

Brighton & Hove City Council

For general release

Meeting: Children, Families and Schools Sub Committee

Date: Monday 15 March 2004

Report of: Director, Children, Families and Schools

Subject: School Travel Strategy

Ward(s) affected: All

1. Purpose of the report

1.1 To present to the Children, Families and Schools sub committee, for consideration, Brighton & Hove City Councils' first 'School Travel Strategy'. The development of this strategy has provided a framework to organise the development and proposed implementation of initiatives/measures relating to school travel.

2. Recommendations

2.1 That the objectives of the School Travel Strategy stated in section 2 of the strategy be agreed.

2.2 That the performance indicators stated in section 6 and the accompanying targets stated in section 7 of the strategy be agreed.

2.3 That the £26,000 per annum to be received from the Department for Transport and the Department for Education and Skills for the financial years 2004/5 and 2005/6, be used to fund a new post 'Assistant School Travel Officer', to work with the School Travel Officer to encourage more schools to develop school travel plans, collect annual school travel data, promote and set up new Walking Buses and to promote the services of Road Safety Education.

2.4 That the requirement for the council to submit an annual review to indicate how we have progressed in increasing the number of school travel plans

that are in place and if the proportion of children travelling to school by car has been reduced be noted.

- 2.5 That the School Travel Strategy be endorsed, in order for the Environment and Children, Families and Schools department's to have joint ownership of the strategy.

3. Information/background

- 3.1 As a result of the Transport Act 2000 councils are required to produce a Local Transport Plan, which cover a five-year period. The Local Transport Plan contains bids for government capital funds, which provide funding for maintenance and new integrated transport schemes. In relation to school travel, local authorities are required to set an 'integrated strategy for reducing car use and improving children's safety on the journey to school'. Therefore the development of this strategy is the council's first step in meeting with this requirement.
- 3.2 The 'School Travel Strategy' will initially be reported in the Local Transport Plan, Annual Progress Report 2004.

4. Further information

- 4.1 The strategy links to various other strategies adopted by the council including the Community Strategy, particularly in relation to the targets set for travel to school.
- 4.2 Once approved a copy of the strategy will be forwarded to all schools/nursery schools across Brighton & Hove. It is hoped that this will also provide a valuable resource, by demonstrating what the council can potentially offer to schools and what action they can take themselves to reduce the need for the car.
- 4.3 All schools that develop 'School Travel Plans' are encouraged to include an item within their prospectus to inform parents/carers and pupils that the school has a travel plan in place and therefore is committed to reducing car usage and improving safety on the journey to school.

5. Consultation

- 5.1 The success of this strategy will largely depend on partnership working with certain council officers/departments, local schools and other

organisations and groups. Therefore the consultation exercise involved targeting people from these groups listed.

- 5.2 In September 2003 an internal consultation was undertaken, requesting comments from relevant council officers.
- 5.3 In October/November 2003, an external consultation was undertaken, requesting comments from Local Councillors, Local Authority Schools, Private/Independent Schools, nursery schools, Universities and local walking and cycling representatives.
- 5.4 Details of the comments that were received can be seen in Appendix 2.

APPENDIX 1

Meeting/Date	29 th January 2004
Report of	<i>Director of Environment</i>
Subject	<i>School Travel Strategy</i>
Wards affected	<i>All</i>

Financial implications

The Department of Transport has offered Grant funding for financial years 2004/2005 and 2005/2006 of £26,000 for each year as a contribution to staff costs. In addition the Department of Transport has granted borrowing approval to the values of £25,000 as part of the Local Transport Plan. Failure to meet the targets of increasing the numbers of schools with travel plans will influence any future funding.

Finance Officer consulted: Alaister Ridley Date 4th March 2004

Legal implications

Traffic regulation orders and highway notices will be required to implement a number of the proposals, when appropriate. These will be advertised in accordance with the relevant legislation. There does not appear to be any human rights implications, but if orders and advertisements are advertised and objections received these will need to be dealt with in reports relevant to the proposed schemes.

Lawyer consulted: Liz Woodley Date 8th December 2003

Corporate/Citywide implications	Risk assessment
To increase the proportion of travel to school using more sustainable methods of travel in comparison to the car. To improve safety on the journey to school and to improve children's long term health.	No risks have currently been identified, but if they do arise as part of the implementation of any of the measures/initiatives they will be dealt with accordingly.
Sustainability implications	Equalities implications
The promotion and implementation of the measures/initiatives included within the strategy will actively encourage schools and other places of education to choose more sustainable modes of travel.	The proposed measures/initiatives will have no equalities implications.
Implications for the prevention of crime and disorder	
There are no direct implications.	

Background papers
N/A
Contact Officer
Lisa Simmonds, School Travel Officer, 292357

APPENDIX 2



CONSULTEE	COMMENTS
Councillor G Mitchell	<ul style="list-style-type: none"> ▪ The documents needs to be a little less formally presented, maybe illustrated to encourage schools to read it and use as a learning resource.
Councillor V Brown	<ul style="list-style-type: none"> ▪ Support the strategy, and want to reduce the number of cars on the school run. ▪ School safety zones seem to working well, request a scheme of this nature for Cardinal Newman, Cottesmore and Brighton & Hove Junior. ▪ Support the project to place legal orders on zig zag markings outside schools, would prefer to see a blanket order rather than implementation gradually. ▪ Would like to see school mini – buses used in conjunction with Social Services. ▪ Support and encourage the use of more crossing patrols, if they could be paid a better wage this may attract more recruits. ▪ Understand the concerns of parents and children cycling to school, maybe more school safety zones will help this.
Councillor K Taylor	<ul style="list-style-type: none"> ▪ Acknowledgement received.
Councillor B Oxley	<ul style="list-style-type: none"> ▪ Acknowledgement received.
Mark Strong, English Regional Cycling Development Team	<ul style="list-style-type: none"> ▪ Regional Transport Strategy information out of date, provided up to date information. ▪ Need to mention new DfT/DfES funding for local authorities and schools. ▪ Include the number of schools in Brighton & Hove. ▪ School keep clear markings – are we educating parents once the legal order is in place. ▪ Will the council consider employing permanent members of staff for cycle training. ▪ Working in Partnership – include the voluntary sector. ▪ Separate targets for primary and secondary age pupils.
Ian Davey, Cycle Training South East	<ul style="list-style-type: none"> ▪ The target for cycling is disappointing and unambitious. ▪ Need to develop strategies that combine ‘hard’ and

APPENDIX 2



	<p>'soft' measures.</p> <ul style="list-style-type: none">▪ Need more detail concerning what cycle training involves.▪ Need to include voluntary organisations under 'Working in Partnership'.▪ Need to include a section concerning funding.
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