TravelTelford

Telford & Wrekin Council Sustainable Modes of Travel Strategy

2016-2021

Bus stop

a co-operative council

Telford & Wrekin COUNCIL

Contents

1. Introduction

The Education & Inspections Act 2006 (Annex A) places a statutory duty on local authorities to prepare and publish a document containing their strategy to promote the use of sustainable modes of travel to meet the school travel needs of their area. This covers pupils who are resident and receive education and training within the local authority's area, as well as those pupils who live outside, but travel into, the local authority's area to receive education and training.

Furthermore the Children's Act 2004 places a duty on local authorities and their partners (including the police, health service providers and the youth justice system) to co-operate in promoting the wellbeing of children and young people and to make arrangements to safeguard and promote the welfare of children.

Over the last 20 years the number of children travelling to school by car has doubled, despite many children living close enough to school to walk. One in five cars on the road in urban areas, at the morning peak of ten minutes to nine, is taking children to school, leading to localised congestion, increased air pollution and a reduction in health and fitness.

In Telford we seek to increase the number of children and young people travelling by sustainable modes, looking after the environment and reducing fatal and serious casualties. We aim to do this by increasing accessibility and safety through promotion, education and, where possible, implement physical measures in order to reduce congestion, improve air quality and health, and effect climate change.

2. Aims, Challenges and Benefits

Aims

Our Sustainable Modes of Travel Strategy aims to encourage more children and their parents to travel to school via a sustainable mode of travel, particularly walking or cycling, but also public transport or car sharing and by doing so this will contribute to

- improving the quality of the local and global environment, by reducing carbon emissions associated with school travel and reducing local congestion
- helping to reduce child casualties
- widening choice by improving accessibility to educational establishments and activities
- improving the physical and mental health of children and:
- contributing to improving educational achievement and attendance

Challenges

There are a number of challenges to be taken into consideration in the delivery of this strategy:

• The geography and demography of the local area, including projected population growth
• Balancing the demands of parental preference against the requirement for sustainability.
• The cost and provision of increased free travel

Benefits

The benefits we aim to achieve through this strategy are:

- Educational and health benefits for pupils
- Increasing numbers of pupils making regular, sustainable journeys to school
- Reduced congestion at the start and end of the school day

- Improved safety on the home to school journey
- Improved air quality outside local schools
- Improved data collection and analysis
- Development and implementation of a sustainable school travel action plan that links a number of key activities into one document

3. Policy Background

We are committed to promoting sustainable school travel, primarily through working closely with schools to reduce the number of cars arriving there.

This work has an important role to play in delivering and contributing to a number of national and local policies, including transport, planning, health, environment and education, all of which are integral to the creation of sustainable communities.

A summary of the key policies that have underpinned our Sustainable Modes of Travel Strategy is set out below.

3.1. Education Acts, Policies & Guidance

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

The 1944 Education Act

Local authorities to provide free transport on distance grounds

Education Act 1996

Local authorities to take certain factors into account when deciding whether or not it is necessary to provide transport for a pupil

Education Act 2002

Local authorities to assist post 16 students with transport costs.

Education & Inspections Act 2006

The Education and Inspections Act (EIA) (Clause 76) inserts a new section, 508A, in the Education Act 1996. This placed a general duty on local authorities to promote the use of sustainable travel and transport to and from school and was effective from April 2007.

There are 4 main requirements of the Education and Inspections Act:
- An **assessment** of the travel and transport needs of children and young people within the authority's area
- 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 needs of children and young people are better catered for; and
- The **promotion** of sustainable travel and transport to, from and between schools and other institutions

This strategy outlines how we intend to meet the above duties placed upon us, our approaches to improving travel and travel information, as well as analysing current issues and addressing these via an Action Plan to see how we can overcome these in the future.

<u>'Every Child Matters' 2003 & Every Child Matters: Change for Children 2004</u>

These documents apply to the total well-being of children and young people from birth until they reach the age of 19 and is based on the idea that every child whatever their circumstance is to have the necessary support to:

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

The Sustainable Travel to School strategy and wider promotion of sustainable travel will support the 'Be Healthy and 'Stay Safe' outcomes of Every Child Matters.

<u>Top Tips for Sustainability in Schools, Department for Education, 2012</u>

This publication suggests practical ways for schools to become more sustainable, whilst at the same time saving money. The document provides top tips for a number of areas including sustainable travel to school.

The top tips are:

1. Encourage cycling by providing secure bike storage and lockers.
2. Set up a 'walking bus' or an alternative scheme
3. Incorporate sustainable travel activities across the curriculum
4. Hold special promotions for active travel
5. Arrange training for walkers and cyclists on independent travel
6. Spread the message to pupils and parents
7. Liaise with feeder schools to agree guidance for new pupils on sustainable travel
8. Find ways to involve pupils obliged to travel by car
9. Work to improve bus provision and behaviour on school transport
10. Work with your local authority to identify safer routes and possible highway improvement
11. Reduce emissions from school business journeys

All these top tips can be achieved through the implementation of a school travel plan.

3.2. Transport Policies and Guidance

<u>Transport Act (2000)</u>

Under this legislation Local transport authorities were required to publish Local Transport Plans (LTP) setting out their policies for the promotion of safe, integrated, efficient and economic transport facilities in their area. These are forward plans with sustainable travel at their heart.

<u>White Paper: 'The Future of Transport: A Network for 2030 (2004)</u>

Sets a thirty year strategy to provide and promote alternatives to the car through
- Encouraging travel planning
- Creating a cycling and walking culture (particularly for children)
- Investment in public transport

National Planning Policy Framework NPPF (2012)

The NPPF, introduced in 2012, sets out the Government's planning policies for England and how these are expected to be applied. Section 4 specifically talks about sustainable transport. Paragraph 36 states "All developments which generate significant amounts of movement should be required to provide a Travel Plan", which includes new or expanded school facilities.

In 2014 further guidance was published:-
• Travel Plans, Transport Assessments and Statements in Decision-taking
• Transport evidence bases in Plan Making

Infrastructure Act 2015

The Act covers transport, housing, regeneration, infrastructure and energy. In particular it includes investment in walking and cycling, part 2 of the Act.

Section 21 puts a duty on the Secretary of State to set a Cycling and Walking Investment Strategy for England at least once every five years.

Walking & Cycling Investment Strategy 2016

In March 2016, the Government unveiled plans to produce a Walking and Cycling Investment Strategy with the long term goal that walking and cycling should be a normal part of everyday life, and the natural choice for shorter journeys such as the commute to school, college, work or leisure trips.

The objectives and target in the draft strategy to measure progress towards the 2040 ambition are to:

• Double cycling, where cycling activity is measured as the estimated total number of bicycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025;

• Reverse the decline in walking activity, measured as the total number of walking stages per person per year;

• Reduce the rate of cyclists killed or seriously injured on England's roads, measured as the number of fatalities and serious injuries per billion miles cycled, each year;

• Increase the percentage of children aged 5 to 10 that usually walk to school.

We are currently waiting for the final strategy to be published.

3.3. Health Policies and Guidance

Health and Social Care Act 2012

The 2012 Health and Social Care Act requires local authorities to establish a Health and Wellbeing Board. The purpose of the Board is to identify the health and wellbeing priorities for Telford and Wrekin and define what will be done to address them.

<u>National Institute of Health and Care Excellence (NICE) Guidelines</u>

There have been a number of guidance documents produced by NICE on physical activity:

- Physical activity: walking and cycling (PH41) published November 2012

  This guideline sets out how people can be encouraged to increase the amount they walk or cycle for travel or recreation purposes. This will help meet public health and other goals (for instance, to reduce traffic congestion, air pollution and greenhouse gas emissions).

- Physical activity for children and young people (PH17) Published January 2009

  This guidance is for all those who are involved in promoting physical activity among children and young people, including parents and carers.

3.4. Local strategic context

<u>Medium Term Council Plan and Shaping Our Future: Our Journey to 2020</u>

As a Co-operative Council we will work to with our communities to create 'Telford and Wrekin - the Place of Partnership, Enterprise and Innovation'.

The Council's wider commitment is to:

- put our children and young people first;
- protect and create jobs as a 'Business Supporting, Business Winning Council';
- improve local people's prospects through education and skills training;
- protect and support our vulnerable children and adults;
- ensure that neighbourhoods are safe, clean and well maintained;
- improve the health and wellbeing of our communities and address health inequalities; and
- regenerate those neighbourhoods in need and work to ensure that local people have access to suitable housing.

The Council has two plans to help achieve this commitment

- 'Shaping Our Future: Our Journey to 2020'- What the Council and its partners will focus on over the next 7 years
- 'Medium-term Council Plan' What the Council will deliver in the next three years

<u>Local Transport Plan 3 (LTP)</u>

The Local Transport Plan (LTP) is the key document that brings together a number of local travel strategies and links them with the future regeneration and sustainability of the borough. Safe and sustainable school travel has been a key element of both Telford & Wrekin Local Transport Plans.

The current LTP3 covers the period 2011 – 2026 and has the following vision:-
"A successful, prosperous and healthy community which offers a good quality of life for all the people of Telford & Wrekin."

There are six Local Transport Plan goals which will help achieve the overall vision in 2026. They are:

1. Making travel more reliable and efficient, to attract jobs and support growth and regeneration.
2. Maintain highways effectively and efficiently.
3. Reduce carbon emissions to help tackle climate change.
4. Allow everyone to access jobs, education, healthcare, shops and leisure.
5. Improve safety and security on the transport network and promote active travel choices which encourage people to be healthier.
6. Improve the quality of life by reducing the visual, noise, air quality and other impacts of transport on people and the local environment.

Home to School/College Transport Policy

Telford & Wrekin Council can provide free transport for a child who is attending full time at their nearest or designated school and the home address is more than, two miles away for primary aged pupils, or three miles away for secondary aged pupils. New provisions have been brought in by Government for pupils from low income families with children at secondary school.

Applications are considered against this distance criteria. If there are other circumstances that applicants wish to have taken into account, then they need to state these in detail on the back of the application form. This distance is measured by using the shortest safe pedestrian route between home and school.

Information on school transport can be found on the Council's website - www.telford.gov.uk/info/20025/school_information/10/home_to_school_transport

Health and Wellbeing Strategy 2016-2019

The Health & Wellbeing Strategy addresses local health priorities based on evidence from our Joint Strategic Health Assessment, stakeholder and public feedback.

The Health & Wellbeing Board have selected three cross-cutting priorities where they want to make the fastest progress:
• Encourage healthier lifestyles
• Improve mental wellbeing and mental health
• Strengthen our communities and community based support

Encouraging healthier lifestyles includes promoting walking and cycling, and the easiest way to incorporate walking and cycling into an individual's daily routine is to walk, cycle or scoot to school (as well as to work or for leisure). Walking, cycling and scooting to school can support children in reaching the recommended 60 minutes of physical activity a day and help tackle childhood obesity.

4. Work to date

4.1. School Travel Plans

From 2001 to 2003, Telford & Wrekin Council was part of a Department for Transport (DFT) pilot travel plan project, employing two Travel Plan Co-ordinators to support schools and businesses to implement travel plans.

School travel planning is the important first stage for increasing active school travel and the travel plan provides a structure that keeps schools focussed on the task of reducing car use on the school journey.

In 2004, the Government launched the Travelling to School Initiative with the aim that all schools would adopt a school travel plan by July 2010 which was achieved for all schools in the borough.

In 2011 the Council successfully received funding from the Department for Transport's Local Sustainable Transport Fund (LSTF). The scheme, titled Telford Future – local action for sustainable growth, consisted of 8 projects including one focusing on sustainable travel to school called Low Carbon Life Skills.

The aim of this project was to provide children with 'low carbon life skills' including pedestrian training, bikeability cycle training, road safety and sustainable travel skills for the transition from primary to secondary education.

The project also focused on refreshing school travel plans, the creation of safer routes to school, and support for initiatives such as Walking Buses.

To support schools refreshing their school travel plans, Modeshift STARS the national online school travel plan tool and accreditation system, was made available to all schools in 2013.

Modeshift STARS (Sustainable Travel Accreditation and Recognition for Schools) provides a national framework for the implementation of sustainable and active school travel activities and is the only national accreditation scheme for rewarding sustainable School Travel Plans.

It is an easy to use online system that significantly reduces the amount of time and work schools are required to undertake on travel planning therefore freeing them up to focus on delivering actions that really make a difference to travel patterns on the journey to and from school.

Modeshift STARS offers three levels of accreditation:

Bronze Level - for schools that deliver an up to date STP each year that is delivering the minimum required standard for Modeshift STARS

Silver Level – for schools that achieve modal shift away from the car, deliver a whole-school approach and deliver above and beyond the requirements of the basic STP.

Gold Level – for schools who have excelled with the STP and achieved noticeable modal shift away from the car by fully embracing sustainable travel as the norm throughout the entire school community.

The first school to complete their school travel plan using Modeshift STARS and achieve accreditation was Priorslee Primary School, who was awarded silver in September 2013. Since then 15 more schools have achieved accreditation as shown in Table 1. Table 2 shows which schools have achieved accreditation so far.

Modeshift STARS accreditation

Date	Bronze	Silver	Gold	Total
September 2013	0	1	0	1
September 2014	0	1	0	1
September 2015	13	1	0	14
September 2016	11	4	1	16

Table 1 – Number of schools that have achieved Modeshift STARS accreditation

Current Modeshift STARS schools

School	Award	Year	Valid for	Renewal Due
Crudgington Primary School	Bronze	2015/16	1 Year	31st March 2017
Dawley CofE Primary School	Bronze	2015/16	1 Year	31st July 2017
Grange Park Primary School	Bronze	2015/16	1 Year	31st July 2017
Hadley Learning Community*	Bronze	2015/16	1 Year	31st December 2017
Meadows Primary School	Bronze	2015/16	1 Year	31st July 2017
Newdale Primary School	Bronze	2015/16	1 Year	31st July 2017
Old Park Primary School	Bronze	2015/16	1 Year	31st July 2017
Redhill Primary School	Bronze	2015/16	1 Year	31st December 2016
Sir Alexander Fleming Primary School	Bronze	2015/16	1 Year	31st July 2017
Wrockwardine Wood Junior School	Bronze	2015/16	1 Year	31st July 2017
Wrockwardine Wood Infant School	Bronze	2015/16	1 Year	31st July 2017
Lawley Primary School	Silver	2015/16	2 Years	31st July 2018
Priorslee Primary School	Silver	2014/15	2 Years	31st July 2017
St Matthew's CofE Primary School	Silver	2015/16	2 Years	31st July 2018
Woodlands Primary School	Silver	2015/16	2 Years	31st July 2018
Lilleshall Primary School	Gold	2015/16	3 Years	31st July 2019

Table 2 – List of Schools with Modeshift STARS accreditation

*HLC includes three separate schools – HLC Primary Phase, HLC Secondary Phase and The Bridge School

4.2. Sustainable Travel Initiatives & Events

4.2.1.   Sustainable Travel Initiatives

The Road Safety team has developed a wide range of road safety and sustainable travel initiatives for pupils in Reception right up to Year 13.

Details on all the services and initiatives currently available are in the Road Safety Active Travel Services Brochure. The brochure is reviewed annually and promoted to schools through the annual Services to Schools event.

In addition the team has also developed a new Residential Travel Packs. These packs are aimed at residents purchasing a new property in the borough and offered through the Developer. They contain information on sustainable travel.

<u>Be Bright Be Seen Workshop</u>

A workshop focusing on encouraging children to wear something bright and so be seen by other road users during autumn and winter months.

<u>Bikeability</u>

Bikeability is the Government's approved National Standards for Cycle Training, which teaches trainees the necessary skills to ride confidently on today's roads. We have been providing Bikeability courses since 2008 and over 7,000 children have received training. **Appendix D** – Bikeability Data, shows the number of pupils trained each year.

There are three award levels for Bikeability

- Level 1 teaches basic bike-handling skills in a controlled traffic-free environment.
- Level 2 teaches trainees to cycle planned routes on minor roads, offering a real cycling experience.
- Level 3 ensures trainees are able to manage a variety of traffic conditions and is delivered on busier roads with advanced features and layouts.

<u>Bike Club</u>

Bike Club is a fun and engaging interactive club in which children learn bike handling and control skills through a series of games and challenges.

<u>Cycle Circus</u>

An interactive workshop for nursery and reception classes, where groups rotate through a number of activities such as High-Vis dress up, labelling a bike, drawing around tools, pumping up inner tubes and Be Bright colouring in.

<u>Dr Bike</u>

Dr Bike is a bike maintenance service offered by the Travel Telford Team. A member of the team will attend your school to make simple repairs and adjustment to pupil's bikes.

<u>Go Ride</u>

Go-Ride is British Cycling's development programme for young people. The programme provides a fun and safe way to introduce young riders to the world of cycle sport and provides a platform to improve bike handling skills.

<u>Junior Road Safety Officers (JRSO) scheme</u>

Junior Road Safety Officers (JRSO's) are school based children who promote road safety within their school. This dynamic role gives pupils the opportunity to promote active travel amongst their peers, explore road safety issues in school and raise awareness of road safety throughout the school community.

<u>Modeshift STARS</u>
Modeshift STARS is the national accreditation scheme for rewarding sustainable school travel plans. The online system provides schools with the opportunity to record, monitor and review their School Travel Plan progress.

Park & Stride

This scheme encourages parents to park at a designated point in the community (e.g. village hall church, leisure centre, pub car park etc.) and then walk the remaining distance to school with their children.

Many Telford & Wrekin parents participate in this scheme on a daily basis and this has resulted in a reduction in school gate congestion. The scheme is particularly popular at rural schools.

Puncture Repair Workshop

An interactive classroom activity for children in year 4 and above. The children work in small groups throughout the day, learning how to fix a bicycle puncture and about the correct equipment needed for the job.

School Crossing Patrols

School crossing Patrols have the legal power to stop traffic using their sign and provide a valuable service to pupils walking to school. There are two school crossing patrols at busy sites within the Borough.

School Assemblies & Presentations

School assemblies or presentations are available all year round and can be based on one or more topics. Schools that are members of the Travel Telford School Network receive 4 free assemblies per school year.

Scooter Training

Scooter Skills is a practical scooter training course which encourages children to safely scoot to school. Training can be delivered to a variety of age groups from reception through to Year 5.

Start Stepping & Stepping Out

Start Stepping and Stepping Out are pedestrian training for key stage one pupils. Start stepping is aimed at years 1 and 2 and Stepping Out is aimed at Years and 4.

Transition Workshop

The Transition Workshop is designed to help Year 6 pupils transition from Primary to Secondary education.

The workshop investigates:
• Which school age groups are most at risk from road traffic accidents
• Some of the problems encountered on the school journey and how to overcome them
• Journey planning

This workshop also looks into the benefits of active travel.

Travel Telford School Network

This is an annual membership which provides a commitment from the Council to schools to promote Road Safety & Sustainable Travel. The network offers the following benefits:

• Four free assemblies a year

- Diagnostic visit to assess travel challenges and opportunities
- Travel Telford Certificate which can be displayed in your school reception
- Travel Telford logo for use on school literature & promotion
- Advice and support on how to promote sustainable transport and active lifestyle
- Walking & cycling maps
- Travel to School Map
- Access to the Travel Telford newsletter
- Advice and support for Modeshift STARS
- The Junior Road Safety Officer package which includes toolkit and guides

The Travel Telford School Network continues to grow and evidence shows that those who partake in this scheme have seen a reduction in car use on the school journey.

Travel Tracker

Travel Tracker is an interactive web based tool which enables pupils to track their travel to school journey using the interactive whiteboard. Travel Tracker can be used as part of morning registration routine enabling children to take responsibility for recording their mode of transport. Pupils receive virtual rewards which encourages them to make more sustainable journeys. Schools can then use this to operate their own rewards and recognition system.

Walking Buses

Children who walk to school with the walking bus are part of a large and visible group which is supervised by adults and seen safely into the school. This reassures parents who are concerned about letting their children walk on their own. Also, by using the walking bus children learn pedestrian skills so that when they begin to walk on their own they are better equipped to deal with traffic.

Achievements from 1st April 2015 to 31st March 2016

Table three lists the number of course and the number of children who have received training or been involved, for each of the initiatives from 1st April 2015 to 31st March 2016. In the 12 month period, over 300 courses were delivered, involving nearly 18,000 children.

Initiative	Number of courses delivered	Number of children involved
Bikeability Cycle training for Year 5 & 6	87	1028
Stepping Out Pedestrian training for Years 3 & 4	22	612
Scooter Training Available for all school year groups	14	175
Walking Buses	9	297
Assemblies & Presentations delivered in Primary Schools	36	10,562
Assemblies & Presentations delivered in Secondary Schools	43	3,766
Start Stepping Pedestrian training for Years 1 & 2	7	210
Be Bright Be Seen Workshops	29	870
1:1 Special Educational Needs (SEN) pedestrian training	20	20

Go Ride	29	202
Bike Club	4	40
Cycle Circus	6	180
Travel Telford School Network	20	NA

Table 3 – Number of courses and pupils that received training from 1st April 2015 to 31st March 2016

4.2.2.   Sustainable Travel Events

All schools are actively encouraged to participate in national sustainable travel events.

These include:

- The Big Pedal   www.bigpedal.org.uk   April every year

   The Big Pedal is the UK's largest inter-school cycling and scootering challenge. It inspires pupils, staff and parents to choose two wheels for their journey to school.

   In 2016, 9 schools in Telford took part, logging over 6000 cycling and scooting journeys to school. Church Aston Infants came first in the West Midlands in the 5 day challenge category.

- Walk to School Week   www.livingstreets.org.uk   May every year

   Walk to School Weeks takes place in the third week of May every year and is organised by Living Streets. Over the week there is a 5 day challenge to encourage pupils, parents and school staff to walk to school.

   The week also incorporates Happy Shoesday which promotes walking to school by letting pupils wear their favourite shoes for the day.

- Bike Week   www.bikeweek.org.uk   June every year

   Bike Week is the biggest nationwide cycling event in the UK, Bike Week encourages over half a million people to join in events, rethink their everyday journeys and switch to cycling as the most convenient way to get around.

- Road Safety Week   www.roadsafetyweek.org.uk   November every year

   Road Safety Week is the UK's biggest road safety event, coordinated annually by Brake and involving thousands of schools, organisations and communities each year.

4.3. Travel to school data

Since 2000 Telford & Wrekin Council has carried out an annual school travel survey involving all schools in the Borough. The survey is conducted every autumn term and pupils are asked 'How do you usually travel to school?' Results for academic year 2015/16 are shown in **Appendix A** - Travel to school data for all schools from academic year 2012/13 onwards

All schools are encouraged to complete the survey and those working towards Modeshift STARS accreditation or maintaining it, must complete the survey.

Up until 2013, the percentage of pupils travelling by car remained at 36%. Academic year 2013/14 recorded the first increase in car travel, increasing by 3%. The following year 2015/15 recorded another increase of 0.8%. Consequently walking levels decreased at the same time.

There are many contributing factors that could explain this increase such as the weather on the day the survey was taken, the day in the week the survey was conducted, whether the parent taking the child to school continued on to work afterwards, increase in car ownership, school policies preventing children cycling to school before completing Bikeability, parents choosing not to send their child to their nearest school and the distance was travelled to school.

Travel to school data from 2013/14 to 2015/16

Academic Year	Mode of Travel												
	Car (including vans and taxis)		Car share		Public transport (Including school buses, public buses & trains)		Walking		Cycling (including scooting)		Other		Total number of pupils
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.
2015/16 data													
Aged 5-10	6,360	45.7	293	2.1	190	1.4	6,758	48.5	312	2.2	9	0.1	13,922
Aged 11-15	3,122	32.6	448	4.7	2,191	22.8	3,505	36.6	228	2.4	95	1.0	9,589
All Ages	9,482	40.3	741	3.2	2,381	10.1	10,263	43.7	540	2.3	104	0.4	23,511
2014/15 data													
Aged 5-10	6,533	44.2	315	2.4	205	1.4	7,241	49.0	478	3.2	0	0.0	14,772
Aged 11-15	3,149	32.4	355	3.6	2,295	23.6	3,693	38.0	237	2.4	0	0.0	9,729
All Ages	9,682	39.5	670	2.7	2,500	10.2	10,934	44.6	715	2.9	0	0.0	24,501
2013/14 data													
Aged 5-10	6,016	39.8	193	1.3	427	2.8	8,186	54.2	274	1.8	1	0.0	15,097
Aged 11-15	3,441	31.3	338	3.1	2,709	24.6	4,265	38.8	146	1.3	102	0.9	11,001
All Ages	9,457	36.2	531	2.0	3,136	12.0	12,451	47.7	420	1.6	103	0.4	26,098

Table 4 – Travel to school survey results for academic year 2014/15 and 2015/16

Further analysis of the school mode of travel data compared with the number of sustainable travel initiatives the school is engaged in from 2010-11 to 2015-16, has revealed a positive change in active travel. The analysis is shown in **Appendix C** - Analysis of Travel to School data and sustainable travel initiatives.

The analysis showed:

• Out of 17 schools (35% of all primary schools) that have achieved some positive change in total active travel in 2015/16, 15 had Bikeability in place, 13 have been involved in Stepping Out, 10 had Junior Road Safety Officers scheme (JRSO) in place, 7 have been involved in the Travel Telford School Network (TTSN) and Modeshift Star scheme, 6 had Park and Stride, 6 were involved in Safer Routes to School, 3 installed additional cycle and scooter storage.

• Indeed, out of 12 schools with the highest increase in active travel between 2010/11 and 2015/16 (i.e. between 5 and 20 percentage change), the best 8 have been involved in Stepping Out and Bikeability and 7 have been involved in combined Stepping Out, Bikeability and JSRO. 4 of these 9 schools were also involved in the Park and Stride

scheme, Be Bright Be Seen and 4 have been involved in the TTSN/Modeshift Stars scheme.

- The best performing school which achieved now has 23% higher share of walking and cycling to school (Lilleshall Primary School in the rural area close to Newport) had also the most, 12, schemes in place with another school with the same number of programmes in place achieving 4 percentage change increase.
- Furthermore, other best performing schools (i.e. with over 10% change in walking and cycling) have been on average involved in 7 schemes. Only one of these schools has not been involved in any scheme whilst only three schools had only 2 programmes in place. All but one school had at least 1 LSTF scheme in place.
- Indeed, 17 schools that have increased total active travel in 2015/16 had on average 5.2 programmes in place whilst those with a negative or no change had on average 4 programmes in place.

The Travel to School survey results for each school for academic year 2015/16 are in **Appendix B** - Travel to school data for Academic Year 2015/16

4.4. Safer Routes To School (SRTS)

The aim of our Safer Routes to School scheme is to bring about a sustained change in behaviour and increase the amount of active travel on the school journey. By doing this we help to increase children's fitness levels, reduce congestion at the school gate and reduce the impact of school transport on the environment.

The scheme has operated over a number of years and seen the implementation of pedestrian and cyclist crossings, cycle paths and footway improvements. Schools that identify a highway issue on the journey to school are encouraged to complete a Safer Routes to School scheme form. The application is then considered and if approved added to the Council's Capital Programme.

Schools must have developed and adopted a school travel plan before they are accepted on the Safer Routes to School scheme.

4.5. Road Safety

The Road Safety Team aims to create a culture of safe and sustainable travel across Telford & Wrekin with an ultimate aim of reducing the number of road traffic casualties on the Borough's roads. By working with partners, local businesses and schools we endeavour to create a more active, happier and healthier population.

A number of concerns have arisen about the detrimental effect that car travel can have on a population but also on a child development; these include the failure to develop pedestrian skills, higher carbon emissions and the risk to children's health caused by a lack of regular exercise.

For that reason much of our work is targeted at schools. Inexperienced road users are arguably our most vulnerable users and therefore the team have developed a range of interventions to educate and train young people to enable them to make the right choices and ultimately bring about a reduction in casualties. All interventions are designed to encourage safe and active travel with a long term aim of influencing their travel behaviour into adulthood.

The team has recently developed the Travel Telford School Network (TTSN). The scheme was designed to encourage schools to focus on road safety and the issues and targets they may have. By joining the TTSN Schools can look to reduce their environmental impact, reduce travel costs to both staff and parents and create a healthier more active culture.

5. Action Plan

Action	Date	Update
To encourage all schools to join the Travel Telford School Network (TTSN)	Ongoing	2016/17 – 20 schools have joined TTSN
To encourage all schools to review and update their school travel plan using Modeshift STARS	Ongoing	2016/18 – 18 schools have achieved Modeshift STARS accreditation
To encourage all schools to promote their school travel plan / Modeshift STARS accreditation / sustainable travel in their school prospectus, on their website and at open events.	Ongoing	
To continue to collect, monitor and review mode of travel to school data annually to ensure that schools are committed to actively implementing and evaluating its school travel plan	Every autumn term	The annual travel to school survey is completed every Autumn term. Data from 2015/16 school year is in appendix
Continue to consider the transport impacts of new school developments and mitigate any adverse outcomes. This will be achieved through measures such as Section 106 Agreements and travel plan planning condition where a travel plan must be submitted before occupation and updated annually for five year.	Ongoing All new schools are required to submit a framework travel plan prior to development with a commitment to update and review the travel plan within 6 months of occupation and then annually for 5 years.	The following schools have a travel plan planning condition: • Burton Borough school • Charlton School • Ercall Wood Technology College • Grange Park Primary School • Holy Trinity School • Lawley Village Primary School • Newport Girls High School • Priorslee Primary School • Telford Park School • Telford Priory School • Telford Langley School

Action	Date		Update
Continue to promote national sustainable travel events throughout the year	The Big Pedal Walk to School Week Bike Week Road Safety Week	March/April May June November	
Continue to deliver and provide the sustainable travel initiatives listed in Section 4	Ongoing and reviewed annually		The annual review will show the number of courses delivered and number of pupils trained.
Continue to provide Travel to School maps for each school and new schools	When required		Each school in the Borough has a Travel to School map
All Year 6 pupils to have access to Bikeability	Ongoing		
Continue to provide Safer Routes to School Scheme	Ongoing		
Continue to strengthen partnerships internally within the Council with Public Health, School Admissions and Transport Contracts, as well as externally with the local Police	Ongoing		
To pilot the online Travel Tracker in September 2016 with a view of offering this out to all schools in 2017	September 2016 onwards		

6. Targets

The targets are: -

- Against a background of predicted population and traffic growth, for there to be no increase on the baseline level of school journeys by car. This was set in 2015/16 using a baseline of 40% calculated using the annual Travel to School survey.

- To maintain the current number of school that are members of the Travel Telford School Network (TTSN) and increase this figure by 10 at the end of the academic year 2016/17

- To continue to provide all the sustainable travel initiatives listed in Section 4.2.

- To continue to offer Bikeability training to all schools and aim to train one thousand children per financial year.

- To introduce a number of the DfT's new Bikeability Plus modules to schools. Closely monitor their successes and review the impact they have.

- To continue to reduce levels of child road traffic casualties even against levels of increasing walking and cycling

7. Monitoring and Evaluation

In line with statutory requirements, the Strategy will be updated on an annual basis, taking into account known funding availability and local circumstances.

The updated strategy will be published on the Borough Website no later than 31st August each year.

Appendix A - Travel to school data for all schools from academic year 2012/13 onwards

Academic Year	Car (including vans and taxis)		Car share		Public transport (Including school buses, public buses & trains)		Walking		Cycling (including scooting)		Other		Total number of pupils
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number
2015/16 data													
Aged 5-10	6,360	45.7	293	2.1	190	1.4	6,758	48.5	312	2.2	9	0.1	13,922
Aged 11-15	3,122	32.6	448	4.7	2,191	22.8	3,505	36.6	228	2.4	95	1.0	9,589
All Ages	9,482	40.3	741	3.2	2,381	10.1	10,263	43.7	540	2.3	104	0.4	23,511
2014/15 data													
Aged 5-10	6,533	44.2	315	2.4	205	1.4	7,241	49.0	478	3.2	0	0.0	14,772
Aged 11-15	3,149	32.4	355	3.6	2,295	23.6	3,693	38.0	237	2.4	0	0.0	9,729
All Ages	9,682	39.5	670	2.7	2,500	10.2	10,934	44.6	715	2.9	0	0.0	24,501
2013/14 data													
Aged 5-10	6,016	39.8	193	1.3	427	2.8	8,186	54.2	274	1.8	1	0.0	15,097
Aged 11-15	3,441	31.3	338	3.1	2,709	24.6	4,265	38.8	146	1.3	102	0.9	11,001
All Ages	9,457	36.2	531	2.0	3,136	12.0	12,451	47.7	420	1.6	103	0.4	26,098
2012/13 data													
Aged 5-10	6,201	41.4	161	1.1	419	2.8	8,014	53.5	167	1.1	10	0.1	14,972
Aged 11-15	3,316	30.1	285	2.6	2,797	25.4	4,317	40.1	183	1.7	106	1.0	11,004
All Ages	9,517	36.6	446	1.7	3,216	12.4	12,331	47.5	350	1.3	116	0.4	25,976

Note: The "Mode of Travel" header spans the Car through Other columns.

Appendix B - Travel to school data for Academic Year 2015/16

Primary School	Cycle	Scooting	Public Service Bus	Dedicated School Bus	Bus (Type Not Known)	Car / Van	Car Share	Taxi	Train	Walk	Park & Stride	Other	TOTAL
Apley Wood Primary School	25	4	0	0	0	183	12	0	0	159	15	0	398
Aqueduct Primary School	13	1	7	0	0	90	3	0	0	142	7	0	263
Captain Webb Primary School	0	0	5	0	0	165	0	0	0	148	0	0	318
Church Aston Infant School	0	2	0	0	0	16	2	0	0	16	12	0	48
Coalbrookdale & Ironbridge CofE Primary School	3	3	0	0	0	148	8	2	0	39	5	0	208
Crudgington Primary School	0	0	0	0	0	106	11	1	0	2	1	0	121
Dawley CofE Primary School	6	2	1	0	0	70	2	0	0	101	22	0	204
Donnington Wood CofE Junior School	9	2	0	0	0	8	51	0	0	86	5	0	161
Donnington Wood Infant School & Nursery Centre	2	1	4	0	0	37	4	0	0	89	4	0	141
Dothill Primary School	13	13	2	0	0	176	9	0	0	180	40	0	433
Grange Park Primary School	13	15	3	0	0	104	2	0	0	216	15	0	368
Hadley Learning Community - Primary Phase	12	4	0	0	0	190	0	1	0	237	0	0	444
High Ercall Primary School	0	0	0	32	0	101	1	0	0	13	0	1	148
Hollinswood Primary School	8	9	4	0	0	79	3	0	0	208	23	0	334
Holmer Lake Primary School	15	11	1	3	0	55	15	0	0	127	19	0	246
John Fletcher of Madeley Primary School	10	14	7	0	0	214	5	0	0	155	0	0	405
John Randall Primary School	5	3	5	0	0	78	3	0	0	135	3	0	232
Ladygrove Primary School	5	5	0	0	0	102	4	0	0	96	21	0	233
Lawley Primary School	11	15	1	0	0	197	4	0	0	168	10	0	406
Lawley Village Primary Academy	0	0	0	0	0	24	0	0	0	3	0	0	27
Lightmoor Village Primary School	0	1	0	0	0	51	2	0	0	91	0	0	145
Lilleshall Primary School	4	1	1	0	0	43	0	0	0	64	71	0	184
Meadows Primary School and Nursery	3	6	0	6	0	115	5	0	0	131	57	0	323
Millbrook Primary School	4	5	4	0	0	87	1	0	0	189	0	0	290
Moorfield Primary School	5	9	2	0	0	124	4	0	0	90	14	0	248

Primary School	Mode of travel to school												
	Cycle	Scooting	Public Service Bus	Dedicated School Bus	Bus (Type Not Known)	Car / Van	Car Share	Taxi	Train	Walk	Park & Stride	Other	TOTAL
Muxton Primary School	28	18	2	0	0	138	8	0	0	182	29	0	405
Newdale Primary School	6	1	0	0	0	151	5	0	0	162	12	0	337
Newport CofE Junior School	1	14	1	0	0	81	1	0	0	153	10	0	261
Newport Infant School	7	15	2	0	0	117	0	0	0	61	7	0	209
Old Park Primary School	7	2	10	0	0	125	4	1	0	330	11	0	490
Priorslee Primary School	9	2	1	0	0	237	9	0	0	104	27	0	389
Queenswood Primary School and Nursery	3	0	0	0	0	25	0	0	0	129	0	0	157
Randlay Primary School	2	1	3	0	0	161	5	0	0	172	1	0	345
Redhill Primary School	9	4	4	3	0	185	9	0	0	104	18	0	336
Short Wood Primary School	1	0	1	0	0	180	6	0	0	319	0	8	515
Sir Alexander Fleming Primary School	6	6	8	0	0	66	2	0	0	238	1	0	327
St George's C of E Primary School	11	3	10	0	0	165	14	0	0	234	49	0	486
St Lawrence CofE Primary School	0	0	0	0	0	75	0	0	0	5	0	0	80
St Luke's Catholic Primary School	5	0	5	0	0	85	5	1	0	39	0	0	140
St Mary's Catholic Primary School	5	1	5	0	0	96	4	0	0	44	0	0	155
St Matthew's CofE Primary School	10	2	0	0	0	65	10	0	0	165	21	0	273
St Patrick's Catholic Primary School	0	8	0	0	0	88	12	0	0	59	0	0	167
St Peter and Paul Catholic Primary School	6	5	0	0	0	122	2	0	0	36	8	0	179
St Peter's CofE Primary School, Edgmond	2	1	0	0	0	108	5	0	0	48	42	0	206
St Peter's CofE Primary School, Bratton	3	1	0	15	0	207	7	0	0	200	3	0	436
Teagues Bridge Primary School	0	4	1	0	0	111	1	0	0	93	1	0	211
Tibberton CofE Primary School	0	0	0	12	0	106	8	2	0	16	0	0	144
William Reynolds Primary School	No survey data received												
Windmill Primary School	9	8	1	0	0	67	0	0	0	273	0	0	358
Wombridge Primary School	1	0	2	0	0	71	0	0	0	114	28	0	216

Primary School	Mode of travel to school												
	Cycle	Scooting	Public Service Bus	Dedicated School Bus	Bus (Type Not Known)	Car / Van	Car Share	Taxi	Train	Walk	Park & Stride	Other	TOTAL
Woodlands Primary School	4	0	9	0	0	93	7	0	0	312	0	0	425
Wrekin View Primary School	7	0	0	0	0	123	10	0	0	155	24	0	319
Wrockwardine Wood CofE Junior School	6	0	7	0	0	74	8	0	0	129	42	0	266
Wrockwardine Wood Infant School	4	3	0	0	0	81	0	0	0	103	8	0	199
TOTAL	312	223	119	71	0	5663	293	7	0	6758	690	9	14145
%	2.2	1.6	0.8	0.5	0.0	40.0	2.1	0.0	0.0	47.8	4.9	0.1	

Secondary School	Mode of travel to school												
	Cycle	Scooting	Public Service Bus	Dedicated School Bus	Bus (Type Not Known)	Car / Van	Car Share	Taxi	Train	Walk	Park & Stride	Other	TOTAL
Abraham Darby	64	0	250	0	0	209	40	0	0	405	0	0	968
Adams' Grammar School	0	0	134	370	15	160	11	8	0	101	0	0	799
Burton Borough School	0	0	0	228	0	237	5	7	0	458	0	0	935
Charlton School	47	0	49	82	0	277	14	6	1	653	0	0	1129
Ercall Wood Technology College	22	4	33	0	0	229	52	40	1	219	18	0	618
Hadley Learning Community – Secondary Phase	23	0	35	0	0	396	11	46	0	417	0	0	928
Holy Trinity School	No survey data received												
Madeley Academy	13	1	55	12	0	145	45	0	0	245	63	0	579
Newport Girls' High School	0	0	69	111	0	112	57	13	1	67	41	0	471
Telford Langley Academy	11	0	114	0	0	182	33	0	0	311	0	0	651
Telford Park Academy	15	4	39	0	0	34	44	0	0	205	1	0	342
Telford Priory Academy	33	2	35	12	0	242	55	0	1	383	29	0	792
Thomas Telford School	0	0	34	509	0	627	81	0	1	41	0	0	1293
TOTAL	228	11	847	1324	15	2850	448	120	5	3505	152	0	9505
%	2.4	1.1	8.8	13.8	0.2	29.7	4.7	1.3	0.1	36.5	1.6	1.0	

Special School	Mode of travel to school												
	Cycle	Scooting	Public Service Bus	Dedicated School Bus	Bus (Type Not Known)	Car / Van	Car Share	Taxi	Train	Walk	Park & Stride	Other	TOTAL
Haughton School	0	0	1	87	0	30	0	0	0	4	0	0	122
Mount Gilbert	0	0	1	10	0	9	0	10	0	1	0	0	31
Southall School	1	0	77	0	57	0	0	0	5	0	0	0	140
The Bridge at HLC	0	0	0	156	0	32	0	0	0	0	0	0	188
TOTAL	1	0	79	253	57	71	0	10	5	5	0	0	481
%	0.2	0.0	0.4	68.6	0.0	26.6	0.0	2.1	0.0	2.1	0.0	0.0.	

Appendix C - Analysis of Travel to School data and sustainable travel initiatives

School	Walking			Cycling			Both (walking & cycling)			Sustainable Travel Activity (2010-2015)									
	Pre LSTF	End of LSTF	% change overall (2010-2016)	Pre LSTF	End of LSTF	% change overall (2010-2016)	Pre LSTF	End of LSTF	% change overall (2010-2016)	Bikeability	Stepping Out	JRSO	Additional cycle (C) scooter storage (S)	Park & Stride site	Walking Bus	Safer Routes to School	WOW - Living Streets scheme 2013/14	Modeshift STARS (since 2015)	TTSN school (since 2015)
	2010/11	2015/16		2010/11	2015/16		2010/11	2015/16											
Apley Wood Primary School	39.70%	41.00%	1.30%	0.90%	6.30%	5.40%	40.60%	47.30%	6.70%	✓	✓	✓		✓					
Aqueduct Primary School	45.70%	54.40%	8.70%	1.10%	4.90%	3.80%	46.80%	59.30%	12.50%	✓	✓			✓		✓	✓		
Coalbrookdale Primary School	23.00%	20.20%	-2.80%	1.10%	1.40%	0.30%	24.10%	21.60%	-2.50%	✓	✓	✓		✓		✓			
Crudgington Primary School	2.20%	1.70%	-0.50%	0.00%	0.00%	0.00%	2.20%	1.70%	-0.50%	✓		✓				✓		✓	✓
Dawley CofE Primary School	53.90%	50.50%	-3.40%	1.30%	2.90%	1.60%	55.20%	53.40%	-1.80%	✓								✓	✓
Dothill Primary School	45.00%	44.60%	-0.40%	1.30%	3.00%	1.70%	46.30%	47.60%	1.30%	✓	✓		✓ (S & C)					✓	✓
Grange Park Primary School	69.10%	62.80%	-6.30%	1.00%	3.50%	2.50%	70.10%	66.30%	-3.80%	✓	✓	✓		✓	✓			✓	✓
Lawley Primary School	30.60%	45.10%	14.50%	1.00%	2.70%	1.70%	31.60%	47.80%	16.20%	✓	✓	✓		✓	✓		✓	✓	✓
Lightmoor Primary School	47.90%	63.40%	15.50%	4.20%	0.00%	-4.20%	52.10%	63.40%	11.30%	✓	✓	✓							
Lilleshall Primary School	13.90%	35.30%	21.40%	0.60%	2.20%	1.60%	14.50%	37.50%	23.00%	✓	✓	✓	✓ (S)	✓	✓			✓	✓

School	Walking			Cycling			Both (walking & cycling)			Sustainable Travel Activity (2010-2015)									
	Pre LSTF 2010/11	End of LSTF 2015/16	% change overall (2010-2016)	Pre LSTF 2010/11	End of LSTF 2015/16	% change overall (2010-2016)	Pre LSTF 2010/11	End of LSTF 2015/16	% change overall (2010-2016)	Bikeability	Stepping Out	JRSO	Additional cycle (C) scooter storage (S)	Park & Stride site	Walking Bus	Safer Routes to School	WOW - Living Streets scheme 2013/14	Modeshift STARS (since 2015)	TTSN school (since 2015)
Meadows Primary School	39.40%	42.40%	3.00%	0.00%	0.90%	0.90%	39.40%	43.30%	3.90%	✓	✓	✓		✓	✓	✓	✓	✓	✓
Newport Junior School	44.40%	64.00%	19.60%	0.40%	0.40%	0.00%	44.80%	64.40%	19.60%	✓	✓	✓				✓	✓	✓	✓
Newport Infant School	32.70%	36.40%	3.70%	0.00%	3.30%	3.30%	32.70%	39.70%	7.00%	NA	NA	NA				✓	✓		
Queenswood Primary School	68.50%	82.20%	13.70%	1.10%	1.90%	0.80%	69.60%	84.10%	14.50%	✓	✓								
Randlay Primary School	56.10%	50.10%	-6.00%	0.00%	0.60%	0.60%	56.10%	50.70%	-5.40%	✓	✓	✓							
Short Wood Primary School	55.70%	61.90%	6.20%	0.80%	0.20%	-0.60%	56.50%	62.10%	5.60%										
St George's CofE Primary School	40.30%	48.80%	8.50%	0.00%	2.30%	2.30%	40.30%	51.10%	10.80%	✓	✓	✓				✓		✓	✓
St Luke's Catholic Primary School	27.00%	27.90%	0.90%	1.70%	3.60%	1.90%	28.70%	31.50%	2.80%	✓	✓	✓							
St Mary's Catholic Primary School	24.60%	29.00%	4.40%	0.00%	3.20%	3.20%	24.60%	32.20%	7.60%	✓		✓							
St Patrick's Catholic Primary School	23.20%	40.10%	16.90%	0.60%	0.00%	-0.60%	23.80%	40.10%	16.30%	✓	✓	✓	✓ (S)	✓		✓			
Wrockwardine Wood Infants School	60.70%	53.30%	-7.40%	0.00%	2.00%	2.00%	60.70%	55.30%	-5.40%	NA	NA	NA			✓	✓		✓	✓

Appendix D – Bikeability Data

Year	Level 1 Total	Level 2 Total	Level 3 Total	April - August	September - March	Total	% increase on previous year	No. of courses	Average No. of trainees per course	Average L2 pass rate %
9/2007 - 3/2008		52				52				
4/2008 - 3/2009	50	607				657	1163%			
4/2009 - 3/2010	112	661				773	17.6%			
4/2010 - 3/2011	74	709				783	1.3%			
4/2011 - 3/2012	141	626		279	488	767	-2.0%	79	9.7	81.6
4/2012 - 3/2013	129	558		238	449	687	-10.4%	67	10.3	81.2
4/2013 - 3/2014	137	726	9	328	544	872	26.9%	90	9.7	83.3
4/2014 - 3/2015	189	782		522	449	971	11.4%	101	9.6	80.5
4/2015 - 3/2016	127	777	41	514	431	945	-2.7%	90	10.5	86.0