

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Regeneration Scrutiny Panel
2.	Date:	5th March 2010
3.	Title:	The Education and Inspections Act 2006 and Sustainable School Travel Strategy.
4.	Directorate:	Environment and Development Services

5. Summary

To seek inform members of the Scrutiny panel about the Education and Inspections Act 2006 and the Rotherham Sustainable School Travel Strategy that emerged from it.

6. Recommendations

That Scrutiny panel notes the Sustainable School Travel Strategy.

7. Proposals and Details

Members will recall my report of 15th December 2008 about the Education and Inspections Act 2006. The report referred to the part of the Act which places a statutory duty on local authorities to publish a School Travel Strategy. Accordingly, Cabinet Member for Regeneration and Development has approved a draft of the Strategy and authorised consultation to take place in accordance with the Council's Consultation and Community Involvement Framework (CCIF). The following consultees were asked to comment on the draft Strategy:

- Parents (via schools)
- Police and PCSO's with school responsibilities
- Head Teachers, School Governors, Children and Young People Services
- Rotherham NHS
- Area Assemblies
- South Yorkshire PTE
- South Yorkshire Police
- Other Stakeholders as required

Other than requests for a few typographical changes, consultees made no comments about the draft and many welcomed its 'straight to the point' layout. Cabinet Member therefore approved the amended final Sustainable School Travel Strategy (attached as Appendix A) on 20th April 2009.

8. Finance

It is anticipated that existing funding allocations will be adequate to implement the majority of the Strategy with support from DCSF bursaries for our School Travel Advisor / grants to schools and from Local Transport Plan allocations for school related projects.

9. Risks and Uncertainties

Much of the success of school travel initiatives can be attributed to the Council's Children and Young People's Services, Travel Plan promotion and School Travel Advisor. Indeed, the most recent Local Transport Indicators show that performance has exceeded the agreed trajectory target.

10. Policy and Performance Agenda Implications

The Sustainable School Travel Strategy has a comprehensive impact on our overarching goals including Rotherham Alive, Learning, Achieving and Safe. The Strategy also contributes to aims and objectives of Community Strategies, Local Transport Strategy and the Healthy Schools / Sustainable Schools Initiatives.

11. Background Papers and Consultation

As stated previously, the Sustainable School Travel Strategy consultation conformed with the Council's Consultation and Community Involvement Framework.

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Sustainable Schools Travel Strategy

2009

1.0 INTRODUCTION

1.1 The Education & Inspections Act 2006

The Sustainable Travel Strategy for Home to School Journeys was developed in response to new duties set out in the Education and Inspections Act 2006 which, from 1st April 2007 placed various new statutory duties on local authorities, one of which is to promote and increase the use of sustainable travel modes for school journeys.

The 2006 Act sets out four key duties for local authorities in terms of transport:

- To assess travel needs of children and young people and to make provision for extended rights for free school travel;
- To audit any travel infrastructure that may be used when travelling to, from and between educational establishments (initial audit completed in mid 2008);
- To promote environmentally sustainable travel modes for all educational journeys.
- To publish a School Travel Strategy to develop the environmentally sustainable travel and transport infrastructure so that the needs of children and young people are better catered for.

1.2 The Sustainable Schools Travel Strategy

Much of the content of the Education Inspection Act requirements are already embedded in core Council, duties, policies, plans and those of our partners including:

- The local authority statutory duty to provide free transport to eligible children and parents/carers who are socially or physically disadvantaged, unable to walk due to the nature of a route to school, are entitled to free school meals, whose parents receive maximum Working Tax Credit or children walking outside statutory walking distance. Children and Young Peoples Services Transport Policy for Children and Young People refers;
- The South Yorkshire Joint Local Transport Plan.
- Road Safety Strategy - Traffic Calming, speed reduction, road safety education.
- The Rotherham Cycling Strategy - Cycle training, cycle routes, the South Yorkshire Congestion Plan - a commitment to tackle traffic congestion of which the school run is a significant contributor.
- The South Yorkshire Bus and Rail Strategies.

- The emerging Speed Management Plan - slower speeds especially where vulnerable road users can benefit.
- School Travel Plans in all schools - addressing travel needs around schools and monitoring modal split associated with school travel.
- Sustainable Schools / Every Child Matters – bringing together issues such as travel, conserving energy, waste, eco buildings, participation, well being (fitness, obesity etc.) and global environmental issues.

This Strategy simply brings these policies and plans together, insofar as they relate to school travel, and suggests how we and our partners (listed below) might maximise benefits arising from them:

- South Yorkshire Passenger Transport Executive (SYLTE).
- Local schools, colleges, their pupils, teachers, parents and communities.
- Rotherham NHS Neighbouring local authorities.

1.3 Targets and Objectives

There are five key objectives relating to school travel:

- To reduce car use
- To improve travel choice
- To improve safety
- To improve health and well being
- To raise awareness

With the above objectives in mind, the 'headline' aim or target of this Strategy is:

To meet or better the South Yorkshire LTP target to cap the number of children travelling by car to primary and secondary schools at 24.7%.

In accordance with the Education & Inspections Act 2006, this will be achieved by:

- Ensure free transport for 'eligible children' is fit for purpose by reviewing contracted bus services, matching services with pupils needs, providing travel training and by publicising the extended rights to free school travel (Ongoing in 2008).
- Continue work with the SYLTE to reduce incidents of bad behaviour on school buses.

- Maintaining the school travel infrastructure audit and addressing issues arising from it.
- Ensuring all schools have a School Travel Plan and those plans are updated when necessary (achieved in Rotherham in Autumn 2008) and to work with schools to encourage safe cycling, walking and bus travel.
- Continue to deliver the LTP road safety engineering schemes programme and the Road Safety Education, training and publicity programme but with greater emphasis on improving travel choice and on general sustainable school and school travel issues.
- Developing a programme of transport infrastructure improvements and promotional campaigns in tandem line with existing plans and strategies.
- Promote sustainable school travel and sustainable schools more generally.

Related LTP targets and objectives are shown in Appendix A

2.0 STRATEGY DELIVERY

Appendix 'B' details how the Sustainable School Travel Strategy will be delivered via the School Travel Planning process over next few years.

Taking into account the multi agency involvement in school travel, a steering group consisting of the following representatives will be formed to oversee progress:

- Children and Young People Services - The Healthy Schools Team, Education Transport.
- Environment and Development Services – Transportation, Streetpride, Planning.
- SYPTE.
- Rotherham NHS.
- Stakeholder representatives.

3.0 FINANCIAL IMPLICATIONS

The Government's Department for Children Schools and Families (DCSF) allocated an annual bursary of £37,000 from March 2006 until March 2010 to fund the introduction of Travel Plans in schools. The majority of the bursary has funded a School Travel Plan Advisor and as a result, all Rotherham schools have an active Travel Plan (Autumn 2008). The DCSF has allocated a further £22,800 per year from March 2008 to March 2012 to implement the requirements of the Education and

Inspections Act 2006. The funding will be used to meet statutory duties outlined in section 1.1.

It is anticipated that the existing funding allocations will be adequate to implement the majority of the Strategy with assistance where necessary from the Local Transport Plan settlement via funding allocated to school related projects in existing strategies.

The Strategy and funding sources will be reviewed in 2012.

Appendix A: Wider LTP Targets and Objectives

Modal Shift (Reduce Car Use)				
Aspirations	Source	Progress	Strategy contribution	Timescale
To Reduce journeys to school made by car across South Yorkshire	LTP	Rotherham currently has lower car use than the South Yorkshire average.	Modal shift campaigns and promotional work to help reduce car use.	2011
To reduce car journeys & taxi use on school journeys. To increase car sharing where it is the most appropriate mode of travel.	RMBC STP	Currently Rotherham has a 36.79% car, car share & taxi use in primary schools and 13.95% in secondary schools.	Modal shift campaigns and continual progress on school travel planning will help meet these targets	2011
Increase the number of school children receiving cycle training on a year by year basis across South Yorkshire.	RMBC Planning and Transportation	In 2007/08, 1141 children received cycle training. Target of 1500 set for 2008/09	This strategy supports the cycling strategy	Ongoing
Choice				
Aspirations	Source	Progress	Strategy contribution	Timescale
To improve choice of mode of travel to school	SYPTTE	Education and Safety Programme which also offers pupils advice on journey planning and timetable reading.	Partnership work with the SYPTTE	Ongoing
To improve choice of mode of travel to school	RMBC Planning and Transportation	Infrastructure around schools mapped to provide info on available modes of travel.	Identify gaps in the travel infrastructure to provide more sustainable travel choices.	Ongoing

Safety				
Aspirations	Source	Progress	Strategy contribution	Timescale
To reduce by 5% the number of criminal behaviour incidences on public transport to and from school.	SY authorities & SYPTE	For the financial year 2007/08, 408 incidents were reported to SYPTE, making 98.68% of journeys incident free.	Partnership work with the SYPTE and the managing the criminal behaviour policy will reduce incidences on school transport.	2010
To reduce child Killed and Serious Injury (KSIs) accidents by 25% from 2001-2004 base year average, in line with BV99b indicator, but subject to change when new NI48 targets are set.	LTP LAA	Rotherham's base year average was 19 child KSIs, giving a target of 14 by 2010. Child KSIs have seen a downward trend since 2001 but there were 20 child KSIs in 2007.	Collaborate with Road Safety on engineering and education work will contribute to meeting this target.	2010
To provide schools with an enhanced level of Road Safety education targeting those with the highest related child KSI's.	Prioritisation of schools for Road Safety education report	Priority schools will receive enhanced support during the academic year.	Collaborate with Road Safety education, school travel planners and SYPTE.	July 2009
Increase the numbers of children receiving pedestrian training.	RMBC Planning and Transportation	The numbers of children receiving pedestrian training has remained fairly constant for the last 3 years.	Collaborate with Road Safety education and schools to increase the number of pupils trained.	2010
To increase the number of children receiving cycle training to 1800 in the financial year 2009/10.	RMBC Planning and Transportation	In the financial year 2008/09 1344 children and young people were trained to 'Bikeability Level.	This strategy supports the cycle training and promotion of cycling.	March 2009

Health and Wellbeing				
Aspirations	Source	Progress	Strategy contribution	Timescale
To ensure at least 95% of Rotherham schools achieve Healthy Schools status	DCSF and DH targets	105 (81%) of schools have so far achieved Healthy Schools status (April 2008). And 100% of schools are recruited to the programme.	Promoting active travel amongst children, young people and parents /carers	December 2009
To achieve a 200% increase in cycling to schools based on 2001 baseline.	Rotherham Cycling Action Plan	Data from the January 2007 Census shows that 0.3% of children and young people cycle to and from school/college. By 2011 we are aiming for this figure to be 0.9%.	Encourage cycling to school.	2011
Raising Awareness				
Aspirations	Source	Progress	Strategy contribution	Timescale
To increase the number of people using the getting to school website annually.	RMBC Planning and Transportation	The website was launched in 2007.	The promotion of the website through schools and in the admissions booklet should increase the numbers.	Ongoing
To increase the proportion of school children engaged in a sustainable travel project each academic year.	RMBC Planning and Transportation		Partnership work with the NHS Rotherham and SYPTE will help engage higher numbers.	July 2009

APPENDIX B - SUSTAINABLE SCHOOL TRAVEL ACTION PLAN

1. School Travel Plan development		
Action	Responsibility	Timescale
Ensure all schools in the Borough implement a workable and approved STP, achieving the 100% Government target of 2010.	Transportation Unit	Complete in April 2009
Provide access to GIS mapping information to schools including, highway infrastructure, and public transport provision for all schools developing a travel plan.	Transportation Unit	Ongoing
Revisit all schools after implementation of the STP to encourage the development implementation and monitoring of school travel plans.	Transportation Unit	March 2010
Ensure that all STP`s remain active and are updated on a regular basis.	Transportation Unit	Ongoing
Support Further Education colleges in the preparation of travel plans.	Transportation Unit	March 2010
Provide resources to schools to assist in the preparation of travel plans.	Transportation Unit	Ongoing
Provide marketing material to schools to promote sustainable travel.	Transportation Unit	Ongoing
Ensure all schools complete accurately school census details.	Transportation Unit, C&YPS	Ongoing

2. Develop practical projects, initiatives and campaigns to promote and support sustainable travel.		
Action	Responsibility	Timescale
To support schools in setting up walking initiatives such as walking buses, Walk on Wednesdays.	Transportation Unit	Ongoing
Encourage schools to participate in National Bike/Walk to School Weeks/events.	Transportation Unit	Ongoing
Introduce each school to the SYPTE Education and Safety programme.	Transportation Unit, SYPTE	Ongoing
Introduce long term promotion of sustainable school travel issues.	Transp. Unit SYPTE, C&YPS.	Ongoing
Actively promote sustainable travel options for school staff e.g. walking, cycling, car share, bike to work scheme and SYPTE travel schemes.	Transportation Unit, SYPTE, C&YPS.	Ongoing
Liaise with schools to alter school management issues and policy to ensure the STP can be successfully implemented.	Transportation Unit, C&YPS.	Ongoing
To develop a pilot travel and infrastructure project around a selected school (or cluster of schools) to incorporate and address all issues that will improve school travel.	Transportation Unit, SYPTE, C&YPS.	End 2009

3. Act in partnership with stakeholders to maximise the effectiveness of the STP project.

Action	Responsibility	Timescale
To assist schools in developing, monitoring and evaluating their STP so they can achieve Healthy Schools status.	Transportation Unit, Healthy Schools Advisors.	Ongoing
Develop links with C&YPS to ensure sustainable travel issues are incorporated into the school curriculum.	Transportation Unit, C&YPS. Curriculum Advisors.	Mid 2009
Local Area Agreement indicator on School Travel (NI198) is met.	Transportation Unit, Chief Executive.	Annual review
To ensure the principles of accessibility planning are incorporated into Local Development Framework.	Transport Policy, SYPTE	2010
To provide accessibility mapping to Learning Skills Council to inform reorganisation process.	Transport Policy, SYPTE, LSC	Ongoing
Assist C&YPS in ensuring the principles of sustainable travel, accessibility and safety are embedded at an early stage into proposals for new builds, Building Schools for the Future and major renovations.	Transportation Unit, C&YPS.	Ongoing

4. Develop measures and improvements which enhance the safety and impact of sustainable school travel choices.

Action	Responsibility	Timescale
To compile an in-depth audit of all school infrastructure to identify gaps or barriers for sustainable travel to school.	Transportation Unit, RBT GIS Unit.	Completed
Deliver cycle training to Year's 5 & 6 primary pupils, secondary school pupils and school staff to encourage cycling to school.	Transportation Unit	Ongoing
Work with road safety education to develop new safety initiatives for children walking to school.	Transportation Unit	Ongoing
Ensure children and young people are educated about road safety, pedestrian skills, and social safety.	Transportation Unit	Ongoing
To provide sustainable travel information in admissions booklets, and RMBC website.	Transportation Unit, C&YPS	Annual review
To reduce the number of RTA's involving school pupils on the school journey.	Transportation Unit	Annual review

5. Work in partnership with other stakeholders when planning sustainable travel.

Action	Responsibility	Timescale
Assess and evaluate the impact for post 16 education and training and between schools for 14-19 specialist diploma agenda.	C&YPS, SYPTE,	Annually
Assess and evaluate the impact of the extended free travel rights for disadvantaged pupils (on free school meals or max working tax credit).	C&YPS, SYPTE	Annually
Assess and evaluate the impact upon SEN travel throughout the Borough.	C&YPS	Annually
Work with bus operators and SYPTE to improve access for the extended schools programme.	C&YPS, SYPTE	Annually

6. Influence the design and development of new build, extensions to schools and FE establishments with regard to safety and sustainable travel modes.

Action	Responsibility	Timescale
Secure travel plans through the planning process for all schools (including Building Schools for the Future), FE and children's centres.	Transport Policy, Planning Services	Ongoing
Ensure the ability to promote sustainable transport is incorporated into the building design, e.g. cycle provision.	Transport Policy, Planning Services	Ongoing
Ensure travel plans are consulted on and acted upon when considering highway schemes outside schools and FE facilities.	Transport Policy, Planning Services, Building Schools for the Future team and LSC	Ongoing
Provide guidance to Development Control on measures available to promote sustainable travel to all schools.	Transportation Unit	Ongoing
Ensure school travel planning guidance is followed and the appropriate conditions are placed upon the development, when assessing planning applications.	Transport Policy, Planning Services, Transportation Unit	Ongoing

7. Work with regional partners to develop resources, organise training and share best practice.

Action	Responsibility	Timescale
Attend regular Y&H Regional School Travel meetings and access relevant training opportunities.	Transportation Unit	Ongoing
Establish a Sustainable Education Travel Steering group and develop workshops to promote sustainable travel with key partners.	Transportation Unit, C&YPS, SYPTE	Complete

STP = School Travel Plans, **LTP** = Local Transport Plan, **C&YPS** = Children & Young Peoples Service, **SYPTE** = South Yorkshire Passenger Transport Executive, **LSC** = Learning Skills Council, **RBT GIS** = Rotherham Borough Together, geographic information system, **RTA** = Road Traffic Accident, **SEN** = Special Educational Needs, **DH** = Department of Health, **LAA** = Local Area Agreement, **FE** = Further Education.