

Sustainable Travel to School Strategy

2009/10



contents

Section one - Strategic Context

- 1.1 Government and Local Government Shared Priorities
- 1.2 Shared Priorities for Transport
- 1.3 Key Principles for Education
- 1.4 Every Child Matters
- 1.5 National Healthy Schools Programme
- 1.6 Community Strategy 2008-2021
- 1.7 Local Area Agreement
- 1.8 Darlington's Transport Strategy and Local Transport Plan 2006-2011
- 1.9 School Travel Plan Strategy
- 1.10 Climate Change Strategy 2006-2012
- 1.11 National Demonstration Projects



Section two - Education provision in Darlington

- 2.1 Maintained schools in Darlington
- 2.2 Private Schools
- 2.3 Darlington Borough Council School Admissions Policy

Section three - Travel to school/college in Darlington

- 3.1 Provision of Home to School Transport
- 3.2 Home to School Transport Team
- 3.3 Post 16 education travel to School / College
- 3.4 School Crossing Patrols
- 3.5 Accessibility of Darlington Schools
- 3.6 How Darlington School Children Travel to School
- 3.7 National Healthy Schools Programme
- 3.8 Transport Information

Section four - Promoting Sustainable Travel to School

- 4.4.1 Sustainable Travel Accredited and Recognised (STAR)
- 4.4.2 Pedestrian and Bikeability Training
- 4.4.3 Bikelt
- 4.4.4 Medal Motion
- 4.4.5 Walking to School Initiatives
- 4.5 Sustainable Travel and Transport Infrastructure

Section five - Vision/objectives/indicators & targets

- 5.1 Vision
- 5.2 Objectives/Indicators
- 5.3 Targets

Section six - Consultation

- 6.1 Consultation on Sustainable Travel to School Strategy

Section seven - Action Plan

Section eight - Annual Review

introduction

The Education and Inspections Act 2006 places a range of new duties upon local authorities to put in place policies that aim to ensure that every child in every school in every community gets the education they need to enable them to fulfil their potential.

This document has been developed and published in accordance with Clause 69 of the bill, which gives local authorities a duty to prepare and publish by the 31 August each year a Sustainable Travel to School Strategy.

Clause 70 of the Education and Inspection Act also includes specific legislative measures on the provision of home to school transport services, extending the offer of free transport first set out in the 1944 Education Act. Placing a new duty on local authorities to provide free transport for some of the most disadvantaged pupils (i.e. those eligible for free school meals or whose parents are in receipt of the maximum level of Working Tax Credit) to attend any of three suitable secondary schools closest to their home, where these schools are more than two (and less than six) miles away, and for primary-aged pupils to the nearest school more than two miles from their home, in-line with admissions procedures.

Transport and travel can have a significant impact on citizens lives and life chances, both in terms of whether they can access the range of services they need and also in terms of the impact other peoples travel has on their lives.

Children and young people are particularly reliant on the provision of good quality travel infrastructure. For example a safe environment for walking or cycling and safe and reliable school bus or public transport services.

In developing and implementing the Sustainable Travel to School Strategy the Council and its partners are tasked with balancing the objectives of national and local strategies on the delivery of high quality education services accessible to all children and young people, on the provision of a safe transport system, on improving health through increased levels of active travel (walking and cycling) and on reducing the impact of travel to education on the environment.

The Sustainable Travel to School Strategy is one of many daughter documents reflecting National and Local Government priorities and the objectives and policies set out in Darlington's Sustainable Community Strategy, One Darlington, Perfectly Placed.

Sections 1.1 – 1.11 outline key national and local policies with respect to children and young people's access to education.

1.1 Government and Local Government shared priorities:

The Government and Local Government Association (LGA) have agreed a set of seven shared priorities. The priorities give a set of aims for public service delivery and cover the key issues that will impact most on the lives of local people.

The headline priorities are:

- Raising standards across our schools;
- Improving the quality of life of children, young people, families at risk and older people;
- Promoting healthier communities by targeting key local services, such as health and housing;
- Creating safer and stronger communities;
- Transforming our local environment;
- Meeting transport needs more effectively;
- Promoting the economic vitality of localities.

In turn the government has identified a series of priorities and principles aimed at delivery of key goals for transport and education.

1.2 Shared Priorities for Transport:

- Improving access to jobs and services particularly for those most in need in ways that are sustainable.
- Improving safety.
- Improving air quality.
- Reducing problems of traffic congestion.
- Improving local quality of life.

1.3 Key principles for Education

The government has set out five key principles of reform underpinning the drive for a step change in children's services, education and training:

- Greater personalisation and choice, with the wishes and needs of children, parents and learners centre stage.
- Opening up services to new and different providers and ways of delivering services.
- Freedom and independence for frontline head teachers, governors and managers with clear simple accountabilities and more secure streamlined funding arrangements.
- A major commitment to staff development with high quality support and training to improve assessment, care and teaching.

- Partnerships with parents, employers, volunteers and voluntary organisations to maximise the life chances of children, young people and adults.

1.4 Every Child Matters

Every Child Matters: Change for Children sets out the national framework for local change programmes to build services around the needs of children and young people.

Five outcomes for children and young people, 'Be healthy, Stay safe, Enjoy and achieve, Make a positive contribution and Achieve economic well being' are given legal force in the Children Act 2004.

To help define the five key outcomes government has worked with partners from the statutory and voluntary and community sectors to identify 25 specific aims for children and young people.

The aims that link directly to work with children and young people on achieving positive outcomes around improving access to and the impact of travel to education are listed in Box 1 below.

Be healthy

- Physically healthy
- Parents, carers and families promote healthy choices
- Live healthy lifestyles

Stay safe

- Safe from accidental injury and death
- Safe from bullying and discrimination
- Safe from crime and anti-social behaviour in and out of school

Enjoy and achieve

- Attend and enjoy school
- Achieve personal & social development & enjoy recreation

Make a positive contribution

- Engage in decision-making and support the community and environment
- Engage in law-abiding and positive behaviour in and out of school

Achieve economic well-being

- Engage in further education, employment or training on leaving school
- Ready for employment
- Live in decent homes and sustainable communities
- Access to transport and material goods

1.5 National Healthy Schools Programme

From September 2005, Ofsted inspectors have expected schools to demonstrate how they are contributing to the five national outcomes for children stipulated by Every Child Matters and the Children Act 2004.

By gaining the National Healthy Schools status schools can provide rigorous evidence that they are taking action to help deliver the Every Child Matters agenda.

The healthy schools programme has four core themes:

- Personal, social and health education
- Healthy eating
- Physical activity
- Emotional health and wellbeing

The physical activity theme includes a recommendation that schools *'encourage pupils, parents/carers and staff to walk or cycle to school under safe conditions, utilising the school travel plan'*

By the end of March 2009, twenty-two Darlington schools had achieved the healthy schools standard.

Local Context

1.6 Sustainable Community Strategy One Darlington, Perfectly Placed: A Vision for Darlington 2008-2021.

Approved by the Darlington Partnership Board and adopted by the Council in March 2008, One Darlington: Perfectly Placed is the overall plan for the borough of Darlington. It is a vision for the future of the 99,000 people who live in Darlington, and for the place where they live – one town, twenty-four villages and smaller rural settlements, and the surrounding countryside in the Tees Valley.

Encapsulated in the title One Darlington: Perfectly Placed, the vision for Darlington is focuses on two priorities:

One Darlington - embracing our approach to people, and specifically the need to make sure that people are not disadvantaged by their lack of income, where they live or by any other potential disadvantage that could cause them to miss out on the opportunities that will be created by realising our vision.

Perfectly Placed - describing Darlington as a place and helping us shape our investment decisions, spatial planning and care for the environment.

The Sustainable Community Strategy has five themes for organising and delivering future actions. These themes are focused on particular topics or aspects of living in Darlington - prosperity, aspiration, health, environment and safety.

four

Education, Transport and travel have a key part to play in supporting the delivery of the five core themes within Darlington's New Sustainable Community Strategy, in summary the Sustainable Travel to School Strategy can support:

(a) Prosperous Darlington

By seeking to maximise the efficient movement of school children and college students, travelling by all modes, whilst taking into account the economic, health and environmental impacts of their travel behaviour.

(b) Aspiring Darlington

By supporting the provision of good levels of access to education.

(c) Healthy Darlington

By working to encourage greater levels of walking and cycling as part of every day travel to / from schools and colleges.

(d) Greener Darlington

By working to reduce the environmental impact of travel to / from schools and colleges in particular by reducing the mode share trips by car.

(e) Safer Darlington

By putting in place engineering, education and training measures to reduce road traffic accidents and to improve personal safety.

1.7 Local Area Agreement

Darlington's Local Area Agreement (LAA) has been negotiated between Darlington Partnership and Government Office North East. It will spearhead delivery of the new vision for Darlington, 'One Darlington : Perfectly Placed' by focusing action planning and implementation on the specific local issues and priorities that need improvement to make progress towards the vision.

The LAA is based on a basket of improvement targets to be achieved over the life of the agreement, between 2008 and 2011, whilst the One Darlington : Perfectly Placed vision covers the period 2008 to 2021. This LAA is therefore a first step, to be followed by further cycles of short-term improvement planning designed to maintain progress towards the long-term vision.

Based upon the Sustainable Community Strategy Darlington Partnership have chosen 35 performance indicators for the LAA, thereby helping to ensure that we deliver on the priorities for Darlington.

The LAA also includes 16 statutory education indicators. These reflect both national priorities and, to a significant degree, local issues. These 16 indicators are included in all LAA's across the country, to ensure that these key national education delivery requirements are being addressed consistently and comprehensively to improve opportunities and outcomes for all our young people.

LAA indicators that are particularly relevant to this strategy are:

- (NI 175) Access to services and facilities by public transport, walking and cycling
- (NI 198) Children travelling to school – mode of travel usually used
- (NI 186) Per capita CO2 emissions in the LA area

The full set of LAA indicators and targets can be viewed on the Council's website.

1.8 Darlington's Transport Strategy and Local Transport Plan 2006 - 2011

Darlington's Transport Strategy for the period 2006 to 2030, sets out the communities' vision for Darlington and how transport can make the lives of all those who live, work and relax in Darlington better.

The Transport Strategy will be delivered through the Local Transport Plan (LTP); with the second LTP covering the period 2006 to 2011.

Transport Strategy Objectives:

- A.** To provide the framework for sustainable development of new and existing businesses, housing and services in Darlington.
- B.** To improve access to employment and education, particularly for those without access to a private car, those with a disability and those that have greatest need.
- C.** To tackle traffic congestion on key corridors and its potential impact on the economy and environment by making the most effective use of the transport network.
- D.** To improve travel safety and security for all by addressing the real and perceived risks.
- E.** To provide and promote travel choices to all, in particular to reduce the proportion of car driver trips.
- F.** To improve the health of the community through increasing levels of sustainable travel and improving access to health, leisure and fresh food.

1.9 School Travel Plan Strategy

Darlington's School Travel Plan Strategy was published at the same time as the Local Transport Plan (2006-2011). Based on the then current policy guidance on how local authorities should address issues relating to the journey to school, 'Travelling to School An Action Plan' and 'Travelling to School a Good Practice Guide', the strategy includes an action plan and basket of performance indicators to be measured and reported on up until 2010. The performance indicators and action plan are shown respectively in sections five and six of this document.



1.10 Climate Change Strategy 2006 – 2012

Darlington's Climate Change Strategy, developed by Darlington Partnership and endorsed by the Council in April 2007 sets out the following objectives:

- Reducing the emission of gases that are causing climate change.
- Ensuring that we adapt to the level of climate change that is already occurring.
- Raising awareness throughout Darlington of the impacts of climate change, the adaptation measures and greenhouse gas reduction measures.
- Measuring the effectiveness of our actions and revising and developing further actions to ensure we continue to be effective.

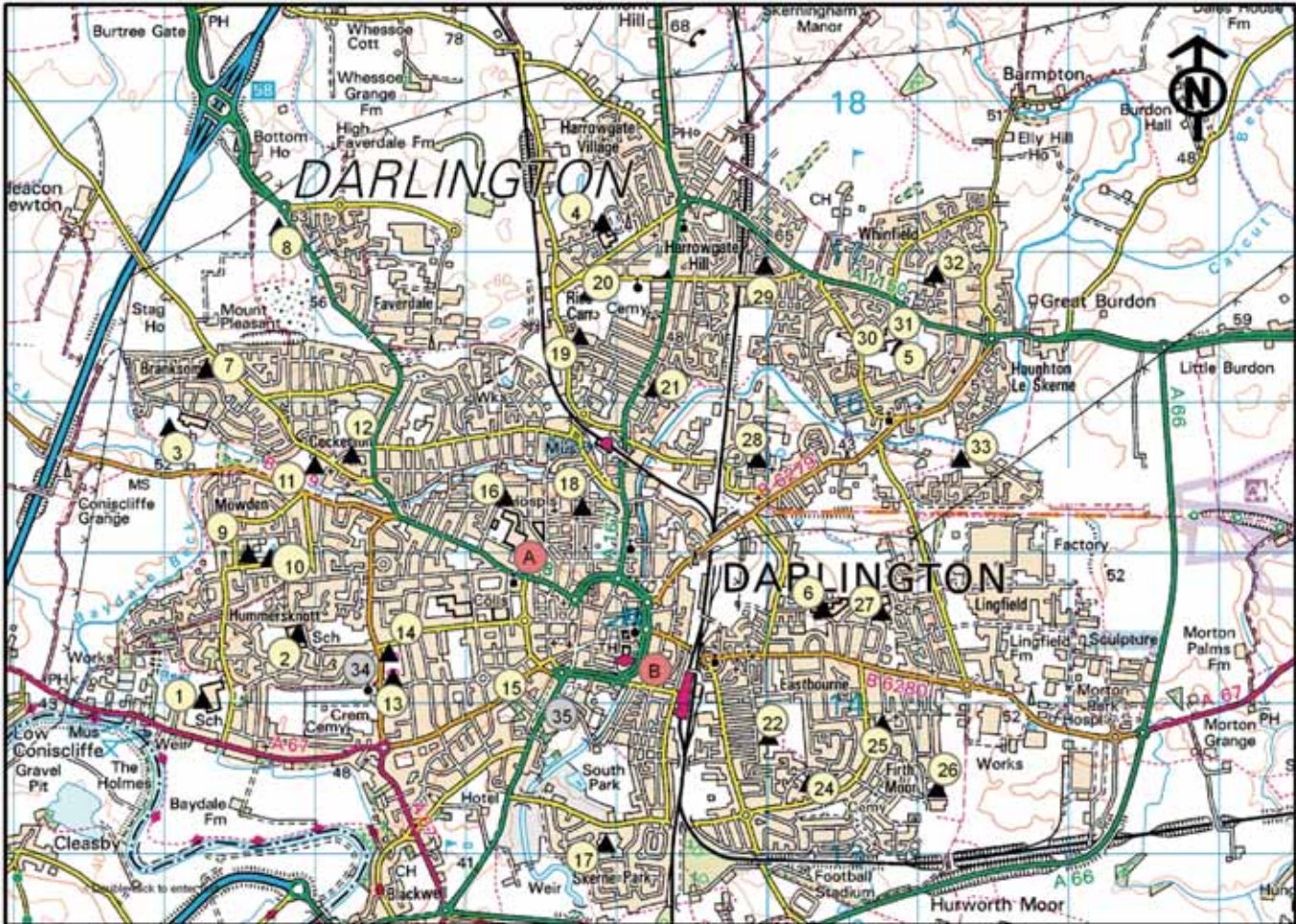
1.11 National Demonstration Projects

In 2004 Darlington was one of three UK locations chosen to push the boundaries of how we get around. In Darlington we have called our movement 'Local Motion' and it is all about challenging the travel habits we have fallen into and getting us to try something new.

Our message is that 'Even if taking part in Local Motion means making just one journey a week by bike, or bus, or walking short journeys instead of jumping in the car, it can and will make a difference – to both you and our town.'

In the autumn of 2005 Darlington became one of six Cycling Demonstration Towns, and the only town to have the dual status of a Sustainable Travel and Cycling Demonstration Town. The additional funding for cycling is being invested in accelerating the development of a Borough wide network of cycle routes.

Location of Darlington Schools - Urban Area



Map 1

¹ Student numbers include students attending from outside of the Borough.

A. George Dent Nursery, B. Borough Road Nursery, 1. Hummersknott School and Language College, 2. Carmel RC College, 3. Branksome Comprehensive, 4. Longfield School Sports College, 5. Haughton Community School, 6. Eastbourne Church of England Academy, 7. Mount Pleasant Primary, 8. Alderman Leach Primary, 9. Mowden Junior, 10. Mowden Infant, 11. Cockerton CE VA Primary, 12. Holy Family RC VA Primary, 13. Abbey Infants, 14. Abbey Juniors, 15. St Augustine's RC VA Primary, 16. Reid Street Primary, 17. Skerne Park Primary, 18. Corporation Road Primary, 19. The Phoenix Centre, 20. Harrowgate Hill Primary, 21. North Road Primary, 22. Dodmire School, 24. St John's CE Aided Primary, 25. St Teresa's RC VA Primary, 26. Firthmoor Primary, 27. Heathfield Primary, 28. Gurney Pease Primary, 29. St Bede's RC VA Primary, 30. Beaumont Hill Technology College, 31. Springfield Primary, 32. Whinfield Primary, 33. Red Hall Primary, 34. Yarm at Ravenhorpe, 35. Polam Hall School, 36. High Coniscliffe CE Primary, 37. Heighington CE Primary, 38. Hurworth School, Maths and Computing College, 39. Hurworth Primary, 40. St George's CE Aided Primary, 41. Bishopton/ Redmarshall CE Primary, 42. Hurworth House School

2.1 Maintained Schools in Darlington

Nursery Schools

There are two maintained nursery schools in Darlington that are independent from primary schools. There are a number of other nursery schools that are either attached to primary or infant schools, or are private.

Infant, Junior and Primary Schools

There are 29 schools that cater for primary aged children in Darlington. (2 infant schools, 2 junior schools and 25 primary schools).

Secondary Education

Within the Borough there are seven secondary schools.

See maps 1&2 on this page and overleaf for the location of Darlington's maintained schools.

six

Further Education (16-19 yr olds)

More than 96% of Darlington's 16-19 yr old students choose to continue their education at one of three colleges/schools located within the town.

These are Darlington College (1,400 students¹), Queen Elizabeth Sixth Form College (1,700 students) and Carmel RC Technology College (200 students).

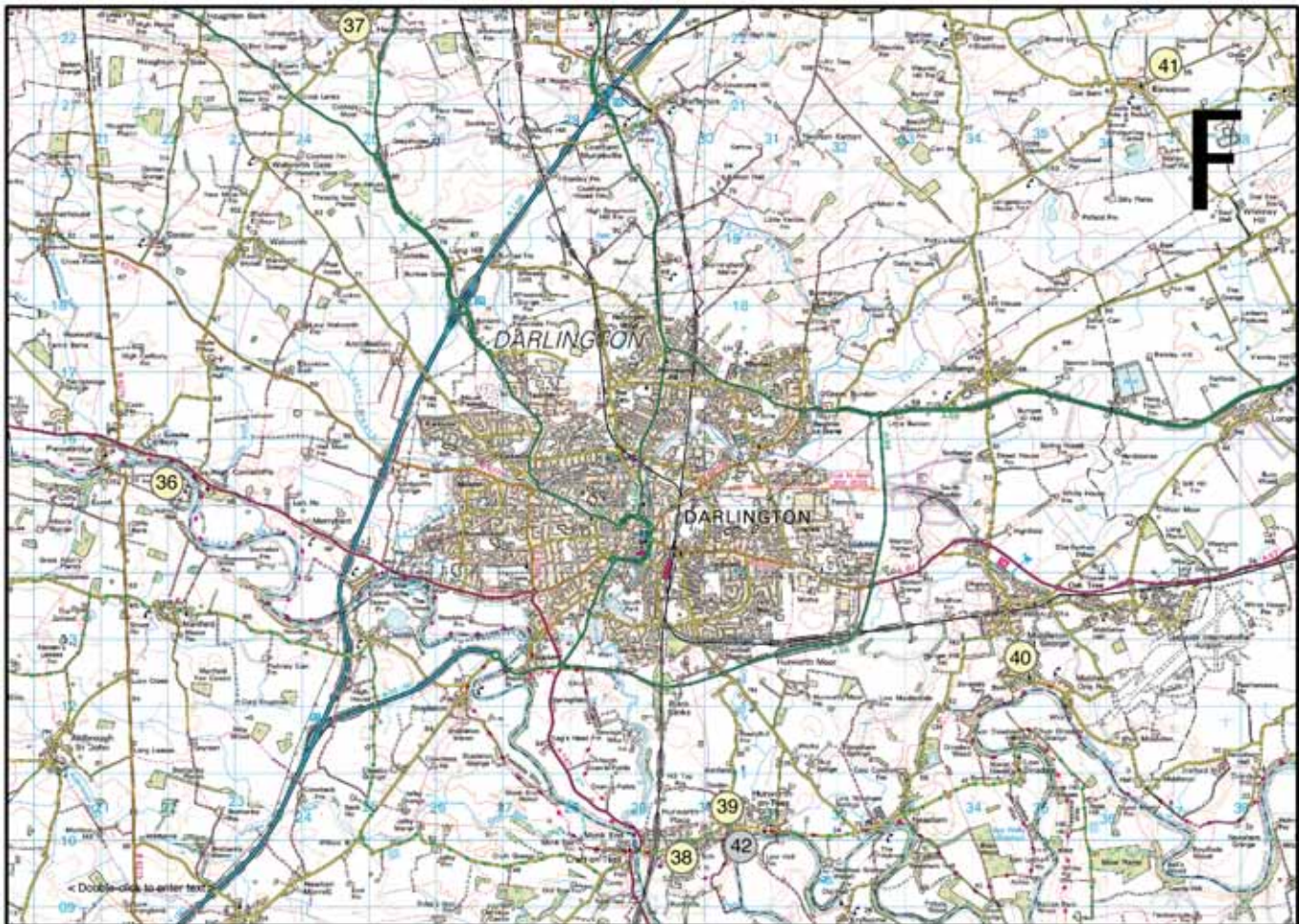
Special needs education

There is one specialist school catering for children with special education needs. This is based on the Education Village site alongside a primary and secondary school.

Pupil Referral Unit

Darlington's pupil referral unit, the Phoenix Centre provides a small number of school children with extra support outside of mainstream education. The Phoenix centre is located off Eldon Street in the Rise Carr area.

Location of Darlington Schools - Rural Area



Map 2

2.2 Private Schools

Darlington has three private schools.

- Polam Hall School for girls aged 3-16 yrs with a co-educational sixth form
- Yarm at Ravenhorpe School, co-educational for 3-11 yrs
- Hurworth House School co-educational for 4-18 yrs.

2.3 Darlington Borough Council School Admissions Policy

The law allows parents/carers to express a preference for the school(s) they wish their child to attend. However, where a school is popular and oversubscribed, some parents/carers will inevitably be disappointed, as priority for admission must be given to those applicants with the strongest claim under the published admissions arrangements.

Admissions for Reception and Year 7

Parents/carers can state up to 3 ranked preferences for schools for secondary entry and 5 for primary by completing and returning an application form. If there are enough places at the preferred school then all those children whose parents apply will be allocated places. However, if a school is oversubscribed a parent/carers request may be refused and, if possible, a place offered at one of their lower ranked schools.

Parent/carers are strongly advised to read the primary/secondary admissions brochure before applying for a school place and if they require advice to contact the School Admissions Team or the Choice Adviser for assistance.

For full details on admission arrangements in Darlington Local Authority parent/carers can access the information at www.darlington.gov.uk/Admissions

3.1 Provision of Home to School Transport

Darlington Borough Council provides free transport to the nearest appropriate and/or suitable (Community) school, or the nearest appropriate Voluntary Aided (Church) school for parents who adhere to that particular faith and who obtain a place at that school where that school is more than two miles from the parental home using the shortest available walking route.

For children with a disability and/or experiencing special educational needs transport provision is considered on the child's individual needs and appropriate transport provided as necessary.

The nearest suitable school is the one which offers an efficient full-time programme of education suited to the age, ability and aptitude of the child. Certain areas are linked to particular schools to secure admission for the pupils in those areas and to limit travel costs. These arrangements are referred to as 'Associated Transport Provision'. The areas from which transport is provided are listed below each school:

Hummersknott School & Language College

Skerne Park estate in Darlington, High Coniscliffe, Piercebridge, the Teesdale approaches to Darlington, the 'Chestnuts' estate and the Heighington area.

Hurworth School, Maths & Computing College

Middleton St George, Middleton One Row, Neasham, Bishopton, Sadberge, Great Stainton, Little Stainton, Sockburn, Low Dinsdale, Hurworth Moor and Firthmoor area.

Longfield Comprehensive School & Sports College

The Brafferton area.

Free transport to Voluntary Aided (Church) schools is granted only to those pupils whose parents adhere to that particular faith. Parental Adherence is defined: to the Roman Catholic faith, where at least one parent and the pupil are baptised Roman Catholic; and to the Anglican faith, where at least one parent is a confirmed Anglican and the pupil is baptised Anglican. In all other circumstances a 'suitable' school will be a (Community) School. Applicants will be asked to provide confirmation of their adherence to a particular faith such as baptismal or confirmation certificates to confirm their entitlement to transport.

From September 2008 children from low income families of compulsory school age who are 11 or over may be eligible for assistance with transport to one of their three nearest qualifying schools, where they live more than two miles, but not more than six miles from that school.

Where a parent has expressed a preference for a school, and that preference is based on parents religion or belief, pupils may be eligible for assistance with transport to the nearest suitable school preferred on grounds of religion or belief, where they live more than two miles but not more than 15 miles from that school. Parents will be asked to provide evidence of faith under the conditions of the current Home to School Transport Policy.

3.2 Home to School Transport Team

The School Transport Team is responsible for organising appropriate transport provision for eligible pupils. Wherever possible the team will provide assistance for sustainable modes of transport, e.g. cycling or public transport. Where this isn't possible we would provide a bus pass for a contracted vehicle or specialised transport as necessary.

We currently provide contracted coaches to Hummersknott School & Language College, Hurworth School, Maths & Computing College and Carmel RC Technology College. A breakdown of the transport provision in table 1.



Sustainable Travel to School Strategy

| School | Vehicle | Area Served |
|--|---|---|
| Carmel RC Technology College | 1 x 70 seat vehicle | Harrowgate Hill, North Road |
| | 1 x 70 seat vehicle | Salters Lane North & South, Haughton Road |
| | 1 x 57 seat vehicle | Whinfield, Haughton |
| | 1 x 57 seat vehicle | Yarm Road, Red Hall & Albert Hill |
| | 1 x 51 seat vehicle | Geneva Road, Neasham Road |
| | 1 x 51 seat vehicle | Estoril Road, Firthmoor |
| | 1 x 33 seat vehicle | Redworth, Heighington, High Grange, Faverdale |
| | 1 x 24 seat vehicle | Sadberge, Middleton St George, Neasham, Hurworth |
| Hummersknott School & Language College | 1 x 33 seat vehicle | School Aycliffe, Walworth, Piercebridge, High Coniscliffe |
| | 1 x 49 seat vehicle | Skerne Park, Park Lane |
| | 1 x 49 seat vehicle | Victoria Road, Park Lane, Parkside |
| | 1 x 49 seat vehicle | Skerne Park |
| | 1 x 57 seat vehicle | Redworth, Heighington |
| Hurworth School, Maths & Computing College | 1 x 70 seat vehicle | Firthmoor |
| | 1 x 49 seat vehicle | Parkside, Parkgate |
| | 1 x 49 seat vehicle | Neasham Road |
| | 1 x 49 seat vehicle | Geneva Road |
| | 1 x 49 seat vehicle | Middleton St George, Neasham |
| | 1 x 51 seat vehicle | Middleton One Row, Middleton St George |
| | 1 x 49 seat vehicle | Sadberge, Middleton St George |
| | 1 x 31 seat vehicle | Great Stainton, Bishopton, Little Stainton |
| Beaumont Hill School (SEN) | 3 x 33 seat vehicle | All areas of Darlington |
| | Various Taxis, including 6 wheelchair accessible vehicles | All areas of Darlington |

Table 1

3.3 Post 16 Education Travel to School/College

The legislation regarding transport for further education is covered under Section 509 of the 1996 Education Act as amended by Schedule 19 of the Education Act 2002 places a duty on the Council to prepare for each academic year a transport policy statement that specifies the arrangements for facilitating attendance of students of 6th form age at schools or further education institutions. This is done in consultation and partnership with; schools, further education institutions, The Learning and Skills Council and local transport operators.

The current policy states that a basic travel grant will be available to those students who are in post compulsory education. In order to qualify:

- The student must be over compulsory school age but under 19, or be on a course that started before they reached 19.
- The course of study must be full-time. A full-time course will be deemed to be a course of 15 hours supervised study covering a minimum of 7 sessions per week for at least 30 weeks per year or a course of a minimum of 21 hours supervised study per week (no sessional requirement) for 30 weeks per year.
- The student should reside more than three miles, by the shortest available walking route, from the nearest education establishment that offers the programme of learning (core course) which in the view of the Partnership meets the primary learning goals of the applicant.

The travel grant will consist of a payment of £180 per academic year, which is made to the student. This sum may then be used to secure (either in whole or part) appropriate transport provision to and from college/sixth form. The grant will be paid in termly instalments. Normally a student must achieve 100% of the course/programme hours to receive their full entitlement. Attendance will be confirmed with the student's institution each term prior to the issue of the award and will include those instances where the student's absence from college has been approved. Where less than 100% attendance has been achieved the travel grant will be reduced proportionate to attendance.

Additional Pathfinder Subsidy

16 –19 yr old students living outside of the urban area who meet all the criteria for the basic travel grant may also be eligible for an additional Pathfinder Subsidy. The additional travel grant will be paid in termly instalments with the basic travel grant under the same conditions.



The amount of Pathfinder subsidy a student is entitled to, is based upon the home address of the student and the income of their parents. Where parental income is over £30,000, additional pathfinder subsidy is not normally payable.

The Further Education Transport Partnership Policy statement 2008/09 provides detailed information on the Pathfinder subsidy.

A copy of the Policy can be obtained by contacting Transport Services, Darlington Borough Council, Community Services, Vicarage Road, Darlington, DL1 1JW or from the Darlington Borough Council Website, http://www.darlington.gov.uk/dar_public/documents/Education/Travel

3.4 School Crossing patrols

Darlington Borough Council has 32 operational school crossing points at various locations in the Borough. The hours of duty vary from site to site but can be anywhere between 8:00 hours to 9:10 hours and 14:45 hours to 16.20 hours.

School crossing patrol staff are located on important walking routes to/from schools to help ensure the safe passage of school children across roads. See map 3 on the next page for a location plan showing all school crossing patrol sites.

Whilst the Council endeavours to cover all patrol sites 100% of the time, occasionally staff shortages may result in a patrol site not being covered by a crossing patrol. It remains, at all times, parental responsibility to ensure that children go to and from school safely.

Investigation and consideration is given to all requests for new school crossing points and we are always interested in recruiting new staff on a permanent or casual basis. For more information please contact Denise Caley, Assistant Road Safety Officer on (01325) 388783.

School Crossing Patrols - Rural Area



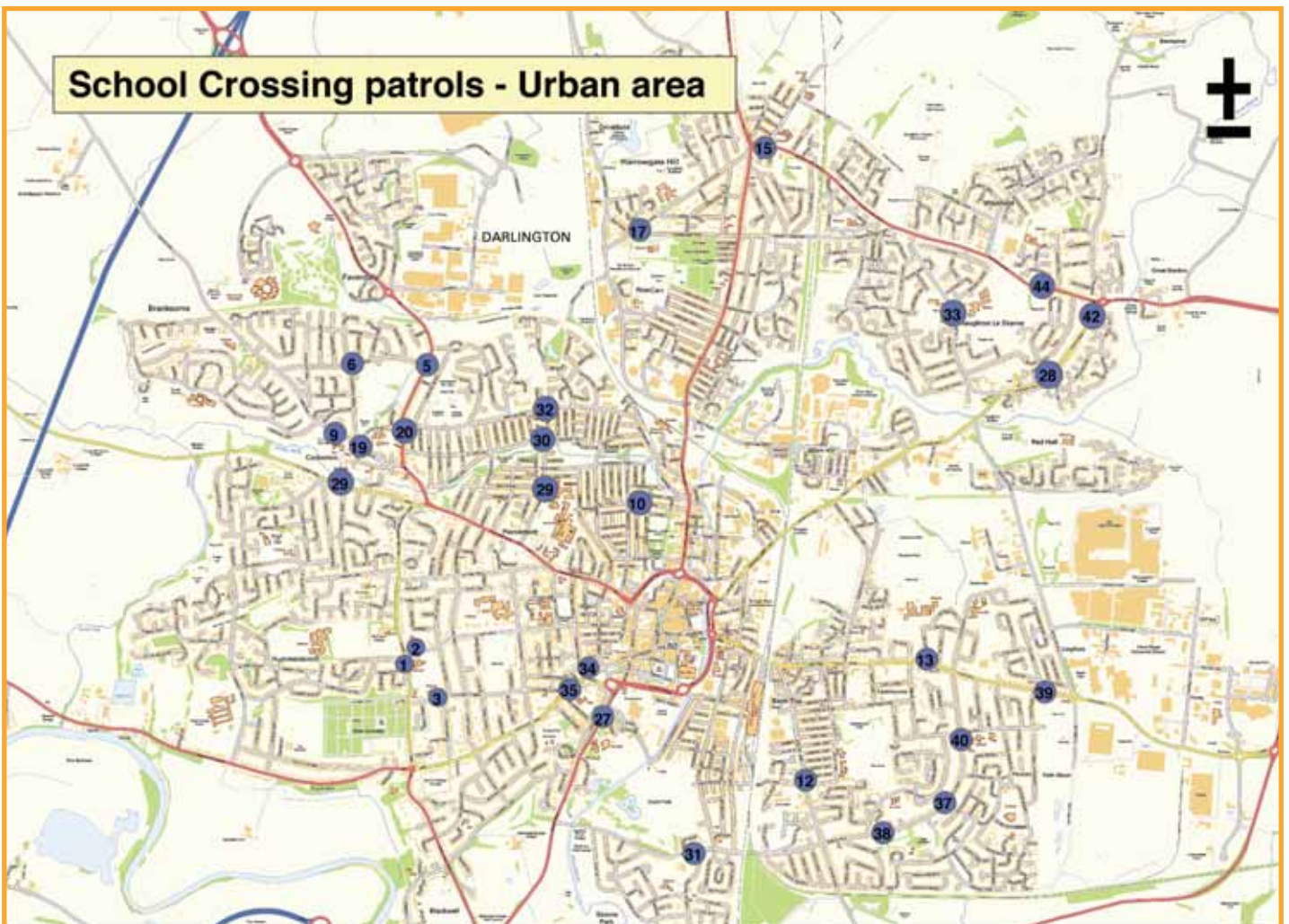
Heighington



Middleton St. George



Hurworth on Tees



Map 3

Numbers correspond to SCP site number

3.5 Accessibility of Darlington Schools

There are many different reasons why pupils might find it difficult to access their chosen school, for example access issues might include cost of travel, difficulty crossing busy roads or fear about personal security.

Through consultation with residents, parents and schools Darlington Borough Council aims to ensure that accessibility issues are identified and where practicable measures put in place to address any issues limiting access to education provision.

At the level of individual schools, School Travel Plans (see section four) are the best mechanism for identifying particular access issues.

At a more strategic level the Council uses information on the location of pupils, and on transport infrastructure to help plan the provision of education services.

Travel to school for all Primary School Pupils 2004/05 to 2008/09

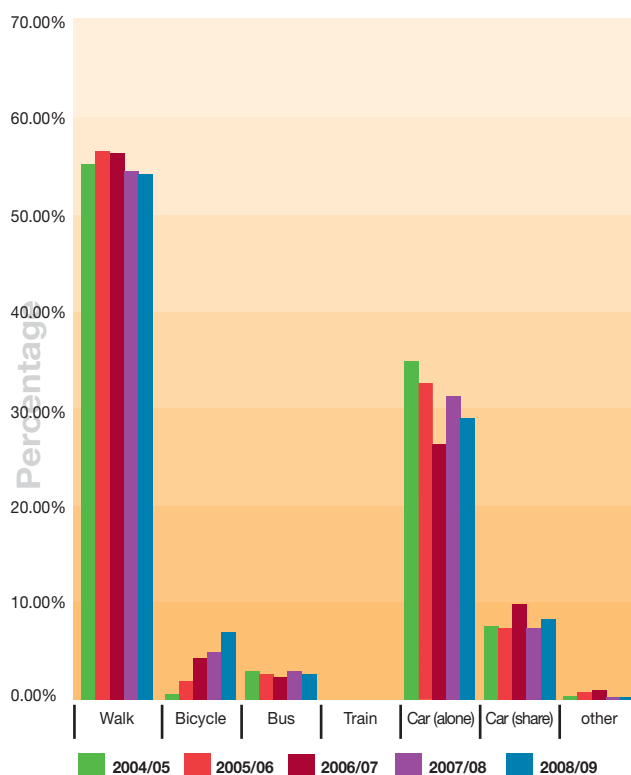


Chart 1

3.7 National Healthy Schools Programme

Through the Darlington Local Area Agreement a Healthy Schools Coordinator and 5 Locality Coordinators have been appointed to help all schools achieve healthy schools status by December 2009.

3.6 How Darlington School Children Travel to School

Since January 2005 an annual school travel census involving all of Darlington's state maintained schools has been carried out using a hands up classroom survey to collect data on the usual mode of travel to school. In 2006 the Department for Children, Schools and Families (DCSF) introduced the requirement for all schools with a travel plan to collect and record data on school travel, this is then reported as part of the schools PLASC (Pupil Level Annual School Census) return. The DCSF have left it to the individual schools to organise the collection of this information.

Charts 1 & 2 show how children currently travel to school in Darlington (data collected using the annual hands-up survey which takes place in September each year).

Travel to school for all Secondary School pupils 2004/05 to 2008/09

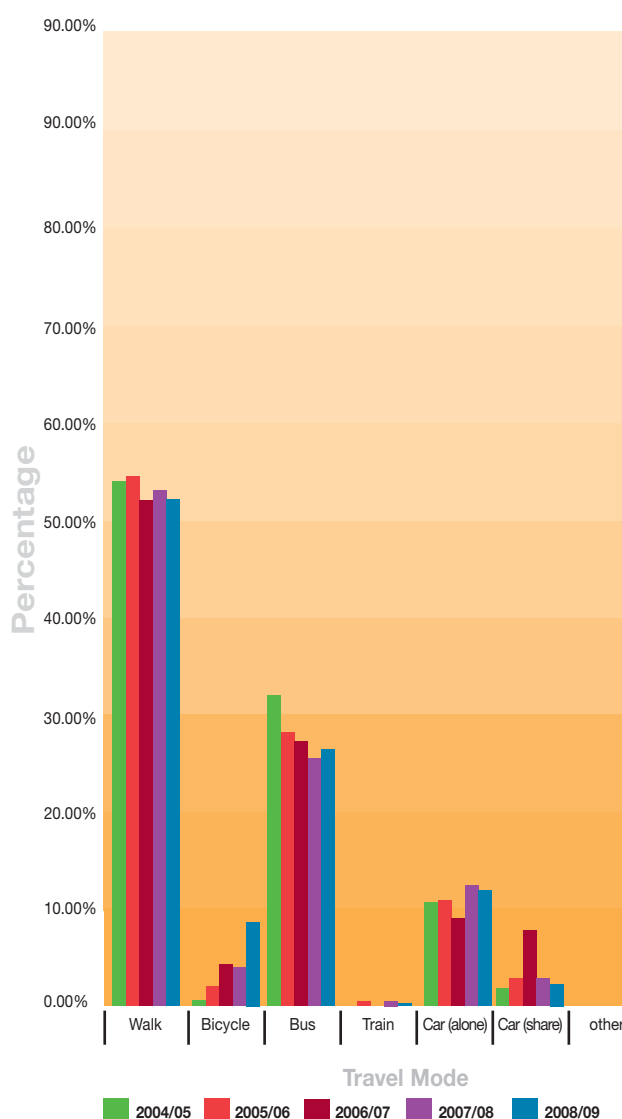


Chart 2

3.8 Transport information

| Information | Source | Presentation Format | Available from |
|---|------------------------------------|------------------------------------|--|
| 20mph Zones, zig-zags, speed limits, traffic calming, etc | LTP2 School Travel Plans | Map plots | Transport Policy |
| Controlled crossings and School Crossing Patrols | LTP2 Road Safety Strategy | Map plots | Road Safety Officer |
| Walking Trains | School Travel Plan Strategy | Written information | School Travel Plan Officer |
| Cycle Storage | School Travel Plan Strategy | Spreadsheet | School Travel Plan Officer |
| Cycle & Pedestrian Training | School Travel Plan Strategy | Spreadsheet | Road Safety Officer |
| Road Safety Education | LTP2 Road Safety Strategy | Written information | Road Safety Officer |
| Independent Travel Training | | Written information | Children Services – School Transport |
| Air Quality | LTP Air Quality Action Plan | Spreadsheets & maps | Principal Environmental Health Officer |
| Smarter Choices Measures (Information and Marketing) | LTP2 School Travel Plan Strategy | Range of information and resources | Transport Policy – Local Motion |
| Accessibility of Schools to public transport services | Accessibility Strategy | Accession/GIS | Transport Policy |
| Network Hierarchy | LTP2 & Network Management Strategy | | Traffic Management and Road Safety Manager |
| Killed and Seriously Injured numbers and locations | LTP2 Road Safety Strategy | Written and map plots | Traffic Management and Road Safety Manager |
| Pupil Usual Mode of Travel | School Travel Plan Strategy | Database 2004 onwards & graphs | School Travel Plan Officer |
| Pupil Travel Preference | Individual School Travel Plans | Graphs & Tables | School Travel Plan Officer |
| Pupil Home Postcode | Individual School Travel Plans | Maps | School Travel Plan Officer |
| School Location | DBC Website | Maps | School Travel Plan Officer |
| Post-16 usual mode and preference | College/workplace travel plans | Tables, graphs | Workplace Travel Plan Officer |
| Extended School Journey information | Extended Schools Co-ordinators | Written information | Children's Services – School Transport |
| Public Transport Routes and provision | LTP2 Bus Strategy | Various | Transport Policy |
| Contracted School Bus/Taxi Routes | School Transport Team | Various | Children's Services – School Transport |
| Pedestrian Routes | School Transport Team | | Children's Services – School Transport |
| Cycleways | Transport Policy | Maps | Transport Policy |
| Road Classifications | Highways | Maps | Traffic Management and Road Safety Manager |

Table 2

Section four

Promoting Sustainable Travel to School

4.1 School Travel Plans

Twenty Eight of the Forty Four schools in Darlington have now completed a School Travel Plan. As of 3 April 2009 a further eight schools have submitted plans and are awaiting approval from the Department for Children, Schools and Families.

These are working documents through which the School, the Council and other partners (for example the Police and the Primary Care Trust) work together on school travel initiatives. The majority of School Travel Plans focus on:

- Improving safety on the journey to / from school
- Encouraging walking and cycling
- Where appropriate encouraging public transport use
- Encouraging car sharing
- Reducing the impact of school travel on the local community

Travel plans are unique to each school site, however measures that are commonly adopted following the completion of a travel plan include:

- Installation of cycle parking
- Provision of safer road crossing facilities
- Promotional campaigns within the school
- Development of safer routes to school – delivered through funding within the Council’s transport budgets.
- Pedestrian and cycle training for primary aged children.
- Bike It initiative (where appropriate in selected schools)

See section 4.4 for more information on Darlington’s School Travel Plan initiatives.



Figure 1 – Darlington model for the promotion of sustainable travel to school.

4.2 Darlington Schools with a Travel Plan

Table 3 shows the schools in Darlington that currently have an approved School Travel Plan.

Does your School have one?

| | |
|-------------|---|
| 2004 | Abbey Infants Abbey Juniors Alderman Leach Primary Heighington CE Primary Mount Pleasant Primary |
| 2005 | Bishopton/Redmarshall CE Primary Dodmire Juniors (amalgamated 2009) Heathfield Primary Hummersknott School and Language College St Teresa’s RC VA Primary Dodmire Infants (amalgamated 2009) |
| 2006 | Branksome Comprehensive Harrowgate Hill Primary North Road Primary Red Hall Primary St Augustine’s RC VA Primary St George’s CE Aided Whinfield Primary |
| 2007 | Cockerton CE VA Primary Longfield School Sports College Mowden Juniors Skerne Park Primary |
| 2008 | Carmel RC College Firthmoor Primary School High Coniscliffe CE Primary Holy Family RC VA Primary Hurworth Primary Hurworth School Maths and Computing College Phoenix Centre/McMullen House St John’s CE Aided Primary |
| 2009 | (The schools below are awaiting approval of their School Travel Plans, expected July 2009) Beaumont Hill Technology College Corporation Road Primary Dodmire School Gurney Pease Primary Haughton Community Mowden Infants Reid Street Primary Springfield Primary |

Table 3

4.3 Changes in Travel Behaviour at Darlington Schools

As part of the Travel Plan process schools are expected to regularly review and update their travel plan document, this includes the collection of data on how children usually travel to school. Table 5 shows the percentage of children travelling to each of Darlington's schools by a travel mode other than a car.

Travel to school stats – league table of mode change

| School | % non car 2007/8 | % non car 2008/09 | Shift away from car 2007 - 2009 (% change) |
|----------------------------------|---------------------|----------------------|---|
| Primary Age | | | |
| Abbey Infant | 57.9% | 64.6% | 6.7% ● |
| Abbey Junior | 62% | 55.8% | -6.2% ▲ |
| Alderman Leach | 45% | 61.7% | 16.7% ● |
| Bishopton/Redmarshall CE | 31.8% | 27.5% | -4.3% ▲ |
| Dodmire Infants | 70.6% | 69.4% | -1.2% ▲ |
| Dodmire Juniors | 69% | 68.1% | -0.9% ▲ |
| Cockerton CE VA | 58.8% | 62.1% | 3.3% ● |
| Corporation Road | 87% | 83.2% | -3.8% ▲ |
| Firthmoor | 79.5% | 80.8% | 1.3% ● |
| Gurney Pease | 78.2% | 74.3% | -3.9% ▲ |
| Harrowgate Hill | 64.8% | * | |
| Heathfield | 54.6% | 57% | 2.4% ● |
| Heighington CE | 39.3% | 33.3% | -6.0% ▲ |
| High Coniscliffe CE | 22.5% | 28.2% | 5.7% ● |
| Holy Family RC VA | 57.5% | 53.4% | -4.1% ▲ |
| Hurworth Primary | 65.7% | 64% | -1.7% ▲ |
| Mount Pleasant | 75.1% | 75.3% | 0.2% ● |
| Mowden Infants | 56.5% | 51.8% | -4.7% ▲ |
| Mowden Juniors | 64.2% | 54.8% | -9.4% ▲ |
| North Road | 65.3% | 66.9% | 1.6% ● |
| Red Hall | 92.9% | 93.4% | 0.5% ● |
| Reid Street | 70.9% | 74.9% | 4.0% ● |
| Skerne Park | 78.3% | 87.3% | 9.0% ● |
| Springfield | 77.7% | 71.4% | -6.3% ▲ |
| St Augustine's RC VA | 51.3% | 70.8% | 19.5% ● |
| St Bede's RC VA | 47.8% | 43.1% | -4.7% ▲ |
| St George's CE Aided | 57.7% | 57% | -0.7% ▲ |
| St John's CE Aided | 60.3% | 64.6% | 4.3% ● |
| St Teresa's RC VA | 58% | 59.3% | 1.3% ● |
| Whinfield | 49.2% | 55.5% | 6.3% ● |
| Secondaries | | | |
| Branksome Comprehensive | 89% | 89.5% | 0.5% ● |
| Carmel RC College | 76.6% | 81.4% | 4.8% ● |
| Eastbourne CE Academy | 89.5% | * | |
| Haughton Community | 89.2% | 86.9% | -2.3% ▲ |
| Hummersknott School | 74.9% | 79.1% | 4.2% ● |
| Hurworth School | 84.5% | 87.1% | 2.6% ● |
| Longfield School Sports College | 91.7% | 91.1% | -0.6% ▲ |
| Special School | | | |
| Beaumont Hill Technology College | ^ | 84.9% | |
| Independent Schools | | | |
| Polam Hall School | ^ | 26.4% | |
| Yarm at Raventhorpe | ^ | 18.8% | |

Table 4

*no data for this year

^2008/09 first year data collected

Key: ● Car use decreased
▲ Car use increased

4.4 School Travel Plan Initiatives

Each year a wide range of activities take place in Darlington Schools and Colleges helping to encourage school pupils, students and their families to use sustainable travel modes. This section details the key initiatives that take place each year.

4.4.1 Sustainable Travel Accredited and Recognised (STAR)

Successful School Travel Plans require the continued involvement of the schools and the local authority in delivering actions and updating the plan on a periodic basis. To underpin the success of Darlington School Travel Plans, the Council is working with Modeshift (the national professional body supporting sustainable travel to school) to deliver the national School Travel Plan accreditation scheme in Darlington. The scheme is known by the name, STAR - Sustainable Travel Accredited and Recognised.

STAR encourages the maintenance and monitoring of STP's, rewards achievement of modal shift away from the car, guides schools to new development and initiatives, provides incentives and rewards, celebrates good practice and provides a programme that embraces the individuality of schools in the context of a nationally recognised quality standard.

STAR takes the form of a three tier system where schools can achieve sustainable, higher standards or outstanding level. Successful schools will be able to use the STAR logo and will receive a plaque and certificate for the level achieved as well as being invited to an annual celebration event. In addition, a Regional and National School of the Year will be selected from schools achieving outstanding level from participating local authorities.

4.4.2 Pedestrian and Bikeability Training

The Council's Road Safety Team co-ordinate Bikeability training sessions at Darlington schools for pupils aged from yr 5 to yr 7. Bikeability is the National Cycling Training Standard for the 21st century, designed to give the next generation the skills and confidence to ride their bikes on today's roads. There are three Bikeability levels ranging from basic bike handling skills (level 1) to safer cycling techniques on busier roads (level 3).

Pedestrian training is offered to all year 1, 2 and 3 pupils in the borough. Through a series of training sessions with young children, professionally trained instructors teach children how to behave in a safe manner as a pedestrian.

In the summer of 2008 parents were asked for their views on the value of the pedestrian and cycle training. Over 4,900 survey forms were sent out to parents whose

children had been eligible to receive the pedestrian/cycle training during the previous 12 months.

Some of the findings included:

- 86.6% of parents said that pedestrian training has improved child's ability as a pedestrian
- 92% said that Bikeability training has improved child's ability as a cyclist
- 96.6% of respondents felt that every child in Darlington should receive pedestrian training
- 87.9% said that all pupils in Darlington should receive cycle training

4.4.3 Bikelt

Bikelt is a ground-breaking Sustrans project which has quadrupled the number of children cycling to school in its target schools.

In Darlington the Bikelt project is jointly funded by the Council, through the Local Motion initiative, the bicycle industry through its 'Bike Hub' fund and is also supported by Cycling England and the Department for Transport.

The Darlington Bikelt project currently works with 12 schools.

Bikelt events and initiatives include:

Bikelt Launches

A Bikelt launch consists of two launch assemblies, classroom time, posters, Bikelt notice board, information sessions for parents, letters to parents and a Bike Breakfast.

After School Clubs/Cycle Maintenance

4x70 minute basic cycle maintenance sessions followed by an assembly to give certificates to pupils completing the training.

Wheelie Wednesdays/Incentive Schemes

Special events / competitions promoting cycling to school.

Cycle Skills Sessions/Bike Rides

Year 2 and 3 pupils can take part in a 45 minute playground session that teaches basic cycling skills. For year 4 and 5 pupils a 90 minute session teaches skills that are a little more advanced and then year 6 children can have the opportunity to take part in 90 minute bike rides.

Classroom Sessions

There are a whole range of classroom based one hour sessions, tailored to suit the age of pupils and educational requirements of the school.

The Bikelt Officer can be contacted on 01325 388775.

4.4.4 Medal Motion

Twice a year primary age school pupils are challenged to step out and travel sustainably to school in order to achieve Bronze, Silver and Gold medals. In addition a whole range of exciting prizes and incentives are on offer to schools and pupils who record the highest levels of walking, cycling or taking the bus to school.

With each campaign we aim to improve on the last so comments and suggestions are very welcome. Below is a summary of what the May and October 2008 campaigns achieved.

May 2008 – Book Maze Adventure

Date: 19 – 23 May

No. of schools taking part: 27

No. of pupils returning travel diaries: 2,281

No. Gold Medal winners: 1,435

Best performing School: Holy Family RC VA Primary



October 2008 – Tour of Britain

Date: 13 -24 October

No. of schools taking part: 28

No. of pupils returning travel diaries: 3,675

No. Gold Medal winners: 1,802

Best performing School: Dodmire Junior School

4.4.5 Walking to School Initiatives

Five Darlington schools are promoting walking trains as a way of encouraging parents to share responsibility for escorting pupils walking to school and six schools are implementing the 'WOW' (Walk Once A Week) scheme where pupils are encouraged to walk or cycle to school at least once per week.

4.5 Sustainable Travel and Transport Infrastructure

Within the Local Transport Plan the Council has three budget headings that assist with the development of sustainable travel and transport infrastructure. Those headings are:

Safer Routes to School – for the implementation of schemes that aim to make roads safer and provide the infrastructure to make walking and cycling a more popular choice. Schemes include; safer crossings, cycle routes, traffic calming and footway improvements.

20mph zones – to create 20mph zones including traffic calming and signage on local roads surrounding schools.

School Travel Plans – to assist with the development of infrastructure improvements that support specific actions identified by schools through the School Travel Plan process, for example, cycle parking installations, walking/cycling accesses.

Sustainable travel and transport infrastructure improvements are identified via the School Travel Plan process and are implemented according to priority. This priority order is classified according to the potential of individual schemes to impact upon the following criteria:

- Travel Safety
- Tackling Congestion
- Improving Access
- Reducing car driver trips
- Improving Health through increasing levels of sustainable travel



5.1 Vision

To ensure that all children and young people in Darlington have safe and equitable access to education; and where practicable for trips to/from education to be made by a sustainable travel mode.

5.2 Objectives / indicators

| Transport Objectives | Sustainable travel to school implications | Intermediate indicators | Key indicators |
|---|--|--|---|
| To provide the framework for sustainable development of new and existing businesses, housing and services in Darlington. | <p>Transport and accessibility issues to be considered and planned for at the outset when planning and designing new education facilities.</p> <p>The needs of disabled pupils and their parents or carers to be considered using the disability equality assessment framework when proposing the development of new educational facilities</p> | n/a | n/a |
| To improve access to employment and education, particularly for those without access to a private car, those with a disability and those that have greatest need. | <p>Accession modelling software used to audit public transport, walking and cycling access to educational facilities.</p> <p>Improvements to transport infrastructure or changes to education service provision to be considered in response to accessibility mapping and findings from school travel surveys.</p> <p>Independent Travel Training for children with a disability and/or Special Educational Needs.</p> <p>The needs of disabled pupils and their parents or carers to be considered using the disability equality assessment framework when designing new infrastructure or when proposing changes to the provision of education services for children and young people.</p> | <p>Percentage of schools/ colleges with a travel plan.</p> <p>Percentage of children successfully completing the Independent Travel Training programme</p> | <p>Percentage of pupils or students within 30 minutes travel time of the nearest appropriate mainstream educational facility.</p> <p>Percentage of children with a disability and/or Special Educational Needs travelling independently to school or college.</p> |
| To tackle traffic congestion on key corridors and its potential impact on the economy and environment by making the most effective use of the transport network. | To encourage children and young people to travel more often by sustainable travel modes, rather than in a car. | Percentage of schools/ colleges with a travel plan. | Percentage of children whose usual mode of travel to school is by car (excluding car sharing with a child from another household). |

5.2 Objectives / indicators

| Transport Objectives | Sustainable travel to school implications | Intermediate indicators | Key indicators |
|--|---|---|--|
| To improve travel safety and security for all by addressing the real and perceived risks. | <p>Identifying and acting to improve upon infrastructure at problem locations on the journey to /from education.</p> <p>Delivering road safety training and information to children, young people and parents/guardians. Improving pupils behaviour whilst travelling on the school bus.</p> <p>Delivering road safety training and information to children, young people and parents/guardians. This to include training on both the safety of the pupils and an awareness of the needs of others, particularly disabled people.</p> | <p>% of school children that on leaving Primary School have received on road cycle training.</p> <p>% of children that by aged 14 have received advanced level cycle training.</p> <p>% of school children that on leaving Primary School have received pedestrian training.</p> <p>% of school children receiving bus bans for unacceptable behaviour.</p> | <p>BVP199 (ii) Child killed and seriously injured casualties</p> <p>BVP199 Child slight casualties.</p> |
| To provide and promote travel choices to all, in particular to reduce the proportion of car driver trips. | <p>Involve children and young people in promoting smarter travel choices.</p> <p>Promote sustainable travel choices to students applying for assistance under the Post 16 Partnership Policy.</p> | Percentage of schools/ colleges with a travel plan. | <p>Percentage of children whose usual mode of travel to school is by car (excluding car sharing, with a child from another household).</p> <p>Percentage Students using sustainable transport to access further education.</p> |
| To improve the health of the community through increasing levels of sustainable travel and improving access to health, leisure and fresh food. | Provide guides for children, young people and parents on choosing travel modes and highlighting activities available within the school. | Number of schools with cycle parking. | Percentage of children walking and cycling to school. |

Table 5 continued

5.3 Targets

| Indicators | | Baseline 1994-8 Average | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
|--|--------|----------------------------|--------|--------|---------|--------|---------|---------|
| BVP199 (Y) Child killed and seriously injured casualties | Target | 10 | 8 | 7 | 7 | 6 | 6 | 5 |
| | Actual | | 7 | 7 | 6 | 1 | | |
| BVP199 (Z) Child slight casualties | Target | 67 | 64 | 63 | 62 | 61 | 60 | 60 |
| | Actual | | 61 | 41 | 47 | 46 | | |
| | | Baseline 2004/5 | 2005/6 | 2006/7 | 2007/8 | 2008/9 | 2009/10 | 2010/11 |
| Mode share of journeys to school (% of journeys by car) LTP2 target | Target | 25.9 | 25.5 | 25 | 24.5 | 24 | 23.75 | 23.5 |
| | Actual | | 25 | 19.2 | 24.2 | 23.1 | | |
| Mode share of journeys to school (% of journeys by car) NI198 target* | Target | | | | 22.8 | 21.8 | 20.8 | 19.8 |
| | Actual | | | | 22.8 | | | |
| % of school children that on leaving Primary school have received on-road cycle training | Target | 35 | 45 | 50 | 55 | 60 | 65 | 70 |
| | Actual | | 64 | 55 | 57 | | | |
| % of school children that on leaving Primary School have received pedestrian training | Target | 0 | 15 | 30 | 50 | 70 | 90 | 90 |
| | Actual | | 58 | 76 | 85 | | | |
| Number of schools with cycle parking | Target | 9 | 19 | 24 | 29 | 34 | 35 | 35 |
| | Actual | | | 27 | 31 | 32 | | |
| Number of schools with a Travel Plan | Target | 5 | 18 | 24 | 30 | 35 | 44 | 44 |
| | Actual | 11 | 18 | 22 | *30(28) | | | |

Table 6

*Dodmire Infant and Junior schools amalgamated in January 2009 resulting in their School Travel Plans becoming obsolete and taking the total number of approved plans down to 28.

* Since 2005 school travel surveys coordinated by the Councils Transport Policy Team have been completed in the classroom across all schools on one day each year, asking the question 'How did you travel to school today? Between 75 – 85% of pupils complete the survey each year. This data was used to set the school travel targets within the Local Transport Plan 2006-2011.

In 2006 the Department for Education and Skills (now the Department for Children, Schools and Families) introduced a requirement for all schools with a travel plan to collect information on how pupils travel to school.

Schools have been asked to collect this data at some point during the autumn term, and then report the findings as part of the Annual School Census Return. Most schools coordinate this survey through the School Secretary, sending out a form for parents to complete. The response rate to the survey each year from parents is unknown, as most schools report a 100% return. It is the Annual School Census travel data which the local authority must use for measuring progress against Local Area Agreement National Indicator 198, reporting on the proportion of pupils who usually travel to school by car.

Section six

Consultation

6.1 Consultation on Sustainable Travel to School Strategy

The Council believes that community engagement is about developing a real dialogue between the public and the Council. This relationship should help both to understand and address the needs and issues experienced by local communities.

By communities, the Council means:

- i Communities of place – people within a defined geographical area, like Darlington, Lascelles or a housing estate.
- ii Communities of interest or identity – people who share a particular experience, interest or characteristic, such as older people, faith groups, school aged children, people from minority ethnic groups.

The aim of the Council's community engagement work is to ensure a bigger say and a better deal for our communities.

In reviewing and annually updating the Sustainable Travel to School Strategy the Council will adopt the principles set out in its recently published Community Engagement Strategy 'A Bigger Say and a Better Deal for Our Communities'.

Table 9 below identifies stakeholders and recommended avenues for engagement.

In March 2009 Officers asked members of the Disability Equalities Impact Assessment Sub Group for their views on the Strategy and in particular how the Strategy could be strengthened so as to reflect the needs of disabled students and their carers. The group made several recommendations which have been incorporated into the strategy.

| Stakeholder | Engagement type | Feedback mechanisms |
|---|--------------------------------|--------------------------------|
| Senior management within schools/colleges | One to one meetings | Travel Plans /Annual Review |
| School/college teachers | Travel surveys | Travel Plans /Annual Review |
| School pupils | Travel surveys/meetings | Travel Plan/Medal Motion |
| College pupils | Travel surveys | Travel Plans |
| Parents | Travel surveys/public meetings | Letters sent home with pupils |
| Local residents | Survey/meeting | Letter |
| Police | One to one meetings | Meetings/correspondence |
| Public transport operators | One to one meetings | Meetings/correspondence |
| Private transport operators | One to one meetings | Meetings/correspondence |
| School Sports Partnership | Termly group meetings | Meetings/correspondence/termly |
| Council Officers: | Quarterly meeting | Minutes/action plans |
| School Travel Plan Officer | | |
| Home to School Transport Team | | |
| Healthy Schools Officers | | |
| Traffic Management Team | | |
| Road Safety Team | | |

Table 7

| Action | Lead Officer/Organisation(s) | Timescale(s) | Risks/Constraints | Financial Considerations |
|--|---|---|---|---|
| Employment of School Travel Plan Officer | Darlington Borough Council (Transport Policy Section) | On-going commitment | Post holder leaves / recruitment problems loss of DCSF bursary (£15k per annum) | Salary costs - scale M |
| Employment of Bikelt Officer | Darlington Borough Council (Transport Policy Section) / Sustrans | Current commitment for the life of the Cycle Demonstration Town Project (currently until 2010/11) | Loss of match funding | £15,000 per annum |
| Completion of School Travel Plans for all Darlington Schools | School Travel Plan Officer Darlington Borough Council (Transport Policy Section) | 44 travel plans to be completed by 2010 | STP Officer leaves / School refuse to work on a travel plan | Staff time only |
| Annual review of School Travel Plans | School Travel Plan Officer | Completed by April each year | STP Officer leaves / Schools don't complete their review | £2,500 printing costs / Staff time |
| Bikeability training | Darlington Borough Council (Road Safety Section) | On-going commitment | Funding currently secured until 2009/10 only | £40,000 per annum |
| Pedestrian training | Darlington Borough Council (Road Safety Section) | On-going commitment | Funding currently secured until 2009/10 only | £40,000 per annum |
| Implement Safer Routes to School schemes as identified through the School Travel Plan Process. | Darlington Borough Council Transport Policy Section/ Community Services | Commitment in Local Transport Plan (2006-2011) to deliver Safer Routes to School schemes each year. | Individual schemes must be designed and approved in accordance with Darlington Borough Council's policies and procedures for public consultation, health and safety and risk management. Some schemes may also require planning permission. | Safer Routes to School budget 2009/10 - £70,000 |
| Implement 20mph zones around schools. | Darlington Borough Council Transport Policy Section/ Community Services | Commitment in Local Transport Plan (2006-2011) to deliver 20mph zones each year. | Individual schemes must be designed and approved in accordance with Darlington Borough Council's policies and procedures for public consultation, health and safety and risk management. Some schemes may also require planning permission. | 20mph zone budget 2009/10 - £60,000 |

Table 8

| Action | Lead Officer/Organisation(s) | Timescale(s) | Risks/Constraints | Financial Considerations |
|---|--|---|---|--|
| Implement measures identified in School Travel Plans that will improve sustainable travel and transport infrastructure. | Darlington Borough Council Transport Policy Section/ Community Services | Commitment in Local Transport Plan (2006-2011) to deliver School Travel Plan schemes each year. | Individual schemes must be designed and approved in accordance with Darlington Borough Council's policies and procedures for public consultation, health and safety and risk management. Some schemes may also require planning permission. | School Travel Plans budget 2009/10 - £80,000 |
| Promotional activities e.g. Medal Motion | Darlington Borough Council Transport Policy Section / Healthy Schools / Schools Sports Partnership | Number of campaigns to run each year | Funding currently secured until 2010/11 only | £20,000 per annum |
| Annual 'hands up' travel to school survey | Darlington Borough Council Transport Policy Section / schools | September each year | One or more schools don't take part | £500 printing and distribution costs |
| School travel survey (Annual school census) | Darlington Borough Council Children's Services / Schools / DCSF | Autumn term | Parents don't complete / return the survey form or don't fully understand the travel question. Limited scope for any quality control | Staff time |
| Produce and evaluate accessibility plans for proposed school sites | Darlington Borough Council Children's Services / Transport Policy Section | As required | None | Staff time |
| Annual review of Sustainable Travel to School Strategy | Darlington Borough Council Children's Services / Transport Policy Section | May - July each year | Availability of appropriate staff | £1000 printing costs / staff time |

Table 8 continued

Section eight**Annual Review**

The Education and Inspections act 2006 places a duty on the Council to publish and update each year a Sustainable Travel to School Strategy.

Table 6 details the performance indicators and targets, which the council will monitor and report on each year.

The School Transport Section has a programme set up to monitor all of the Borough Council's contracted vehicles throughout the school year. This includes checking vehicle safety, route safety, personnel CRB checks and pupil entitlement.

The delivery of and effectiveness of individual elements of the strategy will be reviewed annually, as will their role in helping to achieve the Council's corporate and Darlington's Community Strategy objectives.



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