

# ANNEX 8:

# School Travel Plan Strategy

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## Foreword

Each day during the school term thousands of Darlington children and their parents travel from home to their school in the morning, and make the return trip in the afternoon. Many pupils living close to school walk, with those living further away travelling mainly by bus or by car. The school journey affects public transport patterns, causes localised congestion around schools and contributes to the road traffic peak around nine o'clock each morning.

Through the 'Town on the Move' project Darlington is taking a lead in addressing the need to encourage greater use of sustainable travel and less use of the private car. As a Cycling Demonstration Town, Darlington is also promoting cycling as both a leisure activity and a mode of transport.

Travel research undertaken for Town on the Move and with local school children has shown school pupils are 'greener' than most of the population in their travel behaviour and given the opportunity would like to walk and particularly cycle more.

This School Travel Plan Strategy sets out why and how we aim to bring about a step change in home to school travel patterns to help cut congestion and pollution; to allow many more pupils safer access to their school; in particular for pedestrians and cyclists, to improve accessibility to school by walking and cycling for journeys less than 2 miles; and promote active travel in partnership with Darlington Primary Care Trust (PCT) as part of the strategy to address health issues amongst school aged children.

## Executive Summary

This document seeks to provide a basis on which to deliver a set of policies aimed at ensuring that school pupils in Darlington have the opportunity to make:

**'A safe, healthy, affordable and enjoyable journey to school with the minimum practicable impact on the local environment.'**

Still a relatively young unitary authority Darlington Borough Council took on responsibility for Education, Highways and Transport in 1997.

With education policies focused on raising standards and inclusion Darlington has achieved educational improvement rates that are faster than the national average and is now the north east region's highest placed education authority in Government league tables. In recent years significant new investment in existing and new school buildings has included the completion of five new schools and the Education Village due to open at Easter 2006.

Darlington's transport policies are focused on achieving an effective transport network serving all members of the community. In April 2004 Darlington was selected by the

Department for Transport as one of three national sustainable travel demonstration towns, and granted an additional £3.24 Million to implement a programme of measures aimed at encouraging greater levels of walking, cycling and use of public transport. In addition in 2005 Darlington became a Cycling Demonstration Town with an additional £1.5m matched funding to increase levels of cycling.

The Town on the Move project is integral to the delivery of Darlington's second Local Transport Plan, covering the period 2006-11. This plan sets out a strategic programme of activities, involving key partners and community stakeholders in the development and implementation of transport solutions including new infrastructure, improved public transport services, better information and training.

The School Travel Plan Officer employed within Darlington Borough Council's Transport Policy team will take a lead role in coordinating the delivery of this Strategy the success of which will impact positively on the lives of many Darlington residents and help meet the Council's and government shared priorities.

## 1 Strategic Context

An effective school travel strategy will help deliver a number of cross cutting themes within the Government's and the Council's shared priorities in particular relating to transport, education and quality of life issues.

### 1.1 Government Shared priorities

The Government and Local Government Association (LGA) have agreed a set of seven shared priorities. The priorities will focus the efforts of Government and Councils on improving public services. 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 government has identified a series of priorities and principles aimed at delivery of key goals for transport and education.

### Shared priorities for transport<sup>1</sup>:

- 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.

### 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<sup>2</sup>:

- 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.

## 1.2 The Journey to School

### Joint Education & Transport National Policy

In 2003 the government published 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*'.

Jointly published by the Department for Education and Skills (DfES) and Department for Transport this guidance demonstrates the need for a concerted effort from both transport and education sectors to tackle issues arising from the increasing reliance on the private car for the journey to school.

Travelling to School a Good Practice Guide details how the Government would like to bring about a step change in home to school travel patterns to cut congestion and pollution, but also to allow many more pupils to take regular exercise.

The DfES / DfT have set of a target of 2010 for all State funded schools to have an active School Travel Plan.

## 1.3 Darlington's Community Strategy

Through the work of 'Darlington Partnership', Darlington has developed a Community Strategy with a shared vision to enhance the quality of life for all members of our community.

### Darlington's Community Strategy Visionary Goals

- An area creating and sharing prosperity
- A location for learning, achievement and leisure
- A place for living safely and well
- A high quality environment with excellent communication links

The Community Strategy is being delivered through eight themes; two to each of the visionary goals listed above. In working on the eight themes, the Partnership is prioritising the following outcomes:

- Improving the local economy
- Raising educational achievement
- Promoting inclusive communities

In delivering the Community Strategy, the Partnership is focusing its efforts on children and young people, older people and those living in the most deprived wards.

Recognising the fundamental role of education in the future of Darlington the community strategy sets out **'our aim – to ensure the highest quality opportunities exist in education, learning and training, improving school performance and raising aspirations and standards of achievement for all age groups'**.

## 1.4 Darlington's Transport Strategy and 'Town on the Move' Local Transport Plan

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 Second Local Transport Plan; covering the period 2006 to 2011, which includes a number of **'daughter' strategies including this School Travel Plan Strategy**. It will also be delivered through the Council's Sustainable Travel Demonstration Town national pilot project of smart travel initiatives. Both of these delivery programmes will be presented in one document entitled "Darlington: A Town on the Move".

1 Department for Transport Guidance on Local Transport Plans, December 2004.

2 Department for Education and Skills: Five Year Strategy for Children and Learners, July 2004

### **A Town on the Move – Sustainable Travel Demonstration Town**

Darlington has been selected by the Department for Transport as one of three sustainable travel demonstration towns over a five year period from 2004. As such a town, Darlington has been awarded an additional £3.24 Million in revenue funding which will be used to implement a comprehensive package of measures to help tackle traffic congestion. Particularly through focusing on helping people make the best use of the existing transport network, for example through individualised travel marketing, school and workplace travel plans and greatly improved public transport information. The name 'Town on the Move' given to the project will also be used as the title of the Local Transport Plan for 2006 to 2011.

The Town on the Move initiative is helping to fund the work of a full time School Travel Plan Officer.

### **Cycling England**

In October 2005 Cycling England, an independent body supported by Department for Transport, announced that they would be creating 6 Cycling Demonstration Towns. Darlington was selected as one of these towns. The towns will receive £1.5million matched funding to create improved cycling infrastructure, in addition to receiving expert guidance from Cycling England board members and support with any applications to the Department for Transport.

Working in partnership with the Sustainable Transport Demonstration Town project, the Cycle Demonstration Town Project will create high quality, connected, safe and convenient cycle routes and secure parking at a range of destinations. There will be a focus on improving access by cycle to the town centre and key destinations such as schools and employment sites.

The overall aim of this project is to increase cycling's modal share from the current level of 1% to 3% by the end of the project in 2008.

### **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.

Objectives for the School Travel Plan Strategy (section 4) reflect the national and local priorities detailed within section one.

## **2 Schools in Darlington**

### **2.1 Nursery Schools**

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

### **2.2 Infant, Junior and Primary Schools**

There are 30 schools that cater for primary aged children in Darlington. (Three infant schools, three junior schools and twenty-four primary schools).

### **2.3 Secondary Education**

Within the Borough there are seven secondary schools three of which have specialist school status.

### **2.4 Special needs education**

Beaumont Hill Technical College is the only special needs education facility. This school will be moving to the new Haughton Education Village, sharing the site with a secondary and primary school at Easter 2006.

### **2.5 School Admissions Policy**

Most children attend the nearest appropriate school from their home address. However, some parents/ carers may wish their children to attend a different school. The Authority will comply with parental requests where a place is available in the requested school.

The schools admissions team deal with admission arrangements apart from in Voluntary Aided schools where this is the decision of the governing body. Parents/carers seeking admission should therefore contact the Head Teacher of their preferred school.

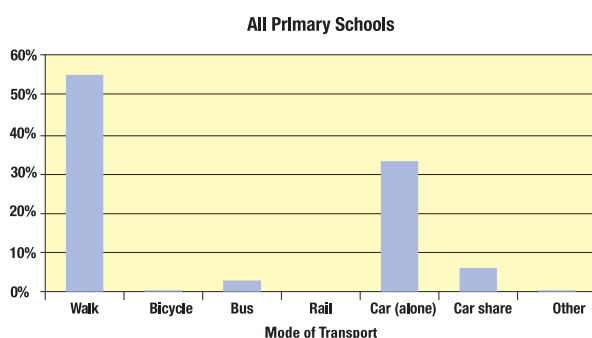
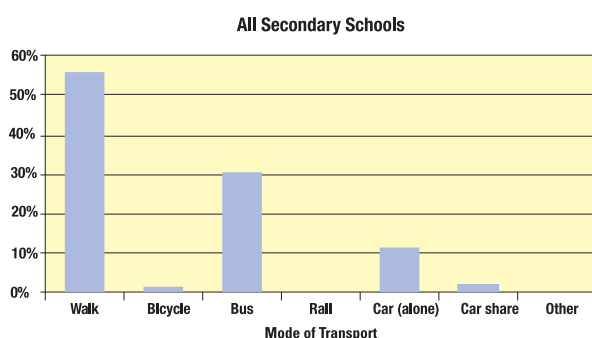
If a school is full in the appropriate year group, parents/carers can contact the Admissions Section and ask for their child's name to be added to the waiting list of the schools of their choice. When pupil numbers fall below the admission limit, children will be admitted from the list according to the priority order set out in the published criteria and not the length of time on the waiting list.

## 3 School Travel in Darlington

### 3.1 Current travel behaviour on the journey to school<sup>3</sup>

A 'hands up' survey carried out across all schools in Darlington in January 2005 has shown that walking levels in Darlington for school journeys are around 56%. This compares favourably to national averages. Cycling accounts for only 1 per cent across all schools in Darlington and although this is quite low, by promoting cycling in Secondary schools and Bike IT schools (see section 3.4) along with other schools we hope that this can be improved upon.

Car journeys where the child is the only passenger in the car account for 26% of journeys to school, 5% car share for this journey. (Share a car with a child from another household.)



### Home To School Transport

Free home to school transport is available for pupils of compulsory school age to:

- The nearest appropriate and/or suitable Community School, if that school is more than two miles from the parents/carers home using the shortest walking route;
- The nearest appropriate Voluntary Aided (Church) School for pupils whose parents/carers adhere to that particular denomination and who obtain a place at such a school and where that school is more than two miles from the parents/carers home using the shortest available walking route.

The nearest suitable school is the nearest available school which offers an efficient full-time programme of education suited to the age, ability and aptitude of the child.

In 2005, 1065 pupils received transport to mainstream schools at a cost to the Authority of around £650,000 per year.

### Concessionary Arrangements

Pupils who are not entitled to free transport may be offered a "concessionary" seat on a school contract vehicle if a spare seat is available. These seats, which are extremely limited, are made available at the discretion of the Authority and are subject to strict conditions and can be withdrawn at any time. Although there is currently no charge for a concessionary seat, the policy is under review and it is possible that a charge may be introduced. Currently 275 pupils travel on school transport in this manner.

### Following a Change of Address

Where parent/carers move house, the Authority will not assist with travel costs to the existing school if it is no longer the nearest appropriate school. However, if the change occurs in the pupils' fourth and fifth years of secondary school (Years 10 and 11 of national curriculum) the Authority will provide assistance with travelling expenses to enable the child to continue to attend the same school.

### Special Educational Needs

Transport requirements for children with special educational needs are considered as part of the full assessment of the child's needs. Individual requirements for transport will be identified during this process and appropriate arrangements made. Free transport will be provided to the nearest appropriate school or setting if:

- It is more than 2 miles from the parental home using the shortest walking route, or;
- The child has a severe or complex learning difficulty, behavioural problem or disability that could make it unsafe or impossible for the route to be travelled on foot, when accompanied by an adult.

If the needs are such that there are no associated transport requirements, the mainstream home to school policy will apply.

Where a child is of pre-school age, transport will be provided if the above requirements are fulfilled and the child has either a statement of special educational needs or is undergoing a formal assessment.

209 children received home to school transport in 2005 on the grounds of their special educational needs at a cost to the Authority of £436,941.

<sup>3</sup> Data taken from Annual School Travel Survey 2005

### Bus Behaviour Strategy

The School Transport Team within Children’s Services have developed a set of travel safety rules which outlines the entitlement, responsibilities and (where relevant) consequences of bad behaviour on school transport for pupils, parents, drivers and passenger assistants and operators. The Team also works closely with schools to ensure that any incidents of bad behaviour are addressed

### 3.3 Accessing Darlington Schools - Accessibility Planning

The government has established a new framework for accessibility planning, which is to form an integral part of the second round of Local Transport Plans for 2006-11 and which will enable local authorities and other agencies to **assess more systematically** whether people can get to key activities, and to work more effectively on solving accessibility problems.

Darlington Borough Council and the Local Strategic Partnership (Darlington Partnership) have worked together in developing an Accessibility Strategy and are tasked with carrying out an audit to identify disadvantaged groups or areas with poor access to key services, and to develop action plans to tackle these problems.

Whilst the transport policy team took a lead role in developing the accessibility plan other relevant agencies, including the **Local Education Authority** were involved and are responsible for ensuring their policies and programmes incorporate and take forward the actions identified for them in the accessibility strategy action plan.

### 3.4 Existing School Travel Plans and Safer Routes to Schools Initiatives

The School Travel Plan Officer has been in post since September 2004. At that point there were five travel plans in place. There are now a further six travel plans in operation with another seven schools that have almost completed travel plans. Schools have become involved for a number of reasons, for example some schools have written travel plans as part of the planning conditions associated with new build, whilst a number of schools contacted the Borough Council directly to ask how they could work on resolving traffic congestion around schools.

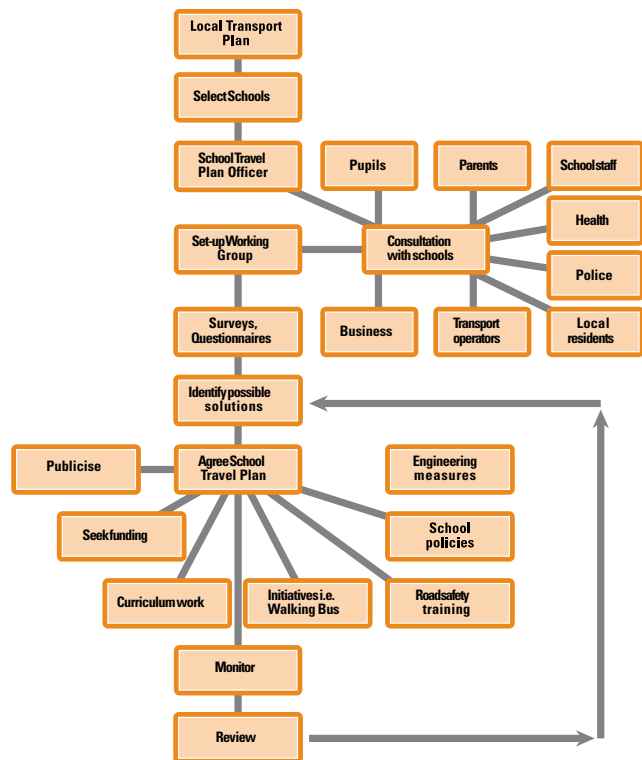
#### Process for Writing a Travel Plan

The most effective School Travel plans are developed by pupils, parents and teachers with support from the School Travel Plan Officer. **Figure 1** gives an example of the process involved in the development of a School Travel Plan.

### Bike It

Three Darlington Schools are taking part in the Bike IT initiative, a nationwide scheme that aims to increase the number of young people cycling to school and on other journeys. The project is funded by the cycle industry and Department for Transport and supported by Cycling England. The participating schools have been selected for their enthusiasm for cycling, taking into account the potential to increase cycling in the area and the level of support available from the local authority.

**School Travel Plan development process**  
Figure 1



### 3.5 Case Studies

#### Hummersknott School and Language College

Hummersknott School and Language College became involved in the Travelling to School Initiative in October 2004. The school initially made contact with the School Travel Plan Officer through their business manager who has led on the project.

The school allowed the pupils to take the lead on the travel plan through the year 7 and 8 student council. The pupils were brought together initially to gauge interest and we found that a large number of the pupils seemed enthusiastic about the project. A small group of pupils then met over a number of lunchtimes to design their

parent travel survey and pupil travel survey. The travel surveys were sent out to all parents with a freepost reply address. All pupils were given surveys to complete in year group assembly. In total 143 parents responded and 836 pupils returned survey forms, 1230 forms were sent to parents and the same number to pupils.

Once the School Travel Plan Officer had analysed the survey data the student council members organised a follow up meeting to move the travel plan forward. Members of the travel plan group worked in small groups to write the text for the travel plan following some suggested headings. The students were also given the aims that had been suggested by the business manager and discussed what actions would achieve each of these aims.

The pupils came up with a range of actions and many original ideas, all of which were considered and most of which went into the final travel plan.

Some of the work identified by pupils as important in encouraging walking and cycling, including the construction of a new cycle / pedestrian path and crossing facility and advanced cycle training for year 7 pupils has already taken place.

The school also sent some representatives to the Town on the Move Summit that was held in March 2005. The school pupils took part in workshops and contributed to discussions with a range of interesting ideas and suggestions.

The School Travel Plan Working Group made up of a number of year seven pupils is now working towards achieving the targets within the action plan and the school had a 200 space cycle shelter installed on the site during Autumn 2005.

Cycling levels when the school carried out their initial travel survey were around 2.5% and have risen to 6.0% in less than one year. This is due to a number of factors including the new secure cycle storage area, Advanced Cycle Training offered to all pupils and the school's involvement in the Bike IT project.

### **Dodmire Infant School**

Dodmire Infant School contacted the Town on the Move team and requested assistance in writing a travel plan as they had problems with congestion and parents parking on the zig-zag lines outside of the school. The school faces rows of terraced houses and backs on to a green space.

The school appointed a member of staff to coordinate the writing of the travel plan. Meetings were conducted with the working group that consisted of the head teacher, nursery teacher, three teaching assistants (two of which

were also parents of children at the school) and the School Travel Plan Officer.

An initial survey was carried out in September 2004 to find out how children were travelling to / from school and how they would like to travel to / from school. The survey showed that the school already had high levels of walking (57%) and cycling (9%), car use was around 29%. Figures also suggested that walking and cycling could be much higher and car use cut by about 8%.

The school is now working on setting up initiatives such as a walking bus from a local shop car park and educating the children through the curriculum of their travel choices and the impact that they can make on the environment.

Since the school became involved in writing a travel plan they have taken part in Walk to School Week; held a road safety day which included workshops run by Sustrans on travel choices; and have continued to try to educate parents on their behaviour whilst parking near the school. The school intends to involve year two children in producing leaflets to be given to parents to encourage sustainable travel and sensible behaviour outside of the school gates.

### **3.6 Safer Routes to School**

Funding is available through the LTP to implement schemes to improve safety on the school journey for pupils and parents. Through the travel plan process schools identify possible schemes that Safer Routes to School money can be spent on.

A previous Safer Routes to School project involved adding a footpath alongside steep steps leading underneath a railway bridge. Before this path was installed people with pushchairs, wheelchairs etc had to move onto the road as the steps made it impossible for them to stay on the footpath. Traffic lights were also installed to allow only one direction of traffic through the tunnel at one time.



## 4 Vision, objectives, indicators and targets

### Vision:

To ensure that school pupils in Darlington have the opportunity to make a Safe, healthy, affordable and

enjoyable journey to school with the minimum practicable impact on the local environment.

### Objectives and indicators

Table 1 details key and intermediate indicators relating to School Travel for the achievement of Darlington's Transport Strategy objectives.

Table 1

Transport Strategy Objective	School Travel Plan Implications	Key indicators	Intermediate Outcome Indicators
<b>A</b> To provide the framework for sustainable development of new and existing businesses, housing and services in Darlington.	New school projects should include a School Travel Plan & appropriate infrastructure to promote sustainable travel.		
<b>B</b> To improve access to employment, education, health, fresh food and leisure, particularly for those without access to a private car, those with a disability and those that have greatest need.	Accession modelling to provide accessibility for each site to inform the Travel Plan process. School location based on accessibility. Service provision to be considered in response to accessibility	Accessibility indicator to be determined	Number of Schools with a Travel Plan.
<b>C</b> 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.			% Non-car modal split for the journey to school.
<b>D</b> To improve travel safety and security for all by addressing the real and perceived risks.	Highlighting problem areas through parent and pupil surveys Increasing road safety information given to pupils and parents	BVP199 (ii) Child killed and seriously injured casualties BVP199 Child slight casualties	% Of school children that on leaving Primary School have received on road cycle training. % of children that by aged 14 have received advanced level cycle training % Of school children that on leaving Primary School have received pedestrian training
<b>E</b> To provide and promote travel choices to all, in particular to reduce the proportion of car driver trips.	Involve children and young people in promoting travel choices.		Number of Schools with a Travel Plan. % Non-car modal split for the journey to school.
<b>F</b> To improve the health of the community through increasing levels of sustainable travel and improving access to health, leisure and food.	Provide guides for parents and pupils on choosing travel modes and highlighting activities available within the school		Number of Schools with cycle parking. % Non-car modal split for the journey to school.

## Indicators and Targets

Targets and trajectories detailed in **table 2** are intended to be challenging, yet realistic, reflecting increased investment in improving the home to school journey through the second local transport plan and the Town on the Move sustainable travel demonstration town project; and evidence of best practice in achieving travel behaviour change for the home to school journey detailed in ' *Travelling to School a Good Practice Guide*' and *Smarter Choices – Changing the Way we Travel*.

**Table 2**

Indicators	Baseline 1994-8 average	2005	2006	2007	2008	2009	2010
<b>BVP199 (Y) Child killed and seriously injured casualties</b>	<b>10</b>	<b>8</b>	<b>7</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>5</b>
BVP199 (Z) Child slight casualties	67	64	63	62	61	60	60
	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)	25.9	25.5	25	24.5	24	23.75	23.50
% Of school children that on leaving Primary School have received on road cycle training	35	45	50	55	60	65	70
% of children that by aged 14 have received advanced level cycle training	1	10	20	30	35	40	45
% Of school children that on leaving Primary School have received pedestrian training	0	15	30	50	70	90	90
Number of Schools with cycle parking.	9	19	24	29	34	35	35
Number of Schools with a Travel Plan.	5	18	24	30	35	37	38 <sup>4</sup>
Accessibility indicator <sup>5</sup>							

<sup>4</sup> 100% of all Darlington Borough Council managed schools

<sup>5</sup> Appropriate cycling indicator to be set on a school by school basis

## 5 Delivering the School Travel Plan Strategy

### 5.1 The need for stronger partnership working

Traditionally Darlington's transport policy team have taken the lead in working with schools on individual travel plans, with limited input from the Children's services Department. Conversely Transport input into the long term planning of schools provision has often come into consideration at the later stages of new education development.

Stronger partnership working involving schools, pupils, parents and Darlington Borough Councils Children's Services and Transport Departments is essential to the delivery of a fully effective school travel strategy and to meeting the Council's and government shared priorities. (Section 1.0)

Externally we work closely with the PCT on schemes such as the Healthy Schools Standard, the PCT have also supported

previous Walk to School Weeks and provided activities for pupils to take part in.

Close links have been made with Sustrans through joint working on Links to Schools projects and workshops in schools and also through the Bike IT project. Sustrans have run a range of initiatives and events in schools supported by Darlington Borough Council and staff from both the Borough Council and Sustrans attend.

Darlington Borough Council and Darlington Partnership have developed a Local Area Agreement with a focus on children and young people. The LAA has set targets on Children and Young People, Safer and Stronger Communities and Healthier Communities all of which can be linked to school travel. Two of these sections have specific targets related to mode of travel and travel to school.

**Table 3** details the areas of responsibility impacting on school travel.

**Table 3 Suggestions of possible actions that could impact on pupils travel modes to / from school**

Lead agency	Impact on school travel	Potential timescale for change* (Short/medium/long)
Children's Services	Provision and location of schools Schools admission policy Provision of school transport	Long term Medium term Medium term
Highways & Transport Section	Provision of crossing facilities, footways, cycleways and other highway infrastructure. Provision of road safety measures, including restrictions on parking. Provision of bus shelters Road safety/ cycle & pedestrian training Traffic enforcement	Medium term Medium term Medium term Long term Medium term
Individual schools	School opening hours Facilities within schools (e.g. cycle parking) Schools admission policies (Church Schools)	Medium term Short term Medium term
Parents	Traffic around school gate (impacting on others travel choice). Primary influence on pupils current and future travel behaviour	Short term Long term
Bus Operators	CCTV on buses to improve personal security Traffic enforcement	Medium term Short term
Durham Constabulary	Real and perceived safety on local streets	Medium term
Community Wardens	Real and perceived safety on local streets	Medium term

\* Short term (less than 6 months), Medium term (6 - 18months), Long term (greater than 18months)

## 5.2 Programme for delivery

To achieve a schools education service that all pupils can access in a safe and healthy way the Council and its partners must focus resources on a strategic programme of delivery, working with existing schools on improving the home to school journey and looking ahead to include accessibility planning for all travel modes in future development plans for new and existing schools.

Officers responsible for Transport and Children's Services must take lead responsibility for respective elements of the Strategy.

A control system utilising the Performance Plus programme will be employed to ensure that the Council is meeting its strategic objectives for school travel.

## 5.3 Transport Policy and Highway Sections

Through the School Travel Plan Officer the Transport Policy and Highway sections will take a lead on the development and implementation of individual school travel plans. This to include:

- Identifying existing travel patterns
- Identifying and reporting issues surrounding the home to school journey
- Design and implementation of highway measures improving the home to school journey
- Provision of road safety, cycle, bus behaviour and pedestrian training
- Liaison with Durham Constabulary and the Community wardens.
- Events promoting sustainable travel to school
- Curriculum material supporting classroom activities in relation to the home to school journey

## 5.4 Education Section

- Managing the School Bus Service
- Management of Schools admissions policy
- Accessibility planning in relation to the location of existing Darlington schools and future changes in school provision. (Location and times of operation)
- Development of new and existing school sites

## 5.5 Action Plan

Action	Lead Officer	Start
School Travel Plan Strategy Officers group to meet 4 times per year. <sup>6</sup>	School Travel Plan Officer	September 2006
School Travel Plan Officer to attend Regional meetings	School Travel Plan Officer	Ongoing
Complete 7 – 8 School Travel Plans per year.	School Travel Plan Officer	Ongoing
Provide cycle training for all year 6 pupils	Road Safety Officer	Ongoing
Provide cycle training for all year 7 pupils	Road Safety Officer	September 2007
Publish and regularly update a portfolio of key stage 1 & 2 materials.	School Travel Plan Officer	May 2006
Coordinate and promote a number of key events including national walk to School Week and national Bike Week.	School Travel Plan Officer	May 2005
Collect data on the home to school journey at least once each year.	School Travel Plan Officer	Ongoing
Produce and evaluate accessibility plans for all existing schools.	Children's services	July 2005
Produce and evaluate accessibility plans for proposed school sites.	Children's services	July 2005
Annual review of School Travel Plan Strategy	Principal Transport Officer/ School Travel Plan Strategy Officers group	August 2007

## 6 Monitoring and evaluation

The School Travel Plan Strategy will be monitored through the 'basket' of indicators detailed in section 4.2. Progress towards achieving targets will be reviewed annually as part of the Local Transport Plan, annual progress report.

The annual review will include recommendations on 'stretching' targets where these are being met ahead of time and on the allocation of additional resources or implementation of additional measures where targets are not being met.

<sup>6</sup> Darlington Borough Council Officers and partners i.e. Police, PCT

