



**Nottinghamshire
County Council**

Nottinghamshire County Council Sustainable School Travel Strategy

February 2015

Contents

1. Introduction

- 1.1. The Vision
- 1.2. Background

2. Aims and Objectives

3. Context

- 3.1. Population Trends
- 3.2. Schools and Education
- 3.3. Issues Affecting Children in Nottinghamshire
- 3.4. School Travel Patterns
- 3.5. Infrastructure for School Travel

4. Existing Projects

- 4.1. Integrated Passenger Transport Strategy
- 4.2. Active Travel Strategy (LTP3)
- 4.3. 20mph Speed Limits Outside Schools
- 4.4. Civil Parking Enforcement Outside Schools
- 4.5. School Crossing Patrols (SCP)
- 4.6. Cycle Training – Bikeability
- 4.7. Road Safety Education and Training (RSET)
- 4.8. Independent Travel Training

5. Aspirations for the Future

6. Glossary

7. Associated Documents

8. Review

1. Introduction

1.1. The Vision

Nottinghamshire County Council's vision is for every child and young person to travel to school or college in a healthy, safe and sustainable way.

Promoting sustainable modes of travel to school/college will contribute to the Council's commitment to keeping children and young people safe, improving health outcomes and closing the educational attainment gap. It is also envisaged through the promotion of sustainable travel to schools/colleges that this will support children and young people to increase their independent mobility as they move into adulthood.

Promoting sustainable travel to school will also help deliver other County Council objectives, including each priority of the Council's Strategic Plan 2014-2018.

1.2. Background

This strategy is an update to the Sustainable School Travel Strategy (SSTS) 2007 – 2011. Section 508A of the Education Act 1996 places a duty on local authorities to promote the use of sustainable travel and transport. The duty applies to children and young people of compulsory school age who travel to receive education or training.

Guidance published in July 2014 articulates the five main elements to the duty which local authorities must undertake:

- an assessment of the travel and transport needs of children, and young people in the authority's area;
- an audit of sustainable travel and transport infrastructure within the authority's area that may be used when travelling to and from institutions;
- a strategy to develop sustainable travel and transport infrastructure within the authority so that the travel and transport needs of children and young people are catered for;
- the promotion of sustainable travel and transport modes on the journey to from schools and other institutions;
- the publication of sustainable modes of travel strategy.

The Act defines sustainable modes of travel as those that the local authority considers may improve the physical well-being of those who use them, the environmental well-being of all or part of the local authority's area or a combination of the two.

This revision of the strategy aims to update the previous strategy, to set out Nottinghamshire's continued commitment to sustainable travel to school and thus fulfil its statutory requirements.

2. Aims and Objectives

The original SSTS was supported by grant funding from central government. This funding ceased in 2010, but Nottinghamshire County Council is committed to the principles of the SSTS which support many of its other strategies and policies. Within the over-arching objective of enabling children to access education and training to fulfil their potential, the SSTS has three principle aims:

Aim 1 – Promote healthy lifestyles for children and young people by:

- encouraging families to walk and cycle to school and college;
- raising awareness of the benefits of healthy and sustainable travel;
- providing young people with the skills to walk and cycle to school;
- training young people to travel independently through the Independent Travel Training programme;
- encouraging schools to promote healthy journeys to school.

Aim 2 – Collaborate across the Council Departments to facilitate SSTS, utilising funding to provide maximum impact

Aim 3 – Meet the requirements of the Education Act 1996 and the Education and Inspections Act 2006 by:

- ensuring eligible young people receive travel assistance to school;
- promoting sustainable travel to schools

3. Context

3.1. Population Trends

The total number of pupils attending Nottinghamshire schools, including special schools, as of the January 2014 statutory school census was 108,606. In line with the underlying national trend, Nottinghamshire has seen an increase in birth rates across the county since 2007 and therefore an increase in numbers on roll in primary schools. This will eventually feed through to the secondary schools as smaller cohorts of older children are replaced by larger cohorts of younger children. School Place Planning officers predict that the current pressures on primary school places will begin to impact the secondary sector in 2016/2017.

3.2. Schools and Education

There are 283 state funded primary schools, 45 state funded secondary schools and 11 state funded special schools in Nottinghamshire. Recent changes in legislation have increased the numbers of school governance models. More specifically in Nottinghamshire there has been a rise in the number of academies, particularly in the secondary sector. 83% of secondary age pupils and 9% of primary age pupils now attend an academy school in Nottinghamshire.

3.3. Issues Affecting Children in Nottinghamshire

Staying safe, improving children and young people's health and closing the gap in educational attainment are the three main objectives of the Nottinghamshire Children, Young People and Families Plan 2014-2016.

On average, children and young people in Nottinghamshire do as well as those in similar places elsewhere. However, there are large inequalities across the County, and some children and young people face greater disadvantages. National and local data shows that children and young people living in poverty are disadvantaged in many ways.

In Nottinghamshire, the localities where there are higher numbers of families on low incomes are often those localities where children and young people are less healthy, do less well at school and are more likely to need the support of Children's Social Care.

About a third of the County's population live in rural areas, where access to transport services is more limited than those available to people living in urban areas. Many children and young people in these areas live beyond the statutory walking distances to their nearest school and therefore are eligible for travel assistance to school.

Safety in relation to travelling to school and the perceptions of safety are often barriers for children and young people walking, cycling and using public transport to get to school. The two prominent areas of concern for parents when travelling to school are road safety and personal safety.

Road Safety

Nottinghamshire County Council is committed to reducing avoidable injuries to children and young people. The "Reducing Avoidable Injuries in Children and Young People Strategy 2014-2020" details the current position in Nottinghamshire, the progress made by the authority in reducing avoidable injuries, ongoing initiatives and a four year action plan.

In England and Wales the overall rates of death from injury in children have fallen over the past 20 years. However, rates for children living in disadvantaged social and economic circumstances have not seen the same improvement.

Children from the most disadvantaged backgrounds are at significantly increased risk of injury. Compared to their peers, children from the poorest homes are:

- 13 times more likely to die in an accident;
- 21 times more likely to die as a pedestrian on the roads;
- 38 times more likely to die in a house fire

In 2010, the National Institute for Health and Care Excellence NICE highlighted that under 5's are at greatest risk of injuries in the home and over 11s are more vulnerable to road injuries.

Data from the Department for transport shows that since 1979 there has been a steady decrease in the rate of children (0-15) killed and seriously injured (KSI) on the county's roads.

Data from the County Council's Road Safety Audit 2013 taken from the Police Stats 19 road accident data 2008 to 2012 shows the progress the County Council is making in road safety. The Council set an ambitious target for 2020 of a 40% reduction in child KSI casualties, compared to the 2005-2009 baseline average. This has already been surpassed at 47.8% and includes a reduction of 41.9% for child pedestrian KSI.

Figures show that in 2013 one child (0-15 years) was killed on Nottinghamshire's roads, 27 were seriously injured and a further 162 were slightly injured. This shows a reduction from 2012 where there were four fatalities, 39 seriously injured and 186 slightly injured.

The number of casualties in the 0-5 age group remains low, with only 18% of child road casualties coming from this age group, with car/van passenger and pedestrian casualties being most prevalent.

Primary aged children in the 6-10 year old category contribute 29.5% of all child casualties. Pedestrian and pedal cycle casualties in this age group have shown a reduction in numbers from 2005-2009 baseline figures. However there was an increase in the pedestrian KSI in 2012 from five to nine casualties. The number of car/van passenger casualties is also slowly falling and the KSI numbers are low.

Secondary pupils aged 11-15 years contribute to over half (52%) of all the child casualties. Pedestrian casualties within this age group are virtually a fifth of all the pedestrian casualties in the County. The average total number of casualties over the last three years has reduced by 37% compared to the 2005-2009 baseline figures. Pedal cycle casualties in this age group have decreased by 30%: however young male pedal cyclists continue to be a concern, with the untimely death of three pedal cyclists in 2012. The number of young car/van passenger casualties has also continued to reduce, and 2012 saw a 42% reduction in the total casualties compared to the 2005-09 baseline average.

The data collated for period 2008 to 2012 suggests that around a fifth (19.9%) of child casualties were recorded as on a school journey. This increased to a third (34.1%) for pedestrian casualties. A study carried out based on data between 2006 to 2009 found only 54 casualties occurred within 100 metres of a school in Nottinghamshire. The data seems to indicate it is rare for children to be involved in road traffic accidents immediately adjacent to schools.

The County Council is committed to reducing the numbers of children and young people being involved in road traffic accidents and is implementing a number of initiatives. The highway improvement schemes outside and around schools have enhanced the environment of the school journey. These include imposing 20mph speed limits and civil parking enforcement outside schools. Other initiatives include promoting road safety awareness and bikeability training in schools, identifying safer routes to school and providing independent travel training to young people who find travelling to school difficult or challenging.

Personal Safety

Nottinghamshire County Council works in conjunction with schools, parents and transport providers to ensure a child's personal safety when travelling to school on school, local and commercial bus services. All passes issued to pupils by the Council come with the caveat that appropriate behaviour is expected. All incidents of inappropriate behaviour including bullying that are reported, are investigated and may result in a travel pass being withdrawn.

The personal safety of a child walking or travelling to school is ultimately the responsibility of the parent. However, it is appreciated that most secondary age pupils travel independently. Although crime against young people in Nottinghamshire is decreasing (Joint Strategic Needs Assessment March 2013), parental perceptions of personal safety on home to school journeys continue to be a barrier to some young people from walking, cycling or using public transport. Schools continue to work with other agencies including community policing to intervene and alleviate problems when they occur.

3.4. School Travel Patterns

In July 2011 the Department for Education removed the requirement for schools to report on a pupil's mode of travel to school in the Schools Census. Following this change the collection of school travel information is more problematic, making reporting more difficult.

This information is incorporated within the School Travel Plans.

Data from the January 2011 census (last census when data collected) showed the following travel patterns:

	Total	Walk		Cycle		Car		Bus		Other	
Primary	62784	38250	61%	528	0.8%	21961	35%	1198	1.9%	846	1.3%
Secondary	50869	25355	50%	1379	2.7%	7479	14.7%	12672	25%	3984	7.8%
Special	928	29	3%	3	0.3%	245	26.4%	651	70%	0	0%

3.5. Infrastructure for School Travel

The Council has a statutory duty to provide eligible young people with safe appropriate travel assistance to school. This is provided through school and local bus contracts, passes on commercial services, parental grants, taxis and specialist transport where appropriate.

Discounted season passes are also available to non-statutory travellers on some school, local and commercial services.

The transport network in Nottinghamshire has changed and developed over the last five years. Commercial competition in some areas in Nottinghamshire has provided greater choice for travellers and competitive ticketing options. The development of discounted ticketing options for students in both Further and Higher Education have been welcomed and allow students to travel on public transport affordably. However, due to the diversity of the County, not all areas enjoy such opportunities. The Council still provides financial support for many local bus services around the County particularly in rural areas at non-peak times.

Through the annual integrated transport programme the County Council also invests significant funding in safety improvements, as well as walking and cycling infrastructure across the county to enable people to make walking and cycling journeys (e.g. new footways/cycle ways, pedestrian crossings, cycle parking, cycle signing etc.). The integrated transport programme also includes a programme of passenger transport improvements to make it more attractive to existing and potential users.

Provision of new and improved facilities are also secured as part of new developments, such as new housing, through the development control process.

4. Existing Projects

4.1. Integrated passenger transport strategy

The County Council aims to increase passenger transport (bus, rail and tram) use by influencing travel behaviour. The County Council's role in encouraging passenger transport use is to work in partnership with operators and other stakeholders to provide an integrated network and services within available funding resources that:

- have good network coverage, operating periods, service frequency and fully accessible vehicles and waiting facilities;
- is affordable so that costs are competitive with the use of the private car and do not stop people from using the available services.
- provide effective ticketing options, concessionary fares, smartcard technology and integrated ticketing;

- is understood by everyone and easy to use so that people know about services and how to use them;
- provide clear information in a variety of media and in partnership with operators, through effective marketing of passenger transport;
- is of high quality, in that it is reliable and punctual, making efficient use of available routes and requiring minimum changes;
- provide a high quality infrastructure that is fully accessible, modern, clean, quiet, safe and informative; and high quality customer service provision by drivers and other staff.

This work is ongoing and forms part of a programme of improvements which is being developed and delivered annually across the county as part of the integrated transport programme. The County Council is in the process of finalising an Integrated Passenger Transport Strategy, alongside more detailed implementation documents (covering specific topics such as integrated ticketing) which sets out its improvement priorities and how it aims to deliver these improvements in the future.

4.2. Active Travel Strategy (LTP3)

The County Council aims to increase active travel by influencing travel behaviour, particularly for shorter journeys. The County Council's role in encouraging active travel includes working within available funding resources to:

- provide facilities to enable people to make journeys on foot and by bike;
- promote facilities;
- help overcome real and perceived issues of safety;
- deliver effective spatial planning;
- work in partnership with other stakeholders to provide improvements.

This work is ongoing and a programme of improvements is developed and delivered annually across the county as part of the integrated transport programme.

4.3. 20mph Speed Limits Outside Schools

The County Council has committed to delivering advisory 20mph speed limits outside schools in the county. Casualties occurring outside Nottinghamshire schools are very rare but the programme aims to improve road safety around schools and encourage more walking and cycling to schools. The programme of delivery started in 2013/14 and is due to be completed by the end of 2015/16. To date advisory 20mph speed limits have been introduced at 30 sites (as at 12 November 2014) NB. some sites cover more than one school.

4.4. Civil Parking Enforcement Outside Schools

The County Council is undertaking a review of road markings outside all schools in Nottinghamshire. The review will implement Traffic Regulation

Orders (TROs) outside the schools so that “school keep clear” markings will be legally enforceable. The programme started in 2013/14 and is due to be completed by the end of 2014/15 financial year. To date TROs have been introduced in the Bassetlaw and Broxtowe districts, with TROs due to be introduced in the remaining five districts by the end of the March 2015.

4.5. School Crossing Patrols (SCP)

School Crossing Patrols (SCP) provide a safer crossing place for parents and children to cross the road on school journeys. They play a part in giving parents and children the confidence in making active school journeys. The SCP service operates across 130 identified sites across Nottinghamshire with around 100 of these currently operational. Provision is made for children aged 5 -11 on school journeys, but patrols can assist all pedestrians to cross at these sites within their specified site times.

4.6. Cycle Training – Bikeability

The Bikeability scheme of cycle training is offered to all schools in Nottinghamshire free of charge. The training has three levels:

- Level 1 - aims to improve basic riding skills, enable the trainee to check that their bike is safe and introduce the Highway Code.
- Level 2 – aims to develop these basic skills by providing the pupil with the skills and understanding to be able to make a trip to school or for leisure independently on quiet roads
- .Level 2+ - this is designed to improve road awareness and cycling skills to make a journey independently to their school or local amenity. This can involve Year 6 pupils undertaking a ride from their primary to the secondary school where they will be transferring to in the next academic year. It is intended to increase their confidence to ride on busier roads and helping to identify appropriate safer routes.

In the last financial year over 3,000 children completed Level 1 training, over 2,000 children completed Level 2 and over 200 of these went on to complete level 2+ training.

4.7. Road Safety Education and Training (RSET)

Road Safety Education and Training (RSET) is offered free of charge to all schools in Nottinghamshire. In the academic year 2013-2014, over 13,000 children aged 4-15 participated in school based road safety education activities, delivered by road safety staff, with a further 2,000 6th form students also being involved.

In addition 6,500 children were involved in awareness raising activities, run by road safety staff which were not school based.

Within the RSET programme, the Junior Road Safety Officer (JRSO) scheme is administered. Around 100 primary schools have signed up for this

scheme, which offers theme based presentations. These presentations can be delivered by the JRSO to the rest of the school through activities and competitions, enabling more children to receive relevant, appropriately timed, road safety messages.

The County Council also delivers road safety education through the Nottinghamshire Road Safety Partnership, a joint initiative with Nottingham City Council. The partnership works together to provide road safety training, activities and resources from reception through to KS4 and sixth form.

4.8. Independent Travel Training

Independent Travel Training (ITT) is designed to enable vulnerable people to develop the full range of skills which will allow them to make journeys on their own in a safe and confident manner. The scheme operates on the traffic light system with trainees progressing at their own pace through the Red, Amber and then Green stages. Each stage is carefully planned to ensure trainees can complete every task competently and with confidence before moving on to the next one. Over 250 students are currently undertaking the scheme in Nottinghamshire at mainstream and special schools including Bracken Hill, Derrymount, Foxwood, Newark Orchard and, Broomhill Juniors, Christ the King, South Wolds and The West Bridgford School. The scheme has also been rolled out to Further Education Colleges in the Nottinghamshire area. More information can be found at www.nottinghamshire.gov.uk/itt

5. Aspirations for the Future

There is no agreed direct funding to support Sustainable School Travel in Nottinghamshire since the withdrawal of Government funding in 2011. However the Council continues through other programmes of work including highway improvements and road safety education, to support the principles of Sustainable School Travel. Through collaboration between council departments and other local authorities as well as the dissemination of information from local and national sustainable travel organisations such as Sustrans and Living Streets, it is the intention to promote and support the benefits of Sustainable School Travel to schools on a regular basis.

Key actions will include:

1. Promote the sustainable School Travel Strategy to key stakeholders;
2. Continue to provide an efficient and cost effective school and local bus network;
3. Continue to improve safety around schools through existing programs of highway improvements, speed restrictions and parking enforcement.
4. Promote walking and cycling to school
5. Increase Independent Travel Training programme across the County
6. Promote SSTS through the SEND Local Offer
7. Produce a termly e-newsletter to schools promoting Sustainable Travel to Schools.

Measures of success

- Increased usage of active modes of travel, including walking and cycling
- Reduced number of short journeys made to school by car
- Increased public transport usage
- Reduced SEND journeys made by taxi or with escorts
- Increased number of children and young people with special needs travelling independently to school/college
- Increased sustainable travel without increasing road casualties
- Improved safety around schools
- Reduced perceptions of risk around the journey to and from school
- Increased participation by schools in road safety education and sustainable travel
- Inclusion in the Nottinghamshire County Council's Local Offer

6. Glossary

A&E:	Accident and Emergency
KSI:	Killed and Seriously Injured
ITT:	Independent Travel Training
JRSO:	Junior Road Safety Officer
LTP3:	Local Transport Plan 3
NICE:	National Institute for Health and Care Excellence
RSET:	Road Safety Education and Training
RTC:	Road Traffic Collisions
SEND:	Special Educational Need and Disability
SRTS:	Safer Routes to School
TRO:	Traffic Regulation Order

7. Associated Documents

Nottinghamshire County Council

- Strategic Plan 2014-2018
- Sustainable Community Strategy 2010-2020
- School Place Planning Strategy June 2014
- Under 16 Home to School Transport Policy 2014
- Post 16 Transport Policy 2014
- Joint Strategic Needs Assessment for Nottinghamshire March 2013
- Child Road Safety Audit Review 2013
- Injury Accident and Casualty Analysis 2013

Nottinghamshire Local Transport Plan 2011-2026

Reducing Avoidable Injuries in Children and Young People: A Strategy for Nottingham and Nottinghamshire 2014-2020

Nottinghamshire Youth Crime Strategy 2010-2013

8. Review

The strategy will be reviewed two yearly by Children, Families and Cultural Services Senior Leadership Team. The next review date is February 2017.