED4	Support new secondary education developments in Greater Nottingham (Building Schools for the Future, Academies proposal, Extended Schools).
Priority ED5	Support the development of a programme of FE travel plans for colleges and schools in Greater Nottingham as required.
<b>North Nottinghamshire</b>	
E1	Promote and support the development of college travel plans and assist through mapping.
E3	Promote and support the development of school travel plans.
E4	Building Schools for the Future
E5	Surestart Children's Centres

The successful promotion of sustainable school travel and transport will be achieved through the joint implementation of this Strategy along with the Local Transport Plans and associated strategies:

- Bus Strategy
- Public Transport Information Strategy
- Rail Strategy
- Cycling Strategy
- Walking Strategy
- Road Safety Strategy (and Child Road Safety Strategy)
- Rights of Way Improvement Plan

## 7 Action Plan

Underpinning the strategy is the aim of Nottinghamshire's aim of reducing the cost of travel per pupil whilst maintaining high standards.

**New schools / BSF / reorganisation of schools** – undertake accessibility analysis / audit to ensure accessible location / provision of site travel plans with planning applications and transport assessments etc.

**Accessibility improvements** – as set out in accessibility strategies

**School Travel Plans** – all schools by 2010

**College Travel Plans** – all colleges by 2008

**14-19 collaboration** – Area Strategy Groups / provision and co-ordination of transport to support collaborative learning programmes (eg Mansfield ASG – current work)

**Extended schools** – work with schools to help provide co-ordinated transport provision to support before and after school activities.

**Post-16 concessionary fares** – seek to develop proposals and gain approval based on findings of JMP study – half fare travel with smartcard and weekly multi-operator travel card offering unlimited travel.

**Pathfinder bid??**

Action	Description	Timescale	Link Target
School Travel Plans	All schools to have Travel Plan in place to monitor and influence travel habits	2010	LTP?? Accessibility/safety targets LTP target
College Travel Plans	All Colleges to have Travel Plan in place to monitor and influence travel habits	2008	LTP?? Accessibility/safety targets
Extended Schools	All schools to offer extended provision to all students	2010	Education White paper
Post 16 Travel Concession	Develop concessionary scheme for young persons aged below 19 in education	TBA	LTP/Accessibility/sustainability/ Environment
14-16 Travel Concession	Develop concessionary scheme for young persons aged below 19 in education	TBA	LTP/Accessibility/sustainability/ Environment
Pathfinder bid	Develop bid to gain funding for Post 16 concessions	2008	....
Updating LTP Targets	Update schools targets to take into account increase in choice. Removal of data of children living over 3 miles	2008	LTP/ accessibility.....
Updating LTP Targets	Set out new targets looking at cost per pupil and targets to reduce these costs	2008	LTP/ accessibility
Driver/escort Training	Programme of work to improve driver and escort awareness	2008	.....
Standardising information provision	Bringing together internet based information and standardising of information	2008	LTP/accessibility...
Improving Behaviour / CCTV			

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Improved  
efficiency of  
transport provision  
arranged by  
Nottinghamshire  
Transport  
Services

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School and College Travel Plans will be central to the implementation of the Strategy.

## 8 Monitoring Progress

Accessibility mapping / statistics

- access to primary school
- access to secondary school
- access to post-16

Annual school census – mode share of journeys to school (LTP target)

% of schools with School Travel Plans

NTS Business plan

- Cost/pupil not increased while maintaining current quality

Casualty reductions

Modal Shift

Behaviour incidents

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