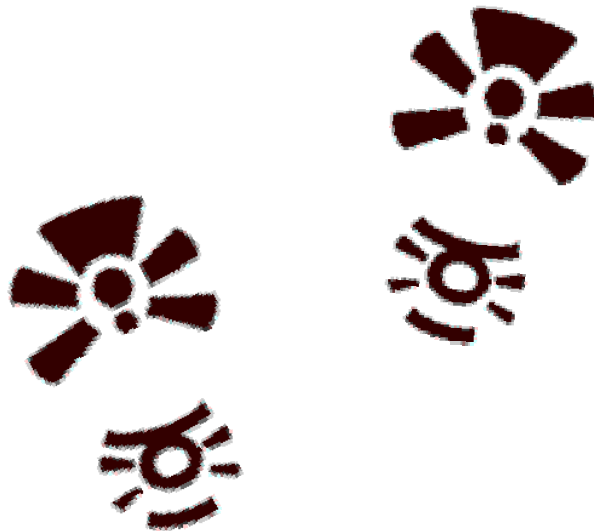


Sustainable Modes of Travel Strategy

Buckinghamshire County Council



July 2008



Contents

	Page	
1.0	Introduction	2
2.0	School Travel – National Context	5
3.0	School Travel – Local Context	8
4.0	Stakeholder Consultation in the Strategy Document	18
5.0	Modes of Travel	19
	5.1 Walking	21
	5.2 Cycling	32
	5.3 Car Use	39
	5.4 Public Transport	44
	5.5 Home to School Transport	49
6.0	Key Objectives of the Strategy	52
7.0	Initiatives Supporting the Promotion of Sustainable Travel	53
8.0	Action Plan – Delivering the Strategy	57
9.0	Financial Implications	61
10.0	Monitoring and Evaluation of Targets	64
11.0	Relevant Supporting Information	65
12.0	Appendices	69

The Sustainable Travel to School Strategy for Buckinghamshire

This document sets out Buckinghamshire County Council's (BCC) strategy for promoting sustainable travel on the school journey.

It outlines the current situation with regards to school travel around the county and the existing infrastructure associated with this, and details the current work being carried out with regards to School Travel Planning in Buckinghamshire.

Through analysing the current situation, how pupils would prefer to travel to school and the barriers to encouraging sustainable travel, the document outlines the concluding actions for how BCC endeavours to further meet the needs of Buckinghamshire pupils and promote sustainable travel on the school journey.

1.0 Introduction

Education and Inspections Act 2006

There has been a duty placed on local authorities (LAs), through the Education and Inspections Act 2006, to support choice in education. On 1st April 2007, Section 508A of the Act came into force, requiring LAs to promote the use of sustainable travel and transport. There are four main elements to the duty which are as follows:

- Assess the travel and transport needs of children, and young people within the LA area;
- Audit the sustainable travel and transport needs of children, and young people, within the LA area;
- Write 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;
- Promote sustainable travel and transport modes on the journey to, from and between schools and other institutions.

The duty of the Act covers both children and young people of sixth form age (ie. children of compulsory school age and below, and young people over compulsory school age but under 18, or older if they started a course of further education before their 19th birthday and are still participating in that course).

The strategy for Buckinghamshire applies to pupils residing within the county either receiving education within Buckinghamshire, or receiving education in the area of another authority. In addition, the strategy applies to pupils who do not reside within the county, but travel within Buckinghamshire to receive education or training.

Background to Buckinghamshire

Buckinghamshire has a population of 479, 026 (2001 census), with 188,000 households. Twenty-two percent of the residents of Buckinghamshire are aged 16 and under.

The majority of the population come from a 'white' ethnic background accounting for between 88% and 96%, depending on the district, and 92% for the whole of Buckinghamshire. Wycombe has the highest proportion of non-white population (12.1%), followed by Aylesbury Vale (5.9%), South Bucks (6.6%) and Chiltern (4.5%). The non-white population within the county is primarily Asian, accounting for 4.6%. Mixed and black ethnic groups make up 1.3% whilst Chinese is the smallest proportion with 0.7%.

Overall, Buckinghamshire is relatively affluent, with an average household income 34% higher than the UK average, and high levels of both car ownership and use. Generally, Buckinghamshire has a thriving economy, with a low level of registered unemployment, 1.3% compared to 1.5% in the South East and 2.3% for England. There is good access to London by both road and rail, with 13% of residents commuting to the capital.

The north of Buckinghamshire is predominantly rural, with small market towns, whilst the south is slightly more urbanised. Over a quarter of Buckinghamshire is within the

Chilterns Area of Outstanding Beauty (AONB) and a further third is protected by Metropolitan Green Belt, mostly in the South of the county. The rural nature of Buckinghamshire presents a number of challenges including constraints on land development and access to key services and facilities for rural communities, particularly for young and older people.

Figure 1: Map of Buckinghamshire



Source: Bucksonline.gov.uk

The two largest centres of population are urban areas encompassing the towns of Aylesbury and High Wycombe, with total populations of 69,000 and 118,000 respectively. These urban areas accommodate nearly 40% of the total population. Whilst much of Buckinghamshire is affluent and over three quarters of Buckinghamshire's population live in areas within the 30% least disadvantaged in the country, small areas of disadvantage exist and 1% of people live in areas that are within the 30% most disadvantaged in the country. All agencies face a challenge in seeking to meet the diverse needs of urban and rural communities and different user groups, particularly those experiencing significant relative deprivation.

Being a largely rural county, many of the roads in Buckinghamshire are rural with 'A' roads connecting the main urban areas. However, the county does have one motorway running through it. The M40 runs across the South of the county.

The Government's Sustainable Communities Plan identified Milton Keynes and South Midlands as one of four growth areas in the wider South East. As part of this growth area, the Milton Keynes and South Midlands Sub-Regional Strategy envisages an additional 15,000 new homes in the Aylesbury urban area by 2021.

From this background to Buckinghamshire it is clear that the county is extremely diverse. Consequently schools are worked with on an individual basis in order to assess their own specific needs and situations.

School Travel Plans

School travel plans aim to encourage sustainable travel on the way to school. Through the encouragement of walking, cycling and other sustainable means of travel BCC aim to encourage a healthier lifestyle amongst those travelling to educational establishments as well as achieving mode shift of people's travel habits.

A School Travel Plan is an active, owned and sustainable document. A nationally recognized STP meets criteria that have been defined by the Travelling to School Initiative, an initiative jointly supported by the DfT and DCSF. It helps to increase the number of pupils walking, cycling or using public transport to travel to school safely, through a combination of education, training and publicity measures which seek to address both real and perceived concerns for the vulnerability of young people.

Wider Benefits

Encouraging sustainable travel habits on the journey to school has impacts not only on the environment, through a reduction in congestion and pollution, but also on the health of children and their safety on the way to school.

Environment

Since the implementation of the Travelchoice team in its current form in 2004, the projected carbon emissions throughout Buckinghamshire has fallen from 23,410 tonnes in 2004/05 to 17,059 tonnes at the end of 2007/08. A reduction in car usage on the school run has assisted with this carbon reduction and also helps to ease congestion during rush hour traffic.

Health benefits

It has been proven that children who are active on the journey to school are generally more alert when they arrive at school. In addition, walking, cycling, or scootering to school can contribute to help lower levels of obesity in children.

Enhanced child safety and security

The work of the Travelchoice team not only encourages travelling sustainably to school, but also helps these pupils and parents to feel safe on their journey. A focus on sustainable travel and safety training may also enhance pupils' feelings of independence on the journey to school.

2.0 School Travel – National Context

School Travel Plans

The Government recognises the need to address school travel patterns in order to reduce congestion in the morning and afternoon peak. Money has been provided to Buckinghamshire County Council since 2001 to fund School Travel Advisors to work with schools to assist with drawing up travel plans and addressing congestion and safety issues outside the school gate.

The Government has set a target for all schools to have a travel plan by March 2010. They are providing one-off funding until this date for all LA maintained schools that have written an approved School Travel Plan. This money is intended to assist schools with the development of their travel plan.

Every Child Matters

Every Child Matters (ECM) is an approach to improve the well being of children from birth to 19 years. The Children's Act 2004 requires schools to report on how the school meets the five key outcomes for children, these key outcomes are listed below:

- Be healthy
- Stay Safe
- Enjoy and achieve
- Make a positive contribution
- Achieve economic well being

School Travel Planning can contribute to all 5 outcomes, and has local targets set against, 'Staying Healthy'.

Children and Young People's Plan

The Children and Young People's Plan (CYPP) is an important element of the Every Child Matters programme.

The Children and Young People's Plan sets out the improvements which the local authority intends to make, during the period of the plan, to the well being of children and young people. The Plan relates to:

- Physical and mental health and emotional well being
- Protection from harm and neglect
- Education, training and recreation
- The contribution made by them to society
- Social and economic well-being

14-19 agenda

There is a drive to engage all young people in learning through a varied route at school that gives flexibility in learning patterns and to lead them into post 16 years education and training. The 14-19 agenda describes how this will be achieved. The DCSF hope to encourage children to learn in ways which will motivate them. The 14-19 Reform has three main elements:

- raising attainment now;
- designing new curriculum and qualifications;
- delivering on the ground.

By 2013 all schools must have the 14-19 years provision in place.

Extended Services

Extended Services is one way of delivering the Every Child Matters outcomes. An Extended Service (or school) works with the local authority, local providers and other schools to provide access to a core offer of integrated services. For example:

- A varied range of activities including study support, sport and music clubs, combined with childcare in primary schools;
- Parenting and family support;
- Swift and easy access to targeted and specialist services;
- Community access to facilities, including adult and family learning, ICT and sports grounds.

There is evidence that Extended Services can help to:

- Improve pupil attainment, self-confidence, motivation and attendance;
- Reduce exclusion rates;
- Better enable teachers to focus on teaching and learning;
- Enhance children's and families access to services.

Healthy Schools

Healthy Schools is a national initiative which aims to promote the link between good health, behaviour and achievement. There are many links between School Travel Plans and the Healthy Schools initiative. Section 3.7 in the Healthy Schools checklist refers explicitly to School Travel Planning (encouraging children, young people, staff and parents/carers to walk or cycle to school under safer conditions, utilising the School Travel Plan). The minimum evidence required so that a school can gain Healthy Schools status is as follows:

- The school is engaged with representatives from the Safer Routes to School programme and School Travel Plan (STP) scheme
- The school has a School Travel Plan in place or is working towards one being in place
- Parents/carers have received information regarding the School Travel Plan via newsletter articles/letters
- The school has used School Travel Plan surveys to develop the broader Physical Activity agenda

- Throughout the school year there is a planned promotion of walking and cycling to school
- Pedestrian and cycle skills training is available for children, young people and staff

There is a national target for local authorities that all schools are a 'Healthy School' by 2009.

Eco-Schools

Government would like every school to be a sustainable school by 2020. The Department for Children, Schools and Families (DCSF) launched their Sustainable Schools Framework in 2006. Eco-Schools is an international award programme that guides schools on their sustainable journey, providing a framework to help embed these principles into the heart of school life. The Eco-Schools Programme is focussed around 9 key environmental topics, one of which is transport. Consequently there are key links between Eco-Schools and School Travel Planning.

Sustainable Schools

Sustainable Schools (launched in 2006) focuses on how sustainable development can be embedded into the whole school ethos. The Government have set a national framework through which schools may like to expand their sustainable school activity. The areas that schools can consider are: food and drink, energy and water, travel and traffic, purchasing and waste, buildings and grounds, inclusion and participation, local well-being and global dimension.

Each area suggested above encompasses a long-term expectation stating where the Government would like schools to be by the year 2020. Considering that travel and traffic is one of the key areas of Sustainable Schools, having a travel plan in place will significantly help schools on their way to becoming sustainable.

DfT/DfES Travelling to School Initiative

The Travelling to School initiative, an initiative undertaken jointly by the Department for Transport (DfT) and the Department for Education (DfES, now the DCSF), aims to develop a strategic approach to school travel issues through promoting the use of walking, cycling and public transport and reducing car dependency on journeys to school. In 2003 the Government published 'Travelling to School: a Good Practice Guide'. This document aimed to share good practice around the country with regard to initiatives to encourage safe and sustainable journeys to school.

National Road Safety Strategy

Government has set a target to for all local authorities 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.

3.0 School Travel – Local Context

School Travel Plan development

Tackling congestion on the school run has been a high priority for Buckinghamshire County Council since 1998, and is a key part of the County Council's Second Local Transport Plan. Since 2001 a number of schemes have been completed, designed to widen travel choices, which have helped to tackle congestion across Buckinghamshire.

The Travelchoice Team at BCC work to promote sustainable travel to businesses, commuters and schools. The team has recently been restructured in order to best support schools in their efforts to produce travel plans and to help meet the Government's 2010 STP target. BCC currently have 4 school travel advisors (2 part time, 2 full time) working with schools across the county. Two members of staff work primarily with schools to develop travel plans, and 2 work with schools to maintain their travel plans.

What is the aim of a School Travel Plan?

At BCC, we work directly with schools, students and parents. Led by the schools and supported by travel initiatives, we aim to develop viable, sustainable, low cost transport and alternatives (for, example, incentive based schemes and park and walk schemes). Our promotional and incentive led approach has enabled us to achieve modal shift in a very cost effective way.

There are 3 levels of School Travel Plans in Buckinghamshire:

Level 1	A school has at least one initiative in place and has a named contact for their School Travel Plan.
Level 2	A school has carried out research and has identified the aim and objectives of their travel plan.
Level 3	A school has a fully approved and active travel plan.

All travel plans are reviewed by the School Travel Advisors to ensure they meet the criteria which has been set by the Department for Transport. We have a rota system in the team so that when a document is due for review it can be looked at it in an impartial way and therefore a productive report will be provided.

We recognise the important work carried out by volunteers at the schools and we will continue to provide support and advice to our school champions through regular training and newsletters. The aim of this communication is to share good practice and updated guidelines. More information about School Travel Plans can be found on the following web link:

<http://www.buckscc.gov.uk/bcc/content/index.jsp?contentid=1454113121>

The priority for the Travelchoice Team over the next few 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 that 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. This is why the School Travel Advisors have been allocated roles to either specifically work with new schools or help sustain existing schools.

Schools are asked to provide an Annual Progress Report year on year to inform us of the progress they have made over the previous year. This allows schools to promote any success and good practice they have developed over the year and to highlight any difficulties they have had. It also allows schools to set themselves new targets for the coming year in order to give them something to aim for.

In order to provide an incentive for schools to sustain their travel plans and produce Annual Progress Reports consecutively, schools are presented with long service awards:

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

When a school reaches 'Gold' status, the school will be able to pick from a list of 'prizes' to help them with their efforts to promote sustainable travel to school. Prizes include scooter racks, notice boards, florescent arm bands and road safety education packs. Schools will receive rewards every year that they sustain their travel plan at a Gold level from then on.

Once a school has a fully approved and active 'level 3' travel plan, they become entitled to a site visit from members of the Travelchoice Team to assess any highways issues the school may have. If there is an appropriate measure decided upon by both the school and the Travelchoice Team, then the school can bid for funding for this measure. Bids produced by the schools are reviewed by the Travelchoice Team and the School Travel Strategy Group (consisting of a variety of transportation officers) to assess whether they are deemed worthwhile and good value for money. The bids are then submitted annually to the Scheme Assessment Matrix funding prioritisation process to try and obtain funding from the Transportation Service.

Achievements so far:

- Reduction in car use on the school run from 44% in 2002 to 28% in 2007 (Hands Up surveys).
- International award for BCC's 'Go for Gold' incentives scheme.
- Good communication forums for volunteer STP Coordinators.
- An increase in cycling levels from 1.01% in 2000 to 3.87% in 2007 (Hands Up surveys).

Current school population

There are approximately 39,800 primary school pupils, 35,100 secondary school pupils and 960 special school pupils in Buckinghamshire (2007 School census data).

There are a total of 267 schools in Buckinghamshire, including Independent Schools. Currently 131 (49%) schools have had a travel plan approved. Below is a breakdown

of the numbers of schools with approved travel plans in each of the four districts within Buckinghamshire:

District	Number of schools in district	Number of schools with approved travel plans	% of schools with approved school travel plans
Aylesbury Vale	93	41	44 %
Chiltern	59	34	58 %
South Bucks	36	14	39 %
Wycombe	79	42	53 %

The types of schools within Buckinghamshire are as follows: 184 primary schools, 22 upper schools, 12 grammar schools, 13 special schools, 6 Pupil Referral Units (PRUs) and 30 independent schools. In addition there are 2 colleges within Buckinghamshire; these are Aylesbury College and Amersham College.

Currently 18 secondary schools have had travel plans approved (6 grammar schools and 12 upper schools). Seven independent schools have approved travel plans, 1 special school has an approved plan and 105 primary schools have approved plans. Since 2004, schools from Buckinghamshire have been awarded £540,144.74 in Government Capital Grants for completing their travel plans.

Due to the selective grammar school system within Buckinghamshire, the situation for travelling to secondary schools is made slightly more complex, with students often travelling further to their nearest appropriate secondary school.

We are aware that some Buckinghamshire residents who do not attend Buckinghamshire educational establishments. The most recent School Census data tells us that the number of Buckinghamshire residents attending out-of county maintained schools is 1,019 pupils for primary schools and 2,528 pupils for secondary schools.

Below is a table of neighbouring local authorities and links to their school travel planning website. Information on the below websites may be of interest to those pupils or parents of pupils who reside in Buckinghamshire but attend schools outside of the county.

Local Authority	Where to find out further information on school travel planning in this authority
Milton Keynes	http://www.miltonkeynes.gov.uk/transport/DisplayArticle.asp?ID=15269
Oxfordshire	http://www.oxfordshire.gov.uk/travel2school
Northamptonshire	http://www.northamptonshire.gov.uk/Learning/Services/travel/
Slough	http://www.slough.gov.uk/services/16015.aspx
Hertfordshire	http://www.hertsdirect.org/envroads/roadstrans/transplan/travelwise/schooltravel/devschooltrav/
Bedfordshire	http://www.bedfordshire.gov.uk/TransportAndStreets/
Luton Borough	http://www.luton.gov.uk/internet/transport_and_streets/road_safety/school_travel_plans

Royal Borough of Windsor and Maidenhead	http://www.rbwm.gov.uk/web/school-transport_school_travel_plans.htm
Hillingdon	http://www.hillingdon.gov.uk/index.jsp?articleid=14230
Bracknell Forest	http://www.bracknell-forest.gov.uk/environment/env-transport-and-travel/env-travel-plans/env-school-travel-plans/

In addition, the number of pupils attending a Buckinghamshire maintained school that live out of the county stands at 1,604 for primary schools, 3,107 for secondary schools and 34 for special schools.

Current travelling to school patterns

Below is a table showing the reduction in car use from 1999 until 2007 (taken from Hands Up data).

Year	Walk (%)	Cycle (%)	Car (%)	Car-share (%)	Car use - not car share (%)	School Bus (%)	Public Transport (%)	Taxi	Train
1999			39.74						
2000	33.27	1.01	44.36			19.60			
2001	33.63	0.84	29.69			14.53	6.80	1.50	0.27
2002	30.46	0.63	44.67			19.54	2.51	1.29	0.46
2003	29.33	1.49						2.62	
2004	29.97	0.90	39.40			26.81 (SB+PT)	26.81 (SB+PT)	2.64 (taxi/train)	2.64 (taxi/train)
2005	38.97	1.83	37.81	8.12	29.69	20.43 (bus/taxi)	20.43 (bus/taxi)	20.43 (bus/taxi)	
2006	40.25	2.69	35.33	8.58	26.75	20.88 (bus/taxi)	20.88 (bus/taxi)	20.88 (bus/taxi)	1.06
2007	39.94	3.87	36.05	8.43	27.29	20.09 (bus/train/taxi)	20.09 (bus/train/taxi)	20.09 (bus/train/taxi)	20.09 (bus/train/taxi)

The implementation of School Travel Plans, and the hard work of those schools involved in travel planning, since 1999 has achieved positive results, with a decrease in the number of those travelling to school by car from 39.74% in 1999 to 27.29 in 2007.

School census data from 2007 shows us that 33% of pupils currently travel to school by car county-wide.

Current Home to Schools Transport provision

At the beginning of the financial year 2008/2009, Buckinghamshire County Council's Home to School Transport section underwent outsourcing to AMEY.

Below shows a breakdown of the numbers entitled to free mainstream home to school transport (as of March 08):

Type of school	Number entitled
Primary	1673
Secondary	12396
College	775
Total:	14844

As of March 2008 the following number of contracts were being run:

Size of coach	Number of contracts operated
Less than 9 seats	187
9-16 seats	55
17-59 sets	232
60 seats and over	96

SEN transport

The numbers of pupils transported in March 2008 are as follows:

Type of school	Number of pupils transported
Nursery	16
Primary	144
Secondary	169
In-county special	854
Out-county special	214
PRUs	208
Total:	1605

Of these clients, 315 required escorts.

For information regarding entitlement to home to school transport please refer to Buckinghamshire County Council's Admissions Guide for Parents or to the web address: <http://www.buckscc.gov.uk/bcc/content/index.jsp?contentid=657970117>

Background for Local Context

School Travel Plan Strategy

In November 2006, Buckinghamshire County Council's School Travel Strategy was published. This outlined Buckinghamshire's intentions to promote sustainable travel on the school run. The strategy was split into four key objectives:

- To 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 and to encourage sustainable travel; and
- Reduce severance and increase safety.

Targets

Targets associated with School Travel Planning are as follows:

- LCI5 100% of schools at level 1-3 in the travel plan process
- 100% of schools with a signed off travel plan by March 2010
- NI198 Car use on the school run below 30%

Data is collated for the number of schools at levels 1-3 in the travel plan process and the number of schools with a signed off travel plan through the School Travel Planning team's progress sheet. This is monitored at the monthly Transportation Service performance monitoring meetings, *TRANstat*.

Data to report on our mode share target is collected through the School Census. Schools with an approved travel plan are required to return data on mode of travel to school through this means. We are also required to report on 50% of schools without a School Travel Plan.

Children and Young People's Plan 2008/09

The Children and Young People's Plan (CYPP) sets out a number of priorities for improvements to this age group in Buckinghamshire.

The five key priorities for Buckinghamshire are:

- Tackling under achievement – raising children and young people's attainment in and out of school;
- Prevention – services that prevent children and young people from requiring high levels of intervention. In other words preventing problems from arising and staying safe;
- Active Lifestyles – providing children and young people with access to a broad range of services to meet their cultural and sporting needs;
- Participation by children and young people – enabling them to have an active and real involvement in decision making; and
- Keeping children and young people safe – from maltreatment, violence, neglect and sexual exploitation; from accidental injury and death; from bullying and discrimination; from crime and anti-social behaviour and ensuring they have security, stability and are cared for.

School Travel Planning links into most of these priorities of the Children and Young People's Plan. Being active on the journey to school has proven to increase children's' concentration at school. School Travel Planning also fits with active lifestyles and participation by children and young people through schemes such as Junior Road Safety Officers.

Local Area Agreement

School Travel Planning have one National Indicator (NI) in the Local Area Agreement (LAA), this is NI 198 - Children travelling to school, mode of travel usually used. Our LAA target for 08/09 is 31% car use on the school run. Our target for 2009/2010 is 30% and for 2010/2011 it is less than 30%.

The 14-19 Agenda

The way of learning for 14-19 year olds is currently being reformed by the DCSF. The changes this brings about may mean that students will be travelling between educational establishments more frequently in order to be able to use facilities at different sites. The Travelchoice Team intends to be involved in the relevant discussions involved with the development of this reform.

Extended services

Extended Services (or schools) provide a range of services and activities, often beyond the school day, in order to help meet the needs of children, their families and the wider community. In January 2008, 81 schools in Buckinghamshire had the full core provision of Extended Services.

In Buckinghamshire there is a target to have sustainable core offer arrangements in place across the county by 2010. The School Travel Advisors will continue to work with the Extended Services development as and when appropriate. Our vision is to allow children access to these services; therefore we will work with schools to facilitate access to them.

Healthy Schools

The aims of the Healthy Schools programme are: to reduce health inequalities; to address educational and social inclusion; and to raise standards of achievement. A School Travel Advisor attends the Healthy Schools Quality, Assurance, Support and Implementation Group (QUASIG) in order to give input as to whether a school should gain Healthy Schools' status according to their involvement in travel planning.

Physical Activity Alliance

For a long while Buckinghamshire County Council has been part of the Bucks Physical Activity Alliance (BPAA). The BPAA sat within the South East Physical Activity group. The BPAA was made up of a group of local stakeholders with an interest in physical activity (for example the Primary Care Trust, Sport England, and the Bucks and Milton Keynes Sports Partnership). As a result we benefited from resources that could be provided to schools to encourage walking.

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. Frequently the Travelchoice Team is invited to comment on the implications of school planning proposals submitted by the District and County Councils and to advise if a STP may be required.

Equality and Diversity

We work with all schools across Buckinghamshire, including special schools, which are included in our 2010 targets to have 100% schools in Buckinghamshire with an approved travel plan. In the strategy we will be considering both mainstream transport and Special Educational Needs (SEN) transport. The Travelchoice Team understands that the needs of all schools are different. We continue to work with schools on an individual basis and assess the needs of each school on that basis.

There are six strands of equality, these are:

- Disability
- Gender
- Race
- Age
- Religion/ belief
- Sexual orientation

Buckinghamshire County Council has added its own seventh strand: rurality.

If necessary, in the future we will look at travel trends in the categories above to help gauge whether any particular groups need to be targetted.

Accessibility Strategy

Accessibility is about the ease of reaching particular services. Such services (or activities) include: jobs, healthcare services, education, shopping, childcare, and leisure. Community Accessibility Planning involves the local community identifying local problems, putting forward solutions and developing action plans to address these issues. Those groups of people that could become involved in Community Accessibility Planning include: local residents, local community organisations, elected local government representatives and organisations in the public, and voluntary and commercial sectors that provide services to local residents. For more information on Accessibility Planning please use the following web link:

<http://www.buckscc.gov.uk/bcc/content/index.jsp?contentid=-808503317>

Bus Strategy

Our bus strategy sets out detailed plans and policies for all bus service developments across Buckinghamshire, and aims to reduce congestion by encouraging modal shift and to promote social inclusion by improving access to essential services. It specifically identifies the development of bus networks, with fast, frequent and reliable services, in the urban areas of High Wycombe, Aylesbury and Chesham and Amersham.

Local Transport Plan 4 - modal share of journey to school

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 the Second Local Transport Plan (LTP2) and its' main themes around safety, congestion, accessibility and air quality. Road traffic continues to grow nationally, 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 Travelchoice Team in order to ensure we meet the 2010 target to have all schools with an active travel plan and to achieve a shift in mode share of journeys to school.

LTP2 Improving Safety

Buckinghamshire County Council's LTP2 chapter Improving Safety outlines the County Council's Safety Objectives. These objectives are as follows:

- Mainstream safety by ensuring that safety is a key consideration in the development and planning of all transport schemes and projects.
- Target at risk groups to reduce the number of people killed and seriously injured on Buckinghamshire's roads.
- Target sites, routes and other areas of concern to reduce the number of people killed and seriously injured on Buckinghamshire's roads.

Buckinghamshire County Council's LTP2 Improving Safety chapter can be found under the link: <http://www.buckscc.gov.uk/bcc/content/index.jsp?contentid=-1738261873>

Walking Strategy

Buckinghamshire County Council is currently in the process of developing a Walking Strategy. This strategy is being developed with the involvement of the Primary Care Trust, Rights of Way, Wycombe District Council, Cycling and Walking Team and the Travelchoice Team. Those teams who will also be involved in the development of the strategy in the future are the Casualty Reduction Team, Strategic Maintenance, Area Maintenance, Traffic Management, Local Area Technicians and the Active Peoples' Alliance.

The strategy will have three main aims, these focus around:

- Working closely with partners - having a joint strategy will enable all parties to contribute to a single goal (improving the walking environment) and provide efficiency savings as all parties can work together to meet shared priorities and targets;
- Managing the Walking Asset - seeking to map the network and gain a fuller understanding of the entire walking network. This will also enable us to manage the asset in a way that is as efficient as possible and in a way that creates a welcoming walking environment; and
- Promoting walking through one key message - promoting walking under the message of "Healthy Lifestyles".

The Walking Strategy wishes to promote healthy lifestyle as a central key driver for the strategy, which all parties can engage in and work towards. We want to increase

the number of people walking and promote a single message that avoids confusion for the public and presents clear benefits of shifting transport modes, being healthy and active, and utilising the existing walking assets (for transport and leisure purposes).

It is hoped the Walking Strategy will be published by the end of 2008.

Air Quality

Local Air Quality Management is part of the process of recognising a responsibility for the natural environment process, and shows the commitment of the UK Government and local authorities to tackling these problems. The Environment Act 1995 requires the district councils in Buckinghamshire to review air quality in their areas and assess whether air quality standards and objectives will be met by certain dates. Where it appears that standards are not being met, or are unlikely to be achieved in time, the district council concerned must declare Air Quality Management Areas (AQMA) and produce Action Plans designed, where possible, with the aim of achieving the prescribed air quality standards. In our capacity as local highway authority (LHA), we have an important, statutory, role in supporting the district councils in assessing and managing local air quality.

4.0 Stakeholder Consultation in the Strategy Development

During the development of the strategy we have liaised with: schools, Buckinghamshire Education department, Home to School Transport, Policy and Performance Teams, Road Safety Team, Cycling and Accessibility Team, Travelchoice Team.

Through travel planning work we work and consult with:

- **PCSO's (Police Community Support Officers)** - Working together to enforce parking restrictions outside the school gate.
- **School Travel Strategy Group** - Once award bids have been reviewed, the reviews are sent to a strategy group for comment or concerns. The group consists of the road safety team, Thames Valley police, Healthy Schools and the Local Area Coordinator amongst others.
- **Consultants and Contractors** - We will continue to develop efficient working practices for scheme delivery.
- **Leisure Centers, Golf Centers, Bowling Alleys etc.** - We will continue working partnerships to provide incentives for the Go for Gold scheme.
- **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.
- **AMEY Ltd** - We will work with AMEY to negotiate using empty spaces on existing contracted services.
- **Modeshift** - STAs are part of the Modeshift forum and attend Modeshift events as appropriate.
- **Neighbouring Authorities** - We work to share good practice with other authorities where appropriate. We also share the resource of a Bike It officer with Slough.
- **Extended Services** - School travel advisors attend extended workshops as appropriate.
- **Policy, Performance and Information Schools/ Children** - We will work together to maximise data opportunities through the school census.
- **Healthy Schools** - The Travelchoice Team continues to work with the Healthy Schools teams.
- **Development Control** - We work with development control to submit comments on any planning applications submitted by schools.
- **Sustainable Schools** - The Travelchoice Team will be involved with Sustainable schools where appropriate.

- **14 – 19 Advisor** – The Travelchoice Team intend to work with the 14-19 Advisor where appropriate.

5.0 Modes of Travel

This section of the strategy includes information on modes of travel to school, alongside associated trends and information on infrastructure. Relevant examples for each mode are given.

The following information relates to each section and should be noted prior to reading the Modes of Travel sub sections.

Data

Hands Up Survey data

Hands Up data is included in the strategy because it can provide us with year on year historic data. It should be noted, however, that Hands Up data is not comparable with data gathered through the School Census. Since 2007 a question on mode of travel has been included in the School Census. All schools with an approved travel plan must answer this question. Local authorities are required to report data on schools with school travel plans and 50% of those without a school travel plan.

School Census data

Data obtained through the School Census is not comparable with Hands Up data. Differences in data stem from differences in collection methods of the data and the response rate. There are also differences between some of the mode data. In Hands Up data, park and walk will be considered to be walking, whereas the School Census data will often count this as car since car will form the longest part of the journey.

Preferred Mode data

The preferred mode data included in this section has been taken from the Hands Up survey results.

Other information

Barriers to travel modes

The barriers/issues associated with each mode of travel have been taken from a study of School Travel Plans submitted to Buckinghamshire County Council.

Actions

Each section contains a list of actions. These actions are picked up later in the strategy in the action plan (this provides more detail for each of the actions)

Business Plan

The School Travel Planning Section's Business Plan (along with the Travelchoice Initiatives Section Business Plan) can be found in the appendices. The appendices also contain a copy of TRANstat plus showing transportation's monthly monitoring system.

5.1 Walking

The promotion of walking is a central part of promoting sustainable travel to school. Walking remains one of the most popular ways for children to travel to school. The promotion of walking, through initiatives and events, can encourage children to get active on the journey to school. In addition, the promotion of park and walk sites near schools means that even those that are unable to walk the entire distance of the journey can use a sustainable mode on part of the way to school and help ease congestion around the school gates.

Current Situation

Actual mode of travel

The most recent data tells us that the following percentages of children walk to school:

- 2007 Hands Up data: 39.94% of all students walk
 - 2007 Hands Up data: 48% of primary students walk
 - 2007 Hands Up data: 29.5% of secondary students walk
- 2007 School Census data: 39% of all students walk

Preferred mode of travel

The most recent data tells us that the following percentages of children would *prefer* to walk to school:

- 2007 Hands Up data: 33.6% of all students would *prefer* to walk
 - 2007 Hands Up data: 38.9% of primary students would *prefer* to walk
 - 2007 Hands Up data: 19.30% of secondary students would *prefer* to walk
 - 2007 Hands Up data: 18.14% of Yr 12 and 13 students would *prefer* to walk

Summary

This data shows that more primary school children prefer to walk to school, in comparison to secondary school pupils. Interestingly the number of those wishing to walk to school from primary schools is roughly the same of those that actually do walk. It is clear from the data for preferred mode that the biggest difference between the actual and preferred mode of data comes from cycling (see cycling section). It may be the case that those who currently walk to school suggested that they would like to travel to school by bike as opposed to their current travel mode, believing it to be a more 'exciting' mode of travel. However, due to the perceived safety issues of schools and parents, those that may prefer to cycle currently do not.

Current situation (infrastructure)

The following tables show the types of infrastructure in place and the numbers of schools with the infrastructure in place.

<i>Zig Zags</i>	
Those responding	141
Schools <i>with</i> zig zags in place	93 (66%)
Schools <i>with no</i> zig zags in place	48 (34%)

<i>Pavements</i>	
Those responding	146
Schools <i>with</i> pavements in the vicinity of the school	133 (91%)
Schools <i>with no</i> pavements in the vicinity of the school	13 (9%)

<i>Lighting</i>	
Those responding	141
Schools <i>with</i> lighting in the vicinity of the school	108 (77%)
Schools <i>without</i> lighting in the vicinity of the school	33 (23%)

Speed Limit	
Those responding	147
Schools with <i>10 mph</i> limits within their vicinity	1 (0.68%)
Schools with <i>20 mph</i> limits within their vicinity	2 (1.36%)
Schools with <i>30 mph</i> speed limits within their vicinity	139 (95%)
Schools with <i>40 mph</i> speed limits within their vicinity	1 (0.68%)
Schools with <i>50 mph</i> speed limits in their vicinity	0 (0%)
Schools with <i>60 mph</i> speed limits in their vicinity	2 (1.36%)
No limit	1 (0.68%)

Traffic Calming	
Those responding	144
Speed bumps	25 (17%)
Chicanes	1 (0.69%)
Chicanes and speed bumps	1 (0.69%)
Yes - unidentified	2 (1.39%)
None	115 (80%)

<i>Crossing Points</i>	
Those responding	146
Zebra	9 (6%)
Toucan	9 (6%)
Pelican	2 (1.4%)
Underpass	1 (0.68%)
Yes – unidentified	2 (1.4%)
None	123 (84%)

Other information gathered from schools stated that some schools had pedestrian crossings or speed calming on the school site itself.

Infrastructure put in place through Capital Grant Funding

School Travel Planning Capital Grant Funding can be spent on hard measures on the school site to promote sustainable travel. Implemented measures include:

- Hughenden Primary School - crocodile conservatory;
- High Ash School, Dropmore Infant School, Brushwood Infant School and others – wet weather shelter;
- Farnham Common Infant School – improved pedestrian access at the front of the school; and
- Holmer Green Infant School – footpath improvements.

Infrastructure put in place through School Travel Plan bid funding

Through bidding to the Travelchoice Team, some schools in Buckinghamshire have gained funds to install measures to promote walking to school, for example, wet weather shelters/conservatories, controlled crossing points etc. Examples of schools that have successfully bid for measures to increase levels of walking to school are:

- Haddenham County First School – conservatory to store equipment and clothing for walking to school and to stamp Go for Gold cards in;
- Dagnall School– pathway across allotments to create an extra pedestrian entrance;
- Juniper Hill School – new school warning signs, road surface markings and flashing warning lights;
- Speen C of E School– covered waiting area; and
- Chalfont St Peter Infant School - Tactile paving, lowered kerbs and bollards on verges installed .

Successes

Many schools in Buckinghamshire have been successful in implementing schemes to encourage children to walk to school. Below are some examples of the ways that schools in the county have been encouraging their pupils to walk to school:

Case Study: Haddenham St Mary's C of E School

- “Green the Tree” – each pupil attaches a leaf of the colour representing hi/her mode of travel to school: light green for walk or scooter, dark green for bike, yellow for park and walk and brown for car.
- Every term the leaves are being reattached according to the mode of transport, and a picture is taken to see whether the tree is any greener.

Case Study: Maids Moreton C of E School

- Maids Moreton School have integrated walking to school to match up with other events at the school.
- For example, the school ran a “Walk to School Bird Watch” to coincide with The Big School Bird Watch. The school then gave out badges from the RSPCA as prizes to those that entered the competition.

Case Study: Holmer Green Junior School

- The school had noticed a culture of parents parking inconsiderately around school
- They had their travel plan approved in 2005 and have sustained it ever since.
- During this time children attended the drama production ‘The Walk’. The children also carried out their own drama production
- There are 3 schools in Holmer Green, all of whom are involved in travel planning. Many children from the infant school had already been involved in school travel initiatives and had by now adopted a walk to school lifestyle.
- Levels of walking at the school have risen from 33.27% in 2000 to 41.53% in 2007.

Barriers to walking

There remain concerns by schools and parents about letting their children walk to school. Generally these concerns fall into two categories: infrastructure; and other concerns associated with walking.

Table of examples given from schools:

School	Issue
Bell Lane Combined School and Nursery	<ul style="list-style-type: none"> • No pedestrian crossing in White Lion Road.
Chalfonts Community School	<ul style="list-style-type: none"> • Poorly lit country roads. • Severe congestion in Nicol Road, site of leisure centre entrance, during drop off and pick up times.
Chalfont St Giles Infant School and Nursery	<ul style="list-style-type: none"> • School Lane very narrow with poor visibility, road marking are unclear and there is no pavement – cars regularly park along the road, making it difficult for other vehicles to pass. This prevents cars and pedestrians from safely sharing the space. • A413 through the village and up Silver Hill – traffic is fast making it an unpleasant walk.
Chesham Bois Combined School	<ul style="list-style-type: none"> • Narrow pavements, uncut hedges.
Chestnut Lane School	<ul style="list-style-type: none"> • Looking to provide better school signs and road markings in the vicinity of the school.
Curzon C of E	<ul style="list-style-type: none"> • Roads around the school described as ‘country lanes’. For

Combined School	most part are not paved and in places are not in the best condition generally.
Ashmead Combined School	<ul style="list-style-type: none"> • Shared accesses are becoming an increasing concern for the school. • Careless driving and parking in such a small area.
Dinton C of E School	<ul style="list-style-type: none"> • Two thirds of pupils come from outside the catchment area. Those within catchment area can live up to 2 miles away from the school
Grenville Combined School	<ul style="list-style-type: none"> • In near location of secondary school – lots of coaches passing the school.
Oakley C of E Combined School	<ul style="list-style-type: none"> • The crossing at the triangle Oxford/Manor/Worminghall Road is hazardous due to visibility, lorries, fast traffic, no pedestrian crossings.
Overstone Combined School	<ul style="list-style-type: none"> • Church Street is a concern – used as a rat run.
Steeple Claydon School	<ul style="list-style-type: none"> • West Street – where the footpath is restricted to one pavement outside the co-op supermarket – dangerous corner for traffic with blind bend.
St Josephs Catholic Infant School	<ul style="list-style-type: none"> • Majority of children live outside the 2 mile zone (42.6%)
The Thomas Hickman School	<ul style="list-style-type: none"> • Crossing the Bicester Road – neither a zebra crossing nor School Crossing Patroller for children from Haydon Hill.
Wendover C of E Junior School	<ul style="list-style-type: none"> • Cars parked in Wharf Road and Manor Road, causing congestion and poor visibility for pedestrians and vehicles trying to pass through or cross the road.
The Disraeli School	<ul style="list-style-type: none"> • Speed of parents driving up to school.
Great Kingshill C of E Combined School	<ul style="list-style-type: none"> • Parents park on grass verges, encouraging dangerous crossing on the road.

A summary of the main barriers to walking is as follows:

Infrastructure:

- Perceived safety issues, including lack of safe crossing points, poorly lit country lanes, narrow roads with poor visibility, narrow pavements, and rural roads that are not paved.

Other issues:

- Parents travelling on to work, perceived idea there is 'no time' to walk children to school
- Inclement weather
- Large catchment areas.
- Congestion in the vicinity of the school
- Speed of parents driving up to school
- Cultural issues

Accessibility to schools (walking)

We recognise that there are trends between similar schools in their travel patterns and we plan to tailor our approach to these schools to meet their needs (see appendices for maps showing accessibility to schools through walking).

Rural primary schools

Accessibility maps for both Great Kingshill School and Chalfont St Peter school show the general pattern of those living close to the school (within the 5-10 minute walking bounds) do currently walk to school, while those living further away from the school are generally driving. This is perhaps what would be considered a 'typical' picture of the situation at many schools.

Urban primary schools

Thomas Hickman School is a combined School in Aylesbury. This school shows quite a lot of people walking that live within a 15 minute walking distance. There is a similar picture with Bourton Meadow School, Buckingham. Generally many of the pupils that live within a 15 minute walk from the school will walk to school. However, after this distance pupils will be driven to school (not car-share). This shows a tendency for pupils from urban primary schools to walk for a slightly longer period of time. However, from looking at Disraeli school, a combined school in the town of High Wycombe, it shows a difference with higher levels of car use within the 5 and 15 minute walking time.

Upper schools

Those living within a 15 minute walking distance from Cottesloe School, Wing will tend to walk to school. Those from outlying areas travel on a dedicated school bus. St Bernards School, High Wycombe, shows a varied picture of those walking. It shows that although some of those within a 15 minute walking distance may walk, more are likely to drive or be driven. Those further out in the 30 minute and above walking distance are likely to come by car, public service bus or 'other' means of transport.

Grammar schools

The map of accessibility to Aylesbury Grammar School for walking shows that for those who live within a 15 minute walking distance from the school, some pupils will walk. However, there are also fairly high levels of car use. The school has highlighted this in the past as being because of the high preference by sixth formers to drive to the school. There is a low level of walking by students after a 30 minute walking distance and high levels of car use after this point, alongside the use of a dedicated school bus.

Faith schools

The map for St Josephs Catholic Infant School shows that although there are some pupils that walk from within a 15 minute walking distance range, there is a high number that come by car. There is a different picture with St Edwards Catholic Junior School. This school shares a school site with St Josephs Infant, however, have a higher proportion of children walking from within a 15 minute walking distance. This shows that the age of the children may have more of an impact than the distance that the children have to walk would.

Independent schools

There are no children walking from Chesham Preparatory School. The spread of the children coming from the school (like many independent schools) is much wider with children travelling greater distances to school. From data given, 364 of the 394 children attending Chesham Preparatory school are driven to school by parents, with the remaining 30 children travelling by school bus.

Special schools

Special schools, generally have the majority of pupils transported by contracted services and generally come from greater distances away from the school. Therefore, very few pupils will walk to school.

Summary

The general pattern for those walking to school shows that the closer to school the pupil lives the more likely they are to walk to school. There are general trends that can be picked out for types of schools, which can show differences between school types.

Although there are differences with the travel patterns between rural and urban primary schools, it is generally the case that those living closer to the school will walk. Generally rural schools will have larger catchment areas, meaning that those living in surrounding villages will tend to travel by car. It is one of our challenges as a rural county to change the mindset of these people to encourage them to use more sustainable means of travel, whether this be park and walk, car share, or another type of sustainable travel. Secondary schools will generally show different patterns of travel. Some secondary schools will show high levels of car use within a short walking distance of the school. This will often be down to a sixth form preference to drive. It is often the case that secondary schools in more 'affluent' areas will have a higher level of car use by sixth formers due to vehicle availability.

There are, however, different circumstances and situations with each school, which means that although it may be possible to pick out general trends, no two patterns of travel to school will be the same.

School Travel Initiatives

The promotion of initiatives will be considered later in the strategy (chapter 8), however, a brief explanation of some of the measures and initiatives in place for encouraging walking in Buckinghamshire (and the locations of these) are shown below:

Footsteps training

Footsteps training is a pedestrian skills training programme aimed primarily at Key Stage 1 children. 104 schools in Buckinghamshire currently run the Footsteps programme.

School Crossing Patrollers

School Crossing Patrollers (SCPs) can help encourage walking on the way to school. A reason given for children not walking to school is often that they feel there is an unsafe crossing point on the journey to school. SCPs can help increase the confidence of parents to let their children walk to school. SCPs are mapped on Symology (an electronic data system) so other areas of the Transportation Service are aware of where SCPs are when planning schemes, for example maintenance work. There are 45 active School Crossing patrol sites around Buckinghamshire.

Below is a breakdown of SCPs per district in Buckinghamshire:

Aylesbury Vale

School	SCP Site Location
Haddenham Infant/Junior School	Woodways, Haddenham
Hayden Abbey School	Weedon Road, Aylesbury
Buckingham Primary School	Stratford Road, Buckingham
St Louis Catholic Primary School	Elmhurst Road, Aylesbury
Bourton Meadow School	Bourton Road, Buckingham
Buckingham Primary School	Moreton Road, Buckingham
Bearbrook Combined	Fowler Road, Aylesbury
Great Horwood C of E Combined School	High Street, Great Horwood
Turnfurlong Infant and Junior School	Turnfurlong Lane, Aylesbury
St Michaels CE Combined	High Street North, Stewkley
Long Crendon School	Chilton Road. Long Crendon
Overstone Combined School	High Street, Wing
Stoke Mandeville Combined	Roundabout, Risborough Road. Stoke Mandeville
Cheddington Combined School	High Street, Cheddington
Overstone Combined School	Stewkley Road, Wing

Chiltern and South Bucks

School	SCP Site
Little Springs School	Greenway, Chesham (near the middle school entrance)
Holmer Green Infant School	Watchet Lane (outside of the playground entrance)
Gateway School	Aylesbury Road. Great Missenden
Chalfont St Giles Infant and Junior Schools	Deansway, Chalfont St Giles (near the junction with Hillside Close)
Robertswood School	Denham Lane, Chalfont St Peter (outside of the school's pedestrian entrance)
Lent Rise Combined School	Lent Rise Rd, Burnham (near the junction with Coulson Way)
Little Chalfont Primary School	Amesham Road (near the junction with Oakington Avenue)
The Stoke Poges School	Rogers Lane, Stoke Poges (outside of the main school gate)
St Peters C of E Combined School	Gore Road, Burnham (near the junction with Minnicroft Road)
Bell Lane Combined School	Bell Lane, Little Chalfont (outside the school main entrance)

High Wycombe

School	SCP Site
Oakridge School	Plumer/ Oakridge Road, High Wycombe
Chepping View Primary School	Cressex Road, High Wycombe
Millbrook Combined School	Mill End Road, Sands, High Wycombe

Naphill & Walters Ash School	Main Road, Walters Ash
West Wycombe Combined School	High Street, West Wycombe (on the zebra crossing)
West Wycombe Combined School	Chorley Road, West Wycombe
The Disraeli School	The Pastures, Hughenden Avenue, High Wycombe
Stokenchurch Primary School	Marlow Road, Stokenchurch
Downley School	Grays Lane, Downley, High Wycombe
Princes Risborough Primary School	Longwick Road, Princes Risborough
Foxes Piece School	Newtown Road, Marlow
King's wood School	Totteridge Lane, High Wycombe
Tylers Green First School	School Road, Penn
Tylers Green Middle School	Cock Lane, Tylers Green
Manor Farm Community Infant School	Rose Avenue, Hazelmere
St Peters Catholic/ Holy Trinity C of E Schools	Dean Street, Marlow
Burford School	Marlow Bottom, Marlow
Carrington Infant & Junior Schools	Chapel Road, Flackwell Heath

Walking Buses or 'Crocodiles'

'Crocodiles' are Buckinghamshire's equivalent of a Walking Bus. Children under the age of 8 can walk on the Crocodiles. Crocodile routes are risk assessed by the Travelchoice Team. There are 31 active Crocodile routes active in Buckinghamshire, 2 of these crocodiles run between schools and afterschool clubs.

Below are the routes that run crocodiles:

School	Route
The Thomas Hickman School	Belgrave Road, Aylesbury
Hayden Abbey School	Haydon Abbey, Aylesbury
Long Crendon School	Coltman Avenue, Long Crendon
Maids Moreton C of E School	Pitchford Avenue, Maids Moreton
Edlesborough School	Yew Tree Close, Edlesborough
Edlesborough School	Bell Public House, Edlesborough
Edlesborough School	Brownlow Avenue, Edlesborough
St Joseph's Catholic Infant School	Oakfield Road, Aylesbury
Chalfont St Giles Infant School	Bottrells Lane, Chalfont St Giles
Chalfont St Giles Infant School	Cape Fish, Chalfont St Giles
Chalfont St Peter Infant School	The Junior School, Chalfont St Giles
Chesham Bois C of E Combined School	Open Air Pool, Chesham Bois
Chesham Bois C of E Combined School	The Monument, Chesham Bois
Gateway	Link Road, Great Missenden
Great Missenden C of E Combined School	Upper Hollis, Great Missenden
Great Missenden C of E Combined School	Rignall Road, Great Missenden
High March School	St Michaels Green, Beacsonfield
Holmer Green Infant School	Clementi Avenue, Holmer Green
Newtown Infant to Brushwood Junior School	Newtown, Chesham

Thomas Harding Junior School	Elgiva Lane, Chesham
St Mary's CE Primary School	Dovecote Car Park, Amersham
Carrington Infant and Junior Schools	Sedgmoor Rd, Flackwell Heath
Great Kingshill C of E Combined School	Missenden Rd, Great Kingshill
Great Kingshill C of E Combined School	Widmer End
Hamilton Primary School	Priory Ave, High Wycombe
Hughenden Primary School	Hughenden
Speen C of E School	Speen
St Johns C of E Combined School	Village Hall, Lacey Green
Widmer End Combined School	George's Hill, Widmer End
Ash Hill Primary School	Micklefield Road, High Wycombe

There is one active Alig8or (Walking Bus for the over 8s) that runs in Buckinghamshire. This runs to Great Kingshill CE Combined School.

Road safety/speed awareness initiatives

Make the Commitment

Make the Commitment is a campaign which focuses on encouraging drivers to sign a pledge to try and drive at an appropriate speed within the speed limit at all times. The aim of the campaign is to encourage drivers to make a personal commitment to not drive over the speed limit.

SIDs

Mobile Speed Indication Devices (SIDs) detect the speed at which drivers are travelling. When vehicles are travelling too fast for the road, the speed at which the car is travelling will be shown. This will let the driver know they are speeding. SIDs are now available through the Thames Valley Police. If a school wishes to borrow a SID they should contact their local Police Community Support Officer.

Community Speedwatch

Community Speedwatch is a traffic monitoring scheme that is co-ordinated by the Police and Buckinghamshire County Council, but managed and run by volunteers in a community. Volunteers are trained to use a detection device to monitor the speeds of vehicles travelling through their local area. The registration numbers of speeding vehicles are recorded and warning letters are then sent out by the Police to the registered keepers stating that their vehicle has been reported as speeding. The approximate cost of setting up the scheme is £1995. For more information on Community Speedwatch please visit http://www.buckscc.gov.uk/road_safety

KSI data

Killed and seriously injured data (KSI data) for road casualties for the areas surrounding schools has been mapped by district. These maps can be found in appendices 40-43. The maps show the location of all collisions within a 1km radius of schools between the hours of 7-9am and 3-5pm, excluding the month of August. The maps show data for the past 3 years (to 31st January 2008). The data shows no significant differences in incidents between districts within Buckinghamshire.

The Travelchoice Team works with schools to encourage both sustainable and safe travel on the journey to school.

Funding

Department for Transport Walking Grant

In November 2006 the Department for Transport launched a scheme to provide support to schools that have made a commitment to reducing car use and increasing walking on journey to school. Schools were eligible to bid for either £1000 a year for 3 years in grants to help them establish a walking bus or a lesser amount of £500 a year for three years to sustain walking initiatives at their schools. More than 3,000 primary schools in England (more than one in six) received grants to help them set up and sustain a 'Walking Bus' or other walking initiative.

In Buckinghamshire 15 schools received the grant of £1000 and 20 received the grant of £500 a year for three years (information on whether schools will be receiving grant money for the coming two years should be announced by the DfT shortly).

Actions

- Invest in infrastructure to promote safe and sustainable travel through working with level 3 schools to help them develop appropriate bids for highway and on-site measures and submit approved bids into the SAM process.
- Address real and perceived speed issues on key routes to school through promotion of Community Speedwatch, Make the Commitment and SIDs.
- Work with PCSOs to tackle antisocial driver behaviour outside of schools.
- Promote our school travel initiatives to give all families the opportunity to travel to school sustainably.
- Provide mapped information to new and existing travel planning schools.

Summary

- Walking remains one of the most popular ways to travel to school.
- Preference to walk almost matches the proportion that actually walk to school.
- Safety issues are a barrier with many parents in allowing their children to walk to school.

5.2 Cycling

Cycling to school is often considered by children to be one of the most 'fun' ways to travel to school and an enthusiasm for cycling is shown to be present in those children from a young age through to those at secondary school age. Schools choose to promote cycling in a variety of ways; from 'fun' activities such as Bikers Breakfasts, through to the promotion of safer cycling and the implementation of cycle policies. Participation in cycle training or other cycle related activities can give children the confidence and experience to cycle later in life. Those children trained early in their school lives are more likely to carry on cycling throughout their school years.

Current Situation

Actual mode of travel

The most recent data tells us that the following percentages of children cycle to school:

- 2007 Hands Up data: 3.87% of all students cycle
 - 2007 Hands Up data: 5% of primary students cycle
 - 2007 Hands Up data: 2.17% of secondary students cycle.
- School census data 2007: 1% of all students cycle

Preferred mode of travel

The most recent data tells us that the following percentages of children would *prefer* to cycle to school:

- 2007 Hands Up data: 30.6% of all students would *prefer* to cycle
 - 2007 Hands Up data: 36% of primary students would *prefer* to cycle
 - 2007 Hands Up data: 16.22% of secondary students would *prefer* to cycle
 - *2007 Hands Up data: 7.5% of Yr 12 and 13 students would prefer to cycle*

Summary

The difference between the actual numbers of those cycling and the preferred mode shows that there is scope to increase the levels of those cycling to school. The biggest gap between those who actually cycle and those that would prefer to cycle is for students attending primary schools. There is a 31% difference in the levels between those actually cycling and those wishing to do so. It is probable that the difference between the two figures is due to parent concerns about the safety of this age group cycling. An enthusiasm for cycling does continue throughout secondary school and through to sixth form age. Throughout these years those preferring to cycle continues to be higher than those actually cycling to school. This shows that through a promotion of cycling and an improvement in infrastructure the number of pupils cycling could rise.

Current situation (infrastructure)

We contacted all schools in Buckinghamshire to ask for data regarding infrastructure at their school. We received a 74% response rate.

We found out that 63 of schools in the county that responded currently have cycle racks in place (this is 49% of respondents). In addition one reported they had a cycle shed. Many of the respondents reported that the condition of their cycle racks were good, with only 6 schools reporting that the condition of their cycle racks was poor. The range in number of bikes that the racks could store varied from 6 bikes to 60 bikes (in larger secondary schools).

Infrastructure put in place through Capital Grant Funding

Cycle storage and shelters continue to be a popular measure with schools using their Capital Grant Money. Below is a list of some of the schools in Buckinghamshire that have used their capital grant money on measures to promote cycling on the journey to school:

- Bell Lane Combined School
- Butlers Court School
- Bearbrook Combined School
- Hawridge and Cholesbury School
- Great Marlow School

Infrastructure put in place through School Travel Plan bid funding

Through bidding for funding through the Travelchoice Team, some schools in Buckinghamshire have gained money to install measures to promote cycling to school. Measures installed to encourage cycling include:

- Berton C of E Combined School - hard standing for cycle racks outside school gate;
- Burford School – bicycle and scooter storage;
- Holmer Green Infant and Junior Schools – bicycle and scooter storage and racks;
- High March School – bicycle and scooter store;
- Great Missenden C of E Combined School – bicycle shed; and
- Ley Hill School – bicycle shelter.

Sustrans Links to Schools funding:

In 2007 Buckinghamshire County Council gained part funding from Sustrans to fund two cycle lanes through the Links to Schools Project. These two cycle lanes were implemented in Berton and to the Wendover campus (containing three schools: John Hampden Infant School, Wendover CE School and the John Colet School). The cycle lane at Berton School, links Berton to Aylesbury Town. This has the benefit of not only encouraging more children to cycle to the school but is also of benefit to the wider community. Levels of cycling (and scootering) at Berton School since this time have continued to rise. The route through Wendover aims to link the School to other infrastructure.

Successes

Schools across Buckinghamshire have been promoting cycling in a variety of ways, from Maids Moreton School's 'Be Bright on your Bike' day to 'Wheels Week' at

Holmer Green First School. Below shows a case study of Bierton C of E Combined School, a school that have had significant success with their cycling projects.

Case Study: Bierton C of E Combined School

- They have increased levels of cycling from 1.89% in 2005 to 26.77% in 2007.
- 'I love my bike' day - children decorated and cleaned their bikes and learned about cycle maintenance.
- Hold 'Get Fit Friday' whereby children are encouraged to bring a healthy packed lunch and cycle or walk to school.
- Run Biking Basics for the younger children in the school.
- Run cycle awareness training courses.
- The school gained a grant of £1000 from SAVE (Support Aylesbury Vale's Environment). This enabled the school to set up regular weekly bike surgeries which helped children and their parents learn how to maintain their bikes. During the three month period, over 78 bikes were given an MOT style check and made safe. The school has gained a further £1000 grant which was secured through Aylesbury Vale's Community Chest Micro Grant. This will enable the excellent work to continue.

Barriers to cycling

Barriers to cycling can include issues such as perceived safety fears (dangerous roads etc), travelling onto work etc.

Table of examples given from schools:

School	Issue
The Grange School	• Perceived danger after past accident.
Grendon Underwood Combined School	• Many of the children don't use the bus, it is too expensive.
Oakley C of E Combined School	• Lack of bike/scooter shelters highlighted.
Sir Henry Floyd Grammar School	• Students don't cycle because it is too far, too dangerous, too much to carry.
The Disraeli School	• No designated cycle routes, no storage for cycles.

A summary of the main barriers to cycling is as follows:

Infrastructure:

- Concerns arise within schools due to lack of cycle storage, lack of cycle paths, lack of safe crossings;
- Safety concerns of speed of traffic, congestion around the school;
- School unwilling to let pupils cycle unless there is a cycle way leading to the school.

Other issues:

- Uniform/gender – low levels of cycling at girls' schools due to the culture and uniform it is fashionable to wear;
- Hilly;
- Concerns about pedestrians and cyclists sharing the same space;
- Feeling that is too far to cycle.

Accessibility to schools (walking)

We recognise that there are trends between similar schools in their travel patterns and we plan to tailor our approach to these schools to meet their needs.

The appendix contains maps of accessibility to schools by cycling. A short discussion of the patterns of cycling habits for the schools follows:

Rural primary schools

The general trend for rural primary schools is that there is little cycling at these particular schools. The accessibility maps for Curzon School and Chalfont St Peter show that no-one from these schools currently cycle. There is no one cycling from any of the distances from the school. The maps show that the majority of those travelling from outside the villages to school come by car (either through car-share or other car use). The map showing accessibility to High Ash School by cycling shows that only 1 pupil from within the 15 minute cycle distance cycles. Those living within 15 minutes cycling time, and therefore are within reasonable cycling distance, often feel that they do not wish to cycle along country lanes.

Longwick is a rural primary school in the Wycombe area. The accessibility map for this school for cycling shows that there are a couple of people cycling from around 30 minutes away from the school. This shows that although general trends can be picked out, and it is likely to be that children will cycle from distances closer to the school, no school will show exactly the same trend.

Urban primary schools

The accessibility map for cycling to Bourton Meadow School shows that there are people cycling from within the 5-10 minute cycle distance. This shows a different picture from the rural primary schools where there is little cycling taking place. However, the situation is different for other urban schools such as Castlefield in High Wycombe and Thomas Hickman in Aylesbury. These both show very little or no cycling to either school.

Upper schools

The map of accessibility by cycling to The Cottlesloe School shows that some pupils do cycle from outlying villages. The difference between this and the primary school patterns of travel to school by bike could be that parents are more willing to let children that are slightly older cycle to school.

Grammar schools

Again the map by Aylesbury Grammar School shows that the levels of cycling are higher than those in the primary schools shown above. The map shows that there are a number of pupils that cycle from within the 15 minute cycle range. The patterns show that those within the 30-45 minute cycle range are most likely to cycle to school. It may be that these pupils are not eligible for free home to school transport and therefore cycling is a real alternative for these pupils.

Faith schools

Once again it seems that age difference has more of an impact on the levels of pupils cycling than the type of school. St Bernards School's accessibility (an Upper School) by cycling map shows that some students are cycling from further out. This is in comparison to St Josephs Catholic Infant which shows that no children cycle to school.

Independent schools

As with walking levels, at independent schools the number of those cycling tends to be low. Chesham Preparatory School map shows that there are pupils cycling to the school. Again, distance from the school plays is an important factor in low levels of cycling.

Special schools

Special schools generally have the majority of pupils transported by contracted services and generally come from greater distances away from the school. Therefore, very few pupils will cycle to school.

Summary

Cycling levels very much depends on the school's willingness to promote cycling to school and the provision of cycle racks and infrastructure for pupils at the school. Again all schools will have a unique picture when it comes to those cycling to school. The Travelchoice Team understands that this will be the case and continue to work with schools to promote safe cycling within the boundaries the school sets and the locality of the school.

School Travel Initiatives

Cycle training

In previous years Buckinghamshire County Council has been awarded money to part fund cycle training for children from schools around Buckinghamshire. In the financial year 07/08 Buckinghamshire part funded cycle training for around 2,700 children. Funding given to Buckinghamshire County Council by Cycle England stands at £57,500.

Biking Basics

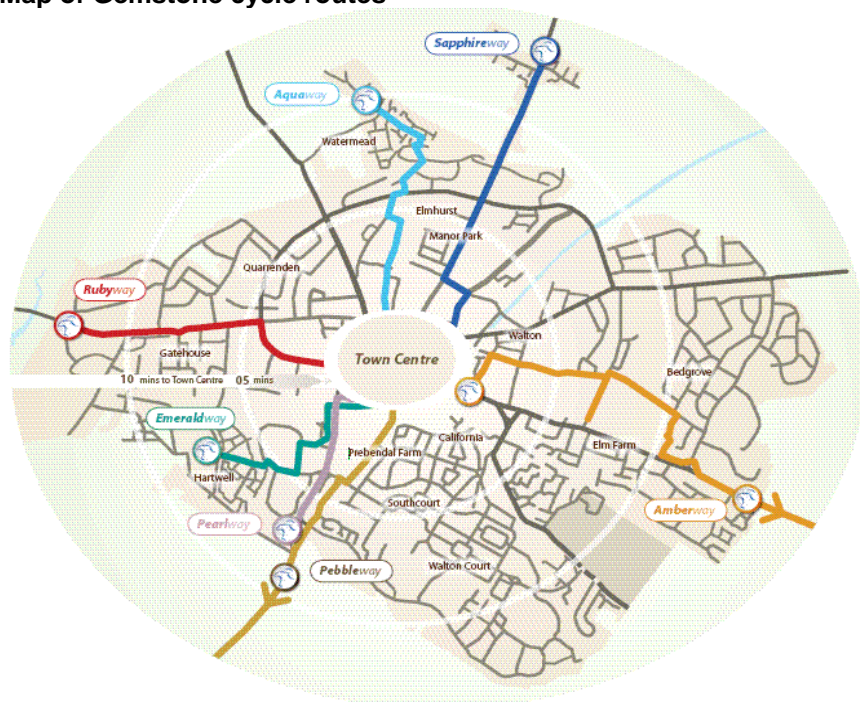
Biking Basics is an online resource aimed to provide support for teaching young children about cycle safety. It is an off-road course popular with infant schools across the county.

Aylesbury Cycling Demonstration Town

In 2005, Aylesbury was announced to be one of six Cycling Demonstration Towns. Under this scheme, Aylesbury received £300,000 government funding each year for 2006, 2007, and 2008. This investment is being 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 and Walking Team to ensure that Aylesbury schools with travel plans that want to increase cycling are considered within the Cycling Demonstration Town project. It has just been announced that Aylesbury will continue to be funded as a Cycle Town. Between the years 2008-2011 Aylesbury will receive £180,000 a year to promote cycling.

Aylesbury has a network of cycleways called the Gemstone routes. These serve the different areas of Aylesbury and connect them to the town center. However, we promote where possible these routes to schools. A map of these is shown below.

Figure 2: Map of Gemstone cycle routes



Source: **Buckinghamshire County Council website**

The cycling figures for schools within Aylesbury are slightly higher than those countywide. The overall Aylesbury figure stands at 4.9% (Hands Up survey 2007).

Bike It

There are currently 2 Bike It Officers, employed by Sustrans, working in Buckinghamshire. 1 Bike It Officer is located in Aylesbury and works with 12 schools a year to promote cycling (this includes both primary and secondary schools). The second Bike It Officer works with both schools in South Bucks and Slough. 6 schools in the South Bucks area work with this Bike IT Officer sharing this officer with 6 schools in the Slough area.

Scootering

Scootering is increasingly becoming a popular choice of mode of travel to school, particularly with younger children. Some schools have taken on encouraging scootering rather than cycling to school because they feel it is more appropriate for their children considering the locality of the school.

Case Study: Overstone Combined School

- Promote scootering through their School Travel Plan.
- After having their School Travel Plan approved, they have spent their Capital Grant funding on a scooter parking shelter and have held a very successful and well publicised launch event for this.
- In spring 2008 the Working Group developed their own scooter training guidelines which focus on both the fun and safety aspects of scootering. They only allow children to scooter to school if they have taken part in this training, so far 130 at the school have been scooter trained. This training is now being used and adapted by other schools around the county.
- Parents will children scootering to school are asked to sign a code of conduct.

Funding

Cycling training funding

Buckinghamshire County Council has received £57,500 in order to part fund cycle training in schools. For more information please refer to section 9: Financing the Strategy.

Cycle Town funding

Aylesbury is a Cycle Town and receives funding to increase cycling levels in the town. For more information please refer to section 9: Financing the Strategy.

Actions

- Promote cycle and scooter training primarily to schools with targets set for these modes.
- Work with Sustrans to increase cycling levels to school.
- Provide mapped information to all new existing travel planning schools.

Summary

- Many children would prefer to cycle, however, it is often a perceived danger which means that parents will not allow children to cycle.
- Buckinghamshire County Council gains funding from Cycle England to help part fund cycle training for pupils.
- Scootering is a popular alternative to cycling in many schools.

5.3 Car Use

Buckinghamshire is a largely rural county and many parents will still rely on driving their children, seeing it as a 'necessity' for bringing their children to school. Car use at primary schools is often high because there is a perceived danger by parents that walking or cycling to school is not 'safe'. Of particular difficulty in cutting down car use amongst secondary schools is the sixth formers' desire to drive as soon as possible. Many schools report that acquisition of a car is often not a problem for their students, which leads to higher levels of car use amongst sixth formers.

The Travelchoice Team have the target to cut car use on the school run to below 30% by 2010.

Single Occupancy Car Use - Current Situation

Actual mode of travel

The most recent data tells us that the following percentages of children travel to school via single occupancy car mode:

- 2007 Hands Up data: 27.29% of all students travel by single occupancy (s.o.) car
 - 2007 Hands Up data: 35% of primary students travel by s.o. car
 - 2007 Hands Up data: 16.7% of secondary students travel by s.o. car
- School census data 2007: 33% of all students travel by s.o. car

Preferred mode of travel

The most recent data tells us that the following percentages of children would prefer to travel to school via single occupancy car mode:

- 2007 Hands Up data: 22.83% of all students would *prefer* to travel by single occupancy (s.o.) car
 - 2007 Hands Up data: 18.43% of primary students would *prefer* to travel by s.o. car
 - 2007 Hands Up data: 34.68% of secondary students would *prefer* to travel by s.o. car
 - 2007 Hands Up data: 56.76% of Yr 12 and 13 students would *prefer* to travel by s.o. car

Summary

Sixth form preference to drive is high. In many secondary schools this is often one of the main concerns and issues noted in travel plans. Concerns are raised around two issues: the safety of inexperienced car drivers; and an increase in congestion around the school. We, therefore, recognise that car sharing between sixth formers should be promoted sensibly and work with schools to encourage students to attend Safer Positive Driving courses before they car-share.

Successes

There are a number of schools in Buckinghamshire that have lowered their car use significantly through using a variety of initiatives. This is particularly true of primary schools in the county.

Case Study: Haddenham Junior School

- The school has reduced their car use on the school run from 46% (Hands Up survey Oct 2002) to 6% single occupancy car use on the school run.
- They have achieved this by taking part in initiatives such as Go for Gold, cycle training, JRSO and Walk and Bike to school weeks.

Case Study: Chalfonts Community College

- Assemblies have been held for the Sixth form on Safer Positive driving.
- There has been an increase in the health and safety education in PSHE with particular reference to the STP.

Case Study: Aylesbury High School

- Introduction of car parking passes to those sixth formers that car share to school.

Car use issues

Issues with car use

A summary of the main issues associated with car use is as follows:

- A sixth form preference to drive.
- Parents of children at Infant schools often feel it is not safe to walk or cycle with children of a young age.
- Use of car during the winter months and inclement weather.
- Taxis parking close to the school gates in inconsiderate locations

Trends in car use

There are few differences between the patterns of car use between primary and upper schools. The issues associated with each, however, are different.

Typically those travelling from further distances from the school but are not entitled to home to school transport will drive or be driven to school. There are also always those that live closer to the school that will continue to drive. This is the case for most schools. The rural primary schools with large catchment areas often find that those

travelling from outside the village will tend to drive (for example, Longwick School). Similarly urban schools will generally find that those living closer are more likely to walk than those living further out from the school (for example, Bourton Meadow School). The situation is much the same for secondary schools.

It is important to remember that although it is possible to promote and reduce car usage on the school run that there will always be those who will continue to choose to drive to school.

Zig Zag lines and Traffic Regulation Orders (TROs)

We aim to encourage Police Community Support Officers (PCSOs) to work in partnership with parking attendants to enforce the observation of zig zag lines. In the future, where appropriate, Traffic Regulation order (TROs) will be applied to Zig Zag lines. This is of particular relevance in busy urban areas. Future School Travel Planning bids to the Travelchoice team will include the cost of a TRO (where appropriate).

Car share – Current situation

Buckinghamshire is a rural county and many parents still argue that a car is necessary to transport their children to and from school. The promotion of car-sharing can often be one of the easiest ways for schools to shift the mode from car use to a more sustainable mode.

Car sharing remains an informal mode of travel in many schools.

Actual mode of travel

The most recent data tells us that the following percentages of children car share to school:

- 2007 Hands Up data: 8.43% of all students car share
 - 2007 Hands Up data: 7% of primary students car share
 - 2007 Hands Up data: 10% of secondary students car share
- School census data 2007: 3% of all students car share

Preferred mode of travel

We have no data to outline the number of those that would prefer to car share.

Summary

The above Hands Up data shows that currently a higher number of secondary school students car share than primary school students. This may be due to a number of sixth formers car sharing at some schools with limited public transport routes that serve outlying areas or to share petrol costs. A change in seatbelt laws has been noted by many primary schools as having a negative effect on the numbers of those car sharing at primary schools. Parents at primary schools are often reported to be nervous of transporting other people's children to school, again explaining a lower figure in car share numbers.

Successes

Case Study: Edlesborough School

- As part of their parent's survey, the school asked who was interested in car sharing. The travel planning team then wrote to all those interested in the scheme giving further information.
- The school has set them self a car-share target.
- The results of the summer term survey in 2007 showed that 41% of those children that travelled by car were car-sharing

Case Study: Chalfont St Giles Infant School

- The school has a car buddy scheme, whereby families 'buddy' each other twice a week and take each other's children to school.

Barriers to car sharing

A summary of the main barriers to car sharing is as follows:

- Safety concerns;
- Worry about taking other people's children in their car – new seat belt law;
- Parents travelling onto work/ nursery elsewhere;
- For schools such as independent schools that children travel quite a distance;
- There may be limited number of people coming from a particular direction.

School Travel Initiatives

Schoolrun.org

Schoolrun.org is a database of those at a school wishing to car share. Schoolrun.org is hosted by Liftshare but managed by each school. Schools may wish to purchase a schoolrun.org licence for their school. Currently Robertswood Combined and Nursery School and John Hampden Grammar School have a licence for Schoolrun.org.

Actions

- Promote car sharing as a viable alternative to single occupancy car use.
- Facilitate informal car share arrangements between parents.
- Promote car sharing schemes alongside further driver education for 16-18 year olds.
- Promote park and walk schemes where no other alternative is available.
- Promote responsible parking for contracted taxi services.
- Change attitudes that it is safer to come by car – road safety training for pedestrians (see walking section).

Summary

- Sixth formers want to drive as soon as possible.
- Parents of the youngest children at school often feel protective of their children and wish to drive their children to school.
- For many rural schools car sharing is a successful way of promoting sustainable travel.
- In many rural schools car-sharing remains informal.
- Those car sharing tend to come from slightly further away from the school and then will car share in.

5.4 Public Transport

Public transport could provide a viable alternative to the car for many students. This section describes the current situation with those using public transport at schools and the issues and barriers surrounding the use of public transport

Current Situation

Actual mode of travel

The most recent data tells us that the following percentages of children who travel to school by bus, train and taxi (please note that for the Hands Up survey this also includes dedicated school buses):

- 2007 Hands Up data: 20.09% of all students travel by bus, train or taxi
 - 2007 Hands Up data: 1.59% of primary students travel by bus, train or taxi
 - 2007 Hands Up data: 44.25% of secondary students travel by bus, train or taxi
- School census data 2007: 22% of all students travel by bus, train or taxi
 - 2007 census data: 5% of all students travel by public service bus
 - 2007 census data: 1% of all students travel by train
 - 2007 census data: 16% of all students travel by dedicated school bus

Preferred mode of travel

The most recent data tells us that the following percentages of children would *prefer* to travel to school by bus, train or taxi:

- 2007 Hands Up data: 10.60% of all students would *prefer* to travel by bus or taxi
 - 2007 Hands Up data: 5.84% of primary students would *prefer* to travel by bus or taxi
 - 2007 Hands Up data: 23.42% of secondary students would *prefer* to travel by bus or taxi
- 2007 Hands Up data: 2.36% of all students would *prefer* to travel by train
 - 2007 Hands Up data: 0.87% of primary students would *prefer* to travel by train
 - 2007 Hands Up data: 6.37% of secondary students would *prefer* to travel by train

Summary

The difference between the actual and preferred modes shows that there are more people who would prefer to use public transport than currently do so.

Barriers to public transport

There are reported barriers for why people do not travel by public transport.

Table of examples given from schools:

School	Issue
Sir Henry Floyd Grammar School	<ul style="list-style-type: none">Students don't use public transport because expense, lack of service for those in outlying areas
Aylesbury High School	<ul style="list-style-type: none">There is a lack of service from outlying villages, for example those travelling to the school from North Buckinghamshire villages such as Stewkley.
St Michaels CE Combined School, Stewkley	<ul style="list-style-type: none">The bus to the local secondary school runs past many pupils homes with empty seats but they can not use the bus

A summary of the main barriers to public transport use is as follows:

- Lack of public transport from outlying villages/rural areas
- Too expensive
- Preference to be dropped right outside the school
- Parents not wishing their children to travel on public transport – 'stranger danger' etc.

School Travel Initiatives (subsidised travel for young people)

In order to try and encourage pupils onto public transport, schemes to subsidise public transport are in place.

Citizenscard

Following representation by the Youth Parliament about the cost of young people's bus travel in Buckinghamshire it was agreed that a concessionary travel scheme would be investigated.

A scheme has been agreed that will give discounted travel to all young people aged 16 and 17. The scheme came into operation at the end of May 2007 and ran for 12 months as a pilot. The scheme is being promoted to schools again at the beginning of the 2008/09 school year. New cards will be available through all secondary schools and colleges in Buckinghamshire. The operation of the scheme is as follows:

- Those aged 16 or 17 and in possession of a Citizen Card can travel on buses for a £1 single trip.
- The scheme is available on most bus services starting after 9am Monday to Friday and all day Saturday, Sunday and Bank Holidays. The scheme does not apply on afternoon school services where our existing 16+ scheme is available.
- £1 single tickets can be purchased for any service starting or finishing in Buckinghamshire.

16+ Scheme

For pupils who are 16, 17 or 18 years of age before 1st September in any academic year, the council operates a subsidised travel scheme (the 16+ Scheme). The subsidised scheme is for eligible students, who live more than 3 miles walk from school or college and are attending on a full time basis (at least 4 days per week) at

their catchment area or nearest appropriate school, or the most reasonably accessible college that provides the further education course that they require.

Within the 16+ Scheme there is provision for students who have special needs or are from low income families to be considered for free transport. The 16+ Scheme can be viewed online at:

http://www.buckscc.gov.uk/bcc/get/assets/docs/ed_16plus_information_app_form.pdf

Education Maintenance Allowance

Education Maintenance Allowance (EMA) acts as an incentive to encourage participation and progression in post-compulsory education. EMA can provide up to £30 a week to help encourage pupils to stay on at school. This can be used to pay for transport to and from or between institutions, as well as for books and equipment for study.

Public transport provision

Future public transport provision is divided into 5 elements in Buckinghamshire County Council's Bus strategy:

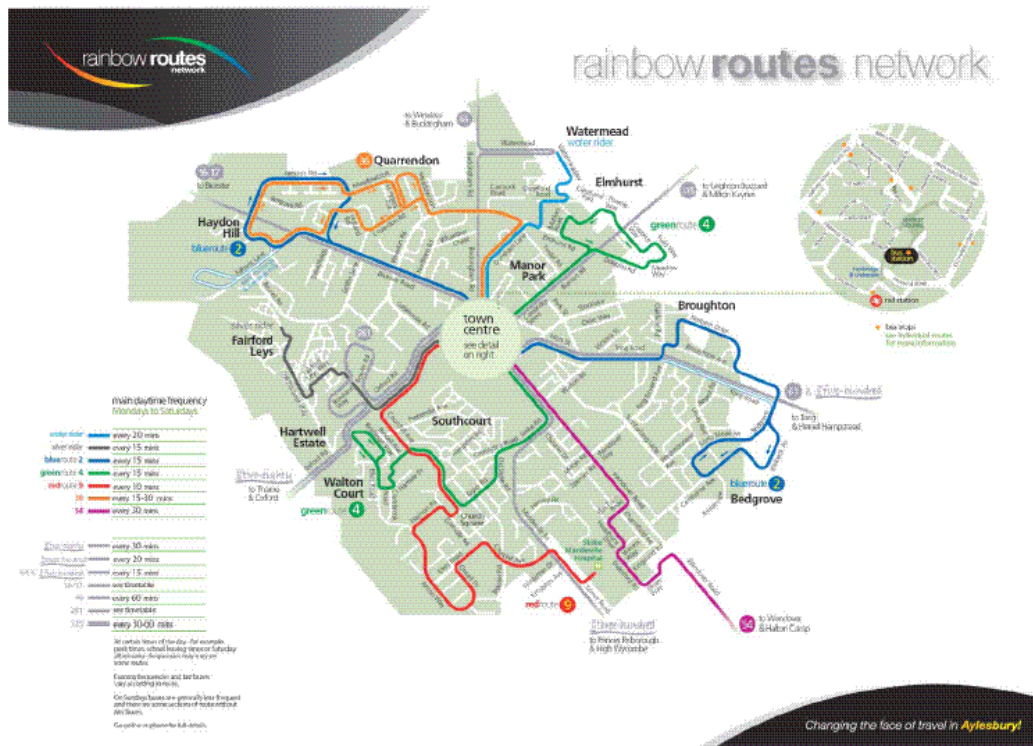
- Urban quality bus partnership routes (Aylesbury and High Wycombe)– main functions – journeys to work, school, college, shopping, primary healthcare, hospitals and leisure facilities.
- Other urban bus routes (in Aylesbury, High Wycombe, Amersham and Chesham)
- Core inter-urban routes (linking the larger villages and market towns with principal urban centres)
- Urban and rural DRT Services (catering for journeys which cannot be made by conventional bus services)
- Rural Community Transport Partnerships (developing local transport solutions).

Rainbow Routes

The Rainbow Routes buses run in both Aylesbury and High Wycombe. These are quality urban bus routes and could be used by pupils in both the urban areas. Below are maps of the urban areas showing where each of the routes run.

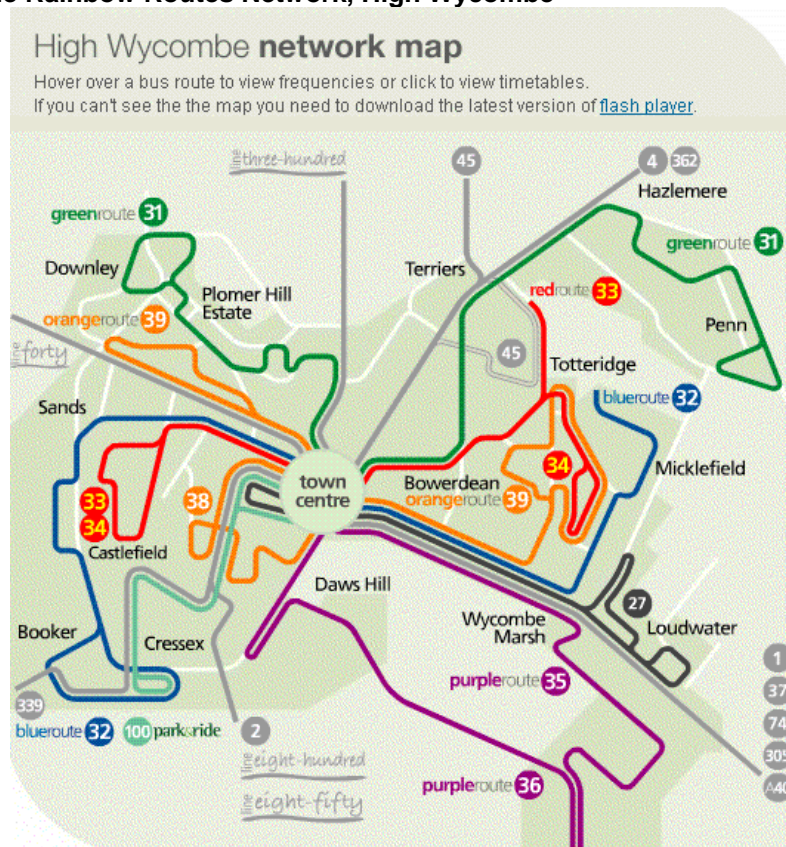
There are a number of schools located on or near to the routes; therefore the routes are promoted to schools in the area in order to encourage sustainable travel within the towns.

Figure 3: The Rainbow Routes Network, Aylesbury



Source: www.rainbowroutes.co.uk

Figure 4: The Rainbow Routes Network, High Wycombe



Source: www.rainbowroutes.co.uk

Actions

- Provide mapped information to all new and existing School Travel Plan schools.
- Work with the Youth Parliament representative and increase the number of registered users of Citizencard.
- Increase transport provision for non-entitled students.
- Ensure the bus strategy reflects the needs of young people.

Summary

- Sixth formers would often like to use public transport but don't due to expense of travel and lack of services.
- Both Aylesbury and High Wycombe have high quality bus partnership routes.
- There is a preference by some children for a 'door-to door' service.

5.5 Home to School Transport

At the beginning of the financial year 2008/2009 Buckinghamshire County Council's Home to School Transport section underwent outsourcing to AMEY.

Current Situation

Actual mode of travel

The most recent data tells us that the following percentages of children travel to school by home to school transport (those entitled to home to school transport):

- School census data 2007: 16% of all students travel by school bus
 - 2007 census data: 4% of primary students travel by school bus
 - 2007 census data: 31% of secondary students travel by school bus

Breakdown

Below shows a breakdown of the numbers entitled to free mainstream home to school transport (as of March 08):

Type of school	Number of pupils entitled
Primary	1673
Secondary	12396
College	775
Total:	14844

As of March 2008 the following numbers of contracts were being run:

Size of coach	Number of contracts operated
Less than 9 seats	187
9-16 seats	55
17-59 sets	232
60 seats and over	96
Total:	570

SEN transport

In March 08 the following numbers of pupils were transported by Special Educational Needs (SEN) transport:

Type of school	Number of pupils transported
Nursery	16
Primary	144
Secondary	169
In-county special	854
Out-county special	214
PRUs	208
Total:	1605

Summary

In Buckinghamshire there is a selective system of education for secondary schools. This means that students may be travelling further on home to school transport to their nearest appropriate school. Grammar schools often have high levels of dedicated school bus use, for example, Sir Henry Floyd Grammar School and Sir William Borlase Grammar School.

Successes

Secondary schools often report difficulties with behaviour both on school buses and in school bus parks. The Chalfont Community College is one secondary school that have put in place measures to ensure that those travelling by bus feel safe to do so. Please see the case study below:

Case Study: Chalfont Community College

- A secondary school that are trying hard to make the environment safer and more pleasant in their bus area so that students will use the bus services.
- They have tightened up the leaving procedures at the end of the school day to make the bus safer.
- All bus numbers and positions are indicated on a bus board so pupils can quickly find their bus.
- Teachers check that before the bus leaves the area behind and between the buses are clear and safe to pull out before the teachers discharge the buses. Extra staff are positioned in areas where the school feel extra caution is required.

Barriers to home to school transport

There are reported barriers for why people do not use home to school transport.

A summary of the main barriers to home to school transport use is as follows:

- Buses are crowded;
- Bad language;
- Behaviour issues (behaviour children think is 'cool');
- Behaviour towards the bus drivers from some students;
- Fights.

Other issues:

- Bullying on school buses;
- Complaints from neighbours about noise students make while they are waiting at bus stops.

N.B. these issues are generally associated with mainstream transport as often SEN pupils will have a designated person to travel with them on the journey to school.

Our aim is to encourage all those children who are entitled to Home to School transport to feel comfortable and safe on the journey to and from school and to take up their entitlement.

Actions

- Work with AMEY and schools to ensure children feel safe on the journey to school.

Summary

- Some schools have particularly high levels of bus use. Grammar schools often have high levels of bus use because students from these schools may be travelling further to their nearest appropriate school.

6.0 Key Objectives of the Strategy

Our vision for the strategy is to 'engage with children, young people and the school community to provide realistic and sustainable travel opportunities to school, making education accessible for all'.

Our objectives for the Sustainable Travel to School Strategy are as follows:

:

- Have all schools with a travel plan by 2010.

The Government has set targets for all schools to have an approved travel plan by March 2010. Currently 49% of Buckinghamshire schools have an approved travel plan.

- Reduce car use on the school run to 31% in 08/09, 30% in 09/10 and then maintain the figure below 30% every year after.

School Travel Planning have one National Indicator in the Local Area Agreement, this is NI 198 - Children travelling to school, mode of travel usually used. Our LAA target for 08/09 is 31% car use on the school run. Our target for 2009/2010 is 30% and for 2010/2011 is below 30%. The 2007 School Census data shows that 33% of students currently travel by single occupancy car use on the school journey. We are on track to reach our 2010/2011 targets.

- Provide support and resources for schools.

7.0 Initiatives Supporting the Promotion of Sustainable Travel

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

We recognise that all schools have difference needs, particularly in a county as diverse in nature as Buckinghamshire. Therefore, offering a wide selection of initiatives is essential considering that every school has different requirements.

Buckinghamshire County Council has developed a wide range of initiatives to support School Travel Plans. These initiatives are explained below:

Walking Initiatives

Crocodiles

Crocodiles are Buckinghamshire's equivalent of a Walking Bus. Children under the age of 8 can walk on the Crocodiles. We will support schools wishing to set up Crocodiles where there are 6 or more children walking on a route and where the school will run the Crocodile for three or more days a week. The Travelchoice Team risk assess the Crocodiles before they are in place and also monitor each Crocodile once a term in order to ensure that the route remains safe for the Crocodile to run. Crocodiles rely heavily on parental support and there are 31 active Crocodile routes in Buckinghamshire. Two of these Crocodiles run between schools and afterschool clubs. See section 5.1 (Walking) for those schools that run Crocodiles and the routes that they take.

Alig8ors

Alig8ors are Walking Buses that run for the pupils over 8 years old. We currently have 1 Alig8or running in the Buckinghamshire, which goes to Great Kingshill C of E Combined School.

Footsteps

Footsteps is a form of child pedestrian skills training. The scheme relies heavily on parental/ staff support; these people are trained to teach pupils how to walk safely. We currently have 104 schools around the county involved in the Footsteps programme.

Road Safety Initiatives

JRSO

Junior Road Safety Officer Scheme was introduced to encourage students to take responsibility for road safety at the school and to act as 'road safety champions'. The scheme is aimed at year 5 and year 6 children and there are currently 90 schools around the county involved in the JRSO scheme.



Travel Choice Reps

Travel Choice Reps (TCRs) are an extension of the Junior Road Safety Officer Scheme. The scheme has been developed for secondary schools, usually aimed at year 9 pupils. Again these pupils are responsible for being 'road safety champions' at the school.

Pupil Traffic Wardens

Being a Pupil Traffic Warden may be an extra responsibility of the Junior Road Safety Officer in some primary schools. The Pupil Traffic Warden Scheme involves the Junior Road Safety Officer going out with the school's local Police Community Support Officer to talk to parents parked irresponsibly around the school. 16 schools in Buckinghamshire are currently involved in the Pupil Traffic Warden scheme.

Zig Zag banners

These are a series of banners designed to discourage people from parking on the School Keep Clear Zig Zags markings. These work on a green, amber, and red system with the red banner containing the strongest message to discourage parents from parking on the zig zag lines. Schools can borrow the zig zag banners for a term.



School Crossing Patrol Service (SCP)

The Travelchoice Team runs the School Crossing Patrol service. A school is eligible for a school crossing patroller if they reach the figure of 4 million on a pv2 count.

Parents Parking Promise

The Parking Promise is a code of conduct issued to parents to encourage them to park responsibly and considerately. Parents are issued with a car sticker to show that they have agreed to park responsibly around the school gates. It is hoped that by displaying a car sticker other parents will also be reminded to park responsibly around the school.

Incentive Schemes

Go for Gold

An incentive scheme to promote sustainable travel to school. Children are awarded a stamp on their Go for Gold passport for each sustainable journey they make. The scheme works on a Gold, Silver, Bronze passport basis. Once a passport has been completed it can be exchanged for a free pass for: swimming; golfing; bowling; or a local facility involved in the scheme. Originally only local pools were involved in the scheme, however, it was recognised that this incentive may not be appropriate for all children; and therefore more activities have since been added.



The Go for Gold scheme was developed by a Buckinghamshire County Council School Travel Advisor and Holmer Green First School. In 2004 Buckinghamshire County Council and Holmer Green First School received an international award for this scheme.

Cycle Initiatives

Biking Basics

Biking Basics is an online cycle awareness resource for Key stage 1. The scheme involves basic cycle training carried out on the playground. This can be carried out by teachers at the school or by volunteers willing to run the scheme.

Bikeability Training

Bikeability cycle training (Level 2) is on road training for Key Stage 2 pupils. The training should be carried out by an approved trainer. Buckinghamshire County Council's website contains a list of approved cycle instructors:

<http://www.buckscc.gov.uk/bcc/content/index.jsp?contentid=-993954980>

Bike It

Bike It is a Sustrans funded initiative to promote cycling to schools (Sustrans is the UK's leading sustainable transport charity). The scheme concentrates on both the 'fun' and safety aspects of cycling. Bike It Officers in Buckinghamshire work in Aylesbury and South Bucks.

Other initiatives to promote sustainable travel use

Travelshop

Travelshops are intended to provide a personal travel planning scheme for schools. The scheme is run by students, for students, at the school. The idea is to provide information to students about one off or regular journeys and alternative methods to the car to make this journey. This might be to University interviews or a regular journey to work. This scheme is secondary school based.

Park and Walk

Park and walk is an initiative to encourage parking away from the school grounds and for people to walk the rest of the journey. Schools often make arrangements with local public houses, community centres or shops so that parents are allowed to park in their car parks between certain hours in the morning and afternoon.

School-run.org

Schoolrun.org is an online school based journey-share database. The scheme is hosted by Liftshare. Currently, Robertswood and John Hampden Grammar School run this scheme.

Car share

We encourage car sharing between sixth formers. For example, schools may give car parking spaces to those sixth formers who car share to school.

National campaigns

We support Walk to School Week/Month and Bike to School Week. Information on these campaigns is disseminated through the schools bulletins and through Buckinghamshire County Council's e-group for School Travel Plan Co-ordinators.

Curriculum Resources

We signpost schools to online curriculum resources which are linked from our internet site. They can use these resources to incorporate sustainable travel into lessons in order to educate pupils and raise awareness of the School Travel Plan.

For a further explanation and for more information on each initiative please see the link: <http://www.buckscc.gov.uk/bcc/content/index.jsp?contentid=-638424991>

School Travel Plan Coordinators

In addition to running initiatives, we recognise the hard work involved by volunteers who take on Coordinator roles within the schools and will oversee how these initiatives are running within their schools. Therefore, 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 share achievements and problems with other volunteers around the county.

Ownership

We promote the above initiatives to schools as appropriate. However, as part of the School Travel Plan development we encourage schools to take ownership of the STP process. This has led schools across the county to develop their own initiatives to promote sustainable travel. Below show just a few of the many initiatives schools in Buckinghamshire have developed to encourage sustainable travel to school:

- Oakley C of E Combined School – ran an out of school travel safety card competition.
- Great Kingshill C of E Combined School – the school have added to the incentives for the Go for Gold scheme. The school continues to hand out certificates to children for every 100 walks up to 1000 walks. After this point the children will have their names placed on a wooden placard in the school foyer.
- Hughenden Primary School – hold a leaver's assembly in which gold, silver and bronze medals are awarded to children with 300, 200 and 100 walks respectively.
- Robertswood School – have a silver trainer walk to school trophy.
- Homer Green Junior School – to encourage cycling the school held a 'wheels week' in which a teacher led an assault course around the playground.
- Burford School – had a decorated cycle parade at the 'On 2 Feet and on 2 wheels' event and Marlow Bottom Rose Carnival.

8.0 Action Plan – Delivering the Strategy

In order to ensure that all actions from the plan have been addressed, the following action plan has been devised. It outlines all tasks set in this strategy. The action plan takes into account timescales for each action, accountable officers and stakeholders, as well as a cost associated with the action.

The action plan will become part of the School Travel Planning Section's Business Plan and will be monitored and updated annually. The Business Plan is monitored bi-monthly at the School Travel Planning Section meetings.

Outcome Based Target	Action	Accountable Officers	Cost	Monitoring (What is the output?)	Timescale	Stakeholders
Provide a map to schools, outlining information on all sustainable travel options	Map bus, cycling and walking routes	Edmund Gurney	£20,000	33% of schools mapped per annum	March 2011	Education Travelchoice Team Polcy and Strategy Team
	Provide mapped information to all new school travel plan school	Nicky Batkin and Abigail Nichols	£0	33% of schools obtained information per annum	March 2011	Schools Parents Students Travelchoice Team
	Provide mapped information to all existing school travel plan schools	Rebecca Dengler and Julie Pickard	£0	33% of schools obtained information per annum	March 2011	Schools Parents Students Travelchoice Team Education
Working with the Youth Parliament representative, increase number of registered users of citizencard	Target secondary schools developing travel plans	Stefan Dimic STA's	£150,000	Xxx registered students	March 2010	Schools Students Sustainable Travel Group Youth Parliament
Increase transport provision for non-entitled students	Work with AMEY to negotiate using empty spaces on existing contracted services	Rebecca Dengler STA's	£0	Xxx reduction in number of empty seats	March 2010	AMEY Schools Students Parents Travelchoice Team

Ensure bus strategy reflects the needs of young people	Use travel planning information to feed into bus strategy consultations	Rebecca Dengler STA's	£0	95% of consultations consider school travel plan information	March 2010	Public Transport Travelchoice Students
Promote car sharing as a viable alternative to single occupancy car travel	Facilitate informal car share arrangements between parents.	STA's	£0	Single Occupancy car use below 30%	March 2010	Schools Parents Pupils Residents Travelchoice Team Education
Promote Park and Walk schemes where no other alternative is available	Work with schools and the local community to identify key park and walk sites	STA's	£0	100% are given the opportunity to set up a scheme	March 2010	Parents Schools Students Travelchoice Team
Promote responsible parking for contracted services	Information pack for contracted taxi drivers regarding responsible parking	LS	£200	100% of contracted drivers in receipt of information	March 2009	Schools Residents Students AMEY Contracted Services Travelchoice Team
Invest in infrastructure to promote safe and sustainable travel	Work with all level 3 schools to develop appropriate bids for highway and on site measures	Rebecca Dengler and Julie Pickard	£0	100% of schools given the opportunity to bid for fundings	March 2010	Schools Students Parents Travelchoice Consultants
	Submit approved bids into the SAM process	Rebecca Dengler and Mark Oldfield	£0	100% of approved bids submitted	September annually	Schools Students Parents Travelchoice Programme Manager

Address real and perceived speeding issues on key routes to school	Promote Community Speedwatch	STA's	£1995 per scheme	100% of schools have the opportunity to sign up to the scheme	March 2010	Thames Valley Police Parish Councils Travelchoice Casualty Reduction Schools Students Parents
	Promote Make the Commitment	Nigel Spencer	£0	100% of schools have the opportunity to sign up to the scheme	March 2010	Casualty Reduction Travelchoice Schools Parents Students
	Promote the use of TSIDS	STA's	£200 per site	100% of schools have the opportunity to sign up to the scheme	March 2010	Casualty Reduction Travelchoice Schools Parents Students
Work with PCSO's to tackle antisocial driver behaviour outside the schools	Distribute information packs and attend PCSO training to encourage involvement in travel planning work	Liz Smith Mark Oldfield STA's	£200	80% of PCSO's received pack or training	March 2010	Thames Valley Police Schools Travelchoice Parents Students
Promote our schools travel initiatives to enable all families the opportunity to travel to school sustainably	Promote relevant initiatives to all schools	STA's	£0	Every school travel plan to have at least 2 recognised initiatives	March 2010	Schools Students Parents Travelchoice
Promote cycle and scooter training primarily to	Promote Biking Basics on-line lesson plans	STA's	£0	100% of primary schools are aware of resource	March 2010	Schools Students Parents Travelchoice

schools who have set targets against these modes	Promote and fund 50% of training costs for Bikeability	STA's and Jane Woods	£58500	2500 children trained per annum	March 2009	Schools Students Parents Travelchoice
	Promote Scooter training	STA's	£0	100% of all primary schools have access to the resource	March 2010	Schools Students Parents Travelchoice
Work with Sustrans to increase cycle level to school	Liaise with Bike It Officers to roll out programme	STA's Sustrans	£0	18 schools per year involved in programme	March 2010	Schools Students Parents Travelchoice Sustrans
	Promote Links to Schools funding to encourage increased cycle levels	STA's Sustrans	£0	2 bids complete per annum along with SAM bids	March 2010	Schools Students Parents Travelchoice Sustrans
Raise awareness of the strategy amongst parents	Provide summary of strategy in the admissions booklet	Abigail Nichols	£0	Published	July 09	Education Parents Students Travelchoice
Collate countywide activities relating to walking	Produce a multi organisational walking strategy	Edmund Gurney and Mark Oldfield	£2000	Strategy produced	Dec 08	Education Health Authority District Council Travelchoice Policy Team Schools Parents Students

9.0 Financial Implications

Buckinghamshire County Council's Transportation department operate an efficient model for prioritising funding against our LTP2 objectives. In terms of this strategy funding is split in the following way:

- Revenue contributions from the Service's base budget
- Capital contributions from the Service's base budget
- Capital Grant Funding
- Developer Contributions
- Grants
- Sponsorship
- Cycle Aylesbury

Revenue contributions from the Service's base budget

As a local authority our revenue budgets are limited. Our Medium Term Plan put us in a position of a frozen budget 3 years ago. With that in mind we have allocated £27,000 per annum towards school travel related activity. We have a staff budget for 6 full time equivalent (FTE) staff to deliver school travel plan, sustainable travel initiatives and road safety for 0-16 year olds. Our budget is broken down as follows:

- Support for Crocodiles (walking buses)
- Go for Gold Incentive Scheme
- Junior Road Safety Officers
- Travelchoice Reps
- School Travel Plan Awards
- Conferences/meetings for volunteers coordinators
- Marketing materials relating to school travel planning

The School Travel Plan Awards are presented to all schools that have sustained their Level 3 travel plans for four years or more. These schools are presented with a certificate which awards them with a Gold Status for travel planning. They will also receive a yearly 'prize' worth up to the value of £250 to assist with the development of their STP. Such prizes include scooter racks, notice boards and road safety education sets.

Capital contributions from the Service's base budget

Our capital resources are as limited as our revenue resources. In order to manage the schemes the Service would like to deliver, a very effective process has been developed to allocate funding based on LTP2 priorities. This process is called the Scheme Assessment Matrix (SAM).

Once a year each section of the Service puts forward their schemes for consideration. Each scheme is assessed against LTP2 priorities, the transport asset, value for money

and deliverability. Every year we bid for funding to support School Travel Plans, the School Crossing Patrol service and to address real and perceived safety concerns.

In Buckinghamshire, a school must reach a level 3 status with their travel plan before they can bid for funding for physical measures. 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. These schemes are then taken forward into SAM.

Through our walking strategy we will be identifying a hierarchy of footways for the county. This will feature key routes to school as important in the hierarchy. Ultimately what this will mean is that our maintenance colleagues will work to ensure these footways are kept to an acceptable standard, clearing foliage and carrying out repairs where necessary. Please refer to the walking strategy for the hierarchy.

External Funding

Capital Grant Funding

The DfT/DCSF Travelling to School Initiative provides 'one-off' capital funding to schools with travel plans that meet the national standard (level 3 schools exceed the national standard). This funding has been available since 2004, and will continue until 2010. For primary schools the amount is £3750 + £5 per pupil on role, and for secondary schools, the amount is £5000 + £5 per pupil on role. This payment is made to schools that have a newly signed of travel plan at March 31st. This funding can only be spent on measures that will help the school to reach its travel plan targets.

Developer Contributions

Buckinghamshire County Council work closely with our District Council Planning colleagues where appropriate. Working through our Development Control colleagues internally, we provide a list of aspirational highway works requested by schools. Every time a development in the relevant area is then identified, we have a list of potential works to be carried out that could tie in with developer contributions.

Grants

We receive two grants from DfT/DCSF Travelling to School Initiative. One is a revenue grant of £93,500. This grant pays for some of the 6 FTE members of staff working on the strategy to deliver it's outcomes. The second grant is directly relating to the Education and Inspections Act. The value of this is £48,000 per annum for 3 years. Our first year's payment has paid the research and background work for the strategy. In the two future years this funding will be allocated to offering comprehensive support to schools to develop their travel plans and work with the community over accessibility issues for accessing education.

Sponsorship

With limited resources it is essential we secure as much third party support for our work as possible. We have one member of staff dedicated to securing third party contributions for our projects. This additional funding has come from charities, government bodies and private organisations.

In the past two years we have secured Sustrans Links to Schools funding to develop two cycle links to primary schools in and around Aylesbury. This funding has seen cycling and scootering levels increase significantly at these two schools. We will continue to work closely with Sustrans to secure more funding for additional schools to provide similar facilities.

As a Centre of Excellence, Buckinghamshire County Council has been able to tap into additional funding to hold conferences and seminars for others working in our field to share best practice. We will continue to work with other practitioners to continue to be a leading authority in this field. In addition we have secured an additional £58,000 for cyclist training in the county. It is our desire to train 2500 children to the National Level 2 standard for cyclist training.

Private organisations are a sector we are increasing our working relationship with. We are looking to secure sponsorship from private companies to support our initiatives, such as Go for Gold and Crocodiles as well as the School Crossing Patrol Service.

Cycle Aylesbury

In 2005, Aylesbury was announced to be one of six Cycling Demonstration Towns. We received £300,000 government funding each year to increase cycling levels in the town. This match funding arrangement has been allocated further funding for an additional 3 years (from 2008). The Travelchoice Team will work closely with the project manager for this scheme to ensure that Aylesbury schools with travel plan that want to increase cycling are considered within the Cycling Town project.

10.0 Monitoring and Evaluation of Targets

Buckinghamshire County Council has a comprehensive performance management process which assesses targets and business planning processes on a regular basis.

Team Performance Monitoring

Buckinghamshire County Council recognised the importance of performance monitoring and this has been adopted throughout the Travelchoice 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 meeting called TRANstat PLUS. Here, the team is accountable for the keys targets relating to this strategy:

- LCI5 100% of schools at level 1-3 in the travel plan process
- 100% of schools with a signed of travel plan
- NI198 Car use on the school below 30%

Each Line Manager holds monthly review meetings to monitor performance on a local level and regular team meetings are held to ensure targets are being met. Team meetings will involve monitoring the team's business plan as well as monitoring progress on this strategy.

Monitoring Mode Shift and 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 Travelchoice team with an 'Annual Progress Report'. This helps to ensure that the travel plan remains active.

We monitor any modal shift from the car through the School Census. This annual survey now includes a question about how students travel to school, allowing us to analyse and determine whether the work of the team and schools is reducing car use on the school run.

Monitoring preferred mode

Preferred mode data is collected via Buckinghamshire County Council's annual Hands Up survey. The preferred mode question will, once again, be included in the October 2008 Hands Up survey.

11.0 Relevant Supporting Information

The table below aims to signpost to relevant information associated with the strategy:

Relevant information to strategy	Where this information can be found	Where this information can be accessed
Key bus routes serving schools which is provided by the local authority, including school bus/taxi routes. Ensuring meeting the needs of children and young people	AMEY – Home to School Transport was outsourced to the AMEY in April 2008.	http://www.buckscc.gov.uk/bcc/content/index.jsp?contentid=-1893582380
Key public transport routes serving schools. Ensuring meeting the needs of children and young people.	Bus strategy (LTP) – sets out detailed plans and policies for all bus service development across Buckinghamshire, and aims to: reduce congestion by encouraging modal shift and to promote social inclusion by improving access to essential services.	http://www.buckscc.gov.uk/bcc/get/assets/docs/Bus_Strategy_part_1.pdf
Key footpaths serving schools. Ensuring meeting the needs of children and young people.	Walking Strategy (LTP)	A walking Strategy for Buckinghamshire County council is currently being developed.
Key cycle ways linking to schools. Ensuring meeting the needs of children and young people.	Cycle Strategy (LTP) – Buckinghamshire County Council's strategy during the LTP2 period is to achieve modal shift on regular journeys.	More information can be found on cycling via the Buckinghamshire County Council website: http://www.buckscc.gov.uk/bcc/content/index.jsp?contentid=-2093393641 Additional information on cycling and in particular Links to Schools Projects can be found through the Sustrans website: http://www.sustrans.org.uk/

School Travel Strategy fits into the LTP planning cycle. The School Travel Strategy will be fed into the Local Transport Plan	Local Transport Plan 2 – The local transport plan sets out Buckinghamshire County Council's vision for transportation for the year's 2006- 2011.	The LTP2 can be found online at: http://www.buckscc.gov.uk/bcc/content/index.jsp?contentid=-711941461
Roads serving schools and associated features including:		
School Crossing Patrol locations	School crossing patrol sites are mapped on Symology.	
Light controlled crossing locations		
Traffic calming measures eg. Pinch points	School Travel Plans	Travelchoice Team – School Travel Planning Section
Road condition	LTP2 – The managing and maintaining the transport asset section of LTP2 outlines what Buckinghamshire County Council seeks to achieve in the maintenance of roads.	http://www.buckscc.gov.uk/bcc/get/assets/docs/sece_p t2.pdf
Speed Management	Casualty Reduction Team. There is currently a speed limit review taking place across Buckinghamshire. Traffic Management Team. Thames Valley Safer Roads Partnership – the core partners of TVSRP are BCC, Thames Valley Police, Crown Prosecution Service, Her Majesty's Court Service and the Highways Agency. Buckinghamshire County Council's main aim is to reduce the number and severity of road collisions resulting in injury by encouraging motorists to drive appropriately within the	For information about when the Speed Limit Review is taking pace in different areas around the county, please visit the website: http://www.buckscc.gov.uk/bcc/new_maps/index.jsp?contentid=-325368085 For more information on the Thames Valley Safer Roads Partnership, please visit the website: http://www.buckscc.gov.uk/bcc/content/index.jsp?contentid=-521052599

	speed limit. To accomplish this we use safety cameras to enforce the speed limits.	
School keep clear lines	School Travel Plans can identify where school keep clear lines are in place.	Travelchoice Team – School Travel Planning Section
Air Quality	Air Quality Strategy - In our capacity as local highway authority (LHA), we have an important, statutory, role in supporting the district councils in assessing and managing local air quality.	http://www.buckscc.gov.uk/bcc/content/index.jsp?contentid=175300984
Any other arrangements to support sustainable school transport that may be in operation:		
General Road Safety Training	The Travelchoice Team schools and initiatives sections manage these schemes	http://www.buckscc.gov.uk/bcc/content/index.jsp?contentid=-638424991
Pedestrian training		
Cycle training– national standard Level 2		
Independent travel training		
Walking buses		
Car sharing schemes		
Park and Stride/ride schemes		
Cycle storage at schools		
Other factors influencing travel choice:		
Accessibility of schools	Accessibility Strategy	http://www.buckscc.gov.uk/bcc/content/index.jsp?contentid=-808503317

Network hierarchy/ footway hierarchy	<p>LTP2 – TAMP (Transport Asset Management Plan). TAMP acts as a key strategy tool for use within the maintenance strategy for transportation. TAMP identifies the transport assets of the county.</p> <p>Buckinghamshire County Council’s walking strategy will include a footway hierarchy, which will take school travel needs into account. The footpath hierarchy will take into account local factors such as the age and type of footway, distribution of the population, the proximity of schools or other establishments attracting higher than normal numbers of pedestrians to the area; accident and risk assessment; and character and traffic use of adjoining carriageway.</p>	<p>http://www.buckscc.gov.uk/bcc/get/assets/docs/sece_p t2.pdf</p>
Poor behaviour/ bullying on buses	<p>AMEY</p> <p>School Travel Plans can also provide information about behaviour issues on school transport</p>	<p>Travelchoice Team – School Travel Planning Section</p>
Identified barriers: speed limits, lack of crossings/lighting/cycle routes etc	<p>School Travel Plans can provide information about a lack on infrastructure around schools</p>	<p>Travelchoice Team – School Travel Planning Section</p>
Inaccessible stops on bus routes, lack of public transport	<p>School Travel Plans can identify where there is a lack of public transport</p>	<p>Travelchoice Team – School Travel Planning Section</p>
<p>An assessment of the travel and transport needs of children and young people</p>		

Pupil usual mode of travel	Pupils usual mode of travel is gathered and held in two different locations: through the School Census and through Hands Up surveys.	The Travelchoice Team holds records of Hands Up data. If a school requires this data the Travelchoice Team will be able to supply the data.
Pupil preferred mode of travel	Pupil preferred mode is collected through the Hands Up survey. Pupil preferred mode of travel will be included in the 2008 Hands Up survey.	The Travelchoice Team holds records of Hands Up data. If a school requires this data the Travelchoice Team will be able to supply the data.
Where pupils live in relation to the school that they attend	This information is held with the Policy, Performance and Information Team for Schools/Children	

Appendices

This section includes a variety of information to support the Sustainable Travel to School Strategy.

- Appendix 1** Travel Choice Team – School Travel Planning Business Plan 2008/09
- Appendix 2** Travel Choice Team - Initiatives Section Business Plan 2008/09
- Appendix 3** TRANstat Plus Monitoring Sheet
- Appendix 4** Aylesbury Grammar School Cycling Accessibility Map
- Appendix 5** Aylesbury Grammar School Walking Accessibility Map
- Appendix 6** Bourton Meadow School Cycling Accessibility Map
- Appendix 7** Bourton Meadow School Walking Accessibility Map
- Appendix 8** Castlefield School Cycling Accessibility Map
- Appendix 9** Castlefield School Walking Accessibility Map
- Appendix 10** Chalfont St Peter C of E School Cycling Accessibility Map
- Appendix 11** Chalfont St Peter C of E Walking Accessibility Map
- Appendix 12** Chesham Preparatory School Cycling Accessibility Map
- Appendix 13** Chesham Preparatory School Walking Accessibility Map
- Appendix 14** Cottesloe School Cycling Accessibility Map
- Appendix 15** Cottesloe School Walking Accessibility Map
- Appendix 16** Curzon School Cycling Accessibility Map
- Appendix 17** Curzon School Walking Accessibility Map
- Appendix 18** Disraeli School Cycling Accessibility Map
- Appendix 19** Disraeli School Walking Accessibility Map
- Appendix 20** Furze Down School Cycling Accessibility Map
- Appendix 21** Furze Down School Walking Accessibility Map
- Appendix 22** Great Horwood C of E Combined School Cycling Accessibility Map
- Appendix 23** Great Horwood C of E Combined School Walking Accessibility Map
- Appendix 24** Great Kingshill C of E Combined School Cycling Accessibility Map
- Appendix 25** Great Kingshill CE Combined Walking Accessibility Map
- Appendix 26** High Ash C of E Combined School Cycling Accessibility Map
- Appendix 27** High Ash C of E Combined School Walking Accessibility Map
- Appendix 28** John Hampden School Cycling Accessibility Map
- Appendix 29** John Hampden School Walking Accessibility Map
- Appendix 30** Longwick C of E Combined School Cycling Accessibility Map
- Appendix 31** Longwick C of E Combined School Walking Accessibility Map
- Appendix 32** St Bernard's Catholic School Cycling Accessibility Map

- Appendix 33** St Bernard's Catholic School Walking Accessibility Map
- Appendix 34** St Edwards Catholic Junior School Cycling Accessibility Map
- Appendix 35** St Edwards Catholic Junior School Walking Accessibility Map
- Appendix 36** St Josephs Catholic Infant School Cycling Accessibility Map
- Appendix 37** St Josephs Catholic Infant School Walking Accessibility Map
- Appendix 38** Thomas Hickman School Cycling Accessibility Map
- Appendix 39** Thomas Hickman School Walking Accessibility Map
- Appendix 40** Aylesbury Vale Killed & Seriously Injured Casualty Map
- Appendix 41** Chiltern Killed & Seriously Injured Casualty Map
- Appendix 42** South Bucks Killed & Seriously Injured Casualty Map
- Appendix 43** Wycombe Killed & Seriously Injured Casualty Map