

Calderdale Metropolitan Borough Council

Sustainable Travel and Transport Strategy

1 Introduction

1.1 Section 508A of the Education and Inspections Act 2006, came into force from April 2007 and places a general duty on local authorities to promote the use of sustainable travel and transport. Incorporated into this is the requirement to produce a strategy to develop the sustainable travel and transport infrastructure within the authority so that the travel and transport needs of children and young people are better catered for.

2 Vision and Objectives

2.1 The sustainable travel and transport strategy has been developed to reflect the Children and Young People Services' priority to provide the best services possible to the children and young people of Calderdale to allow them to:

- be healthy;
- stay safe;
- do as well as they can at school or college;
- help themselves and their communities; and
- grow to be responsible adults.

2.2 The vision is to increase the number of young people in Calderdale using healthier travel options which will improve their physical well-being and safe guard the environment.

2.3 This document details our objectives over the next 3 years in order to secure a shift to more sustainable transport choices. The objectives will help us achieve the vision detailed above. A work programme is included which deals with particular issues identified as priorities.

2.4 The objectives of the sustainable travel and transport strategy are to:

- encourage young people to cycle to school;
- encourage the use of "walking to schools" initiatives;
- increase participation in car sharing;
- increase bus usage;
- increase participation in the independent travel scheme;
- improve the environment by lowering kerbs for young people with special needs;
- improve behaviour on home to school transport provision;
- raise personal safety awareness of young people transferring to secondary schools;
- improve the quality of data;
- improve the quality of information to parents and young people transferring to secondary education; and
- take account of sustainable transport issues when building new residential properties.

3 Identification of need (Research and Analysis)

School Travel Plans

- 3.1 A school travel plan is a document produced by the school in conjunction with a number of partners including the local authority staff, parents and young people. It encompasses all the issues relevant to travelling to and from school, from health and safety to proposals for making improvements. They are a means to bring together the ideas and contributions of different groups of people, to help solve problems.
- 3.2 The development of school travel plans can be linked to a wide range of programmes, such as healthy school awards and sustainable school awards. Whatever the links, the active engagement of young people in travel plan development, monitoring, and review is vital to their long term success, and will also help to ensure that the data obtained for travel needs is meaningful.
- 3.3 In Calderdale the travel advisers have worked with many schools to survey young people, recording how they usually travel to school and how they would like to travel to school. To date, around 73% of schools have developed travel plans and it is expected that all schools will have developed one by the end of the decade.
- 3.4 The travel plans identified a range of benefits from increased road safety, to healthier and more alert engaged young people, to increasing independent travel for young people with special educational needs.
- 3.5 Any common issues raised in the travel plans completed to date have been incorporated into the objectives and work programme.

Transport Survey

- 3.6 A survey was conducted in the Autumn Term 2006 of all young people in receipt of a free school bus pass. The survey was designed to assess the following areas:
 - efficiency of the bus service;
 - issues/problems experienced on the bus service; and
 - how the Authority can improve the bus service.
- 3.7 A total of 1369 surveys were distributed which resulted in an acceptable return rate of 24% to provide meaningful analysis of the data. On the whole more than 89% of those who completed the survey were satisfied with the efficiency of the bus service currently used. The sample was asked to comment on the punctuality, cleanliness and the attitude of the driver.
- 3.8 When questioned on the difficulties experienced on the journey to and from school, the top three issues identified were:

| | |
|----------------|-----|
| • overcrowding | 58% |
| • smoking | 38% |
| • bullying | 29% |

3.9 When asked how the service could be improved the top suggestions are detailed below:

- same driver 33%
- CCTV cameras 32%
- adult supervision 30%
- ban student from bus 30%

3.10 The sustainable travel and transport strategy includes action points to address the common themes arising from the survey.

Annual School Census

3.11 From 2007 'mode of travel to school' has been included in the annual school census. All schools with a travel plan are required to complete this question in their returns, providing the Authority with monitoring data on existing travel patterns to schools in their area. This is also a mandatory indicator in the West Yorkshire Local Transport Plan (LTP), in which the Council is a partner.

3.12 Where census data is felt to be inadequate the Authority will conduct sample surveys of children and young people to obtain supplementary data in order to obtain a more accurate picture.

| Mode of Travel in Calderdale Schools – Jan 2007 | | |
|--|------------------|--------------------|
| Mode | Primary % | Secondary % |
| Walking | 50.95 | 46.70 |
| Car/Van | 41.96 | 31.66 |
| Bus Services | 3.69 | 19.81 |
| Car Sharing | 2.07 | 0.75 |
| Taxi | 0.34 | 0.47 |
| Cycle | 0.09 | 0.18 |
| Train | 0.00 | 0.12 |

3.13 Analysis of this data assisted in forming some of the objectives included in this strategy.

Sustainable Transport Issues

3.14 The authority defines sustainable modes of travel as those which improve the physical well-being of the young people who use them and the environmental well-being of all or part of the local authority's area, or a combination of both.

3.15 Walking and cycling is likely to increase the health of young people and may well bring environmental benefits from reduced levels of congestion and pollution. Similarly, bus use or car sharing could be considered to bring environmental benefits in comparison to individuals travelling by car.

4 Policy Areas

4.1 The sustainable travel and transport strategy is a major development in encouraging more sustainable methods for home to school/college travel. A vital part of the strategy is how it links and integrates with other strategies, plans and policies within the council. Detailed below are some which have been taken into account when preparing this strategy.

School Travel Plans

4.2 The national target is for all school travel plans to be in place by 2010. Interim targets in relation to this have been achieved and work is continuing to get more schools working on individual plans.

Local Transport Plan 2 (LTP2)

4.3 This sets out a programme for a wide range of improvements to local transport over the period 2006 – 2011. The LTP2 will help to:

- deliver a more sustainable transport system with growth in the use of alternatives to the private car including bus, train and bicycle;
- provide improved accessibility to jobs and key facilities;
- improve road safety and reduce road casualties;
- reduce vehicle emissions and improve air quality in those areas worst affected by pollution;
- improve journey safety and security;
- deliver better travel information through the use of modern technology; and
- provide better facilities for pedestrians and cyclists.

Rights of Way Improvement Plan (2007 – 2017)

4.4 The rights of way improvement plan is designed to have a positive impact on the economic, social and environmental wellbeing of the District. Improvements will help to develop a sustainable approach to Rights of Way Management, thereby increasing everyone's opportunities to enjoy access to many parts of Calderdale. The plan gives particular focus to safe routes to school and links to the LTP2 for cycling and walking routes.

Unitary Development Plan

4.5 Areas which link to this strategy are as detailed:

- GNE2 Protection of the environment
- GT1 Provision of a sustainable, safe and efficient transport system

4.6 It provides a long term vision for land use in the district until 2016. Transport policy is an essential element of integrated land use in planning. It is able to complement this strategy by making sure that developments are built where they can give opportunities to use public transport, walking, cycling or other modes of transport, and by putting in place policies to encourage and support sustainable development.

Walking Strategy

4.7 The West Yorkshire walking strategy is detailed at Appendix 7 of the LTP2 and is fully supported by the Authority. In addition the Authority has produced its own specific strategy and action plan. The objectives of the West Yorkshire Walking Strategy are detailed below:

- increase the proportion of journeys undertaken on foot especially by achieving a transfer from private car use;
- emphasise the role of walking as part of journeys by public transport;
- improve the environment to make walking more attractive by enhancing safety, security and environmental quality;
- promote walking as a practical mode of travel with benefits to health, the environment and the community;
- make it possible for more journeys to be made by foot by people with impaired or reduced mobility;
- ensure that the actions which encourage walking and cycling complement one another to realise opportunities for achieving a more sustainable local travel patterns.

Cycle Strategy

4.8 This is incorporated into the LTP2 Appendix 7 and is fully supported by Calderdale Council. The strategy has the following four objectives:

- to encourage more people to cycle more often for both utility and leisure journeys, and so help to reduce the dependency on private cars;
- to develop a safe, convenient, efficient and attractive transport infrastructure that encourages and facilitates cycling;
- to reduce the casualty rate of cyclists;
- to ensure that policies to increase cycling and meet the needs of cyclists are integrated into all appropriate policies, plans, strategies and resource bids.

Independent Travel Training

4.9 Independent travel training is available to young people with special educational needs who reside within the Calderdale boundary. An assessment of need is undertaken by the Council's Independent Travel Co-ordinator and a plan of action is agreed with the parent/carer and school. The travel training is broken down into manageable stages to develop the young person's skills and confidence. They are not progressed to the next stage without a review of the risk assessment and the consent of the parent/carer.

4.10 Independent travel training is now embedded into both the home to school transport policy and post 16 transport policy. A number of secondary schools are working with the Council's Independent Travel Co-ordinator in order to equip young people with the skills to become independent travellers. Further work has been undertaken to secure funding for an additional post to support primary aged children working towards independence. In addition, Ravenscliffe School provides intensive training under the 'Independent in a Month' scheme which is supported and funded via LSC Partnership funding.

Road Safety Strategy

4.11 The aim of the Road Safety Strategy is to reduce road accidents and the fear of road accidents through education and engineering. The strategy also seeks to promote sustainable travel as part of its School Travel Planning programme. Key areas of the strategy include education and training, school travel planning and engineering.

4.11.1 **Education and Training** - infant children will receive practical pedestrian training and an in-car safety lesson. Junior children will be offered cycling proficiency training. All children cycling to school will be provided with appropriate training and all children in primary schools (with a School Travel Plan) will be given a lesson on Safe, Green Travel.

4.11.2 **School Travel Planning** - through the school travel planning process all schools will be encouraged to promote walking, cycling and bus usage. Car use, apart from car sharing will be discouraged. Walking buses will be promoted and advice will be offered on how to start them and Park and Stride schemes, which utilise car parks some distance from the school, will be promoted. Bike trains, which encourage children to cycle to school on safer routes, will be used where possible

4.11.3 **Engineering** - waiting restrictions at school start and finish times are introduced to discourage indiscriminate and dangerous parking outside school. Where appropriate speeding past schools will be discouraged by traffic calming and Vehicle Actuated Signs. Footpaths are improved and safer road crossing points are introduced. Minor works such as signing, School Keep Clear markings, and barriers are provided.

Transport Policies

4.12 The Home to School Transport Policy gives guidance on the criteria required for young people to qualify for free transport assistance to and from school. Sustainable provision is used wherever possible and the majority of assistance provided incorporates the use of bus, train or bicycle.

4.13 The Post 16 Transport Policy is a partnership policy and sets out the criteria required for young people to qualify for free home to school or college transport. Again, the use of sustainable methods of travelling are encouraged and assistance is normally provided by means of a bus/train pass or an allowance to facilitate the purchase of a bicycle.

Work Programme

| Actions | Timescales | Cost/Budget Code | Team Responsible |
|---|------------|------------------|----------------------|
| To encourage young people to cycle to school | | | |
| All primary school children to be offered (through schools) cycle proficiency level 2 training. | Ongoing | 5618 | Road Safety |
| All secondary aged children who wish to cycle to school will be offered training (through schools) on level 3 road safety training. | Ongoing | 5618 | Road Safety |
| Under 7 year olds to be offered level 1 training where a family member cycles with the child to school. | Ongoing | 5618 | Road Safety |
| Undertake audit of current cycle storage facilities within secondary schools. | July 2008 | 5618 | Road Safety |
| Prepare publicity to promote the opportunity of using own bikes. | July 2008 | 5618/607F | Road Safety/Access |
| Secondary schools promoting cycling to school will be provided with road safety training and work will be undertaken to identify and, if possible, improve suitable routes. | Ongoing | 5618/607F | Road Safety/Access |
| To take account of sustainable transport issues when building new residential properties | | | |
| Liaise with planning and admissions on school building developments re transport implications. | Sept 2008 | 6072 | Access Team |
| Identification of new developments without adequate footways and access to schools and the cost implications. | Sept 2009 | 6072 | Access Team |
| Providing and maintaining safe foot and cycle routes around schools. | Ongoing | | Engineering Services |

| Actions | Timescales | Cost/Budget Code | Team Responsible |
|--|------------|------------------|--|
| LTP to ensure new developments are accessible to community services. | Mar 2010 | LTP | Planning/Engineering Services |
| Develop guidance for planners regarding the impact new developments can have on sustainable travel for the school journey. | Sept 2009 | 5618/6072 | Road Safety/Access Team |
| To improve the environment (ie lowering kerbs) for young people with special needs | | | |
| Ensure all puffin and pelican crossings have <u>tactile</u> knobs and tactile paving for blind. | Ongoing | LTP | Engineering Services |
| Improve bus accessibility at bus stops. | Mar 2010 | LTP | Engineering Services |
| Assess individual routes and arrange footpath improvements for wheelchair users (i.e. dropped kerbs). | Apr 2008 | | Engineering Services/ Disability Team |
| Increase access to training on independent travel for primary aged children. | Apr 2009 | 6072 | Access Team |
| To improve behaviour on home to school transport provision | | | |
| Increase participation in Junior Safemark and Senior Safemark. | July 2009 | 6072 | Access Team |
| Publish and obtain sign up to behaviour guidance. | Sept 2008 | 6072 | Access Team |
| Inform schools of new duties and responsibilities regarding behaviour outside the school premises. | Dec 2007 | 6072 | Access Team |
| To encourage the use of 'walking to schools' initiatives | | | |
| Promote and encourage schools to set up walking initiatives. | Ongoing | 5617 | Road Safety |
| Make improvements to footpaths as necessary. | Ongoing | | Engineering Services |

| Actions | Timescales | Cost/Budget Code | Team Responsible |
|---|--------------------|-------------------------|-------------------------|
| Publicise walking routes in school literature. | Sept 2008 | 5617 | Road Safety |
| All children in Y2 will be offered practical pedestrian training. | Ongoing | 5617 | Road Safety |
| Undertake pedestrian training at schools promoting walking initiatives. | Ongoing | 5617 | Road Safety |
| To increase bus usage | | | |
| Reorganisation of buses. | As requested | 6072 | Access Team |
| Increase participation in Junior Safemark and Senior Safemark. | July 2009 | 6072 | Access Team |
| Increase MyBus Scheme. | April 2008 | 6072 | Access Team |
| To increase participation in independent travel scheme | | | |
| Increase school involvement in independent travel scheme. | On going | 607J | Access Team |
| Undertake work with primary schools to extend the scheme to Y5 and Y6 children initially. | April 2008 onwards | 6072 | Access Team |
| To increase participation of families in car sharing | | | |
| Investigate outcomes of Census data. | Feb 2008 | 5617 / 6072 | Road Safety/Access Team |
| Provide information to schools on completing census data around travel to school questions. | Dec 2007 | 5617 | Road Safety/Access Team |
| Prepare marketing plan for promoting car sharing scheme. | Sept 2008 | 5617 | Road Safety |
| Monitor and evaluate uptake of scheme. | Sept 2009 | 5617 | Road Safety |
| To improve the quality of data | | | |
| Obtain supplementary data on car sharing by sampling a selection of schools. | Sept 2008 | 5617 | Road Safety |

| Actions | Timescales | Cost/Budget Code | Team Responsible |
|--|------------|------------------|------------------|
| To improve the quality of information to parents and young people transferring to secondary education | | | |
| Investigate information available to schools from Metro. | Sept 2009 | 6072 | Access Team |
| Devise individual information sheets detailing sustainable travel networks. | July 2009 | 6072 | Access Team |
| Collaborate with Metro regarding a computerised journey planner for young people. | July 2010 | 6072 | Access Team |
| To raise personal safety awareness of young people transferring to secondary schools. | | | |
| Devise a teaching resource for primary schools. | Jul 2009 | 6072 | Access Team |
| Consider delivering training to primary school staff. | Dec 2009 | 6072 | Access Team |
| Consider use of theatre groups for promotion to Y8 children. | Jul 2008 | 6072 | Access Team |
| Issue safety leaflets (year 6 children) | Jul 2008 | 6072 | Access Team |