

FOR INFORMATION ONLY**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (SURREY HEATH)****DATE: 10th March 2016****LEAD OFFICER: Sarah Akerman****SUBJECT: School Travel Plans (Surrey Heath) - Progress Report****DIVISION: All****SUMMARY OF ISSUE:**

This report is provided to raise awareness of the issues local communities face travelling to and from school and the impact School Travel Plans have on the reducing congestion, pollution and road traffic incidents.

It will provide Surrey Heath Local Committee with an update on the work being undertaken by the Schools Sustainable Travel team and highlight schools that need additional support to complete their Travel Plan.

The School Travel Plans in this report are considered 'active'. Travel Plans which have not have been written or monitored by the County in the last year are not included within this report as they are considered inactive and require further work from schools and the School Sustainable Travel Team

The County's school expansion programme has been a priority of the School Sustainable Travel Team's in producing Travel Plans alongside schools. Travel Plans form part of the planning conditions which must be discharged before permission is granted to expand. The Travel Plan should help mitigate the transportation impact from a schools expansion. The School Sustainable Travel Team organises and delivers a number of measures to support the schools achieve modal shift.

RECOMMENDATIONS:**The Local Committee (Surrey Heath) is asked to note:**

- (i) School Travel Plans (Surrey Heath) - Progress Report.

REASONS FOR RECOMMENDATIONS:

Noting the report will increase awareness and support for School Travel Plans and show recognition at the highest level for schools, teachers, parents and pupils whom have worked hard to achieve a positive change for their school community.

1. INTRODUCTION AND BACKGROUND:

Travel planning encourages people, as individuals or within organisations, to make informed choices about their travel. Schools are offered a number of measures and initiatives to encourage pupils, parents and staff to travel more sustainably. Measures and initiatives consist of:

Reception: Road Safety Play Box – Toys and games related to traffic or road safety.

Year 1, 3 & 4: Pedestrian Training – Teacher lead training on walking safely, crossing road and using crossings.

Year 2: Pedals – Scooter and cycle basic skills training.

Years 5/6 and Key Stage 3: Bikeability Levels 1, 2 & 3 – National standard cycle instruction (on and off road).

Years 7 & 11: Theatre in Education – Performance based education about travelling to school independently and dealing with distractions and the impact of road traffic incidents.

Whole School: Golden Boot Challenge – Month long inter-class competition to improve levels of sustainable travel.

Key Stage 2: Park Smart – Student lead parking enforcement. Uses a polite notice left on cars to encourage considerate parking by parents carried out in conjunction with local police.

Key Stage 2: School Speed Watch – Student lead roadside education for speeding drivers.

Whole School: ECO Schools and Ashden Award – Award scheme for schools that complete Eco and Sustainable challenges in a variety of topics including transport.

1.1 The Travel Planning Strategy forms part of the Surrey Local Transport Plan and notes:

“A School Travel Plan (STP) document sets out objectives and actions for improving road safety - through education, training, engineering and enforcement. School travel planning also helps to reduce car dependency on the school journey by making it safer and easier for children to walk, cycle or catch public transport. This has long-term health benefits, reduces air pollution and traffic congestion, and helps children arrive at school awake, refreshed and ready to learn.”

“The county council acknowledges that increasing the proportion of school children that are walking and cycling to school potentially increases the number of vulnerable road users. However, investment in pedestrian and cycle training, as well as initiatives such as the walking bus, can help to reduce the risk of child casualties on the school journey. Furthermore, school travel planning measures can contribute to a reduction in the number of vehicles on the road, particularly in the immediate vicinity of schools, which can also reduce the instances of conflict between pedestrians and cars at busy times of the day.”

1.2 The Schools expansion programme was implemented as a result of the increased birth rate in Surrey and thus the need for more school places.. In the last academic year (2014/15) Surrey County Council (SCC) provided over 4,100 new school places. Over the next 5 years (2015/16 – 2020/21) the county Council must find a further 13,000 school places at the cost of £290 million. For the majority, School Travel Plans form part of the planning conditions schools must discharge before expansion is granted.

1.3 There are three stages to a School Travel Plan (Framework, Full and Monitoring). Each plays a key role at different stages of a schools expansion. A Framework travel plan is appropriate when the 'end users' are not yet known, usually when pupils and staff have not yet occupied the development. A framework STP details the current travel situation of a school prior to expansion. Even though Framework Travel Plans still contain measures and objectives, schools are not formally monitored against these because specific targets cannot be added until the school is aware of where their pupils are travelling from and how.

1.4 Full Travel Plans are required when the 'end users' are known. This is often when pupils and staff have already occupied the development. Many schools have a planning condition to update their STP from Framework to Full. This usually must be completed within 3 months of occupation of the new development. At this stage the travel plan will include specific targets for the school to achieve. The school will be formally monitored on its performance against these targets one year after they complete their Full STP.

1.5 Formal monitoring is undertaken with schools that have completed a Full School Travel Plan. Schools are measured against the targets and measures set in their STP. There is currently no set timeframe for how long schools to be monitored after completing a full STP.

1.6 The School Travel Strategy outlines the length of time a school should be monitored following an expansion. It sets a target for all schools of a 10% decrease in single occupancy or single family car use. This strategy is yet to be formally approved by Cabinet and is therefore only used as guidance.

2. ANALYSIS:

School Travel Plans, Surrey Heath Borough.

Current expansions and future expansions.

2.1 Surrey Heath has 31 schools (4 Secondary, 11 Primary, 4 Junior and 9 Infant). One school holds an active Travel Plan due to recent expansions. This makes up 3% of the Boroughs schools. The school which holds a Travel Plan is:

- Connaught Junior

2.2 The County Council's School Sustainable Travel Team (SSTT) would like to encourage the remaining 30 schools in Surrey Heath to write, review or update their School Travel Plans using the Modeshift STARS (Sustainable Travel Accreditation and Recognition for Schools) System. Modeshift STARS is an online School Travel Plan platform that supports schools with digital resources. STARS incentivises schools through its own award scheme where schools can achieve Bronze, Silver and Gold awards for completing a comprehensive STP over a number of years. SSTT will continue to support all schools to run sustainable transport and road safety initiatives regardless of whether they hold an active STP.

2.3 The Travel Plan good practise guide 2010 is used to inform schools and businesses on how to write a successful Travel Plan and what to include for the county planning authority. The document is currently under review and due to be updated as some of the information contained within the document is now out of date.

2.4 Please see Annex tables for progress made by schools to achieve increased level of sustainable travel.

School Travel Impact

2.5 Data collected by SCC in August and September 2015 suggests school traffic accounts for around a 13% increase in all vehicles on the road during peak times in September compared to the same period in August.

2.6 Statistics from the Department for Transport (DfT) released in August 2015 show Surrey has the slowest rush hour traffic of any county in England with the average speed reaching 22.5mph.

2.7 The relevant Strategy and Guide are listed below:

- Travel Planning Strategy 2010
- School Transport Strategy (awaiting cabinet approval)
- Travel Plan good practise guide 2010

3. OPTIONS:

3.1 Note the report – Have a better understanding of the challenges school communities face travelling to and from school and provide encouragement to schools to complete their STPs.

4. CONSULTATIONS:

4.1 The School Sustainable Travel Team consults with expanding schools that require a Travel Plan. The consultations discuss the issues in detail and identify barriers the school community face in travelling sustainably. Baseline data is collected on pupil's mode of travel to school. This data is used to set schools S.M.A.R.T (Specific, Measurable, Attainable, Realistic and Time-bound) targets. - Project Mangers from Property Services work in partnership with the Schools Commissioning Team to hold various consultations with schools on the expansion process and its impact.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 Schools can save money and reduce their carbon footprint through a reduction in their fuel bills. This can be achieved by successfully participating in Eco-schools and The Ashden Award. These initiatives are self-supporting and form part of the Travel Plan. Savings range from school to school depending how much is invested. Gap consultancy carried out an energy audit on the 20 schools which took part in Surrey. They estimated an average saving of £1700 and 6500 KG of CO2 per year. These savings are year on year

5.2 Promotion of sustainable travel to school helps reduce congestion on Surrey's road network at peak times and helps improve the local economy by improving commuting times for businesses.

5.3 Families using sustainable means of travel can reduce their expenditure on fuel and upkeep on their private vehicle(s).

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 School Travel Plans are aimed at the whole school community including local residents and families of pupils. The Travel Plan introduces and promotes more travel choices allowing a more informed decision about how they travel.

6.2 The Travel Plan measures which promote sustainable and active travel may not be suitable for everyone in the school community due to cultural and learning differences. In these circumstances the team endeavour to offer alternative events and activities.

7. LOCALISM:

7.1 The school community, local residents and businesses within the local vicinity will be impacted by the Travel Plan. Schools which see a positive shift from single family car use to sustainable methods will see a reduction in vehicle congestion and an increase in footfall along pathways.

7.2 Travel Plans can be an important tool in building relationships with local residents and businesses that have reservations about schools expanding. The Travel Plan communicates to residents and business owners that the school is making a conscious effort to combat any increased congestion and pollution arising from the school's expansion.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	Set out below.
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	Set out below.
Public Health	Set out below.

8.1 Sustainability implications

Supporting school communities to delivery and promote sustainable transport can reduce levels of congestion, pollution, road traffic incidents. Increased level of sustainable travel can reduce the financial implications of congestion upon the local economy by reducing commute times.

8.2 Safeguarding responsibilities for vulnerable children and adults implications

Surrey County Council gives schools and parents discretion to exclude pupils from events and activities promoting sustainable travel through the STP if reasonable steps cannot be taken to safeguard vulnerable children or adults.

8.3 Public Health implications

Increased sustainable and active travel to school can positively tackle obesity and other 'underactive' related illnesses. Studies suggest that travelling to school actively can improve mental well being and improve concentration levels at school.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The demand on school places in Surrey has seen large scale school expansions. This has placed a significant burden on schools and the School Sustainable Travel Team to produce Travel Plans in order to mitigate the transport impact on the highway.

9.2 Schools have undertaken initiatives to support behaviour change amongst their families and wider school community however, some schools may need further encouragement to write and complete their Travel Plan.

10. WHAT HAPPENS NEXT:

10.1 An update to Local Committee, Surrey Heath on the progress on School Travel Plans in the borough will be submitted on an annual basis.

10.2 Councillors can access Modeshift STARS system to see progress made by schools throughout the year. Please contact Luke Forshaw (luke.forshaw@surreycc.gov.uk) for guidance on how to sign up.

10.3 Councillors are asked to contact schools to offer support on their Travel Plan's if and when appropriate. Sustainable School Travel Team is happy to advise which schools need additional support.

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Consulted:

- **Rebecca Harrison, School Sustainable Travel Team, Team Leader (SCC)**
- **Marc Woodall, Sustainable Transport Manager (SCC)**
- **Harris Vallianatos, Travel SMART Engagement Team Manager (SCC)**

Annexes:

Table 1. Surrey Heath, School Travel Plan measures table.

Table 2. Bikeability training table 2014/15

Table 3. Golden Boot Challenge data 2015

Sources/background papers:

- Travel Planning Strategy, Surrey County Council - 2010
 - Travel Plan Good Practise Guide, Surrey County Council – 2010
 - School Travel Strategy, Surrey County Council – (Waiting Cabinet approval)
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Annexes

Surrey Heath School Travel Plan Table

Table 1.

Schools	STP Type	Sustainable Travel % (Pupils & Staff)	Pedestrian Training	Golden Boot Challenge or Walk Once A Week (Living Streets)	Speed Watch	Bikeability or Pedals	Park SMART	Eco – Schools and/or Healthy Schools	Road Safety related news letters / Assemblies	Theatre in Education / Safe Drive, Stay Alive	Information Packs (Welcome Packs or cycle maps etc)	Car Sharing Scheme or Park and Stride	Infrastructure improvements (Cycle or scooter parking and lockers)	Working with external Organisations (Surrey Police & Borough Councils)
Connaught Junior	Full	P: 63% S: 15%		X		X	X		X				X	X

Bikeability training table 2014/15

Table 2.

SCHOOLS IN SURREY HEATH	ACADEMIC YEAR	NO. OF LEVEL 1 COURSES	NO. TRAINED AT L1	NO. OF LEVEL 2 COURSES	NO. TRAINED AT L2	NO. OF PEDALS COURSES	NO. TRAINED AT PEDALS	NO. OF LEVEL 3 COURSES	NO. TRAINED AT L3
Connaught Junior School	2014-2015			5	50				
Connaught Junior School	2014-2015	3	57						
Cordwalles Junior School	2014-2015	1	26	1	6				
Crawley Ridge Junior School	2014-2015	3	51						
Frimley CofE Junior School	2014-2015			7	58				
Frimley CofE Junior School	2014-2015	4	62						
Hammond Community Junior School	2014-2015	3	74						
Hammond Community Junior School	2014-2015			8	69				
Holy Trinity CofE Primary School	2014-2015			8	58				
Lakeside Primary School	2014-2015	2	39						
Lakeside Primary School	2014-2015			2	24				
Lightwater Village School	2014-2015					4	60		
Lyndhurst School	2014-2015	1	11	2	15	2	22		
Mytchett Primary School	2014-2015			2	20				
Mytchett Primary School	2014-2015	1	11						
Prior Heath Infant School	2014-2015					4	60		
Ravenscote Community Junior School	2014-2015	2	36	2	16				
St Augustine's Catholic Primary School	2014-2015	2	41	5	42				
St Lawrence CofE (Aided) Primary School	2014-2015	1	19	2	24	2	25		
The Grove Primary School	2014-2015	1	20	3	23				
Windlesham Village Infant School	2014-2015					4	50		
TOTALS		158	3370	424	3976	32	465	0	0

Golden Boot Challenge data 2015

Table 3.

School Name	Borough	Baseline data (2015)	Average green travel	Highest green travel	Average green change
Bagshot Infant	Surrey Heath	62%	79%	93%	17%
Connaught Primary	Surrey Heath	74%	83%	89%	9%
Frimley C of E School	Surrey Heath	69%	77%	90%	8%
Grove Primary	Surrey Heath	65%	72%	85%	7%
Hammond Community Junior	Surrey Heath	69%	82%	90%	13%
Heather Ridge Infant	Surrey Heath	63%	67%	71%	4%
Holy Trinity C of E School	Surrey Heath	53%	85%	96%	32%
Lakeside School	Surrey Heath	62%	70%	81%	8%
Lightwater Village School	Surrey Heath	52%	76%	86%	24%
Lorraine School	Surrey Heath	/	80%	91%	/
Pine Ridge Infant & Nursery	Surrey Heath	81%	71%	83%	-10%
Prior Heath Infant	Surrey Heath	37%	64%	69%	27%
Ravenscote Community Junior	Surrey Heath	77%	84%	92%	7%
St. Lawrence C of E Primary	Surrey Heath	39%	66%	80%	27%

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Baseline data is taken before the challenge begins. Pupils are asked how they usually travel to school (Car, Walk Cycle, Bus and Train etc) through hands up surveys taken in class. This data is used to make a comparison with the average green travel throughout the challenge. The percentage is the number of pupils travelling by sustainable modes of travel (Walking, Scooting, Cycling and Park & Stride etc) at particular points during the challenge.

The highest green travel is the maximum level of green travel achieved at any one point during the schools challenge.

Average green change shows the difference between the baseline data and the average green travel. This shows the success of challenge in each school.

Schools with '/' signed up to the website but did not enter any data. We know of some schools that like to take part using our paper class charts rather than the website. Therefore, No data doesn't always mean they didn't complete their challenge. Schools must sign up to the website to receive resources from SCC.