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Sustainable Modes of Travel Strategy

August 2009

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CITY COUNCIL



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1. INTRODUCTION

Why produce a Sustainable Modes of Travel Strategy

- 1.1 In recent years there has been a growing awareness of the links between education provision and transport. Coupled with this, there has been greater environmental awareness and a desire to achieve sustainability in transport and education policies and provision. This is all set against a background of increasingly complex educational travel demands.
- 1.2 The Education and Inspections Act, 2006, places a duty on city council to promote the use of sustainable travel and transport on school journeys. To fulfil this, the Act requires all local authorities to develop developing the sustainable transport infrastructure, alongside the existing [School Travel Plan Strategy](#), so that it better meets the needs of children and young people in their area. Further details of the requirements of the Education and Inspections Act can be found in figure 1.

Scope of the Strategy

- 1.3 This Strategy covers the period from November 2007 to March 2011, in line with Peterborough's Second Local Transport Plan (LTP2).
- 1.4 The duty to promote sustainable travel applies to children, and young people of sixth form age, (i.e. children of compulsory school age and below, and young people over compulsory school age but under 18, or older if they started a course of further education before their 19th birthday and are still participating in that course).



- 1.5 The duty applies to children, and young people of sixth form age, in general (rather than to each individual child or young person). It applies to:
- All those resident in Peterborough City Council's area, and receiving education or training; and
 - Those not resident in the city council's area, but who travel within the city council's area to receive education or training.
- 1.6 Journeys which are covered by the duty include:
- Journeys to and from institutions at the start and end of the day (including attendance at pre- and after-school activities); and
 - Journeys between institutions during the day.
- 1.7 Journeys may be to, from or between schools, further education institutions, and other institutions where education or training might be delivered. As such the duty therefore includes the travel implications consideration of extended schools, and transport for the 14 -19 age groups.
- 1.8 The Act defines sustainable modes of travel as those that the LA considers may improve the physical well-being of those who use them, the environmental well-being of all or part of the city council's area, or a combination of the two.



Development of the Strategy

- 1.9 Guidance produced in 2007¹ by the Department for Education and Skills (now known as the Department for Children, Schools and Families) sets out four main elements for the development of the duty. These are:
- An assessment of the travel and transport needs of children and young people within the city council's area;
 - An audit of the sustainable travel and transport infrastructure within the city council's area that may be used when travelling to and from, or between schools and other institutions;
 - A strategy to develop the sustainable travel and transport infrastructure within the city council so that the travel and transport needs of children and young people are being catered for; and
 - The promotion of sustainable travel and transport modes on the journey to, from, and between schools and other institutions.
- 1.10 This Strategy builds on and complements other existing local and national strategies by drawing together the specific issues relating to education travel into one document. It will build on the work already undertaken in the [Peterborough School Travel Plan Strategy](#), published in 2005 and responds to the new requirements of the Education and Inspections Act 2006.
- 1.11 This Strategy outlines the context for school travel in Peterborough, provides an assessment of need and an audit of existing infrastructure. It then sets out a strategy to develop the sustainable travel and transport infrastructure and promote sustainable school travel. An Action Plan sets out in more detail how these intentions will be met over the period of the Strategy. A summary of this Action Plan can be seen overleaf.

¹ DfES (2007) 'Home to School Travel and Transport Guidance'



Consultation

1.12 This Sustainable Modes of Travel Strategy has been published following a full consultation with all interested parties in December 2008. It will be updated in August of each year and published on Peterborough City Council's website: www.peterborough.gov.uk/page-14756. The Strategy was last updated in August 2009.



1.13 The Sustainable Modes of Travel Strategy will be published on the internet as part of the on-going consultation process and any feedback received will be incorporated into the annual review. More details of the review and monitoring of this Strategy can be found in Section 7.

1.14 In addition to the Sustainable Modes of Travel Strategy document, there is a summary of the strategy document published for parent's information on the council website www.peterborough.gov.uk/pdf/sustainschooltravelstrat.pdf



Table 1: Summary of Objectives and Key Actions

Objective 1: Work with schools to encourage all schools to develop a school travel plan	
Key actions	Timescale
Liaise with remaining 9 schools (1 secondary, 6 primary and 2 independent) to ensure that they complete their school travel plans by December 2010	Short
Promote other linked initiatives which are covered in the school travel plan and that impacts on child health and sustainable travel, such as Eco school status, healthy schools status and sustainable school status	Short
Evaluate all new school travel plans using the DCSF 2007 guidance ensuring that they are of a suitable high quality and set out realistic actions	Short
Recognise good practice in the development and implementation of school travel plans through the school travel plan Awards ceremony	Short/Medium
Liaise with colleges in Peterborough and surrounding area to encourage the development of college travel plans	Short
Ensure all planning applications for new, expanding or extended schools and colleges are accompanied by a new or revised travel plan, as required by Planning Policy Guidance 13	Short
Objective 2: Working with schools to implement, monitor and review school travel plans	
Key actions	Timescale
Undertake an annual review of all school travel plans to ensure that they remain active and up to date. This will include a programme of monitoring and evaluation of progress against targets set in school travel plans	Short
Identify solutions and highlight potential projects to the Safer Journeys to School programme	Short
Produce a termly newsletter called 'Foot:prints' containing updates on school travel plans , local and national promotion to highlight current initiatives in sustainable school travel	Short
Introduce a rolling three year programme for schools to revise their travel plan	Medium



Objective 3: Promote walking, cycling and public transport for the school journey

Key actions	Timescale
Offer all primary schools pedestrian training for all reception children and their parent/carer	Short/Medium
Introduce Park and Stride schemes where appropriate to do so	Medium
Introduce Walking Bus schemes where appropriate to do so	Medium
Offer on-road cycle training to all primary children aged 10 and over	Short
Work towards National Standards level 1, 2 and 3 cycle training	Ongoing
Works towards Bikeability level 1, 2 and 3	Medium
A Bike it officer to work in schools to promote cycling	Medium
Investigate improvements to public transport ticketing options to encourage wider use of public transport for the school journey	Medium
Provision of walking, cycling, public transport maps for each school	Short
Encourage schools to include reference to sustainable travel in their prospectus, induction days and information to parents	Medium
Improve sustainable school travel information on the council's website and provide the link to school websites	Short
Continue to encourage schools to link sustainable travel into curriculum such as PSHE Lessons as part of the lesson play	Short
Provide example lesson plans linked to curriculum for primary and secondary schools	Short

Objective 4: Implement a programme of engineering measures to improve access to schools

Key actions	Timescale
Improve walking and cycling infrastructure along routes to school through the safer journeys to school programme	Medium
Ensure new developments include good walking and cycling routes to local schools and colleges and good access to public transport provision	Medium
Provide schools with details of cycling guidelines etc to facilitate them to implement their own improvements	Short



Objective 5: Promote awareness of sustainable travel, road safety, good behaviour and healthy travel to school

Key actions	Timescale
Provide a programme of Theatre in Education to pupils of all ages, on a rolling programme	Short
Investigate ways of continuing to provide independent travel training	Medium
Encourage schools to use a variety of means to promote appropriate standards of behaviour on the school journey, particularly when preparing pupils moving from primary to secondary school	Short
Provide pupils, parents and schools with an up-to-date Student Behaviour Policy on a regular basis	Short
Monitor all incidents of misbehaviour on school transport services, identifying any trends and acting on these as appropriate	Short
Work with transport operators, parents and schools to reduce the non-compliance of the Student Behaviour Policy	Medium
Proactively work with transport operators, pupils, parents and schools to encourage positive relationships	Medium
Incorporate sustainable travel resources and opportunities into the school curriculum	Short
Deliver ongoing road safety education, training and publicity campaigns and adapt and review in line with casualty data	Short
Work in partnership with Eco school and Healthy schools initiatives to promote linked aims into curriculum	Medium
Deliver Year 7 road safety programme in at least 4 secondary schools per academic year	Short
Deliver Be Safe Be Seen campaign to children and teenagers during October and November linking to national campaigns	Short

Objective 6: Provide transport to school as prescribed in the Children's Services Transport Policies

Key actions	Timescale
Increase the number of eligible secondary school pupils travelling to school by public transport, where walking or cycling to school is not possible	Short
Investigate and implement improvements to the quality of school transport services	Medium
Introduce Yellow Buses (or the Yellow Bus philosophy) on to the school run where appropriate to do so	Medium
Maintain high quality drivers and escorts through introduction of NVQ requirements	Medium
Investigate and implement the use of CCTV on school transport services	Medium



Objective 7: Monitoring and targets

Key actions	Timescale
Set up a working group to take responsibility for the Strategy and its updating and implementation	Short
Ensure all targets are monitored and reported in line with council policy	Medium
Undertake an annual school transport census to meet the requirements of National Indicator 198	Short
Periodically review the Children's Services Transport Policies	Medium
Periodically review the Service Level Agreement between Children's Services and Operations to enable effective delivery of the Children's Services Transport Policies	Medium

The key objectives and action plan can be seen in more detail in Appendix 13.



2. POLICY CONTEXT

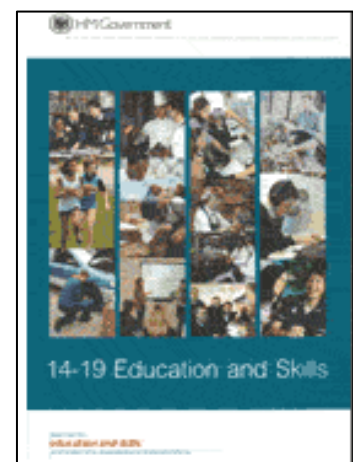
Legal and Strategic Context

2.1 There is a statutory requirement for the city council to provide home to school transport for certain young people. This is governed by four Education Acts:

- The 1944 Education Act - requires the city council to provide free transport on distance grounds to facilitate a child's attendance;
- Section 509(4) of the Education Act 1996 – requires the city council to take certain factors into account when deciding whether or not it is necessary to provide transport for a pupil/student;
- The Education Act 2002 – requires the city council to make arrangements to assist post-16 students with transport costs;
- Section 508A of the Education and Inspections Act 2006 - places a general duty on the city council to promote the use of sustainable travel and transport and to support choice and flexibility of education provision. It also extends the right to free transport for children living in low-income households.

2.2 In addition to the above, two recent educational reforms have significant implications for the provision of home to school/college transport.

2.3 In February 2005, the Department of Education and Skills (now known as the Department for Children, Schools and Families) published the '**14-19 Education and Skills White Paper**'. The proposals within the Paper aimed to improve vocational education by introducing new specialised lines of learning leading to Diplomas in fourteen broad sector areas. Peterborough City Council is required to ensure that all fourteen Diplomas, at all three levels, will be available to all 14-19 students resident in Peterborough from 2013. The team Peterborough

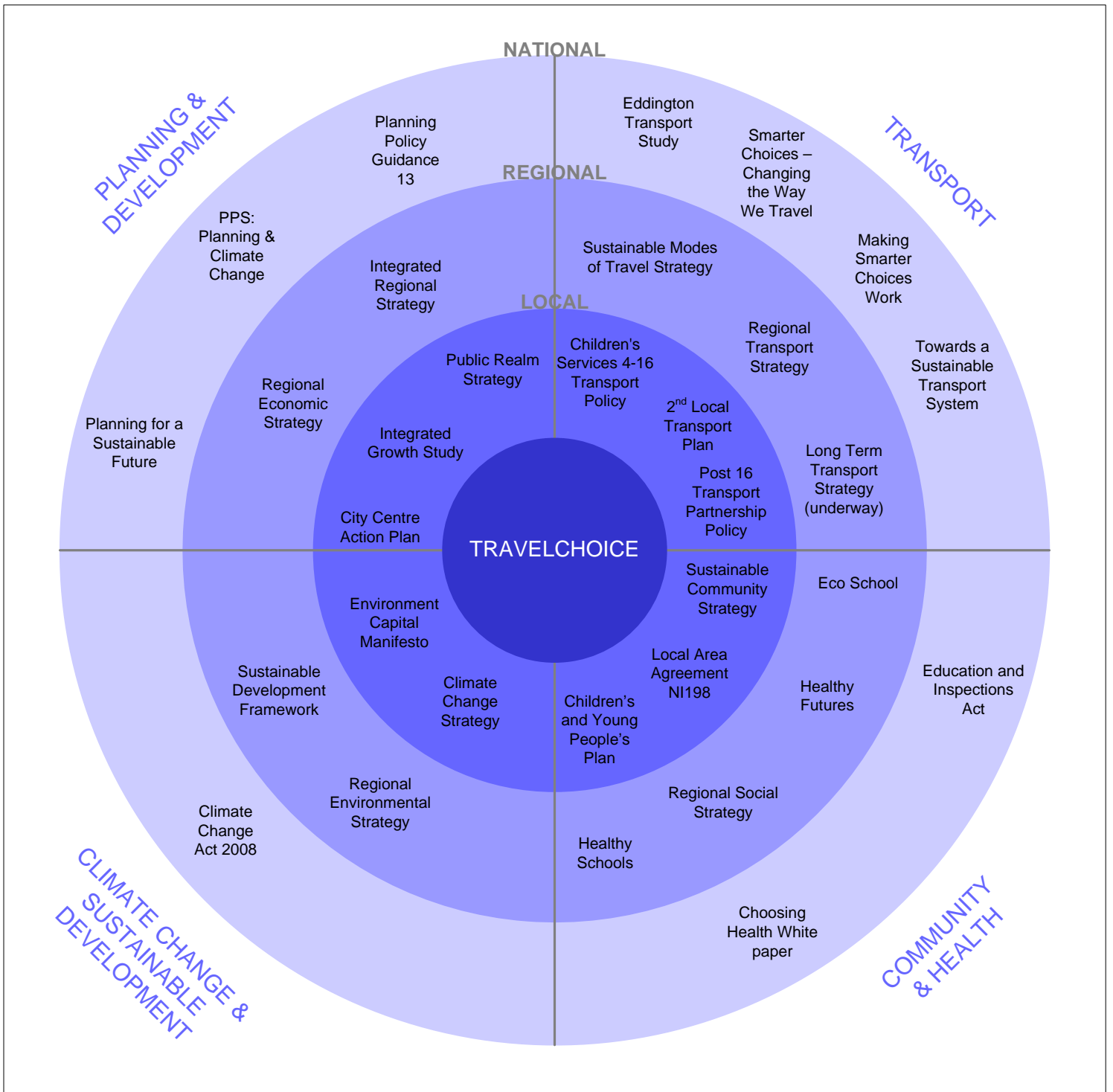




schools and colleges were successful in gaining approval from the Department of Children, Schools and Families (DCSF) to offer some of the Diplomas from September 2009. From September 2010, seven of the fourteen Diploma lines will be on offer in the city and plans are in place to deliver the remaining seven Diploma lines for 2013. The strategy for the delivery of the additional three Diploma lines for 2017 is still in the development stage. It is expected that schools, colleges and other providers will work in partnership to deliver the Diplomas, and therefore students will not be able to access all Diplomas at all levels within their own school or college. It is envisaged that, increasingly, students will have to travel to access all or some elements of a Diploma within the school day, as not all teaching and learning will necessarily occur at the same centre.

- 2.4 The Government is also supporting the development of **Extended Schools**, which offer access to a range of services for children, young people, their families and communities often beyond the school day, as part of the wider Children's Services agenda 'Every Child Matters'².
- 2.5 By 2010 all primary and secondary schools will be expected to offer access to childcare (0800 – 1800) and a varied menu of study support and enrichment activities, including some provision within holiday periods. Where such extended provision is off-site, safe transfer arrangements should be in place which can be arranged by the provider or school and charged to parents. Children with disabilities or special educational needs should also be able to use the new services.

Figure 1 – Travelchoice Links to School Policy, Guidance and Processes





Existing Policies and Strategies

2.6 Considerable emphasis is already being given to the development of sustainable travel and transport infrastructure locally. This can be seen through a range of policies as well as through a number of other initiatives. Click on the relevant policies in figure 1 for further information.

3. NEEDS ASSESSMENT

3.1 This section examines some of the needs associated with school travel in Peterborough. It looks at current travel patterns and then considers some of the influences on travel patterns and local issues relating to school travel.

Schools Population

3.2 The city council is currently responsible for 73, primary, secondary and special schools. A list of these schools and their location can be seen in Appendix 1.

Table 2: Schools and Pupils in Peterborough - Source – January 2009 School Census

	Number of Schools	Number of Pupils (approx)
Primary	57	15,595
Secondary (inc. Academy)	11	13,296
Special	4	386
Pupil Referral Units	1	64
TOTAL	73	29,341

3.3 Of the total number of pupils attending secondary schools, it is estimated that approximately 2,133 of these are in sixth forms. Of the total number of pupils attending special schools in Peterborough, approximately 49 of these are over 16 years of age - Source – January 2009 School Census.

3.4 There are 1,127 children aged 5-16 and 68 post-16 students with a statement of special educational need (SEN).



College Population

3.5 There are 3 colleges in the Peterborough area: Peterborough Regional College, New College in Stamford and the College of West Anglia. The number of full-time students attending these colleges can be seen in Table 3.

Table 3: Full-time College Students *Source – January 2008 School Census*

College	Students attending from Peterborough Unitary Authority area	Total Number of students attending
Peterborough Regional College	1,448	2,355
New College, Stamford	355	2050
College of West Anglia	35	3,174

Usual Mode of Travel

3.6 The annual school census included for the first time in 2007 a question on how pupils travel to school. Although data is available for some schools prior to this date, this data is not available for all schools and the previous survey dates vary for each school. Therefore, for the purposes of this Strategy the 2007 data has been taken as a baseline. It is against this baseline that progress on promoting sustainable school travel will be measured in the future.

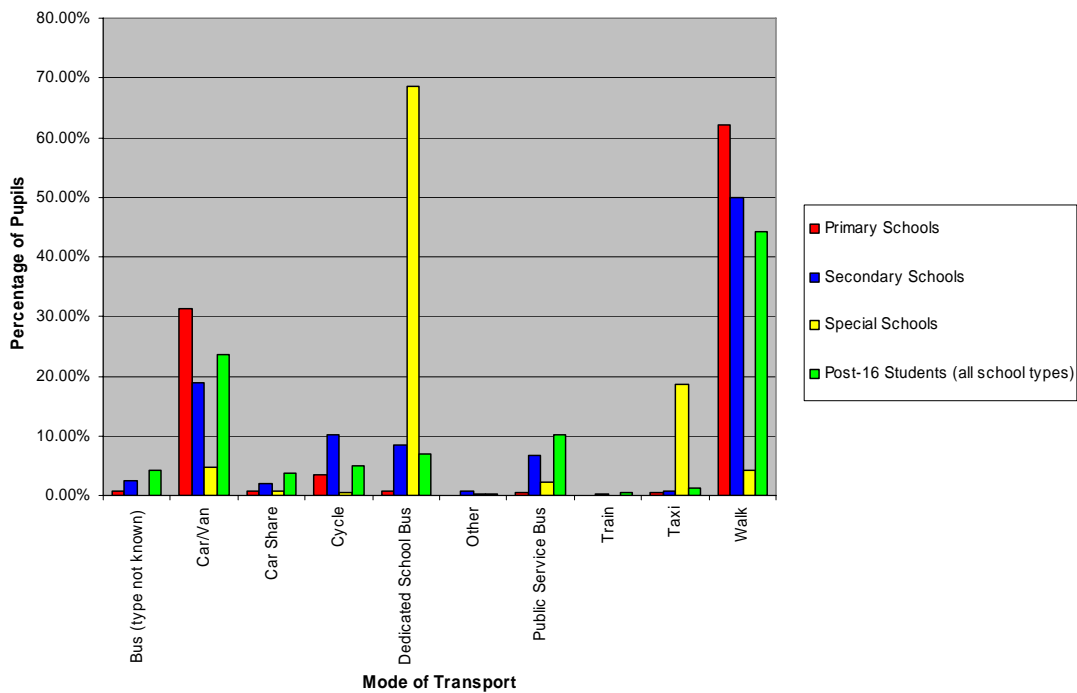
3.7 It should be noted that data for School Travel Plans has been collected separately to the Census since 2003, and the School Travel Plan Strategy takes its baseline from 2005. Although overall progress on promoting sustainable travel to school will be measured against the School Census data, individual School Travel Plans will be still be measured against varying baseline data taken from the date of writing the Travel Plan.



3.8 The overall results shown in Figure 2 and Table 4 below are for schools with a travel plan.

3.9 The results show that walking is the main mode of travel for both primary and secondary pupils, particularly for primary school children where over 60% of pupils who responded to the survey travel to school on foot. However, the car is also a significant mode of travel to school for primary-aged pupils.

Figure 2: Usual Mode of Travel to School – School census January 2008



3.10 Car use is still fairly high for secondary school pupils, but a high percentage of pupils travel to school by sustainable modes of transport with almost 40% of pupils responding to the survey walking to school, 11% travelling by bicycle and 5% using public transport. The figures for cycling and public transport use are higher than the national average.



Park and Stride

Key actions

Introduce Park and Stride schemes where appropriate to do so
--

- 3.11 There will always be a percentage of vehicles arriving at school due to distance, infrastructure, or general health issues which necessitate a vehicle to travel to school. In such situations, schools are advised to promote the Park and Stride initiative. Park and Stride is simply a location away from the school entrance area and is a designated place where vehicles can park and parents and carers can leave their vehicles and have a 5 minute walk to school with the young person. Park and Stride offers opportunities for young people to enjoy a sustainable journey to school, even if they do live too far away to walk or cycle to school on a daily basis.
- 3.12 A full breakdown of the travel to school data by school can be seen in Appendix 2. This illustrates that there are wide variations in the mode of travel used by pupils at different schools. This data is useful for the development of individual School Travel Plans in identifying issues local to each school.



Table 4: Usual Mode of Travel to School – School census January 2009

	Primary Schools		Secondary Schools (pre-16)		Special Schools (pre-16)		Post-16 Students (all school types)	
	No. of pupils	% of total responses	No. of pupils	% of total responses	No. of pupils	% of total responses	No. of pupils	% of total responses
Bus (Type not Known)	74	0.5%	270	2.4%	0	0%	99	4.6%
Car Share	125	0.8%	210	1.9%	0	0%	64	3.0%
Car/Van	4,502	29.4%	2,225	20.0%	16	4.8%	485	22.6%
Cycle	529	3.4%	1,253	11.3%	1	0.3%	114	5.3%
Dedicated School Bus	105	0.7%	996	8.9%	251	74.7%	136	6.3%
Other	188	1.2%	27	0.2%	0	0.0%	8	0.4%
Public Service Bus	82	0.5%	820	7.4%	16	4.8%	316	14.7%
Train	0	0.0%	27	0.2%	0	0.0%	7	0.3%
Taxi	83	0.5%	80	0.7%	45	13.4%	18	0.8%
Walk	9,647	62.9%	5,224	46.9%	7	2.1%	901	41.9%
Total Responses	15,355		11,132		336		2,148	
No Response	260		5		0		1	
Total no. Pupils	15,595		11,137		336		2,149	

Pupil Travel Preferences

3.13 Pupil travel preference data is collected when individual schools produce their School Travel Plan. As this is usually on the basis of 11 schools per year there is currently no baseline figure. However this information is available on an individual school basis when required. By 2010, when 90% of all schools should have a School Travel Plan, this data will be analysed in more detail.



Postcode Plots

3.14 As schools develop their School Travel Plan, they are encouraged to undertake surveys about their home to school travel modes and compare how they currently travel to how they would prefer to travel to school. These comparisons are shown within the schools own travel plan. Most schools use this data to produce a postcode plot illustrating where pupils live and the mode of transport they use to travel to school. Schools are encouraged to look at ways of monitoring postcode data, which can be supplied on request from Peterborough City Council as part of the schools travel plan process. A typical example of a post code plot in a Peterborough Primary School within a 10 minute walking circle can be seen in Appendix 9.

4. ISSUES AFFECTING SCHOOL TRAVEL IN PETERBOROUGH

Sustainable Travel Demonstration Town

4.1 In April 2004 Peterborough was one of three cities in the UK to be awarded Sustainable Travel Demonstration Town status by the Department for Transport. The five year project, branded locally as Travelchoice, centred on implementing measures to encourage the use of public transport, cycling, walking and car sharing.

4.2 In April 2008, School Travel Planning was transferred from Road Safety Team to the Travelchoice Team, and whilst there is still a strong focus on safety, there is now a greater integration with sustainable travel. From August 2009, a School Travel Officer has been appointed to work alongside the

School Travel Plan Coordinator to carry out annual reviews, provide guidance on walking buses, signpost lesson plans and produce tailored travel information for schools, such as the Travel Zone Maps. Moving these projects into one team has also enabled all sustainable travel information to be presented in a clear and consistent way, using the Travelchoice branding.



This has meant the support services and information offered to schools in Peterborough carries the same clear, consistent message.

The restructure has also presented a number of opportunities for joined up working, promotions and awareness-raising activities. The initiatives being implemented by Travelchoice, together with hard infrastructure measures being funded by LTP2 capital investment, mean that considerable emphasis is already being given to the development of sustainable travel and transport infrastructure in Peterborough. Some examples are included under Section 5.14.

- 4.3 The Sustainable Travel Demonstration Town funding came to an end in March 2009 and the benefits this project has delivered have been widely recognised. As a result, Travelchoice, which now encompasses school travel planning, has been mainstreamed into the city council's core business and will continue to deliver sustainable travel information, services, events and initiatives for the foreseeable future. The [Travelchoice Behaviour Research 2004-2008](#) outlines the impact of Travelchoice over this time and a selection of the travel information materials produced can be seen in Appendix 12.
- 4.4 The Local Area Agreement 2008/2011 is the vehicle for delivering the Sustainable Community Strategy and comprises 76 performance indicators. National Indicator 198 (NI 198) measures the percentage of children travelling to school by sustainable means.
- 4.5 Table 5 shows Peterborough's success with the above indicator, aimed at reducing car travel for school journeys. Car use was at 28% for both 2006 and 2007 and a target of 27.75% was set for 2008. However, due to the excellent work – particularly in terms of encouraging travel to school by public transport, and the safer journeys to school project – a significant decrease in car travel to school has been achieved across Peterborough, which surpasses the 2010 target of 26.75% or less.



Table 5: Percentage of Children Travelling to School by Sustainable Means – School Census January 2008

Year	Car	Car share	Public transport	Walking	Cycling	Other
2008	25.7%	1.2%	10.2%	55.4%	7.2%	0.3%
2007	28%	2%	9%	51%	7%	3%
2006	28%	6%	2%	48%	5%	11%

The Peterborough Secondary School Review

- 4.6 The LA has implemented a major modernisation of Peterborough’s secondary schools through the city’s Secondary School Review. This has provided the foundation for the continuing growth of Peterborough and will allow for a broader curriculum with more work-related and vocational courses taught in an environment specifically designed to help pupils achieve their full potential.
- 4.7 The Secondary School Review covered all secondary schools in the city in two main phases. The first element was the opening of the new Hampton College in September 2005, with a steadily increasing pupil roll over the following six years 2010-2011.
- 4.8 In September 2007, Deacon’s School, John Mansfield School and Hereward Community College closed as part of Phase 1 of the Review and have been replaced by the Thomas Deacon Academy.
- 4.9 Bretton Woods Community School and Walton Community School have also closed and have been replaced by the Voyager School (built on the old Walton school site).
- 4.10 Jack Hunt School and Ken Stimpson Community School have benefited from refurbishment and extensions to school buildings and grounds.



- 4.11 In parallel with these major re-sitings, The Kings School, St John Fisher School and Arthur Mellows Village College are completing major refurbishments, including additional facilities.
- 4.12 Phase 2 of the Review, covering Ormiston Bushfield Academy, Stanground College and Orton Longueville School has been identified.
- 4.13 It is proposed that Bushfield Community College will be designated as an Academy from September 2009. It is proposed that the Academy will open in the existing Bushfield Community College buildings from September 2009 and will then move into purpose built accommodation to open in September 2012.
- 4.14 Detailed planning for a total reconstruction of Stanground College and for major improvements at Orton Longueville School in Peterborough have been included in the government's Building Schools for the Future (BSF) programme.
- 4.15 £80 million has been allocated to transform learning through two construction project and for new ICT equipment and infrastructure to serve all secondary schools excluding Thomas Deacon Academy throughout the city.
- 4.16 Phase 2 follows the Phase 1 investment in the North of the city and an investment of £135 million for modernization of secondary schools in the North of Peterborough.
- 4.17 The Secondary School Review will have caused a fundamental change in trip patterns to the schools involved, as pupil numbers increase and, potentially, school journeys lengthen. With over 13,000 pupils in secondary education in Peterborough these changes will affect a considerable number of daily journeys.



4.18 The curriculum changes that are an inherent part of the Secondary School Review (in order to meet the aspirations of the city and respond to the 14-19 Reform Agenda) will also result in a significant increase in journeys between schools during the day, and between schools and the Regional College, particularly for post-16 students, as they work in closer collaboration to deliver the learning needs of students.

Accessible Access to Education

4.19 Access to secondary education was also identified as a priority, particularly in Bretton and access to the new Voyager School in Walton. Whilst it was agreed that the main focus for local accessibility improvements will be based on the geographical areas, identified It was agreed that accessibility planning officers would work closely with Children's Services to review access to education, particularly with regard to the accessibility challenges resulting from the Secondary School Review.

4.20 One of the findings of the strategic accessibility audit was that schools located in the urban area were highly accessible by public transport at peak times. Therefore public transport is increasingly the first option for journeys to secondary schools in the urban area, both for home to school journeys and during the school day.

4.21 The strategic accessibility audit, undertaken as part of the Accessibility Strategy, concluded that a number of geographical areas (particularly those where social exclusion is at its greatest) suffered from multiple accessibility problems. A phased programme for local Accessibility Action Plans was therefore drawn up based on wards where social exclusion was at its greatest. The Accessibility Planning Priorities for the LTP2 period (as detailed in LTP2) have been revised as follows. The list of Accessibility Planning Priority Areas and planned delivery can be seen in appendix 11.



Deprivation

- 4.22 People living in deprived areas are more likely to be at a disadvantage and suffer from social exclusion. They are also more likely to have accidents, poor health and poor educational achievements.
- 4.23 Analysis of the Index of Multiple Deprivation 2004 was undertaken as part of LTP2. This identified that residential communities immediately to the north of the city centre and parts of the residential estates built in the New Town area are severely deprived. Overall, Peterborough has nine wards that fall into the 20% most deprived in England. Dogsthorpe, Ravensthorpe, Central and East Ward fall within the 10% most deprived in England. The rural wards to the north-west (such as Barnack and Glington) and the urban wards such as West Ward and Hampton are within the least deprived 20% in England. City Council Ward can be seen in Appendix 3.

Pupils in Receipt of Free School Transport

- 4.24 There are currently 149 pupils in receipt of free transport to primary schools, 1062 in receipt of free transport to secondary schools and 63 post-16 pupils in receipt of free transport. 132 post-16 students are in receipt of subsidised transport.
- 4.25 In addition to this, there are currently 169 pupils who pay a subsidy to travel on school transport to denominational schools, and 28 pupils who receive free transport to denominational schools.



Pupils in Receipt of Special Educational Needs Transport

- 4.26 There are currently 2 pre-school children, 139 primary pupils, 324 secondary pupils and 27 pupils attending out-of-city schools are in receipt of special educational needs transport
- 4.27 Transport is also provided for 44 post-16 students attending school provision and 8 post-16 students attending out-of-city schools and colleges.

Pupils with Pupils with visual/hearing impairment

- 4.28 In exceptional circumstances, pupils with a sensory condition which require particular specialist provision only available at specified schools within the LA may be eligible for assistance with transport. Such assistance requires verification by the appropriate medical officer of the Health Authority and the manager of the appropriate sensory service.

Cross Boundary Travel to Schools

- 4.29 There are a number of pupils from Peterborough who attend schools in one of the neighbouring counties (Cambridgeshire, Northamptonshire, Lincolnshire and Rutland), either through parental or pupil preference, to attend a school with specialist facilities for their needs, or sometimes because it is the closest school to home. In a few cases, pupils from Peterborough attend schools further afield. In turn there are a number of pupils from the neighbouring counties who attend schools in Peterborough for similar reasons.
- 4.30 Approximately 99.5% of all primary school pupils residing in Peterborough attend schools in Peterborough, with just over 0.5% attending schools outside the LA area. In turn just over 1.4% of children attending primary schools maintained by the city council in Peterborough live outside the city council's area.



4.31 Approximately 98.9% of secondary school pupils living in Peterborough attend schools in the city, with 1.1% of pupils attending schools outside of the area. Meanwhile, 6.2% of pupils attending secondary schools maintained by the city council in Peterborough live outside the LA area.

Extended Schools

4.32 The need to consider innovative approaches in order to deliver extended school provision has already been recognised by the city council. The extended schools co-ordination will be managed through a framework where the city will be divided into a number of smaller clusters. Each cluster will have an area manager responsible for developing and implementing an integrated approach to the extended school service, including the provision of home to school transport.



5. SUSTAINABLE TRAVEL AND INFRASTRUCTURE

- 5.1 Sustainable travel and transport is promoted through Travelchoice. This team focuses on delivering projects and implementing services and measures to encourage use of public transport, cycling, walking and car sharing. Sustainable travel is strongly promoted through all the city council's key policies and strategies, particularly those associated with LTP2. Examples of the promotional materials produced by Travelchoice can be seen in Appendix 12.
- 5.2 The successful promotion of sustainable school travel will therefore be achieved through the implementation of the initiatives contained in this Strategy and the active implementation of School and College Travel Plans. These now link closer than ever with Travelchoice, and the delivery of other transport policies and strategies.
- 5.3 The city council will continue to ensure that schools, colleges and the local community are informed about travel issues and local initiatives as a means of raising awareness and to gain support for sustainable travel projects. In addition to this, examples of good practice will be publicised and reward schemes such as the School Travel Plan awards will continue and will be publicised throughout the city.
- 5.4 The 2001 Census for Peterborough revealed that over a quarter of households are without a car. In particular, 41% of households in Central Ward and 37% of households in both Dogsthorpe and East Ward do not own a private car. All three of these wards also fall into the 10% most deprived in England. The rural ward of Newborough has relatively high levels of car ownership; only 12% of households in Newborough do not have access to a car.



- 5.5 Strategic mapping undertaken as part of the Accessibility Strategy has shown that wards which suffer from social exclusion and have high levels of non-car ownership suffer from lower levels of accessibility. This in turn is likely to affect access to education and educational attainment.
- 5.6 It should be noted that in some cases, due to the low levels of car ownership, areas of deprivation have a higher percentage of residents walking as a mode of transport as there are limited other options available. Changing the travel patterns and behaviours of residents in more affluent areas where car ownership is higher can be harder to influence
- 5.7 This section considers the available infrastructure for school travel, looking at each mode in turn. To ensure that the transport infrastructure is being developed to meet the needs of children and young people in Peterborough, School Travel Plans and the Safer Journeys to School programme are being, and will continue to be, used to reveal what problems and opportunities exist to develop safe and sustainable school travel. These are discussed in more detail in the strategy.

Walking

Key actions
Ensure new developments include good walking and cycling routes to local schools and colleges and good access to public transport provision

- 5.8 Walking is the main means of travel to primary and secondary schools, particularly for pupils who live relatively close to school.

Through the Travelchoice programme, a new route branding system has been implemented on two pedestrian and cycle routes in the city. The approach uses a combination of plaques, solar studs, thermoplastic markers and archway signs to act as a navigational aid during the day and night. Whilst the primary objective is to enhance way finding and reduce the likelihood of conflict between pedestrians and cyclists, other benefits have



been realised. Perceptions of safety on both routes improved, and user numbers rose by 13% and 45% respectively on the two routes, the first from the train station to the city centre via an underpass, the second within the residential suburbs of Peterborough between Ravensthorpe and Bretton. This branding has improved the route to the local school (Highlees Primary School) and brought additional benefits for groups such as the visually impaired, very young or illiterate. The branded routes have resulted in reduced maintenance costs compared to standard signage and by removing the need for conventional signage, have reduced street clutter, making the routes easier to navigate. Monitoring has proved the trial routes to be successful and therefore plans are underway to roll out route branding more widely. The new route will run from the city centre to Orton following the Wellingtonia cycle route.

- 5.9 A programme of investment in the pedestrian network, together with improved way finding and ongoing promotions through Travelchoice, will assist in encouraging more children to walk to school.

Key actions

Introduce Walking Bus schemes where appropriate to do so
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- 5.10 The Government launched its 'Walking Bus' initiative in 2006, with the aim of encouraging more primary school children to walk to school, thus improving their health and helping to reduce traffic congestion on the school run. In addition to this, pupils learn basic road safety skills and about their local surroundings.
- 5.11 Five schools in Peterborough have received grants of £1,000 each year for 3 years to start up walking buses at their schools. The schools are Norwood Primary School, Longthorpe Primary School, The Duke of Bedford Primary School, Welbourne Primary School and St Johns Church School. At present Welbourne is the only school with its walking bus running, but all the other schools are in the process of setting up the scheme.



- 5.12 A Walking Bus is a group of adults and children walking to and from school. Walking Buses can be set up in two ways; formally or informally. Informally is where it is set up between parents who arrange to take each others children to school on alternate days. A formal walking bus would consist of one adult at the front as a 'driver' and one adult at the rear as the 'conductor'. Walking Buses enable pupils to walk to and from school, even if they are unable to walk every day with a parent or carer.
- 5.13 Walk to School Week (WTSW) occurs twice a year, in May and October. WTSW is about promoting the benefits of walking to school and the theme is always different, but with the same underlying message all elated to the wider issues of transport effects on the environment and local neighbourhoods such as walking to school is good for you, the environment, and your community.
- 5.14 Schools who sign up to take part in WTSW receive discounted resources which include teacher's packs, stickers, posters, and parent leaflets designed by Living Streets. To encourage participation in WTSW the resources are purchased by the LA and sold onto schools at a reduced rate. Schools that have a travel plan receive a slightly higher reduction on the cost resources than those who do not have a travel plan. This is another incentive for schools to implement a school travel plan and promote the aims of such.
- 5.15 From May 2009 local schools have been visited by the Travelchoice mascot, Carloss. Carloss attends launches of travel plans, Safer Journeys to School projects and awareness raising events in primary schools. As well as being fun, the aim of the mascot is to encourage more children to walk or cycle to school and ensure they are safe when they do so. Using a fun mascot to disseminate the message also encourages children to wear the correct clothing and equipment (e.g. helmets, high visibility vests, cycle clips etc). In order to ensure consistency and recognition, 'Carloss' is also incorporated into the Foot:prints Travelchoice newsletter and school travel plan materials. Foot:prints Travelchoice newsletter can be seen in Appendix 6.



Cycling

Key actions
Work towards National Standards level 1, 2 and 3 cycle training
Works towards Bikeability level 1, 2 and 3
A Bike it officer to work in schools to promote cycling

- 5.16 With over 200km of cycling routes, Peterborough has one of the most extensive networks of dedicated cycle routes in the UK. Alongside the National Cycle Network is the Green Wheel, a continuous circular cycle route around the city, with spokes leading into the centre. These routes, combined with ample cycle parking facilities and flat terrain, make Peterborough an easy place to cycle around.
- 5.17 To enhance the network of cycle routes a further eight routes are planned to be completed as part of Peterborough's Primary Cycle Network from 2005-2010. A hierarchy for the implementation of these cycle routes has been developed and is set out in the LTP2. In 2008/9 the Dodds cycle route was completed, which involved the installation of a raised table and the removal of staggered barriers at a key cyclists crossing point. The raised table helped to formalise the priority afforded to cyclists and also made the crossing more comfortable. At the crossing the staggered guard-railing was removed and barriers implemented; significantly improving access especially for double pushchairs and cycles with trailers, whilst preventing motorcycles and small cars using the route. Other improvements included the refreshment of cycle lanes along the route. In 2009/10 the Hicks Pitt (city centre to Hampton) cycle route will be completed, which will entail considerable improvements, such as: signage throughout, priority crossings and dropped kerbs for cyclists within Cygnet Park, widening of a key cycle path and improved delineation of the cycle route at Serpentine Green and also a safe crossing point for cyclists to join the Hempsted Development on London Road. If sufficient budget remains improvements will begin to look at the Flax Factory route (city centre to Orton Southgate).



- 5.18 Alongside the route improvements, there is also an annual programme to improve signage and surfacing on key routes, as well as improve the linkages between the Green Wheel and Primary Cycle Network routes. Cycle routes linking key destinations such as schools will be prioritised.
- 5.19 The travel to school data has indicated that cycling is already a popular option for pupils of both age groups, but particularly secondary school pupils - far outreaching national figures. With Peterborough already being a cycle-oriented city, the city council is in a good position to maintain and improve on this figure.
- 5.20 As the cycle network is enhanced, the development of continuous cycle routes that link schools to residential areas and the city centre will be an obvious advantage when promoting cycling to schools. As School Travel Plans and Safer Journeys to School projects are being developed, links to these main cycle routes will need to be sought to ensure that children can reach the Peterborough Cycle Network safely.
- 5.21 New guidance has recently been completed, which aims to ensure that the needs of cyclists and pedestrians are prioritised when new infrastructure is designed. The Cycle Design Guidelines – (www.peterborough.gov.uk/page-15671) cover a wide range of preferred options based on best practice. These guidelines will eventually be incorporated within the Peterborough Local Development Framework. Work is also underway to ensure the new parking standards being developed take account of the needs of cyclists. To cater for younger cyclists (e.g. libraries, sports facilities, schools and flats) 'A' frame stands are preferred over the usual Sheffield-style stands, to allow for smaller cycles to be secured.
- 5.22 Bike to School Week (BTSW) is a national event held in April which promotes the benefits of cycling to school. Peterborough ran its first local promotional campaign in 2008. BTSW scorecards and posters were developed and



branded with the 'Travelchoice' logo, this gave the Bike Week local significance.

- 5.23 In April 2009, adult cycle training was launched by the city council. The first 90 minute lesson is offered free of charge, with subsequent lessons charged at £10 per person per hour. Three levels are available, from level one for beginners who can not ride a bike to level three which provides on road training and teaches more advanced manoeuvres. Children whose parents cycle are far more likely to cycle to school, so it is hoped that by providing training to parents, we will indirectly encourage more children to cycle.

Public Transport

- 5.24 Peterborough has a relatively good bus network, covering most of the city. The majority of bus services in Peterborough are radial routes travelling into and out of the city centre Queensgate Bus Station. Stagecoach main bus routes in Peterborough can be seen in Appendix 10.
- 5.25 The *Citi* network, operated by Stagecoach (the main local transport operator), is a network of seven principal bus routes into the city centre. Services 1, 2, 3 (Stanground service only), 4 and 5 operate frequently with buses operating every 10 minutes. The *Citi* 6 service from the Hampton township and *Citi* 7 service from Eye operates a 20 minute frequency.
- 5.26 The city council supports a number of other bus services in the Peterborough area, particularly those linking the rural areas. These are branded as either Village Link or Local Link. The aim is for these to complement the commercial network and the services provide connections to other routes at Queensgate Bus Station, Bretton Centre or Werrington Centre. The services also aim to maximise the use of Council resources by ensuring they pass as many facilities such as schools as possible on each route.



5.27 The city council also provides consistently branded, high quality promotional information on bus services through Travelchoice. Within Queensgate Bus Station the city council-operated Travelchoice Centre, a travel information centre, provides information on a range of travel modes. As well as bus routes and services, they provide information on walking routes, sell cycle maps, offer information about car sharing, the *good going* pledge and reward scheme and issue concessionary bus passes. From August 2008, the Travelchoice Centre has opened on Saturdays as well as Monday-Friday.

Home to School Transport

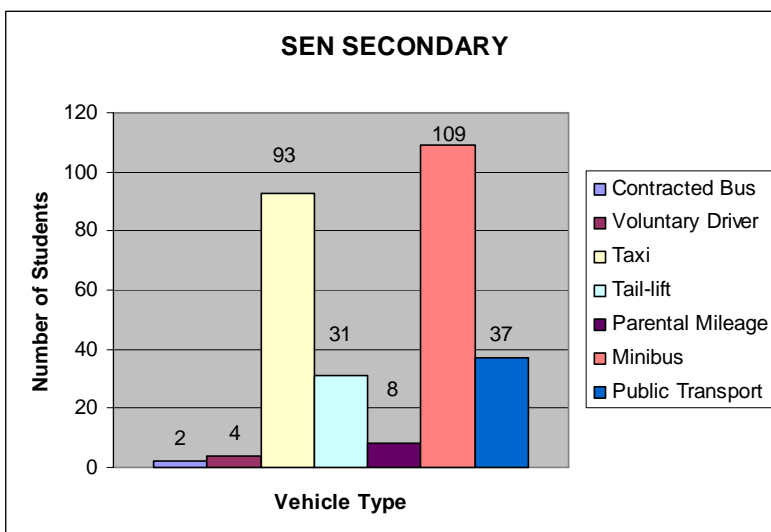
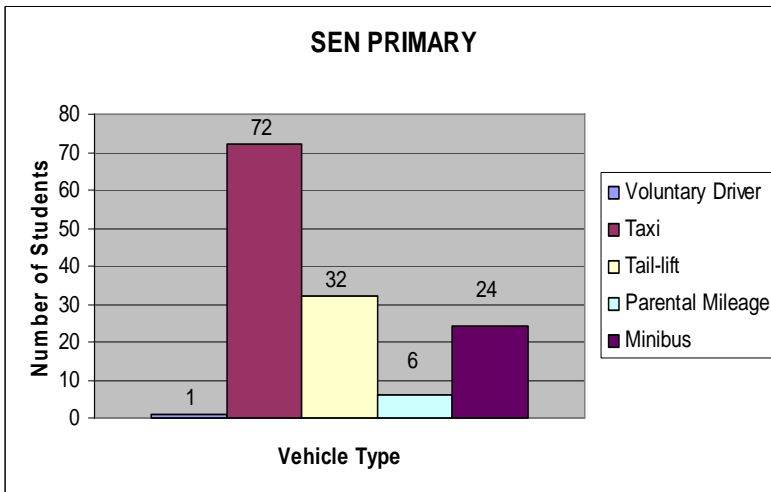
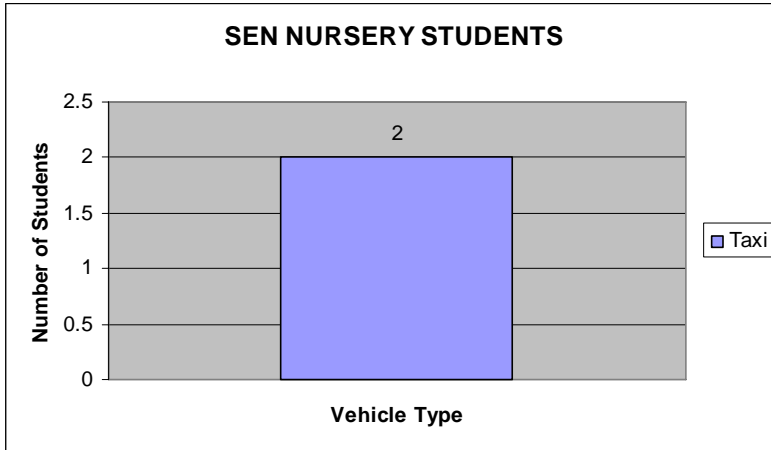
Key actions
Increase the number of eligible secondary school pupils travelling to school by public transport, where walking or cycling to school is not possible
Continue to investigate and implement improvements to the quality of school transport services
Introduce Yellow Buses (or the Yellow Bus philosophy) on to the school run where appropriate to do so
Maintain high quality drivers and escorts through introduction of NVQ requirements
Investigate and implement the use of CCTV on school transport services

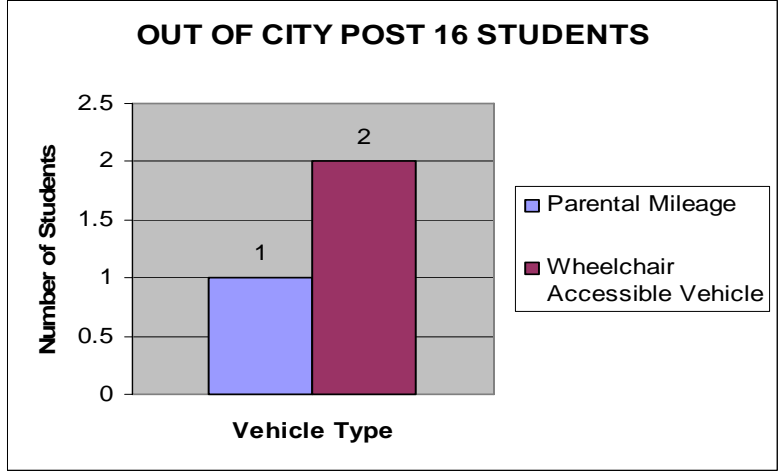
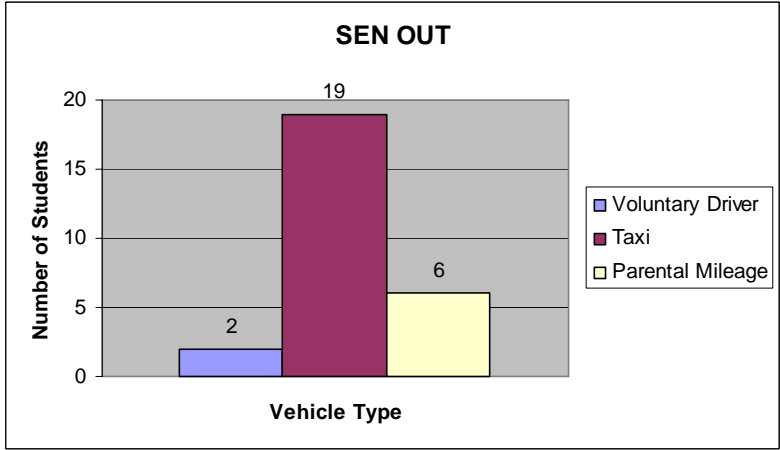
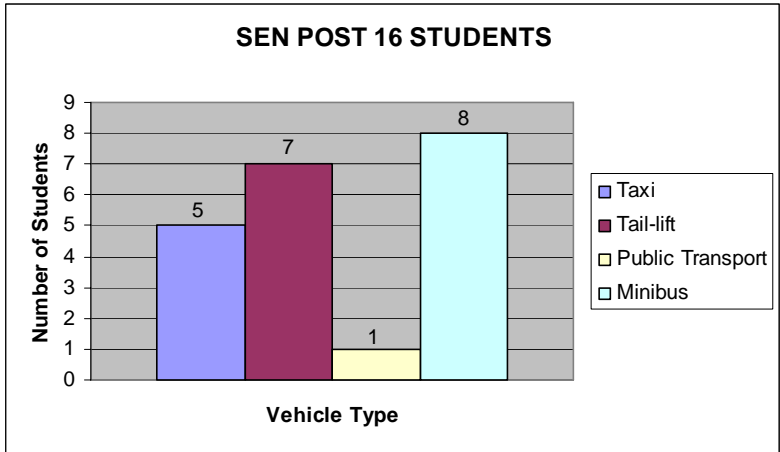
5.28 Every day over 2,000 children are transported by the city council to primary and secondary schools and colleges in a range of different vehicles. Children are transported to schools and colleges both within the Peterborough boundaries and to areas outside of the Peterborough boundaries. Transport passes are also provided for over 650 children to travel to school and college on public transport. The policies for the provision of home to school transport can be seen in figure 1.

5.29 Four hundred children receive special educational needs transport provision as described below.



Figure 3: Special Education Needs Transport Provision

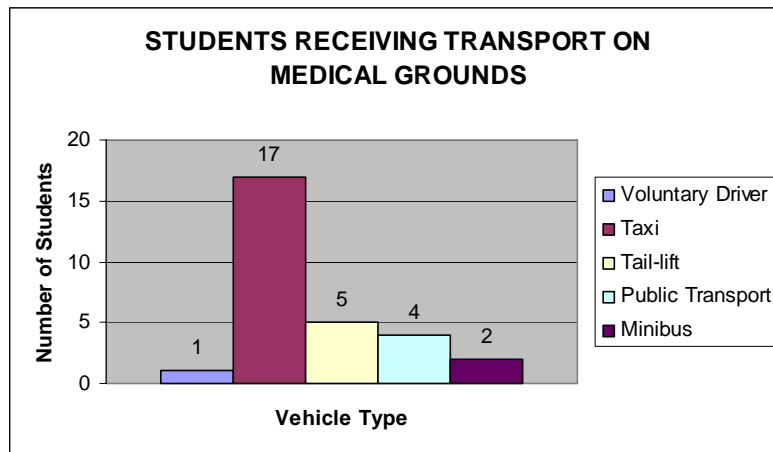






5.30 In exceptional circumstances, pupils with medical conditions which affect their ability to walk or cycle to school may be eligible for assistance with transport to their nearest or designated school, whilst the condition persists. Number of children currently eligible for transport assistance is demonstrated below.

Figure 4: Medical Transport Provision



5.31 The city council is always looking at ways of improving the quality of service provided to its school children. Recently this has included:

- Purchase of two accessible vehicles to transport children with severe needs to out of city placements on a daily basis;
- Encouraging local taxi companies to invest in wheelchair accessible tail-lift vehicles for school transport purposes;
- Vehicles with seat belts are used on all contracted transport;
- Reducing the maximum age of school vehicles to 10 years, unless the Council's maintenance engineers have approved the vehicle;
- Improved training of drivers and escorts, encouraging NVQ's;
- Introduced electronic payments for school transport – currently 92% of all payments are made electronically;
- Council operated yellow buses;
- CCTV on a number of buses.



Post-16 Transport Partnership

5.32 The Peterborough Post-16 Transport Partnership has seen positive results with a significant increase in students transported to colleges and sixth forms with funding from the Learning & skills Council. The Partnership has continued to implement transport related improvements which, in recent years, has included:

- Promotion of mobility and independence training aimed at 14-16s, to prepare students for travelling to post-16 centres;
- Providing travel training for teaching assistants to roll out to students;
- Funding of an in-house 'transport trainer', for one year, to encourage travelling on public transport;
- Cycle training;
- Travel buddies;
- Resource packs and theatre performances in schools;
- Funding for, or towards, purchase or lease of minibuses for inter-site travel – to access courses at different sixth form centres;
- Installation at numerous centres of secure cycle compounds;
- Cycle safety gear and cycle locks;
- Provision of CD-ROMs issued to all Year 11s containing links to public transport timetables travelling to post-16 centres.
- Funding from the Learning & Skills Council continues to be awarded annually, and is being offered through the Post-16 Partnership to schools and colleges for projects which will improve transport provision for post-16 students.

The Partnership is currently considering how best to work with the introduction of the 14-19 Strategy and the roll out of Diplomas in Peterborough.



Theatre in Education (TIE)

Key actions
Provide a programme of Theatre in Education to pupils of all ages, on a rolling programme
Incorporate sustainable travel resources and opportunities into the school curriculum
Work in partnership with Eco school and Healthy schools initiatives to promote linked aims into curriculum

- 5.33 Theatre in education (TIE) refers to performances or plays that are delivered to local primary schools to deliver the message in a fun and interactive manner to young people.
- 5.34 The LA funds the performances to local schools on a rolling programme to ensure that young people have access to such performances as Quantum Theatre play 'What if it Rains' or Stopwatch theatre 'Road Race'
- 5.35 These performances highlight the issues of global warming, health issues such as obesity and asthma by acting out how we can all do our bit, by walking to school.
- 5.36 The play is aimed at primary school children who are starting to learn more about the environment as part of the national curriculum and is therefore aimed at children in years 5 & 6

Interactive Mapping

- 5.37 Through the Peterborough Travelchoice project an [Interactive Journey Map](#) has been developed and is available on the city council's website. The map allows users to search for points of interest in Peterborough as well as road names, area names and bus stops. Users can add layers, showing bus routes and frequencies, and walking and cycling information for the chosen local area. Bus timetables and journey planning information are also available using the map to select your starting point and destination.



5.38 The base map from the interactive journey map is currently being used to produce individual ‘travel zone’ maps for schools and colleges. These will identify local walking, cycling and public routes close to the school. Five, ten and 15 minute walking/cycling isochronal zones will be added on the map to show pupils and parents how long it will take to get to school by each mode. Schools will be encouraged to incorporate the maps into lesson plans and then display them in a central location to encourage more children to walk/cycle to school.

5.39 Further interactive maps of the Peterborough area are available on the city council's website. The [Hawkeye Interactive Mapping Service](#) enables the user to locate the nearest schools and facilities and to add information layers over the map including primary and secondary school catchment areas

Existing Soft Measures

5.40 Through Travelchoice, a number of services and resources have been developed which encourage the use of sustainable transport, some of which directly or indirectly enhance the services available to pupils travelling to school or college in Peterborough:

- Peterborough cycle map and local cycle guides
- Learn to cycle leaflet
- School travel plan information leaflet
- Text&Go SMS service (25p per message) – bus times to your mobile
- Travel planning support service for schools and colleges
- Foot:print newsletter for schools (paper and e-version re-launched Sept 2009)



- Railcards – discount available on Young Person Railcards (16-25 year olds) if purchased from the Travelchoice Centre
- Good going pledge card – pledge to use sustainable transport and receive a card offering retail discounts (including all Peterborough cycle shops) and a quarterly newsletter
- Adult cycle training – free 90 minute sessions available to Peterborough residents. It is hoped this will lead to children being encouraged to cycle by parents who have undergone this training
- Promotion of safe, sustainable travel through a variety of events (Bike to School Week, pedometer challenge, Travelchoice Week, competitions with local radio station, Walk to School Week, National Bike Week etc. Examples of promotional materials can be seen in Appendix 12.

Existing Hard Measures

Key actions
Improve walking and cycling infrastructure along routes to school through the safer journeys to school programme
Provide schools with details of cycling guidelines etc to facilitate them to implement their own improvements

- 5.41 Support for schools is given through engineering measures, many of which have come to the fore through development of their School Travel Plan and the Safer Journeys to School project.
- 5.42 Schools receive a grant from the Government for writing a School Travel Plan which can be used to promote sustainable modes of travel to school. Schools can also apply to become part of the Safer Journeys to School project once they have written their School Travel Plan. This project uses LTP2 funding to provide hard measures to encourage sustainable travel to school. Three schools are selected annually to take part in the Safer Journeys to School



project, with over £150,000 of LTP2 capital funding available annually to support the schemes. Capital projects undertaken since 1999 can be seen in Appendix 7.

5.43 The city council has also benefited in the past from Urban II funding which has funded schemes in deprived areas. This funding supported the LTP2 allocation by contributing an additional 50% of any LTP2 money spent on schools in deprived areas. In total, 17 schools in areas of deprivation have received funding through the Urban II initiative, contributing over £300,000 over the last 5 years towards sustainable travel projects. This funding came to an end in 2007, but the Council is continuing to find new funding sources to enhance the Safer Journeys to School project.

Projects that have been funded as part of the Safer Journeys to School and Urban II initiative include installing cycle storage at schools, dropped kerbs, CCTV to improve safety, path widening and traffic calming measures.

5.44 There are currently 13 schools with school crossing patrols in Peterborough, details can be seen in appendix 8.



6. THE STRATEGY

- 6.1 This Strategy brings together all the existing initiatives that are being undertaken to promote more sustainable travel patterns to schools and colleges in Peterborough. These will be built on as the Strategy is developed further. It is considered that by bringing all of these initiatives together into one strategy this will achieve a more co-ordinated approach to the provision of sustainable school transport.
- 6.2 The development of active travel plans for all schools and colleges in Peterborough is seen as central to the Strategy. These will be supported by a range of city wide projects and initiatives. These are discussed in more detail below.
- 6.3 A range of objectives have been identified to help achieve the Strategy aspirations, these can be seen in more detail in Appendix 13.

School and College Travel Plans

Key actions
Liaise with remaining 9 schools (1 secondary, 6 primary and 2 independent) to ensure that they complete their school travel plans by March 2011
Promote other linked initiatives which are covered in the school travel plan and that impacts on child health and sustainable travel, such as Eco school status, healthy schools status and sustainable school status
Evaluate all new school travel plans using the DCSF 2007 guidance ensuring that they are of a suitable high quality and set out realistic actions
Recognise good practice in the development and implementation of school travel plans through the school travel plan Awards ceremony
Liaise with colleges in Peterborough and surrounding area to encourage the development of college travel plans
Ensure all planning applications for new, expanding or extended schools and colleges are accompanied by a new or revised travel plan, as required by Planning Policy Guidance 13

- 6.4 School Travel Plans are a framework within which schools review travel to their school, and put in place an action plan of practical solutions to reduce



car use on the school run and make sustainable modes of transport safer alternatives. The city council believes that School Travel Plans are the most effective mechanism to promoting sustainable travel to school within Peterborough.

- 6.5 Delivering this Sustainable Modes of Travel Strategy is therefore dependent on the development and review of both School and College Travel Plans. The Travel Plans provide the mechanism for identifying problems and formulating solutions that are relevant to the local area.

Key actions
A Bike it officer to work in schools to promote cycling
Provision of walking, cycling, public transport maps for each school
Encourage schools to include reference to sustainable travel in their prospectus, induction days and information to parents
Improve sustainable school travel information on the council's website and provide the link to school websites
Encourage schools to link sustainable travel into curriculum such as PSHE Lessons as part of the lesson play
Provide example lesson plans linked to curriculum for primary and secondary schools

- 6.6 School Travel Plans also play a role in the national curriculum Every Child Matters agenda, by contributing positively to the five key outcomes which are: being healthy, staying safe, enjoying and achieving, making a positive contribution and achieving economic well-being.

Key actions
Promote other linked initiatives which are covered in the school travel plan and that impacts on child health and sustainable travel, such as eco school status and healthy schools status.

- 6.7 School Travel Plans include elements of other initiatives which also promote sustainable travel such as healthy school status and eco school status, further details can be seen in Appendix 8.



- 6.8 The Government's 'Travelling to School' initiative introduced capital grants for schools to help them implement engineering measures identified in their School Travel Plan. Since the introduction of the Travelling to School initiative in 2003 there has been a marked increase in interest from schools wishing to develop a School Travel Plan.
- 6.9 Almost 87.72% of primary schools (50 of 57 schools) and over 91% of secondary schools (10 of the 11 schools) in Peterborough currently have a School Travel Plan. All four special schools and all three Pupils Centres have also successfully completed school travel plans. A full list of all schools in Peterborough with a School Travel Plan and the date it was adopted can be found in Appendix 4. Caverstede Nursery and Peterborough High School (the only independent school in Peterborough) are currently working on their school travel plan. In total, 70 out of 77 educational establishments have travel plans in place and 2 are working on one at present, 5 other schools have yet to engage with the School Travel Plan Process.
- 6.10 The city council will continue to develop School Travel Plans with schools to ensure that each school and local community has an action plan for promoting safe, sustainable travel to school which is tailored to its specific needs and circumstances.
- 6.11 The national 'Travelling to School' initiative aims for all schools to have a School Travel Plan by 2010. Unless School Travel Plans are made a statutory requirement, universal take up of this initiative will be difficult to achieve. Therefore the city council aims to have:

Aim: 90% of schools with a School Travel Plan by 2010.

Achieved: 88% of schools have a School Travel Plan by 2009



6.12 The city council's School Travel Plan Co-ordinator and School Travel Officer will support schools developing and implementing a School Travel Plan, and obtain capital grant funding through this initiative. The city council will secure development of School Travel Plans through three mechanisms:

- Supporting schools who independently develop a School Travel Plan and qualify for capital grant funding;
- Working with schools on the Safer Journeys to School project to develop School Travel Plans and complementary engineering schemes to improve routes;
- Ensuring that conditions relating to development of a School Travel Plan are included in planning approval for all appropriate school developments.

Only School Travel Plans which meet the city council's approval criteria will be submitted for capital grants or for engineering works under the Safer Journeys to School project. This is to ensure that School Travel Plans will have a significant impact on modal share for journeys to school. The criterion includes requirements for evidence of consultation; clearly defined objectives and targets; details of proposed actions, timescales and responsibilities; and proposals for monitoring and review.

6.13 The city council has been running the Safer Journeys to School project since 1999. Further details are discussed in paragraph 6.17. This project will continue in parallel to the wider work carried out under the 'Travelling to School' initiative and will act as an additional mechanism for securing and funding School Travel Plans.

6.14 In developing a School Travel Plan, the process of consultation feeding into the document, and the implementation of the action plan within it, are as important as the document itself. Therefore the city council will support schools in all stages of the School Travel Plan development process, as well as advice on the content of the actual document.



Once a School Travel Plan is approved, the Council will provide ongoing support and resources to schools to enable them to successfully implement their plan.

All the schools who have received funding from the Safer Journeys to School capital programme of works from 1999 to date can be seen in Appendix 7.

The city council will also enable monitoring of the schools progress in achieving modal shift through the annual Travel to School Survey, undertaken as part of the School Census, and a programme of annual review meetings.

- 6.15 To raise the profile of school travel planning and provide a framework for recognising and celebrating excellence, the city council holds annual School Travel Plan awards. Awards are given to the 'Best School Travel Plan', the 'Best School Travel Plan Champion' and the 'Best Initiative', together with certificates for all schools with a Travel Plan. Once all the schools have written a travel plan there will be awards for 'Best Modal Shift Changes', 'Best Initiatives To Raise The Profile' of the school travel plan, and 'Best Sustainable School'.

Whilst schools are supported by the school travel plan co-ordinator, colleges fall under the remit of the workplace travel plan officer. Peterborough Regional College has developed a travel plan to reduce on-site parking problems and has been successful in achieving a step one award at the 2006 Cambridgeshire and Peterborough Travel Plan Awards ceremony. They are on track to achieve the step two certificates in January 2010. The travel plan, developed with Travelchoice, contains an action plan outlining the measures to be taken over the coming months. Planned initiatives include providing pool umbrellas on reception, organising a pedometer challenge, producing a travel pack for new students and purchasing pool bikes for travel between the college and Broadway office. The college has also applied for funding through the Travelchoice Business Grant Scheme to improve cycle parking



facilities for students and visitors. The college has already established a number of measures, including priority parking for car sharers, secure cycle parking for staff and a travel information guide, specifically produced for staff and students outlining the facilities and services available to them. The Peterborough Regional College also takes part in national sustainable travel event; in 2009 a staff member from the college won the Walk to Work Week challenge.

Measures implemented for the benefit of students include car sharing schemes, travel guides and incentives to use sustainable transport.

Safer Journeys to School

- 6.16 Based on the nationally recognised Safer Routes to School concept, 43 schools in Peterborough have taken part in the city council's Safer Journeys to School project between 1999 and 2009, see Appendix 7 or details. Schools participate in the project for two years, support being given in the first year in the development of a School Travel Plan. On approval of this plan, the second year is used to develop and install a complementary infrastructure scheme (that improves walking and cycling routes within and around the school site), in parallel with the implementation of the travel behaviour aspects of their School Travel Plan.
- 6.17 The city council will continue to accept three schools on to the Safer Journeys to School project each year.
- 6.18 The city council will continue to seek alternative sources of funding to continue to accelerate the delivery programme.
- 6.19 Six out of eight rural schools (Northborough, Wittering, Duke of Bedford, Barnack, Castor Primary Schools, and Arthur Mellows Village College) have already benefited from the project. The remaining two rural schools



(Newborough and Peakirk-cum-Glinton Primary Schools) will be encouraged to apply for inclusion in the project during the LTP2 period.

6.20 The data relating to pupils' home postcodes will also be used to plot geographically where pupils live in relation to their school, identifying clusters and thus potential walking and cycling routes to their school and areas where infrastructure improvements should be focused. This information, together with the School Census travel information, will be used to identify particular groups or areas which would benefit from targeted information to reduce car use on school journeys. The Foot:prints newsletter which provides schools with information about School Travel Plans and Safer Journeys to School projects can be seen in Appendix 5.

Working with New and Expanded Schools

6.21 As new schools are built or schools are re-sited it is essential that the principles of sustainability and good accessibility are embedded at an early stage. The city council's Local Development Framework will require new developments such as schools to be located either near to existing sustainable transport networks or provision will be required to enable non-car based travel.

6.22 In particular the Secondary School Review process provided the city council with an opportunity to work with secondary schools to promote more sustainable and safer travel to school, as well as securing improvements to surrounding infrastructure. The city council is working to minimise the transport implications of the new and expanded schools, as well as to put measures in place that will reduce car use on the school run below current levels.



6.23 The Thomas Deacon Academy has developed a School Travel Plan through the planning process. The infrastructure elements of the plan included dedicated pedestrian entrances to the site and a bus drop-off zone.

6.24 The new Voyager School has developed a School Travel Plan to reduce conflict with pupils arriving at the neighbouring infant and junior schools. The off-site highway improvements include new signalised crossings and CCTV and improved lighting on pedestrian routes. The footbridge over the east coast main railway line has been made safer, more convenient and attractive to use with:

- Installation of new vandal-proof fluorescent lighting;
- New CCTV cameras linked back to PCC monitoring system;
- New safety mesh canopy across the bridge;
- Anti-graffiti paint finish.

The city council has also arranged more frequent public transport journeys from North Bretton to the school.

6.25 The Council will continue to work closely with secondary schools as they are modernised through the Secondary School Review to identify local transport and travel issues at these schools. Work will be undertaken in conjunction with those issues raised in the Safer Journeys to School projects.

6.26 Consideration will be given to encouraging sustainable travel when planning applications are received for new or expanding school facilities. Development Control Officers will liaise with the School Travel Plan Coordinator and other officers in Travelchoice at an early stage in the process to ensure that travel plan considerations are an integral part of the planning application.



Travel Implications of Educational Change

- 6.27 Two recent educational reforms, the 14-19 Education and Skills White Paper (See 2.3) and proposals for Extended Schools, have significant implications for the provision of home to school/college transport.
- 6.28 The Council identified the need for a review of travel to school to link in with changes in education brought about by the White Paper, the Secondary School Review and changes to the natural catchment areas of schools. A working group including officers from Children’s Services, Environment and Community Services, and the Learning and Skills Council was set up to review the impact of the changes on school transport, and to ensure that access to education is fair for all sectors of the community.
- 6.29 Accessibility planning is being used throughout the process to provide solutions to improve accessibility and remove any barriers identified.

Road Safety

Key actions
Deliver ongoing road safety education, training and publicity campaigns and adapt and review in line with casualty data
Deliver Year 7 road safety programme in at least 4 secondary schools per academic year
Deliver Be Safe Be Seen campaign to children and teenagers during October and November linking to national campaigns

- 6.30 The Road Safety Team delivers an on-going education, training and publicity programme aimed at reducing casualties amongst all road users. The team is also responsible for School Crossing Patrol Service and analysing road safety data on a monthly basis to identify trends, and to target resources accordingly
- 6.31 The Road Safety Team works in partnership with many different organisations to bring road safety initiatives to primary and secondary schools and colleges. The team run a full programme of education and training, with road safety



education tailored to the local environment and the pupils involved. One of the initiatives is 'Theatre in Education', which delivers road safety messages to pupils at all levels.

Key actions

Offer all primary schools pedestrian training for all reception children and their parent/carer

6.32 The city council also runs a range of training courses for pedestrians and cyclists. Pedestrian training was introduced in 2001 and is offered to reception children. Training is conducted on-street and provides an opportunity to demonstrate practical road safety skills in a realistic situation using the local road environment, whether it is urban or rural. Parents and carers actively take part in the training sessions to enable them to understand the importance of providing a positive role model for their child whilst recognising their child's capabilities and limitations.

Key actions

Offer on-road cycle training to all primary children aged 10 and over

6.33 On-road cycle training is offered to all primary school children aged ten years and above. The volunteers are fully trained and resources are provided to schools to undertake cycle training. Cycle training is offered to pupils free of charge.

6.34 The city council will continue to run its range of training courses for pedestrians and cyclists and will encourage all schools to participate in the training programmes. Pedestrian and cycle training will be adapted where appropriate for individual schools such as Special schools. The city council is also working towards offering National Standard cycle training.

6.35 As School Travel Plans partly aim to improve road safety around schools by limiting potential for conflict between vulnerable road users and cars, they are a key supporting element of road safety issues.



6.36 Each School Travel Plan contains an action plan, and the Council will ensure that each of these contain a commitment to road safety education. Where appropriate there will also be a commitment to participating in pedestrian training, and on-road cycle training.

Home to School Transport

6.37 The city council aims to utilise its school vehicles and resources in the most efficient way. The integration of the Council’s children’s transport services, to form a Transport and Sustainable Environment Group that has responsibility for managing and procuring all children’s transport as well as public and community transport services, has yielded greater utilisation of vehicles and resources.

Key actions

Investigate improvements to public transport ticketing options to encourage wider use of public transport for the school journey

6.38 In addition to this, where it is not possible for pupils to walk or cycle to school, the city council aims to encourage pupils to make use of bus services which are already available. The Peterborough Bus Strategy, contained in LTP2, aims to encourage public transport as the main mode of travel for all secondary school pupils and increase the number of eligible secondary school pupils travelling to school by public transport.

6.39 Although most eligible pupils still travel to school by a number of contracted bus services, just over 650 eligible pupils are conveyed by public bus services. They are issued with reduced rate season tickets on a termly basis which also enables them to use the public bus network at other times and so contribute to Peterborough’s other objectives of sustaining the public bus network and fostering a habit of public transport use amongst young people. The city council’s target, to increase this number to 657 by 2013, has therefore already been exceeded.



- 6.40 All school transport tenders are evaluated on the basis of the most economically advantageous, as individual routes. The evaluation process will be based on 80% price and 20% quality in accordance with the criteria set. This encourages operator to improve the quality of the service provided.
- 6.41 The LTP2 Accessibility Strategy illustrates Peterborough’s current level of accessibility based on a number of core Government indicators. These indicators include data on the number of pupils within 20 and 40 minutes of a secondary school when using public transport. The results show that 94% of pupils were within 20 minutes and 100% were within 40 minutes of a secondary school when using public transport. Schools located within urban areas in particular are highly accessible by public transport at peak times, illustrating the potential to increase the amount of pupils using public transport for school journeys.
- 6.42 In certain cases, pupils and post-16 students who do not qualify for free or denominational transport may be allowed to travel on existing buses contracted by the city council if seats are available. Passes are issued strictly on a ‘first come, first served’ basis and the city council cannot guarantee to give advance warning if seats are no longer available at the commencement of each term. The issue of a pass for one term does not guarantee the issue of subsequent passes. Payment must be made prior to the commencement of each term’s travel.

Independent Travel

Key actions
Investigate ways of continuing to provide independent travel training

- 6.43 As described above, the city council aims to increase the amount of eligible secondary school pupils travelling on public transport instead of using dedicated school transport. Pupils are provided with Megarider tickets which enable them to use public transport for school or college journeys and can



also use these tickets on evenings and weekends for social travel, during term time only.

- 6.44 The city council received funding from the Learning & Skills Council for a one-year project to promote independent travel, to provide pupils with the skills and understanding to become less reliant on provided transport. The funding enabled the city council to employ an in-house travel trainer, who was successful in rolling out training to teaching assistants and pupils, and who also produced a training pack which will be used by schools and colleges to continue to promote travel training in future years.
- 6.45 Travel training can encourage pupils to contemplate staying on into post-16 education, many of whom would previously have seen travelling to sixth form or college as a barrier. By enabling them to travel independently they are also being given the opportunity to understand some of the advantages of sustainable travel and so take these skills with them into adult life.
- 6.46 In addition, independent travel training continues to be provided to pupils and carers in our special schools.

Improving Safety and Behaviour on School Buses

Key actions
Encourage schools to use a variety of means to promote appropriate standards of behaviour on the school journey, particularly when preparing pupils moving from primary to secondary school
Provide pupils, parents and schools with an up-to-date Student Behaviour Policy on a regular basis
Monitor all incidents of misbehaviour on school transport services, identifying any trends and acting on these as appropriate
Work with transport operators, parents and schools to reduce the non-compliance of the Student Behaviour Policy
Proactively work with transport operators, pupils, parents and schools to encourage positive relationships



- 6.47 Pupils travelling on contracted transport represent their families, their school/college and the city council. It is important that they understand that poor behaviour reflects badly on everyone. This also relates to the city Council's transport operators and it is implicit that they understand their role in portraying a positive image of transport in Peterborough. In turn, improved safety and behaviour on school buses will encourage more pupils and parents to use buses to travel to school.
- 6.48 The city council's Student Behaviour Policy is designed to offer advice on how to behave in a manner that brings credit to pupils and the groups they represent. This includes details of the action that will be taken by the city council for misbehaviour. A framework is in place for responding to incidents of misconduct.
- 6.49 The city council will continue to work with parents and schools to encourage good behaviour on school buses. In particular, the Student Behaviour Policy will be brought to the attention of those pupils due to transfer to secondary school who are likely to be using school transport for the first time.
- 6.50 Analysis of the incidents of misbehaviour during 2007/08 show that one of the main types of misbehaviour on contracted school transport was refusal to wear a seat belt or not remaining seated. The city council will work with schools, parents and pupils to reduce the incidence of non-seatbelt wearing on school buses in the future.
- 6.51 The city council currently provides driver training to all school transport operators. In addition to improving safety on school transport, this provides an opportunity to encourage a positive relationship with pupils, in turn reducing incidences of misbehaviour on vehicles.



Improving Quality of School Travel

- 6.52 Improving the quality of contracted school travel services will encourage more pupils and parents to use these services for their journey to school. The city council is always looking at more ways to improve the quality of school transport. Details of previous initiatives are described in paragraph 5.31.
- 6.53 In particular, the city council is introducing Yellow Bus vehicles onto the school run. Six Yellow Bus vehicles have entered service with the Council's City Services division since September 2006, five Yellow Buses are on routes to and from Arthur Mellows Village College. The other vehicle is used as a back up vehicle and can be hired by schools.
- 6.54 However, the city council already applies a number of the quality standards associated with Yellow Bus operation, on its other contracted services. This includes requirements for a regular driver and introduction of the requirement for CCTV on school buses.

School Crossing Patrols

- 6.55 The city council currently monitors and reviews usage at the school crossing patrol sites, while actively recruiting new school crossing patrollers to vacant crossing sites.



7. IMPLEMENTATION AND PROGRESS MONITORING

Monitoring and Targets

Key actions
Set up a working group to take responsibility for the Strategy and its updating and implementation
Ensure all targets are monitored and reported in line with council policy
Undertake an annual school transport census to meet the requirements of National Indicator 198
Periodically review the Children's Services School Transport Policy
Periodically review the Service Level Agreement between Children's Services and Operations to enable effective delivery of the Children's Services School Transport Policy

- 7.1 In order to monitor the progress of this Strategy the annual School Census will be used to monitor changes in the mode of transport used to primary and secondary schools. The travel data collected in 2007 for the first time as part of this Census will be used as the baseline for the purposes of this Strategy.
- 7.2 In addition to this, data collected as part of individual School Travel Plans will be used to monitor individual school travel trends and identify areas where progress can be made in promoting sustainable travel. The details of all schools that have written a school travel plan can be seen in Appendix 4. Many schools have uploaded their travel plans onto their websites but those that haven't can be contacted directly.
- 7.3 The success of the Sustainable Modes of Travel Strategy will be evaluated against targets drawn from LTP2, the Local Area Agreement and other relevant existing city council policies and strategies including the School Travel Plan Strategy. The main indicators against which this Strategy will be measured are detailed in Appendix 13.



Number of School Travel Plans

7.4 The number of School Travel Plans completed or in development will be assessed every spring as part of the School Travel Plan Strategy. This will be reviewed against the target set out in the School Travel Plan Strategy :

90% of Peterborough’s schools to have a Travel Plan by 2010

School Travel Plan Annual Reviews

Key actions
Undertake an annual review of all school travel plans to ensure that they remain active and up to date. This will include a programme of monitoring and evaluation of progress against targets set in school travel plans
Identify solutions and highlight potential projects to the Safer Journeys to School programme
Produce a term newsletter called ‘Foot:prints’ containing updates on school travel plans , local and national promotion to highlight current initiatives in sustainable school travel

7.5 The number of schools with current and up to date school travel plans will be reflected annually as part of the rolling programme of school travel plan review process, to assist schools to work towards a national target for the promotion of sustainable travel to school.

7.6 As part of the annual review process the local schools will look at indentifying solutions and highlighting potential projects to the Safer Journeys to school programme to enable the schools to actively promote safer sustainable journeys to school.

7.7 To promote the Safer Journeys to School programme, schools receive the Foot:prints newsletter termly, highlighting funding opportunities and achievements of schools who have applied for the Safer Journeys to School funds. Details of the Safer Journeys to Schools schemes carried out since 1999 can be seen in Appendix 7.



7.8 The trajectory set out in the School Travel Plan Strategy is as follows:

Table 6: Number of schools with a School Travel Plan – Trajectory for 2010

	2005 Actual	2006 Actual	2007 Actual	2008 Actual	2009 Actual	2010 Target
Total Number of Approved School Travel Plans	23	34 (+11)	49 (+15)	57 (+8)	68 (+11)	70 (+2)

Mode Share for Journeys to School

7.9 The mode share for journeys to school will be monitored as part of LTP2 and the Local Area Agreement. The target contained within LTP2, one of a number of mandatory national targets that the LTP2 is required to contain, is as follows:

No reduction in the ratio between the total number of pupils and the total number of car journeys to school between the baseline and 2010/11

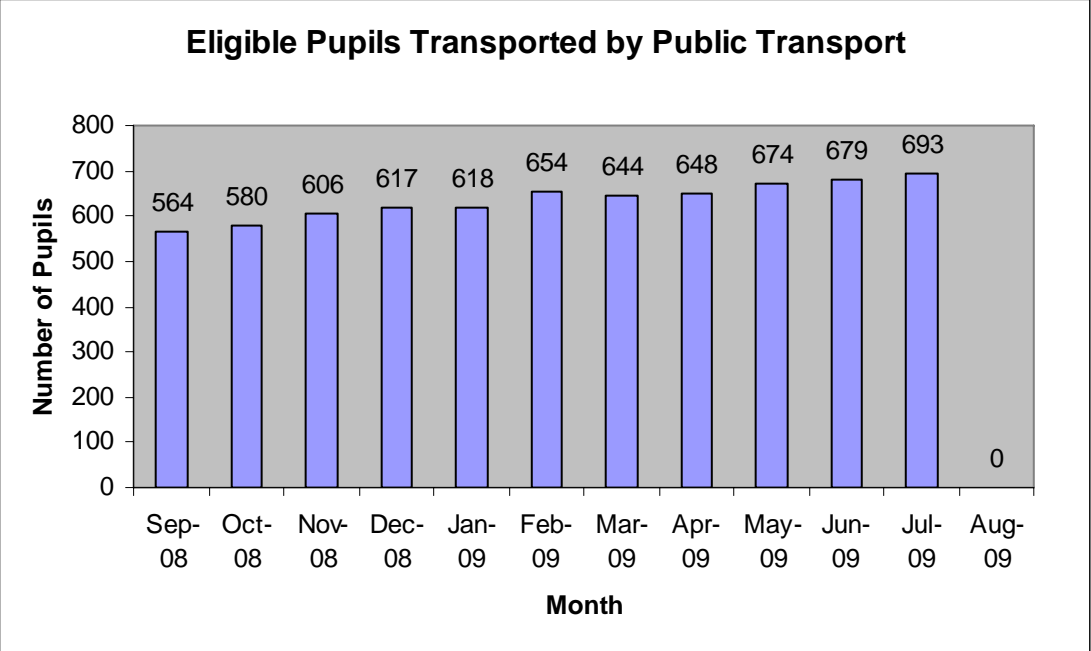
7.10 This target will be measured using data collected via the annual School Census, with the baseline date of 2007.

Promoting Travel by Public Transport

7.11 The number of eligible pupils using public transport for journeys to school will be monitored as part of LTP2. The Peterborough Bus Strategy sets out the following targets for numbers of pupils travelling to school by public transport. This represents a 5% increase in pupils carried year on year.

Table 7: Number of eligible pupils using public transport for the school journey

No. of Pupils	Baseline 2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Target Numbers	257	270	284	298	313	329	345
Actual Numbers (average)				440	594		



Review

- 7.12 A Working Group will be set up to oversee the development of the Sustainable Modes of Travel Strategy. The Group will continually develop and update this Strategy in response to new evidence of needs and to ensure that emerging issues and changes in circumstances are reflected in the document.
- 7.13 The Working Group will consist of officers from Children’s Services and Environment, Transport and Engineering Services to promote a co-ordinated approach to school and college travel provision.
- 7.14 For more information on this Group or to comment on the Strategy please contact the Travelchoice Team at Peterborough City Council, 3rd Floor Midgate House, Midgate Peterborough, PE1 1TN or telephone 01733 747474 or alternatively e-mail travelchoice@peterborough.gov.uk.



7.15 The Sustainable Modes of Travel Strategy will be reviewed on an annual basis, and progress on progress will be reported as part of this review. Consultation on the Strategy will be undertaken, with views and comments from interested parties invited before the end of March each year. The Strategy will then be updated and published as follows:

- On the city council's website;
- A notice in 'Secondary Education – A guide for parents' – which is published every September;
- We will also include reference to the Strategy in the letters sent out with new bus passes;
- A message will be included in 'The Wrapper' – the Children's Services online newsletter, to make schools aware.