

Buckinghamshire County Council

School Travel Plan Strategy

“Setting the Lead”

November 2006

**Working to make Buckinghamshire
a safer and healthier place**

A handwritten signature in black ink, reading 'Valerie Letheren', is positioned to the left of a vertical red line.

Signed:.....

Valerie Letheren

Cabinet Member - Transportation

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1. Introduction

Tackling congestion on the school run has been a high priority for Buckinghamshire County Council since 1998 and was central to the County Council's First Local Transport Plan. Between 2001 and 2005 we completed schemes designed to widen travel choices that have helped to tackle congestion across Buckinghamshire.

1.1 Background

We have had significant success in achieving change in travel patterns. We have reduced car use on home to school journeys from 44% in 2000 to 35% in 2004. As a result we are on course to exceed our targets Public Service Agreement (PSA) Targets to reduce car use to 30% by 2008, having already won PSA awards for interim targets of reducing car use to 35% by 2004.

1.2 Context

Buckinghamshire is a predominantly rural county, which means that the car will remain the most appropriate travel choice for many people. The Travel Planning Team's challenge is to provide incentives, infrastructure and initiatives to reduce the dependency on the car whilst recognising that part of the journey may need to be carried out by car.

1.3 Our Strategy

We recognise that congestion on the school run is a complex issue. Our strategy is divided into the four key objectives, work with schools to develop full active travel plans, provide support and resources for schools to run more incentive based initiatives, provide capital infrastructure, where appropriate, to encourage sustainable travel, reduce severance and increase safety. Each has a clear set of actions, programmes and measures.

We will achieve this by continuing to develop and promote travel choices on journeys to and from school where we can offer a credible alternative to the car.

To ensure that our strategy achieves value for money we have included actions that not only reflect our good practice, but also recognised good practice from elsewhere.

2 National Context

The Government recognises the need to address school travel patterns to reduce congestion in the morning and afternoon peak. Funding has been provided to Buckinghamshire County Council since 2001 for School Travel Advisors to work with schools to draw up travel plans and address congestion and safety issues outside the school gate. Further support has been offered since 2004 in the form of capital grant funding for those schools that produce a full active school travel plan.

2.1 Links to national and local policy

DfT/DFES – 'Travelling to School: a good practice guide:

This document aims to share good practice from around the country with regard to initiatives to encourage safe and sustainable journeys to school

Department for Transport – 'Travelling to School: an action plan:

This action plan for schools and local transport and education authorities sets out how DfT and DfES intend to help them increase walking, cycling and use of public

transport for journeys to and from school. Our School Travel Plan Guidelines put the Travelling to School Initiative into a local context.

Local Transport Plans

Local authorities are required to set out an integrated strategy for reducing car use and improving safety on the journey to school, work and for leisure, taking account of the health and education aspects and of road safety strategies. All of our key tasks consider the input to LTP2 and their main themes around safety, congestion reduction, accessibility and air quality. Road traffic continues to grow nationally (an increase of 1.3% in 2003) and whilst congestion is not currently a concern in all areas, many towns face potential problems unless effective action is taken. The Government expects all authorities with recognised or localised congestion problems to set targets for 2011 that are both realistic and stretching. LTP2 targets along with the DfT and DfES Travelling to School Initiative has meant that Buckinghamshire County Council has invested considerable resource into the Safer Routes to School Team to ensure they meet 2010 targets to have all schools with active travel plans and reduce congestion on the school run to 30% by 2008.

National Road Safety Strategy

To achieve by 2010 (compared with the average for 1994-1998) a 50% reduction in the number of children killed or seriously injured and 40% reduction in all road users killed or seriously injured, with a 10% reduction in slight casualties. Road Safety is a key element in the development of School Travel Initiatives.

Extended Services

The county council must have a strategy for supporting schools to offer extended services. This includes travel. All School Travel Advisors work closely with Buckinghamshire's Extended Services Team.

Health

National targets for all schools to be a 'Healthy School' according to the National Healthy School Standard by 2009. An involvement in School Travel Planning is one of the required criteria.

The Healthy Living Blueprint for schools (2004) recommends that children should be encouraged to walk or cycle part or all the way to school wherever it is safe and practicable. It emphasises the need for schools to put in place STP's to promote more sustainable healthy and safe travel.

Our Healthier Nation (1999) recommends that children should undertake 1 hour of physical activity per day for long-term health. Walking or cycling to school can play a significant part in achieving this target.

Every Child Matters

Children's Act 2004 required schools to report on how the school meets five key outcomes for children. Travel Planning contributes and has local targets set against 'Staying Healthy.'

Education

Involving students in STP's can support established and more additions to the curriculum, such as PSHE, Citizenship and Geography together with providing evidence toward educational award schemes such as Eco schools.

Central Government funding is being invested in improving participation levels in school sport and physical activity between 2005/6 and 2008/9. We are working

closely with Sports Development Managers to develop walking initiatives through the Physical Activity Alliance.

Education and Inspections Bill

As the work on the Bill is developed we will be working closely with our colleagues in Home to School Transport and Education to develop the Sustainable School Travel Strategy of which this document will be part.

3. Aims and objectives

3.1 Aims

Taking into account our experiences of the past five years our vision for 2010 is to:

- Have all schools with a School Travel Plan by 2010
- Reduce car use on the school run to mid 1980's levels from 35% (2004) to 30% by 2008 and 28% by 2010
- Promote 'healthy' travel choices for the school journey
- Provide support and resources for schools to reach all the above targets
- Maintain our reputation for being a leading authority in the School Travel Planning industry

In order to meet these objectives the Travel Plan Team produce an outcome based business plan once a year, which is reviewed periodically throughout the year that sets out our annual plan. See appendix 1.

3.2 Objectives

Buckinghamshire County Council have four key objectives over the next 5-year period the life of LTP2. They are:

- 1) To reduce car use outside the school gate to 28% by 2008.
- 2) To address concerns identified by parents and pupils regarding safety of vulnerable road users on the school journey.
- 3) To publicise and raise awareness of school travel issues (including promotion and sharing of good practice) to all existing and potential partners. To raise the profile of the Travel Planning Team nationally and internationally.
- 4) To create, develop and maintain appropriate monitoring and evaluation systems to make best use of available resources.

Particular action relating to meeting these objectives are outlined in appendix 1, our outcome based business plan. This business plan is reviewed monthly and updated fully annually.

4. Work to date

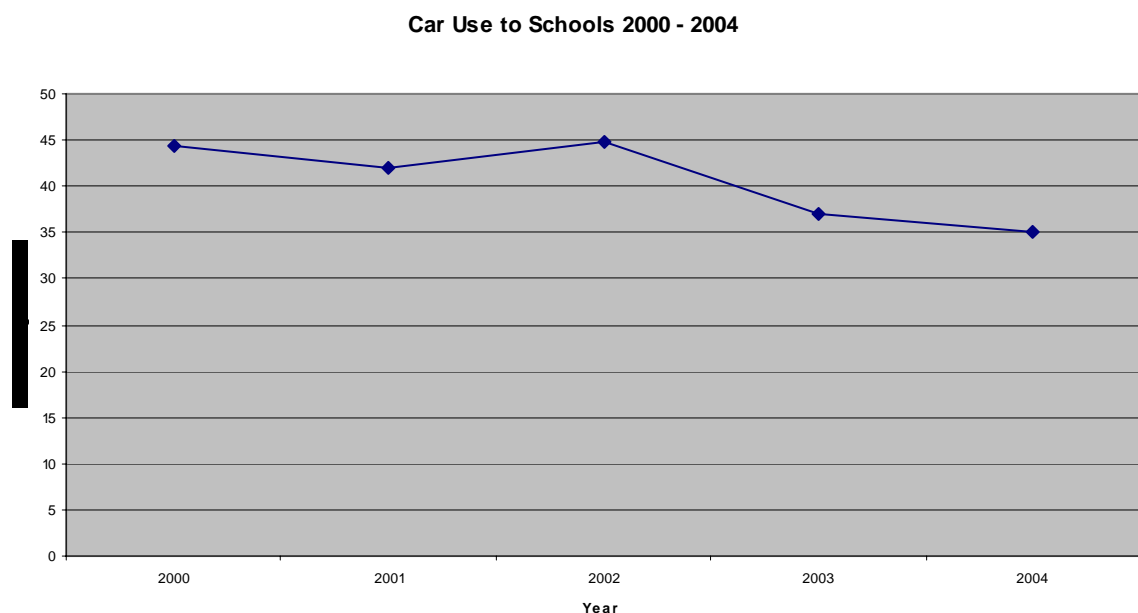
Buckinghamshire County Council has come a long way from when we first started Safer Routes to School Initiatives in 1998. We soon recognised that writing school travel plans was the task of the school in order for them to take ownership of the plan, engineering was not always the only solutions and we needed to provide more support to schools to develop incentive schemes and initiatives.

4.1 Tackling the congestion on the school run – Achievements:

- Reduction from 44% to 30% in countywide car use on the school run in five years (see graph below)
- International award for 'Go for Gold' walking incentive scheme 2004
- Government approved review process
- Different levels School Travel Plans, dependant on individual schools progress
- Good communication forums for volunteer coordinators
- Up to 130% increase in cycling for the school run at targeted schools
- Achieving best value in school travel planning – average cost is 2.0p per vehicle km reduced (Source: Smarter Choices research report, DfT)

Figure 1 shows how car use on the school run has been reduced since we started monitoring mode of travel to school in 2000.

Figure 1: Car use reduction on the school run for Buckinghamshire



Our experience, our success and the lessons we have learned are the foundations of our revised School Travel Strategy.

5.0 Targets and progress

5.1 National Targets

- The DfT/DfESTravel To School Initiative has set a target for all schools nationally to have a travel plan by 2010.
- LTP2 LTP4 Mandatory Indicator. Set a baseline for 'Mode Share of Journeys to School' collated from the School Census.
- BVPI99 (Y). 27% reduction on 2001-04 average of Child Killed Seriously Injured. I.e. From 26 to 19.

5.2 Local Targets

- LCI 5 (LTP2): 100% of schools at level 1-3 (see section 7.2) in the Buckinghamshire School Travel Process. Despite the TTSI target for all schools to have approved STP's by 2010 there is a risk that some will refuse to engage in the travel planning process.
- To reduce car use outside the school gate to 28% by 2010.

6.0 Partnerships including senior level support

We recognise the need to work with partners internally and externally to meet these targets. We work closely with the following:

- **PCSO's** – Working together to enforce parking restrictions outside the school gate.
- **Strategy Group.** Refer to section 9.
- **Consultants and Contractors.** We will continue to develop efficient working practices for scheme delivery.
- **Leisure centres.** We will continue working partnerships to provide incentives to our initiatives.
- **Bike It.** Working closely with Sustrans we will roll out of the 'Bike It' programme countywide
- **Education.** All travel plans are and will continue to be read and signed off by the Director of Education
- **Passenger Transport Teams.** We will work together to develop local strategies to support the Education and Inspections Bill. In addition we will consider developing a bus behaviour scheme.
- **Physical Activity Alliance**
- **UK LAST**
- **Neighbouring authorities.** Where possible we have and will combine resources with our neighbouring authorities to maximise on resources. We will also work closely to share good practice.
- **Extended Services ESRA**
- **School Improvement.** We will work together to maximise data opportunities through the school census.

7.0 Working with schools in the development of travel plans

7.1 What is the aim of an STP?

A School Travel Plan is an active, owned and sustainable document. It aims to increase the number of pupils walking, cycling or using public transport to travel to school in safety, through a combination of education, training and publicity measures

seeking to address both real and perceived concerns for the vulnerability of young people.

7.2 Schools Involvement

Our approach to school travel planning has evolved significantly over the past five years. We have moved from an approach that concentrated primarily on 'hard' infrastructure to one that works directly with schools, students and parents. Led by the schools and supported by travel initiatives, we aim to develop viable, sustainable and low cost transport alternatives including:

- Walking initiatives (such as 'Go for Gold' and 'Crocodiles')
- Improved cycling facilities
- 'Park and Walk' schemes
- Better access to public transport

Our promotional and incentive led approach has enabled us to achieve modal shift in a very cost effective way, and it will continue to form the basis of our approach over the next five years. Indeed, it supports and underpins our three staged assessment of school travel plans (STPs):

Level 1 STP	School has at least one initiative in place to reduce car use, has had a visit from a School Travel Plan Advisor to develop a travel plan and has a named coordinator.
Level 2 STP	School has travel initiatives, a working group and/or a draft STP
Level 3 STP	School has fully documented and active STP with action plan and clear SMART targets

We will continue to provide support and advice to our school champions through regular training and newsletters to share good practice, and updated guidelines. We believe that personalised travel planning has a key role to play in the development of sustainable travel to schools, and plan to set up 'Travel Shops' at secondary schools to provide personalised travel planning information for pupils, staff, and parents. We also anticipate using personalised travel planning as a tool to help make the transfer between primary and secondary school as easy as possible for pupils.

7.3 What is the role of the Travel Planning Team

The priority for Travel Planning Team over the next five years will be to provide support and guidance to all schools wishing to be involved in School Travel Planning and promote travel planning as a concept all schools should adopt. Our challenge is not only to involve new schools in the travel planning process but to encourage existing schools to sustain their travel plan document. We will:

- Support schools in the development and implementation of their STP
- Continue to review travel plans and their progress in an impartial and productive manner
- Continue to provide School Travel Plan Guidelines and Training to all volunteers
- Support the planning application process
- Maintain the interest of travel planning schools
- Identify joint delivery opportunities

Support schools in the development and implementation of their STP

Buckinghamshire County Council has four district council areas. The Safer Routes to School Team have one School Travel Plan Advisor (STA) assigned to each area. Their role is to work with all the schools in their area to develop STP's by 2010. While the school must take ownership of the document the STA will support them every step of the way to ensure they understand what the requirements are and take ownership of their travel plan. When the school has produced an active School Travel Plan the STA will continue to be their point of contact at the authority and offer advice and assistance in the implementation of their plan and assist in the collation of their Annual Progress Report.

Continue to review travel plans and their progress in an impartial and productive manner

Each school has an STA assigned to them to support them in the development of their school travel plan, award bids and annual progress report. In order to ensure the school travel plan, annual progress report or award bid is up to the required standard it is reviewed by an independent officer. We have a rota system in the team so when a document is due for review they can look at it in an impartial way and provide a productive report. The process works well and will continue as we lead up to 2010.

Maintain School Travel Plan Guidelines and Provide Volunteer Training

Buckinghamshire County Council produces very comprehensive guidelines that assist volunteers in drawing up their travel plans, submitting award bids and produce annual progress reports. We will continue to revise these guidelines to keep them up to date. We recognise the hard work involved by volunteers who take on coordinator roles within the schools and we appreciate the need for comprehensive training to be offered to the volunteers. We hold termly coordinator training sessions, free of charge, and also hold an annual conference to assist the coordinators and give them an opportunity to network with others in their area. We also maintain an e-group for all volunteers to ensure they can keep up to date with current issues and also share achievements and problems with other volunteers around the county.

Support the planning application process

Schools submitting planning applications to the County Council that may lead to an increase in pupil numbers or changes in travel patterns are required to prepare, develop, submit and implement a level 3 school travel plan within an agreed timescale in support of the application; following the Development Control Committee's resolution in January 2001. In the past Buckinghamshire County Council's Schools Organisation have funded a School Travel Plan Advisor post to support this work. In recent years the funding has been withdrawn but the Transportation Service see this area of work as important to the development of healthier children and continue to fund the post.

Copies of the STP guidelines are circulated to District Council Planning Departments, to try and ensure that a consistent approach is adopted for school planning applications across Buckinghamshire. Frequently the Safer Routes to School Team is invited to comment on the implications of school planning proposals submitted by the District and County Councils and to advise if an STP may be required.

Maintain the interest of schools with established school travel plans

In March 2006 we had 60 schools at level 3. The challenge for the team is to ensure that we encourage new schools to develop travel plans and ensure that Level 3 STPs remain active and that the schools submit their Annual Progress Reports on time.

We have just recently introduced an award system for long service. From September 2005 all schools that submit a travel plan, commit to ongoing monitoring and produce an annual progress report will receive a long service award. These will be awarded at the following intervals:

- Bronze School Travel Plan Award – after two years of remaining at level 3
- Silver School Travel Plan Award – after three years of remaining at level 3
- Gold School Travel Plan Award – after four years of remaining at level 3.

When a school reaches 'gold' status the STA for the area will look at the school's travel plan with the Team Leader for Safer Routes to School and decide on a capital payment prize, depending on the travel plan action plan. This reward will then be issued every year the school sustain their travel plan from then on.

Identify Joint Delivery Opportunities

By working with partners internally and externally we will identify the potential for joint funded schemes to assist in the delivery of a school's travel plan. This will be identified through several avenues, including the county's Local Delivery Plan Process.

7.4 Good Practice

We are currently collating examples of good practice in the development of travel plans or initiatives.

8.0 Developing Initiatives to Support the School travel Plan

Currently Buckinghamshire County Council has many School Travel Initiatives running in different schools including:

Crocodiles	Walking bus for under 8's
Alig8or	Walking bus for over 8's
Go for Gold	Incentive scheme
Footsteps	Child Pedestrian Skills Training
Cycle Training	Work to National Cycle Training Standard
Junior Road Safety Officers	Student ambassadors for school travel and road safety
Safer Positive Driving	Car sharing scheme for 6 th formers
National campaigns	Supporting Walk to School Week/Month and Bike Week etc
Curriculum Resources	Lesson plans for KS1 and 2
School Crossing Patrol Service	To assist travel plan development
Travel Shop	Personalised Travel Planning service run by and for students
School run.org	School based journey share database

Offering a wide selection of initiatives is essential as every school has different requirements.

8.1 The role of the Travel Planning Team

Buckinghamshire County Council Travel Planning Team recognise the need to provide resource and support for School Travel Initiatives as they underpin the work of School Travel Plans.

9.0 Supporting Travel Plans with Capital Infrastructure.

The Travel Planning Team have a capital funding allocation from LTP2 to support schools with their travel plans and bring about a change in mode of travel on the journey to and from school. This funding allocation inevitably does not pay for all schemes requested by the schools. We have a bidding process to release this funding. The Travel Planning Team will:

- Offer support and advice to schools wishing to prepare and submit up an award bid
- Continue to involve School Travel Strategy Group (STSG)
- Provide support to schools wishing to spend their Capital Grant Allocation from TTSI
- Provide advice and support for hard measures funded by third parties to support the development of the School Travel Plan.

Offer support and advice to schools wishing to prepare and submit up an award bid

The STP award bid scheme was developed to encourage and motivate schools to prepare and implement successful STP's. The scheme invite all Buckinghamshire schools with active level 3 STP's to bid for funding for specific measures that will assist them in reaching their targets outlined in their STP. The Safer Routes to School Team is keen to support measures that are innovative, clearly demonstrate the support and involvement of the whole community and support the PSA car use reduction target. Proposals can be for on site measures or highway measures.

Each bid must be submitted according to the guidance set out in the STP guidelines. The assigned STA can assist the school in the development of this award bid. The bid must provide detailed information about the specific measure including cost and pupils benefiting.

STP Award bids can be submitted throughout the year and, similarly to the STP review process, are reviewed by an STA covering a different area of the county. If the bid meets criteria it is forwarded to the School Travel Strategy Group (STSG).

Continue to involve the School Travel Strategy Group

Buckinghamshire's School Travel Strategy (STSG) has been developed in conjunction with the Health Authority, Thames Valley Police, District Councils and other County Council partners represented on the School Travel Strategy Group. The group meets once a year and its members are all part of an e-group, used for regular communication and consultation. One of the responsibilities of the group is to assess the School Travel Plan Award bids that are presented to the Safer Routes to School team, by schools to support individual School Travel Plans.

Provide support for schools wishing to spend their TTSI capital grant allocation

The assigned School Travel Plan Advisor will work with the school to support them in spending their capital grant allocation in line with their travel plan. The Advisors will offer technical support and advice and call on other experts where necessary.

Provide advice and support for capital measures funded by third parties to support the development of the School Travel Plan

Our LTP2 allocation is limited and we will encourage schools to obtain third party funding for schemes where possible. Third party contributions will be looked favourably on when deciding where to prioritise our funding. If full funding is gained from a third party, such as a land owner, parish council or as part of a local planning application then the School Travel Plan Advisors will assist in the project management of the scheme to ensure maximum benefits are gained for the school in order to support their school travel plan.

10.0 Customer Satisfaction

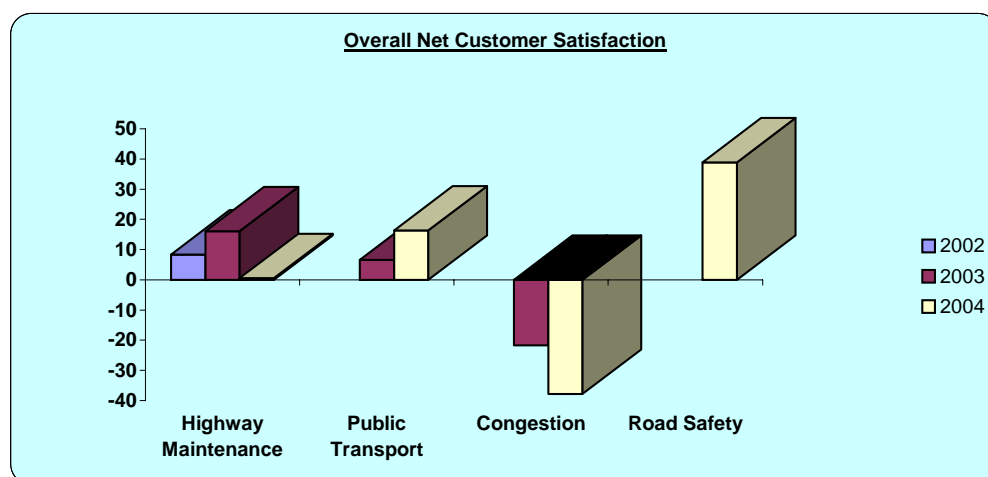
Buckinghamshire County Council carries out annual surveys to all residents of Buckinghamshire and the Transportation Service carries out a more focussed survey to gain views of residents. Figure 5 shows new customer satisfaction with services within Buckinghamshire with Congestion issues fairly high up the agenda.

Figure 5: MORI poll of customer satisfaction 2002



Our recent consultation exercise for the Second Local Transport Plan showed that 27% of respondents felt congestion should be a key priority for the plan, demonstrating that attitudes are changing and that customers want an increased emphasis on tackling congestion and keeping traffic moving. Customer satisfaction with congestion is also significantly lower than for other priorities such as Maintenance, Public Transport and Road Safety.

Figure 6: Customer satisfaction with the four key service priorities



The Travel Planning Team's Annual Hands Up Survey is also an opportunity to ask schools how satisfied they are with our service and make additional comments.

11.0 Marketing and Promotions

In the Travel Planning Team's infancy we identified a large number of highway programmes to implement across the county. In 2002 we identified that highway measures are not always the answer when encouraging sustainable travel to school. Children, parents and schools prefer initiatives and on site measures to encourage sustainable travel and these can be more effective in achieving modal shift.

We have learned that changes in travel behaviour are maximised when supported by 'selling' the advantages (i.e. financial, time, convenience or quality) to likely users. As a result we have placed great emphasis on 'selling' our projects, as a result the Travel Planning Team sit within the Promotion and Development Group, to market cycling and walking facilities, travel planning and other sustainable travel (such as public transport and car sharing schemes).

We use market research to identify customer needs, priorities and opportunities to develop projects and services that meet user requirements. We will then identify our priorities based on the project's ability to deliver against our targets and, through the TRANstat performance management regime, set clear targets and objectives.

We have conducted an extensive market research project to gain customer views (children, parents and schools) and attitudes towards Safer Routes to School, School Travel Planning and School Travel Initiative work. It was also an opportunity to test our branding and resources with the target audience to ensure we are providing the right support and resources for the next five years. Based on the findings we have identified key tasks and projects, outlined in our annual business plan.

We have learnt that developing clear brands for our products and services is essential to attracting new users, and so 'Go for Gold' 'JRSO' and 'Bucks CarShare' have distinctive names, images and identities. These ensure that the public recognise services without already being a user of the product.

We will seek to identify innovative ideas and beneficial commercial partnerships, such as agreements with local radio stations where our products are advertised in exchange for promotion of the stations as part of our wider work. Launch events will be designed to be distinctive to attract media coverage from local TV, radio and newspapers.

We believe it is our market led approach to the development of sustainable travel that has been and will be largely responsible for our success in achieving significant modal shift across Buckinghamshire. This approach will therefore remain at the heart of our School Travel Strategy during the next five years and Second Local Transport Plan.

Our market led approach is being recognised local, nationally and internationally as we share research, present at conferences and liaise with authorities around the globe.

12.0 Lesson Learned

- Set realistic but ambitious targets and introduce monitoring systems that enable regular performance reviews
- Promote the 'soft' measures, coupled with targeted marketing and promotion, to influence travel behaviour
- Establish, build and improve relationships with partners who can support the delivery of schemes and the achievement of targets
- Accept the car is an essential form of transport for some residents of Buckinghamshire, provide car-sharing schemes and increase emphasis on park and walk sites.
- Work with transport operators to make best use of resources and maximise benefits
- Ensure that all schemes consider and address access needs of different groups, particularly those at risk of exclusion
- The need to resource the sustainability of travel plans as well as the development of new ones.

Over the past five years we have completed both 'hard' engineering schemes, to improve and enhance the facilities available to students and parents to encourage reduced car use, and 'soft' interventions and measures, to influence and change travel behaviour, that have delivered tangible results.

13.0 Funding

In Buckinghamshire, a school must reach STP Level 3 status before it can bid to the Travel Planning team for capital budget to fund physical improvements. The bid must demonstrate how the measure is going to help the school community achieve the travel plan targets, and the measure must have been identified already in the travel plan.

The Travel Planning team capital budget is funded from the Local Transport Plan and in financial year 2006/7 this is £185,000. The Travel Planning team works closely with other departments such as development control, local safety schemes etc. with the aim of also trying to secure funds from these partners (or from developer contributions) on school travel plan measures.

The Travel Planning team 'works' revenue budget is £26,500. This money is used to promote school travel planning activities.

The DfT/DfES Travelling to School Initiative provides 'one-off' capital funding to schools with travel plans that meet the national standard (Level 3 STPs exceed the national standard). This funding has been available since 2004, and will continue until 2008. It is unknown at this stage whether this funding will continue beyond 2008. For primary schools, the amount is £3750 + £5 per pupil (typically this equates to around £5000), and for secondary schools, the amount is £5000 +£5 per pupil (typically this equates to around £10,000). This one-off payment is made to schools that have a signed off travel plan at March 31st. The funding can only be spent on

capital measures on the schools site on measures that will help the school to reach its travel plan targets.

In addition, the DfT/DfES TTSI provides revenue funding to local authorities to fund School Travel Advisors who will work with schools to develop their travel plans. For Buckinghamshire, this equates to £73,000 per annum. This funding has been available since 2004, and will continue until 2008, it is not known at this stage whether this funding will continue beyond 2008.

In 2005, Aylesbury was announced to be one of six Cycling Demonstration Towns. Under this scheme, Aylesbury will receive £300,000 government funding each year for 2006, 2007, and 2008. This investment will be match funded by Buckinghamshire County Council. Aylesbury has been recognised as a growth area, and this funding is intended to increase cycling. The Travel Planning team will work closely with the Cycling team to ensure that Aylesbury schools with travel plans that want to increase cycling are considered within the Cycling Demonstration Town project.

14.0 Monitoring

14.1 Monitoring school travel plans

All School Travel Plans are reviewed annually by the schools travel planning working group. All Level 3 travel plans include a commitment to provide the Travel Planning team with an 'Annual Progress Report'. This helps to ensure that the travel plan remains active.

14.2 Team Performance Monitoring

Buckinghamshire County Council recognised the importance of performance monitoring and this has been adopted throughout the Travel Planning Team.

The Transportation service has a comprehensive performance monitoring process. Each team agrees key performance indicators with senior management at the annual management conference. These targets are agreed and owned by all team members and each team must report back progress at a monthly performance monitoring meetings called TRANstat. Please see appendix 2 for our specific targets.

The Team Leader for Travel Planning holds monthly review meetings to monitor performance on a local level and regular team meetings are held to ensure targets are being met.

Buckinghamshire County Council Travel Planning` Team have had local performance indicators to achieve modal shift since 1999. We will continue to monitor these targets (see appendix 2). LTP2 performance indicators will be agreed when monitoring process have been finalised between DfES and DfT.

Appendix

Appendix 1, The Travel Planning Team Business Plan, and Appendix 2, Transtat, are both very large documents, therefore, hardcopies are not included within this School Travel Strategy.

Appendix 1, The Travel Planning Team's Business Plan can be found in the Buckinghamshire County Councils internal online filing system at

N:\Transportation\Integrated Transport\Promotion & Development\Business Plans

Appendix 2, The Transtat information can be found in the Buckinghamshire County Councils online filing system at
N:\Transportation\Transtat

Education and Inspections 2006

Action Plan and Vision Statement

Foreword

Since developing our Sustainable School Travel Plan Strategy a new duty has been placed on local authorities to produce a Sustainable School Travel Strategy as part of the Education and Inspections Act 2006. The Education and Inspections Act extends local authorities duties to support choice through education. Section 508A of the act, in force since 1st April 2007 places a general duty on local authorities to promote the use for sustainable travel and transport. There are four main elements to the duty, each of which is explained in more detail below:

An assessment of the travel and transport needs of children and young people within the authorities area

An audit of the sustainable travel and transport infrastructure, including current home to school transport policies on entitlement, bus stops, safe walking and cycling routes and safe crossing points, within the authority that may be used when travelling to and from education establishments

A strategy to develop the sustainable travel and transport infrastructure within the authority so that the travel and transport needs of children and young people are better catered for.

The promotion of sustainable travel and transport modes on the journey to, from and between schools and other institutions.

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 authorities area, or a combination of the two.

In order to develop a strategy in line with the new duty, every local authority must produce an action plan and vision statement by 31st August 2007 outlining how the organisation will meet the duty and develop the strategy which will be published in the coming year.

Buckinghamshire County Council has an approved Sustainable School Travel Plan Strategy 2006, which outlines the authorities current working practices to promote sustainable travel through school travel plans and initiatives. This will form the basis of the new duty to provide a Sustainable School Travel Strategy with the following additions.

Vision

Engaging with children, young people and the school community to provide realistic and sustainable travel opportunities to school, making education accessible for all.

Action Plan for the Development of the School Travel Strategy

Slot in here

Financing the Strategy

Buckinghamshire County Council will receive, from the Department for Children Schools and Families, an allocation of £42351 for the development of the strategy and a similar amount each year for the next 3 years. We plan to use the first year's allocation to find a post to develop and write the final version of the strategy.

Monitoring and Evaluation of the Strategy

The strategy will be monitored and reviewed on an annual basis during the Summer Term period, and an updated Strategy published every August on the council website.

The next review will take place in July 2008.

The review of the strategy will also report on progress undertaken during the previous year on key targets.

The review and update of the strategy will be the responsibility of the Travelchoice Team, but continued support from officers in other teams of Transportation and Children's Services will be required for the success of the strategy.

Review of the strategy will also incorporate any changes in government policy in relation to Sustainable Travel to School.

4.0 An assessment of the travel and transport needs of young people

(For more detail about the recommended presentation format see guidance document)

Relevant information	Source	Is the information available? If so, in what format	Presentation format required	Contact	Action	By whom	By when
To collate pupil usual mode of travel	School Census Also have historic HandsUp data, collected from school since 1999	Yes – Excel	Table, chart or graph showing 2006/7 baseline, targets and progress	Travel Choice Team	Analyse as required for strategy	Abigail Nichols (AN)	End of 08
Obtain Pupil travel preference information	School Travel Plans and 2006 HandsUp data	Yes – excel	Table, chart or graph (no more than 3 years old)	Travel Choice Team	Analyse as required for strategy	AN	End of 08
Obtain Pupil home postcode information	Pupil record / map plot	Yes – GIS and excel	MIS output	Children's Services - Steve Chainani (SC)	Obtain postcodes from education	SC	Oct 07
					Plot postcodes using GIS	Edmund Gurney (EG)	Nov 07
Map School locations	Edubase?	Yes - GIS	Map plot	Children's Services - Steve Chainani	Obtain map locations	SC	Oct 07

					Plot school locations on GIS	EG	Nov 07
Obtain Post 16 – usual mode and preference information	Some data from School Census and historic hands up surveys School Travel Plans College/ workplace travel plan.	Not yet known	Table, chart or graph	Travelchoice Team	Analyse school census and hands up data as required for strategy	AN	End of 08
					Contact YTS, Bucks Lifelong Partnership and Connexions to obtain any possible journey information	AN	End of 08
					Conduct further surveys as required	AN	End of 08
Obtain Extended School journey information	Extended schools co-ordinators, schools	Not yet known	Table, chart or graph	Louise Chatterley – Extended Services	Identify locations of extended services	Louise Chatterley (LC)	Nov 07
					Accession plot for extended services	EG	Dec 07

5.0 Summary of the audit of the sustainable travel & transport infrastructure

(For more detail about the recommended presentation format see guidance document)

Relevant information	Source	Is the information available? If so, in what format	Presentation format required	Contact	Action	By whom	By when
Identify current public transport routes and provision (bus, rail etc) including concessionary information	Bus strategy – LTP2, District council, Accession database	Accession	1. Accession / GIS	Edmund Gurney	Analyse as required for strategy	AN	End of 08
					Collate information re 16-19 bus pass, YP cards, disabled concessionary travel.	Anne James (AJ)	Dec 07
Identify Contracted school bus / taxi routes	Education transport teams	'Routewise'	Local format	Helen Halfpenny	Coordinate transfer of data onto GIS system	Paul Goodwin (PG)	July 08
Identify safe pedestrian routes	Walking strategy – LTP2 PROW	Definitive Map is on Mapviewer	Map plots / local format	Policy Team	Produce Walking strategy	EG	Jul 08
				Travelchoice Team	Plot all walking routes onto one mapping software	RB	End of 08

Identify all dedicated Cycle routes	Cycle strategy – LTP2 Cyclemaps	Routes are on Mapviewer and on Accession	Map plots / local format	Policy Team	Analyse as required for strategy	AN	End of 08
Identify Road Classifications	Transportation Policy Team	Yes - GIS	Maps / GIS	Policy Team	Analyse as required for strategy	AN	End of 08
Identify existing hard measures such as school safety zones, 20mph zones, zig zags, speed limits, traffic calming	LTP2 and STPs. Molasses?	Symology Mapviewer	Map plots / local formats	Travelchoice Team	Identify what data is available	MO	End of Jan 08
					Map measures not already mapped	AN	End of 08
Identify existing onttrolled crossing points including School Crossing Patrol sites	LTPs Road Safety Sstrategy	Symology	Map plots / local formats	Travelchoice Team	Analyse as required for strategy	AN	End of 08
Identify existing local measures such as Walking bus, Car share and Park & ride schemes	STP strategy School Travel Plans	Yes – School Travel Plans	Local formats	Travelchoice Team	Analyse as required for strategy	AN	End of 08
Identify all Cycle storage facilities in schools	School Travel Plan Local data collation	If funded by TravelChoice, then info available from STP award bid funding	Map plots / local formats	TravelChoice team (if they have an STP and storage was funded by us)	Survey schools to find out what other cycle storage there may be.	MO	Jan 08
Identify what	School Travel	1. Info available	Summary of	Promotion and	Analyse as	AN	End of

Cycle and pedestrian training is carried out across the county	Plan Strategy Cycling Strategy	from Cycle Aylesbury 2. TravelChoice info 3. Cycle trainer information published on website	existing provisions in local formats	Development Group	required for the strategy		08
Identify what road safety education is carried out in schools	School Travel Plan Strategy School travel plans	List of initiatives published in STP guidelines Road Safety website	Summary of existing provisions if any, local formats / table	Travelchoice Team	Survey schools to identify current road safety provision	MO	Jan 08
Identify what Independent Travel Training is carried out in schools	School Travel Plan Strategy School travel plans	"Talk Back" and "Moving On" PRU – STPs STPs	Summary of existing provisions if any, local formats / table	Travelchoice Team	Survey schools to identify current road safety provision	MO	Jan 08
Identify Air Quality Management areas	LTP – Air Quality action plan	Local Transport Plan Appendix	Map plots / local format	Policy and Strategy Team	Analysis as required for the strategy	AN	End of 08

5.1 Summary of the audit of the sustainable travel & transport infrastructure - Barriers

(For more detail about the recommended presentation format see guidance document)

Relevant information	Source	Is the information available? If so, in what format	Presentation format required	Contact	Action	By whom	By when
Identify key barriers regarding accessibility of schools	LTP2 Accessibility strategy	Access to primary and secondary schools has been mapped – Accession STPs identify barriers Local Area Action Plans and Accessibility Action Plan identify barriers	Accession / GIS format	Policy and Travelchoice Teams	Analysis as required for the strategy	AN	End of 08
Establish a Network Hierarchy / Footway hierarchy for the strategy	Shown through LTP2 and Network management strategy. Asset management plans should include consideration for	No	Map plots / local format / table	Policy, Travelchoice, Maintenance Teams	Analysis as required for the strategy	AN	End of 08

	school routes						
Identify Killed and Seriously Injured – numbers and locations	LTP2 – Road safety strategy	Accsmap (internal) Mapviewer	Map plots, tables, charts	Sue Brown	Analyse as required and identify where safety can be a perceived problem	AN	End of 08
Identify Pedestrian, cycling and child casualties	LTP2 – walking & cycling strategy, child road safety strategy	Accsmap (internal) Mapviewer	Map plots / local format	Sue Brown	Analyse as required and identify where safety can be a perceived problem	AN	End of 08
Identify Road congestion / congestion pinch points	LTP2	Plotted and reviewed annually through the transportation survey	Local format / table	Neil Comley	Analyse as required for the strategy	AN	End of 08
Identify where Poor behaviour or bullying is occurring on buses	Incident log reports from heads, operators, parents, pupils, police prosecutions.	Log of banned pupils. Log of problem schools	Local format	Helen Halfpenny	Analyse as required for the strategy	AN	End of 08
Identified infrastructure barriers, Speed limits, lack of crossings / lighting / cycle routes etc	Walking / cycling strategy – LTP2 STP consultation / review Complaints SRS studies	Letters to Anne James. Area action plan. Access action plan	Map plots / local format	Anne James And TravelChoice team (STP info)	Analyse as required for the strategy	AN	End of 08

Inaccessible stops on bus routes, lack of public transport	STP complaints Home to School Transport reports	Qualitative information within STPs and Home to School Transport call logs	Map plots / local format	TravelChoice team (STP info) Home to School Transport Team	Analyse as required for the strategy	AN	End of 08
Identify where there is a lack of crossing patrols	STP complaints SCP co-ordinator	Sites that meet criteria.	Map plots / local format	TravelChoice team (Jane Woods)	Analyse as required for the strategy	AN	End of 08
Analyse Footway and road conditions	LTP2 walking strategy	Highways on Call logs School Travel Plans	Satisfaction graph – showing trends	Maintenance Teams	Analyse as required for the strategy	AN	End of 08

Other actions identified:

What	Who	Timescale
First meeting of stakeholder group	Attendees: Mark Oldfield – Travel Choice team (chair) Helen Halfpenny –Group Mgr Passenger Transport. Transport to school and college Neil Comley – Team leader, Transport policy and strategy Anne James – Group Mgr Promotion & Development Catherine Ferris – Accessibility Officer Steve Nichols – Children's Services Jane Woods – Travel Choice team	2/8/07
Vision statement drawn up		To stakeholders by 10/8/07 On web site by 31/8/07
First action plan to stakeholders that includes actions to progress: 1. Assessment of travel and transport needs 2. Audit of current infrastructure	Mark / Jane	10/8/07
Where will the Sustainable modes of travel strategy action plan (and subsequently the whole strategy) be published?	Mark	Action plan by 31/8/07 Strategy by tba
Contact those people who need to be involved, but who weren't present at the first meeting: Steve Chainani / David Shaw	 MO	By end of 17 th August

Edmund Gurney Louise Chatterley John Charlton Sue Brown Jim Stevens Paul Goodwin Rosemary Bryant	MO JW JW JW MO AJ MO	
Second meeting of stakeholders	All	Oct 07
Identify cross boundary issues	AJ to talk to GB	Oct 07