



# **SCHOOL TRAVEL STRATEGY**

**FEBRUARY 2004**

# **CONTENTS**

## **1 INTRODUCTION**

## **2 OBJECTIVES**

## **3 POLICY (Background)**

## **4 STRATEGY**

**4.1 RAISING AWARENESS THROUGH EDUCATION, TRAINING  
& PUBLICITY**

**4.2 A SAFER JOURNEY TO SCHOOL**

**4.3 ENCOURAGING SUSTAINABLE FORMS OF TRANSPORT**

**4.4 WORKING IN PARTNERSHIP**

## **5 MONITORING**

## **6 TARGETS**

## **APPENDICES**

**Appendix 1 Travel Patterns of School Journeys across Brighton & Hove**

**Appendix 2 Road Safety Campaigns & Initiatives**

**Appendix 3 Safer Routes to School**

**Appendix 4 School Safety Zones – Patcham**

**Appendix 5 20mph Speed Limits & 20mph Speed Zones**

**Appendix 6 Balfour Infant School Travel Plan & List of schools developing travel plans**

## **REFERENCES**

## **1 INTRODUCTION**

The school travel strategy provides a framework to organise the development and implementation of initiatives/measures concerning school travel across Brighton & Hove.

There are currently sixty-seven Local Authority Infant/Junior/Primary/Secondary schools, nine Local Authority Special Educational Needs schools and sixteen Private/Independent schools.

## **2 OBJECTIVES**

i) To increase the proportion of travel to school undertaken on foot, by public transport and cycling in conjunction with reducing the proportion of travel by car on the journey to school.

ii) To reduce the actual and perceived danger of children using alternative modes of travel to the car, to travel to school.

iii) To improve children's immediate and long-term health.

## **3 POLICY (BACKGROUND)**

3.1 The Governments Integrated Transport White Paper 'A new deal for transport: Better for Everyone' (July 1998) promotes policies to decrease the need for use of a car on the school journey, which would reduce car congestion and improve safety on the journey to school, together with policies to improve the health of children through more cycling and walking.

3.2 As a result of this policy 'A School Travel Advisory Group' (STAG) was set up with members from central and local Government. Their role has been to develop policy and distribute information on best practice relating to sustainable school travel. As part of this they have produced very useful resources concerning the development of school travel plans.

3.3 In May 1998 there was a joint initiative from the Department of Health and the Department for Education and Employment called 'The Healthy Schools Programme'. The aim of this initiative was to raise the awareness of children, teachers, families and local communities of the benefits within schools to improve health.

3.4 Following the 'Healthy Schools Programme', in 1999 the Department of Health and the Department for Education and Employment jointly launched the Safe & Sound Challenge, to encourage healthier and environmentally friendly ways of travelling to and from school. Schools were provided with the opportunity to submit bids for funds for initiatives that could reduce car journeys to their school.

3.5 On 17<sup>th</sup> September 2003, the government announced 'A new approach to the

school run'. The new plans will incorporate measures to boost walking, cycling and bus travel to school and tackle congestion related to the school run. 'Travelling to School – an action plan' will help schools promote safety and healthy travel to school. A companion document 'Travelling to School – a good practice guide' offers practical advice to schools by showing examples of good practice from other schools across the country.

In order to support this new approach the government is providing over £50m in funding over the next two years. (Further details of how Brighton & Hove will benefit from the funding can be found in sections 4.3.10 & 5.)

3.6 On a regional level The South East England Regional Assembly 'From Crisis to Cutting Edge' (Draft Regional Transport Strategy Consultation Draft, Jan 2003) provides a range of policies that reflect the latest Government guidance. Although there are no direct references to education establishments the following policy can be applied.

**Policy T14** states that 'Local Transport Authorities should ensure that their Local Transport Plans submitted to the Government in 2005,

i) identify those major travel generating developments, both existing and proposed, for which Travel Plans should be developed;

ii) require all major travel generating developments to have a Travel Plan agreed and implemented by 2010.

for This document is currently under consultation, the 'Draft Regional Transport Strategy the South East, Public Examination, Panel Report was published in September 2003. This schedule set out the views on how policies could be redrafted.

3.7 The Brighton & Hove Local Plan Second Deposit Draft 2001 has been put together to indicate the use of land and buildings over the next 10 years. It contains three policies that directly take into consideration school travel initiatives and movement of children from schools.

These are as follows: –

i) **TR9 'Safer routes to school and school safety zones'** states that development proposals that affect proposed or existing 'Safer Routes to school' or 'School Safety Zones' should contribute towards the implementation, improvement and maintenance of routes or to the safety of movement within the 'School Safety Zone'.

ii) **TR10 'Helping the independent movement of children'** states new development should provide walking and cycling routes that are separated from vehicular traffic as far as possible and suitable for the independent movement of children about the development site and to adjoining areas.

iii) **TR 'Travel Plans'** states that travel plans will be required for developments that are likely to have significant transport implications, these include, major developments for employment, shopping, leisure and recreation, new or expanded education proposals.

3.8 In Brighton & Hove City Council's Full Local Transport Plan 2001/2002 – 2005/6 a section was included with regards to 'Journeys to School'. This section referred to the importance of the government's Integrated Transport White Paper, which focused on the journey to school.

3.9 The council's commitment to reducing the use of the car on the journey to school was indicated by the invitation to schools across Brighton & Hove in 2001 to take part in the development of school travel plans. Six schools responded positively. This situation was, and is, being progressed by its partnership working with the Children, Families and Schools Department and the assistance that this has provided in developing links with the schools.

3.10 As stated in the Brighton & Hove Local Transport Plan 2001/02 – 2005/6 the council hoped to be able to establish baseline data on current travel patterns to school. In October 2001 all schools across Brighton & Hove (Local Authority and Private/Independent Schools) were provided with a simple school travel questionnaire requesting information from pupils concerning how they are travelling to and from their school. Forty-six of the eighty-three schools who were approached responded therefore a good source of baseline data concerning school travel patterns has been established. It is proposed to repeat this exercise on a yearly basis. This will require continued support from schools to undertake the exercise in future years. (The data from this exercise for 2001 & 2002 can be seen in Appendix 1).

## **4 STRATEGY (including past and ongoing initiatives)**

### **4.1 RAISING AWARENESS THROUGH EDUCATION, TRAINING & PUBLICITY**

#### **Road Safety Education**

4.1.1 Brighton & Hove Council offers nurseries, schools and community groups a comprehensive road safety education service. This includes visits to nurseries or schools, (who can also borrow a range of play equipment for the under fives and teaching materials) cycle proficiency training, together with the opportunity to take part in national and international road safety events – (International) Walk to School Day & Week, & Safety in Action Week.

4.1.2 The council's Road Safety Education Officers work in partnership with Sussex Police on a number of publicity campaigns, these being the Drink Drive campaign in December, Seat Belt & Child Seat checks and Motorcycle Safety. The officers also work with neighbouring local authorities to promote the National Driver Improvement Scheme (East Sussex County Council) and the Young Drivers Scheme (West Sussex County Council).

4.1.3 The road safety team produces a 'Road Safety & School Travel Newsletter' twice a year. This provides an opportunity to promote the road safety services and to provide an update on any work that has been undertaken with schools, particularly schools showing good practice in relation to school travel.

The Guide to Brighton & Hove Road Safety Services' has recently been updated and published. This is distributed to all nurseries and schools. This guide is updated every two years.

4.1.4 In 2003 a Speed Awareness Co-ordinator was recruited. This position is on a temporary contract funded from the Camera Partnership cost recovery fund. It will primarily focus on deploying a SID (Speed Indicator Display) into local communities where there are concerns over speeding traffic. In addition the co-ordinator will arrange theatre in education for secondary age children and other work related to the Camera Partnership.

(For detailed information on the road safety events and campaigns please refer to Appendix 2)

**Contact** – Road Safety Education Officer – 01273 292258

### **Kerbcraft – Child Pedestrian Training Scheme**

4.1.5 This initiative began in 2001 following a successful bid by Brighton & Hove City Council, which secured funding for a member of staff over a three-year period. The aims of the initiative are to provide children aged 5-7 years old the opportunity to be taught basic road safety skills, with the training being undertaken within the immediate school area.

4.1.6 This scheme has been offered to all schools within Brighton & Hove Council's Education Action Zone, this being Bevendean Primary, Coldean Primary, St Johns the Baptist RC Primary, St Marks CE Primary, Moulsecoomb Primary and Whitehawk Primary. This training scheme is funded by the government until 2004; the council will then have to decide whether it wishes to provide funding to enable this scheme to continue.

**Contact** – Child Pedestrian Training Scheme Co-ordinator – 01273 292335

### **Healthy Schools Programme**

4.1.7 The government launched the 'Healthy Schools Programme' in May 1998; the main aim of this programme was to make children, teachers, parents and communities more aware of the opportunities that exist in schools for improving health. The majority of this can be delivered through the curriculum.

4.1.8 One of the issues where there is the potential for change is with the journey to school and the health benefits of using alternative modes to the car. There are obvious links between the work that can be carried out in schools across Brighton & Hove by the Healthy Schools Co-ordinator and School Travel Officer. Initial meetings have taken place and it is proposed to work together in the future.

**Contact** – Healthy Schools Scheme Co-ordinator – 01273 294216

### **Eco- Schools Programme**

4.1.9 This programme was launched by the government with the main aim to 'make sustainable development a part of life and the ethos of the school. The scheme has been designed to fit into the National Curriculum and involves everyone in the school

to help make the school environment a better place. Brighton & Hove has an Environmental Education Officer who is currently working with a number of schools in the delivery of this initiative. As with the Healthy Schools Programme there is the potential for the School Travel Officer/Road Safety Education Officers to work more closely with the Environmental Education Officer in delivering initiatives.

4.1.10 The delivery of a number of projects has included joint working. These have included delivery of the transport aspect of the Eco-Schools Initiative, the promotion of MAPIT software and the training day, which was offered to local schools who decided to purchase the software.

**Contact** – Environmental Education Officer –01273 292254

## **4.2 A SAFER JOURNEY TO SCHOOL**

### **Safer Routes to School**

4.2.1 The Safer Routes to School initiative aims to reduce dependency on the car for the school journey, by improving the area around the school and making routes to school safer for children and their parents to walk or cycle. To date this has successfully been completed at the following five schools across Brighton & Hove:-

- Saltdean Primary
- Portslade Infants,
- Bevendean Primary,
- Stanford Infants/Juniors
- Davigdor Infants/ Somerhill Juniors.

4.2.2 A further scheme is under construction, which will benefit the following, three schools: -

- Patcham Infant, Patcham Junior & Patcham High.

4.2.3 A new scheme is proposed for Mileoak and Portslade in 2003/4 which will include the following five schools:-

- Portslade Community College
- Mile Oak Primary
- Hillside
- Downs Park
- Peter Gladwin Primary.

4.2.4 Construction of the scheme is likely to be phased over a two year period, 2005/6. Future Safer Routes to School schemes will be identified during the construction period of schemes to generate a rolling programme.

4.2.5 The council is currently consulting with local communities to establish whether 'Home Zones' could be developed in various streets within the city. The main aim of a 'Home Zone' is to reclaim the street from traffic; therefore creating a safer environment and encouraging people to walk and cycle and to bring the streets community together. It may be feasible to link this initiative with Safer Routes to School in the future.

(Appendix 3 contains detailed information concerning two of the Safer Routes to School projects.)

**Contact – Road Safety Education Officer – 01273 292258**

### **School Safety Zones**

4.2.6 This scheme identifies potential school sites that require minor engineering works and associated works to improve safety in the immediate area of the school, by referring to the number of injury accidents and the speed of traffic.



4.2.7 The safety works that are undertaken are monitored to establish whether additional works are required; there is also the potential at this stage for a Safer Routes to School scheme to be implemented. To date the following school safety zones have been completed: -

- Blatchington Mill School
- Moulsecoomb Primary
- Bevendean Primary
- Downs Infant & Junior
- Hove Park Upper
- Whitehawk Primary
- Benfield Junior
- Hangleton Junior
- Balfour Infant & Junior
- Mileoak Primary
- Varndean High
- East Brighton College of Media Arts.

4.2.8 Future schemes will be developed following the review of the Road Safety Plan.

(Appendix 4 contains detailed information concerning a proposed school safety zone project.)

**Contact** – Principal Road Safety Officer – 01273 292478

### **School Crossing Patrol Service**

4.2.9 Although this is not a statutory service Brighton & Hove City Council views this as an essential service where appropriate, to ensure that children can cross safely on their journey to and from their school. There are currently thirty school crossing patrol sites across Brighton & Hove. A number of these sites are vacant but the recruitment of new patrol officers is a nationwide problem.

4.2.10 There are a number of requests for new sites; these will be dealt with now and in the future using the national 'School Crossing Patrol Service' guidelines issued by LARSOA, to assist with assigning a new school crossing patrol site. In addition, close working with the Principal Road Safety Officer in the assessment of new sites will continue.

**Contact** – School Travel Officer – 01273 292357

### **20mph Lengths**

4.2.11 The need for local authorities to apply for consent from the Secretary of State for 20mph on certain lengths of road was removed in 1999. As a result of this the Road Safety Officers have implemented three 20mph lengths outside four schools in Brighton & Hove (Rudyard Kipling Primary, Mile Oak Primary, Downs Junior & Balfour Junior).

4.2.12 The implementation of the 20mph lengths is very suitable where there is a large concentration of pedestrians, particularly children, therefore locations outside

schools are ideal. It will protect children walking and cycling to school and encourage others to do so. It is proposed that the Road Safety Officers work more closely with the School Travel Officer and Road Safety Education Officer to establish whether additional 20mph lengths could be implemented outside schools that are undertaking School Travel Plans and/or the Safer Routes to School Initiative.

**Contact** – Principal Road Safety Officer – 01273 292478

## **20mph Zones**

4.2.13 With 20mph zones the same government guidance and aims apply for implementation as for 20mph lengths. The only difference is that the zone applies to a number of streets and there is differentiation in the type and numbers of signs that are installed. This is usually introduced where an area contains adequate speed reducing features (such as road humps) therefore the speed limit is self-enforcing.

4.2.14 Brighton & Hove City Council has successfully implemented a 20mph Zone as part of a Safer Routes to School project at Davigdor Infant/Somerhill Junior. There may be scope to locate further possible zones through the work undertaken as part of Safer Routes to School and School Travel Plans. (Details of the different types of signage can be seen in Appendix 5)

**Contact** – Principal Road Safety Officer – 01273 292478

## **School Keep Clear Zig Zags**

4.2.15 Children's safety is regularly compromised by dangerous and illegal parking outside their schools, particularly on school keep clear zig-zag markings. In 1994 regulations changed to allow existing school keep clear zig-zag markings to be accompanied by the display of a large 'No stopping' plate, this changed the status of the markings from advisory to legal.

4.2.16 As a result of this there is currently a pilot project to place legal orders on school keep clear zig zag markings outside a number of schools across Brighton & Hove. This is gradually being implemented and it is envisaged that this project will be extended in the future to cover a larger number of schools; additional schools are also being identified through the development of travel plans. NCP Parking Attendants, who operate on behalf of the council, will undertake the enforcement of these markings.

4.2.17 Schools that have a legal order on their school keep clear markings are provided with leaflets to send out to all parents explaining why they should not park on the markings and the consequences if they choose to do so. This ensures that parents/carers are educated from the very beginning, and in addition to this schools are encouraged to regularly remind parents about the dangers of parking on the markings.

4.2.18 The schools that currently have legal orders placed on the school keep clear zig- zags outside their school are: -

- Downs Infant
- Downs Junior
- Stanford Infant
- Stanford Junior
- Rudyard Kipling Primary
- Balfour Junior

**Contact** – Principal Road Safety Officer – 01273 292478

## **4.3 ENCOURAGING SUSTAINABLE FORMS OF TRANSPORT**

### **School Travel Plans**

4.3.1 In 2001 Brighton & Hove City Council applied for a bursary from the government to fund a position which would assist schools in developing travel plans. Unfortunately this application was unsuccessful. The council decided to demonstrate its commitment to this area of work by providing funding for the post of 'School Travel Officer', with joint responsibility for 'School Travel Plans' and the 'School Crossing Patrol Service'.

4.3.2 A 'School Travel Plan' is defined by the government 'as a guide setting out a package of measures for reducing the number of car trips made to school by parents/carers and staff and for improving safety on the school journey'.

4.3.3 In 2001 all schools across Brighton & Hove were invited to express an interest in developing their own school travel plans. (Also during this year a 'School Travel Officer' was appointed to undertake the role of assisting schools in developing their own travel plans.) Six schools responded positively, these were as follows; Balfour Junior School, Downs Junior, St Andrews CE Primary, St Mary's RC Primary, Carden Primary and Saltdean Primary. These schools are now all at different stages in the development of their plans, work will continue to assist in further development and future monitoring.

4.3.4 Additional school travel plans are being secured through the development control process, as a result of school expansion and increase in pupil's numbers. The following schools have developed travel plans as a result of this process; Hove Park Upper School, Varndean High, Dorothy Stringer and Patcham High.

4.3.5 A number of travel plans have also been secured through the development control process at nursery schools. This has predominantly been as a result of expansion at an existing nursery or the development of new nurseries. A guidance leaflet for nursery schools to assist them with the development of travel plans has recently been developed. This has been sent to all nursery schools and is provided to developers who are submitting a planning application for a new or extended nursery school.

4.3.6 Currently nurseries are provided with government guidance, which only relates to schools. Although this provides good background information, additional information specific to nurseries would be beneficial.

4.3.7 In addition to the travel plan guidance leaflet, joint working with Early Years, Environmental Health and Development Control has enabled the production of draft supplementary planning guidance for nursery schools, this will be available by the end of 2003.

4.3.8 The development of school travel plans has also been successfully integrated with other school travel initiatives. In Patcham we are modifying a school safety zone

in conjunction with the development of school travel plans and the safer routes to school initiative for Patcham High, Juniors and Infants. Where this is feasible the council will endeavour to carry this out at other appropriate school sites.

4.3.9 There are currently twenty-four schools/nursery schools developing travel plans. Schools are provided with full support from the local authority and are encouraged to set up working groups at the initial stages of the development of the travel plan. Therefore this involves working with a wide range of people from the school and local community.

(For an example of a School Travel Plan and a list of the schools currently developing travel plans please refer to Appendix 6.)

4.3.10 Brighton & Hove City Council received notification from the Department for Transport/Department for Education and Skills in October 2003, stating that they will be receiving £26,000 per year for two years 2004/5 & 2005/6 from April 2004. Using this funding the council will be asked to provide a commitment that the resources will be utilised to support the delivery of school travel plans.

4.3.11 It is proposed to spend this funding on 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.

4.3.12 The council will be required 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.

**Contact – School Travel Officer – 01273 292357**

### **Walking Bus**

4.3.13 A walking bus is the new form of school transport; it comprises of two volunteers (parents/carers) who act as the 'conductor' and 'driver' and escort a line of children on their journey to and from school. The 'bus' walks along a pre-defined route collecting pupils at 'bus stops' on the way.

4.3.14 Together with encouraging walking, it promotes healthy exercise and contributes to reducing traffic and pollution near to the school. The council has developed a 'Walking Bus Guidance Pack', which provides potential volunteers with all the necessary information in order to assist them with setting up a walking bus.

4.3.15 To date two walking buses have been established in Saltdean and these are operating very successfully. Another form of walking bus, comprising of a group of parents and their children who walk as a group to school, operates to Stanford Infant school.

4.3.16 Although progress has been slow it is hoped that the promotion of walking buses particularly with schools that are developing school travel plans, will encourage more parents/carers to consider this form of travel to and from school.

**Contact – Road Safety Education Officer – 01273 292258**

### **Walk to School Campaign**

4.3.17 Every year the council takes part in a national campaign jointly co-ordinated by 'The National TravelWise Association' and 'Living Streets' (Pedestrians Association). The campaigns involve the promotion of a 'Walk to School Week' each May and an 'International Walk to School Day' each October. Parents are encouraged to walk their children to school during the week or day of the campaign, and beyond.

4.3.18 All primary schools are notified and requested to sign up to the campaign; schools that are involved receive a number of resources and free gifts to hand out to children that take part. The council also launches the campaign at a chosen school; previous launches have involved clowns, stilt walkers, Big Foot (the council Walk to School mascot) and local ward councillors providing support. This gives the campaign a higher profile and promotes interest from the local press. It is proposed to continue with a similar format for future campaigns.

**Contact** – Road Safety Education Officer – 01273 292258

### **Making Walking to School Easier**

4.3.19 The council implements a number of specific measures to make walking easier for pedestrians. When these measures are located near or on routes near to the school they can of course benefit those children and their family members who choose to walk on the journey to and from school.

4.3.20 Examples of these measures include the following: -

- Green man facilities at junctions controlled by traffic lights;
- Pelican, Toucan and Puffin crossings
- Zebra Crossings
- Central refuge islands
- Pavement build-outs - which narrow the width of the road
- Coloured surfacing or raised road level on side roads along a main road
- Dropped kerbs – kerbs are lowered to road level. Tactile paving is installed by the dropped kerb to warn visually impaired people that they are about to enter the road.

4.3.21 The above measures are dealt with on a request basis or may form part of a larger scheme, for example in relation to schools a number of the measures may form a 'Safer Routes to School Scheme'.

### **Walking Strategy**

4.3.22 A 'Draft Walking Strategy' for public consultation is being prepared by the council.

The draft aim and objectives link with objectives of the 'School Travel Strategy'.

4.3.23 The aim is to encourage more walking in order to reduce the use of private cars and to improve public health. The third objective, for example, is to seek good facilities for walking in, and associated with development proposals'.

**Contact** – Walking & Cycling Officer – 01273 292475

### **Cycling Proficiency Training**

4.3.24 The council currently provides on road - cycle proficiency training to all schools for year six pupils only on a first come first served basis. The number of

courses that are operated is dependent on the number of cycle trainers that can be employed, recruitment is often a problem. The council currently operates approximately thirty courses a year, mostly during the summer term. A small proportion of these courses are operated during the school Easter and summer holidays at local parks across the city.



4.3.23 The council will endeavour to provide cycle training to all schools that wish to participate. An opportunity to actively promote this will be through the development of travel plans within schools. (This approach was taken this year and a number of schools that would not usually take part signed up to the courses, therefore this will be promoted in future years.)

4.3.24 The council currently provides cycle proficiency training to secondary school age children and adults on request. It is proposed to investigate the expansion of training to these groups.

**Contact – Road Safety Education Officer – 01273 292258**

### **Cycling Strategy**

4.3.25 Brighton & Hove City Councils Cycling Strategy 2002/3 – 2005/6 was recently adopted. The strategy has established a number of policies, which link particularly to the objectives of the school travel strategy. Policy 18 Cycle Training for Children states, 'The council will seek to provide on-road cycle training at all schools who wish to participate and will encourage other schools also to become involved'.

4.3.26 The cycling strategy also directly refers to the need for a school travel strategy and the possible links between the two strategies, this is stated in 'Policy 23 Travel Strategy for Schools, 'The Council will prepare a Travel Strategy for Schools which will encourage and facilitate cycling and walking (and consult on public transport use where necessary) as a means to improve the safety, fitness and independent mobility of school children, and to reduce congestion and traffic danger around schools. Target 7 given in this strategy for cycle training will, be adopted'.

**Contact – Walking & Cycling Officer – 01273 292475**

### **Cycle Parking**

4.3.27 Cycle parking at schools is currently dealt with on a wider scale either through applications for development or on request. The recent expansion of a number of secondary schools throughout the city, through the private finance initiative has enabled the council to secure cycle parking on a large scale for pupils, staff and visitors to the schools.

4.3.28 The opportunity for schools to provide cycle parking can also be secured through the development of a school travel plan

### **Public Transport**

4.3.29 For many pupils, particularly secondary age pupils, travelling by bus is their only means of attending their chosen school. These pupils are very fortunate that Brighton & Hove Bus Company provide an excellent service with many routes including school sites across the city.

4.3.30 The council currently provides additional routes in the main commercial bus

network by funding a number of routes that are seen as unprofitable, these provide a vital service for a number of people. A number of school bus routes currently fall into this category. Although the buses are operated to provide a service to many schools any other intending passenger can use them.

### Bus Tickets

4.3.31 Brighton & Hove Bus Company provide excellent schemes for children and teenagers wishing to travel by bus to school or outside of school hours. The details of these can be seen below: -

<b>Bus ID Card Holders</b>	
<b>Age 5 – 15</b>	Charged 10p flat fare when accompanied by an adult at anytime After 6pm unaccompanied on a school day 30p flat fare
<b>Age 14</b>	must have a Bus ID to enable a continuation of travel at the Standard 50p flat fare
<b>Age 16 – 18</b>	Bus ID is available for £20.00 and will provide benefits as sated above.

The Bus ID scheme is promoted through schools across Brighton & Hove who provide their pupils with application forms. Once the Bus ID card has been produced by the Bus Company, it is endorsed by the school before being issued to the pupil.

4.3.32 Pupils can also benefit from a number of discounts on 'SAVER tickets' which the Bus Company offers over a day/week/and months, which also apply to different parts of the city.

4.3.33 It is envisaged that these offers will be further promoted in schools, which are developing school travel plans where travel to school by bus is an appropriate option.

**Contact – Public Transport Team 01273 292480**

### Pathfinder Project

4.3.34 Brighton & Hove City Council was successful in securing its bid for Pathfinder Funding. This initiative from the Department for Education & Skills aims to encourage greater take up of further education by post-16 students. The project predominantly targets students in the East Brighton area and is being led by the Council's Children, Families and Schools Department. The initiative aims to address those transport barriers which, are seen as a deterrent to pursuing further education.

4.3.35 The project funds two minibuses; one operates a shuttle service to Moulsecoomb Railway Station and the second a demand responsive service from East Brighton to BHASVIC, Varndean Schools, City College and East Brighton College of Media Arts.

4.3.36 The funding also allows for the employment of a development worker; one of their tasks involves organising a 'Travel Club'; this is the mechanism in the delivery of this project. The Travel Club members are then able to travel free of charge. This project began operating in September 2002.

**Contact – Community Transport 01273 505888**

### Bus & Passenger Accessibility

4.3.37 A scheme has been developed in order to assist people in wheelchairs or those that have mobility problems, together with those people with prams or buggies, to have easier access to buses across Brighton & Hove. The scheme is called 'Bus

Stop Accessibility', this has involved the raising of the bus stop kerbs to the height of the level of the new low floor buses, which Brighton & Hove Bus Company use on a number of routes across the city.

4.3.38 This scheme has the potential to be placed outside a number of schools; therefore it is proposed to notify Public Transport of appropriate locations where it would benefit children and their parents alongside the wider community.

#### **Real Time Bus Information**

4.3.39 A system has been developed and implemented jointly by the Brighton & Hove Bus Company and Brighton & Hove City Council that provides bus users with electronically displayed information at bus stops informing them of the exact time the bus will arrive at the bus stop.

4.3.40 To date these have been implemented at over fifty-eight bus stops across Brighton & Hove, and assist the Bus Company in managing the service through the satellite tracking system. In relation to school travel this system could be used to influence more pupils to use the bus to travel to school because of the increase in the reliability of the service since this was introduced.

#### **Rail Service**

4.3.41 There are eight train stations across Brighton & Hove, which are located in or near to residential areas. They are easily accessible by local people and are well served by local buses. A small proportion of children are travelling to school by rail across the city. They can benefit by the provision of half fares or for those over the age of sixteen a student rail card is available.

4.3.42 Hove Park Upper School has a small proportion of students travelling to school by rail. As part of their travel plan the school are proposing to develop a school travel notice board and provide information concerning 'Travelling by Public Transport,' which will include information on rail services. It is proposed to encourage other schools undertaking travel plans to implement similar travel notice boards which are simple, low cost and potentially very effective.

### **4.4 WORKING IN PARTNERSHIP**

4.4.1 The previous three areas cannot be achieved purely through work undertaken by the council, although the council will lead on the majority of initiatives.

4.4.2 It will involve working in partnership with other directorates within the council, together with outside organisations.

#### **Other Council Directorates**

##### **Children, Families and Schools Directorate**

4.4.3 The council's Public Transport team work in partnership with the School Transport team to provide bus services that incorporate routes located by or near to schools across Brighton & Hove. The council currently funds ten contracts that provide this service through the Brighton & Hove Bus Company. The Public Transport team, School Transport Team and managers at the Bus Company meet on a quarterly basis to review these services.

4.4.4 A small proportion of travel during the school arrival and departure peak times is by transport taking children with special educational needs to the

appropriate schools. The transport is usually in the form of taxis or minibuses, which are funded by the council. The minibuses are usually only used for the journeys to and from the school and remain unused

through out the school day. There have been recent discussions by the Environment department with other departments throughout the council (such as Social Care & Health who use similar vehicles) to establish whether council transport services could be integrated to form one team. If this was implemented it may assist in reducing the number of vehicles that are used.

4.4.5 Partnership working between the schools, Environment Directorate and Children, Families and Schools will be paramount in the development of school travel plans.

4.4.6 In particular, with those that are secured through the development control process, to provide support to those schools and to ensure that the travel plans are delivered within the agreed time frames.

### **Local Education Authority Schools & Other Educational Establishments**

#### **Local Education Authority Schools/Colleges**

4.4.7 If schools choose to involve themselves in the range of initiatives that the council offers in relation to road safety, promoting sustainable transport, health and the environment they will need to actively work with local authority officers in the delivery of these and on occasions with support from the Childrens, Families and Schools Directorate.

#### **Local Authority Special Educational Need (SEN) Schools**

4.4.8 There are nine SEN schools across Brighton & Hove, these schools will be notified

of the range of activities and initiatives that the council offer in relation to road safety and will be actively encouraged to take part where appropriate.

#### **Nursery Schools**

4.4.9 In relation to nursery schools, relevant council officers will continue to work with

these establishments, particularly in the development of travel plans, and to improve on the guidance that is supplied. It is proposed to achieve this through the linking of nurseries which are developing travel plans to enable them to share and learn practices from each other.

It is also proposed to gain greater access to nursery schools to promote the road services that the council offers through close working with the councils Early Years section.

#### **Private/Independent Schools**

4.4.10 Similarly to local authority schools, private/independent schools can choose from and will be encouraged to involve themselves in the range of initiatives that the council offers in relation to road safety, promoting sustainable transport, health and the environment. Support can be provided where appropriate.

#### **Sussex University and The University of Brighton**

4.4.11 Sussex University has recently developed a travel plan. The Transport Manager leading the development of the travel plan has liased with officers from Brighton & Hove City Council to establish whether the council can assist with the implementation of many of the proposed measures that form part of the travel plan, in

order to reduce the use of the car on journeys to and from the university. Further liaison concerning the development of the travel plan will be through the council's School Travel Officer.

4.4.12 It is hoped that The University of Brighton will soon follow Sussex University's good practice and develop a travel plan in the very near future.

**Contact** – Linda Newman (Sussex University Transport Manager) 01273 873408



## **Other Partners**

### **Sussex Police**

4.4.13 There is benefit in fostering close working relationships with the Police both in road safety engineering and education. The road safety education team, together with their equivalents from East Sussex County Council and West Sussex County Council, and Sussex Police, have formed a working group called the 'Sussex Road Safety Partnership'. This group works together in delivering road safety initiatives across the county.

### **Sussex Safety Camera Partnership**

4.4.14 This partnership is formed of Brighton & Hove Council, East and West Sussex County Councils, Sussex Magistrates Court, Sussex Police and the Highways Agency. The aim of the Partnership is to reduce speeds throughout the County and consequently injury accidents. The partnership also promotes associated work described in 4.1.3 in addition to the direct work of the speed and red light cameras.

### **Parking Attendants**

4.4.15 Parking enforcement is undertaken across Brighton & Hove by NCP on behalf of  
the council following decriminalisation of parking. In general terms enforcement has improved across the city and there has been an opportunity to request better enforcement at particular locations.

4.4.16 A good working relationship has been established with NCP and has resulted in the council receiving a report on a weekly basis showing the schools that will receive enforcement. This is primarily to ensure the success of the pilot project with the school keep clear zig zag markings, and to continue with ensuring the safety at school crossing patrol sites for the patrol officers and the children that they cross.

4.4.17 A system of reporting back to the Parking Attendant Manager of any problems or successes in relation to enforcement has been established. This is either via the Brighton & Hove Parking Team or directly to the Parking Attendant Manager.

4.4.18 It is also proposed that the Parking team and NCP liaise with the schools to inform them of the improvements that they are establishing to enforcement outside of schools. It is envisaged that this will foster a better relationship between the parking attendants, schools and parents/carers of pupils at the schools in Brighton & Hove.

### **Public Transport Operators**

4.4.19 As identified in previous sections the council actively works in conjunction with the local Bus Company to deliver services and initiatives. It is necessary that this continues together with taking the opportunity where applicable to work with schools, public transport and the local Bus Company in the improvement of bus services through the development of school travel plans.

### **Other Local Authorities**

4.4.20 Regular contact has been made with East Sussex County Council to discuss work relating to School Travel Plans and the School Crossing Patrol Service. This has been a very worthwhile exercise where ideas and work practices have been shared. There has also been the opportunity to provide a joint working approach to a number of projects, which have included Eco-Schools and the promotion of MapIt software.

Meetings with West Sussex County Council have also been held to establish a similar relationship.

4.4.21 East Sussex County Council are also keen to set up a working group across this region for officers in charge of delivering school crossing patrol services, which Brighton & Hove City Council would be very keen to be part of.

#### Voluntary Sector & Independent Businesses

4.4.22 The services of the voluntary sector and independent businesses, for example Sustrans, Cycle Training South East etc. will be utilised where appropriate.

## **5 FUNDING**

5.1 A proportion of the funding will come from the Local Transport Plan (LTP) process

in which the government annually allocates a sum of money to the council for transport improvements. The Government's decision is based, in part, upon the council's bids in the 5-year LTP document.

5.2 Additional funding for schemes or alterations can be secured through the planning

process as a result of the development of new or existing educational facilities or through a development that may effect a local educational facility.

5.3 From June 2004, local authority schools will be eligible for additional funding from

the government, as part of 'The new approach to the school run'; this will allow for the implementation of measures and initiatives included within their school travel plan. Schools will have needed to submit a satisfactory travel plan, which will be assessed against criteria shortly to be provided by the government. A typical Primary school will be eligible for £5,000 and a typical Secondary school will be eligible for £10,000.

5.4 Other sources of funding may arise from successful bids to the Grass Routes Initiative 'Investigating Safer Journeys', Sustrans and the New Opportunities Fund.

## **6 MONITORING**

In order to assess how well the council is performing in relation to its three School Travel Strategy objectives, a number of performance indicators and targets have been adopted to form a monitoring framework. The results of the monitoring framework and the effectiveness of the strategy as a whole will be reported yearly in the council's Local Transport Plan Annual Progress Report.

6.1 The data collected from the annual school travel surveys, indicating the proportions of the different modes of travel to and from school.

6.2 The number of school travel plans secured and in the process of development.

6.3 The number of schools across the city offered the 'Safer Routes to School' Campaign.

6.4 The number of schools with legally enforceable school keep clear markings.

**6.5 The percentage of children (aged 10–11) participating in cycling proficiency training.**

## 7 TARGETS

7.1 To increase the proportions of **primary age** children travelling to school by the following modes: -

<b>BASELINE</b> (From data collected October 2002)		<b>Percentage Increase by 2010</b>		<b>TARGET 2010</b>
Walking	44%	10%		54%
Cycling	0.5% 2%	2.5%		
Public Transport	5.5%	3%		8.5%

7.2 To increase the proportions of **secondary age** children travelling to school by the following modes: -

<b>BASELINE</b> (From data collected October 2002)		<b>Percentage Increase by 2010</b>		<b>TARGET 2010</b>
Walking	42%	10%		52%
Cycling	1%	5%	6%	
Public Transport	31%	5%		36%

7.3 To secure the completion of school travel plans with all secondary schools across Brighton & Hove by 2010.

7.4 To secure the completion of 40 school travel plans with primary schools across Brighton & Hove by 2010.

7.5 To offer ten schools the Safer Routes to School scheme by 2010.

7.6 For all schools (where appropriate) to have legally enforceable school keep clear zig zag markings by 2010.

7.7 To be providing on-road cycle training for at least 50% of 10-11year olds by 2010.



## REFERENCES

- School Travel Strategies and Plans, A best practice guide for local authorities, (DETR June 1999)
- The South East Regional Assembly 'From Crisis to Cutting Edge' (Regional Transport Strategy Consultation Draft, June 2002)
- How to Monitor Indicators in Local Transport Plans and Annual Progress Reports (2002 Update)
- Brighton & Hove Council, Full Local Transport Plan 2001/2 – 2005/6
- Brighton & Hove Local Plan, Second Deposit Draft, 2001
- Brighton & Hove Council, First Review of the Road Safety Plan, 1997 – 2000
- Surrey Local Transport Plan, Annex 1 Topic Strategies, 2001-2002 to 2005 – 2006
- Nottingham (Draft) Travel to School Strategy 1999
- Brighton & Hove City Council, Cycling Strategy, 2003

## APPENDIX1 Travel patterns of school journeys across Brighton & Hove

Figures 1 –3 represent data that was collected from 46 out of 83 local authority and private schools, which were requested to complete a school travel questionnaire in October 2001.

Figure 1

Mode of travel	To School	From School
Walk	6123	6591
Cycle	114	123
School Bus	1311	1207
Other Bus	1146	1297
Train	97	80
Car	5411	4795
Other	79	85

Figure 2

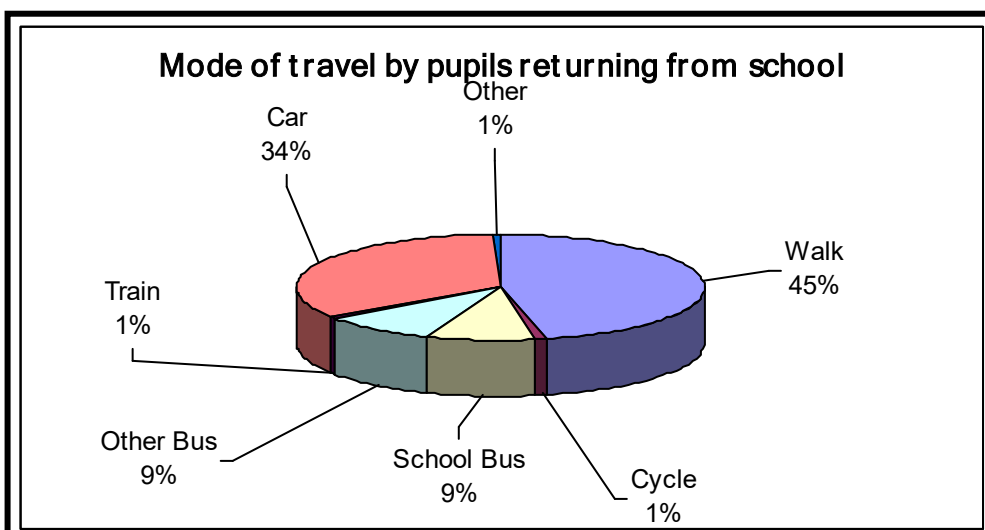
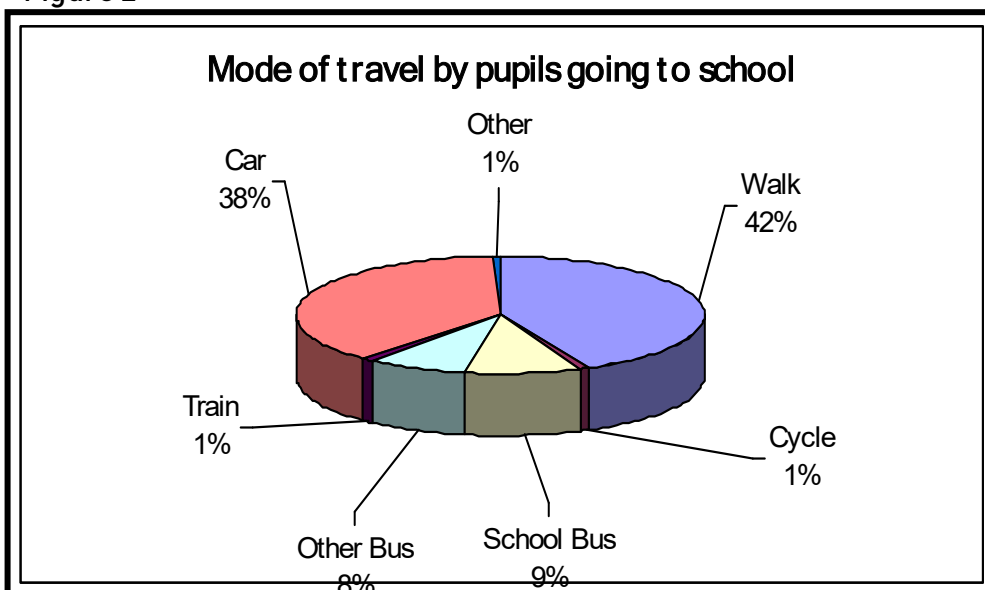




Figure 3

Figures 4 – 6 represent data that was collected from 58 out of 83 local authority and private schools, which were requested to complete a school travel questionnaire in November 2002.

Figure 4

Mode of travel	To School	From School
Walk	7454	7870
Cycle	175	175
School Bus	2784	2982
Other Bus	146	155
Train	220	143
Car	6476	5881
Other	63	77

Figure 5

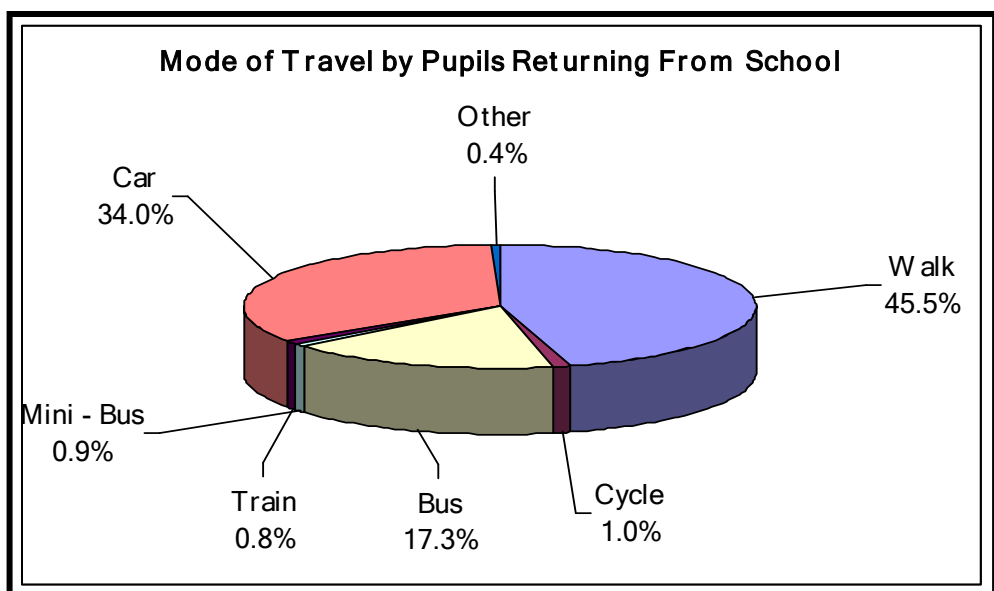
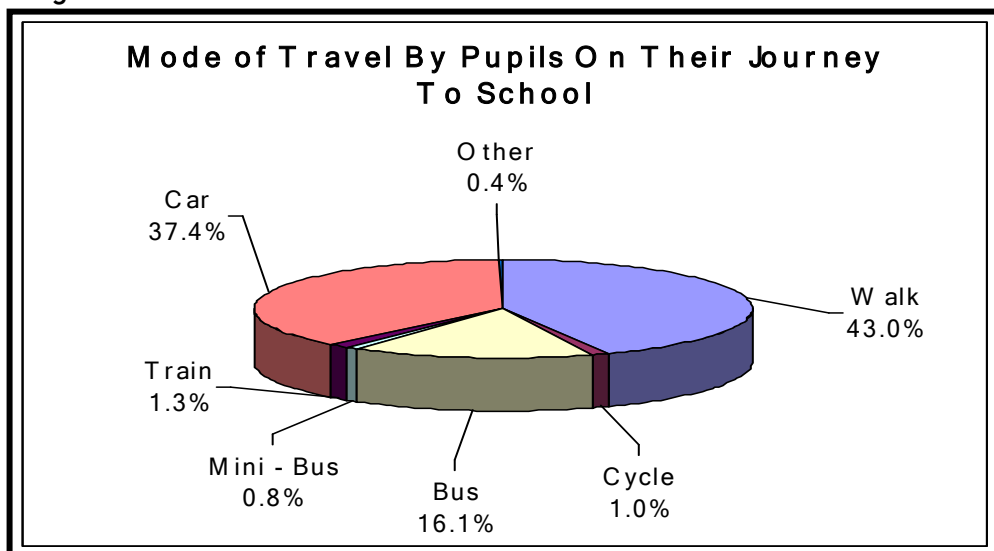


Figure 6



## **APPENDIX 2 Road Safety Campaigns & Initiatives**

**Walk To School Week** – This is undertaken by Local Authorities every year during May and is part of a National Campaign to raise the awareness of the benefit of walking to school in comparison to using the car. All Primary, Infant and Junior Schools across Brighton & Hove are sent notification of this event and requested whether they wish to participate. If schools do decide to participate the council provide a range of resources to be used by and distributed to pupils during the week of the event. Within Brighton & Hove approximately 25-30 schools usually participate. At Brighton & Hove City Council a school is chosen each year to hold the launch to enable the involvement of pupils, parents/carers, local councillors and staff from the school.

**International Walk To School** – This campaign is undertaken by Local Authorities across the world (particularly, USA, Australia and Canada) during October each year.

**Safety In Action Week** – This initiative, currently run as an annual event by the Police, brings together a range of agencies, including the Police, the Fire Service, Road Safety Education, and Lifeguards. They create a range of safety-related scenarios, and pupils from local schools move around the scenarios, learning about safe practices through hands-on experience.

**Drink Drive Campaign** – This is purely an information campaign. Posters and leaflets advertising the dangers of drink driving are placed in libraries, public houses, nightclubs and sixth form colleges.

**Seat Belt Check and Child Seat Checks** – This campaign aims to raise awareness of the importance of wearing a seat belt particularly children and above all to wear a seat belt even on short journeys. The campaign is undertaken by the Brighton & Hove City Council Road Safety Team in partnership with Sussex Police.

The road safety team notifies the school by letter and provides leaflets concerning the importance of wearing a seat belt a month before undertaking the checks. The checks are then undertaken with initial warnings issued. Checks are then undertaken in location of the same school one-two months later when fines are issued to any person not wearing a seat belt.

**Motorcycle Driver Campaign** – This is a new campaign to be launched shortly. It will be purely an information campaign. Posters and leaflets advertising safe motorcycling will be placed at motorcycle dealerships, motorcycle driving schools and libraries.

**Young Driver Scheme** – West Sussex County Council with support from Brighton & Hove City Council offers drivers' aged between 17-25 years to attend a one day driver improvement course at Goodwood Race circuit.

The day includes on road practical assessment and feedback on driving techniques from experts together with practical tuition to make attendees more safety aware and a better controlled driver. In addition practical training is offered in skid control and handling with a chance to put that training to use on the Goodwood skid pan.



## **APPENDIX 3 Safer Routes to School Projects**

### **Somerhill/Davigdor Schools**

A linear scheme (single straight road scheme) has been developed for Somerhill Road to improve visibility and safety for children attending Somerhill Junior and Davigdor Infant Schools.

The scheme includes a series of raised speed tables (similar to speed humps) to reduce vehicle speeds, with kerb build-outs on junctions and pedestrian crossing points to prevent parking and to improve visibility for pedestrians crossing the road.

The provision of traffic calming measures has also allowed the speed limit to be reduced to 20mph and the area designated a 20mph zone.

Pupils from the 2 schools were invited to design the lower section of the 20mph zone signs. One design from the infants and one from the juniors have been selected and included on the signs marking the zone.

### **Bevendean Primary School**

A comprehensive scheme has been proposed to tie in with the School Safety Zone and the proposed 2<sup>nd</sup> stage traffic calming scheme for the area.

Work completed so far:

- Building out to narrow carriageway at corner of Taunton Road, school side, at junction of Taunton Road/Heath Hill Avenue, to improve safety of pedestrians crossing the road.
- Construction of gently sloped path cutting southwards across verge in Taunton Road, opposite school entrance, to give pedestrians with pushchairs an alternative to steep steps. Increase width of kerb build-out to accommodate extra pathway.
- Installation of bollards at edge of pavement on school side of Taunton Road to prevent motorists parking on the pavement.
- Narrowing of junction at Plymouth Avenue/Auckland Drive by realigning southern corner of Plymouth Avenue. Installation of crossing point from northerly side of Auckland Dr to the new corner to improve safety of pedestrians crossing Auckland Drive.
- Kerb build-out in Auckland Drive at foot of pathway from Plymouth Avenue/Fitch Drive to assist pedestrians to see around parked cars.

Work still to be completed:

- Segregated shared cycle track/footway in Heath Hill Avenue, on the school side, from Auckland Drive to the end of the school site at the junction of Heath Hill Avenue and Taunton Road. It is proposed that the carriageway in Heath Hill Avenue from Auckland Drive to Norwich Drive will be narrowed, thus providing additional space on the school side footway to allow for this.
- Secure cycle storage on-site.

## APPENDIX 4 School Safety Zones

### PATCHAM SCHOOL SAFETY ZONE

#### SCHEME DETAILS

- The creation of a designated crossing point comprising a 1.8m wide kerb build-out on the southern side of Ladies Mile Road and corresponding kerb build-out on the northern side;
- To provide adequate visibility for pedestrians crossing the road from the north it is intended to truncate the bus stop further east and provide a length of no-waiting restriction;
- The creation of a second crossing point outside house no's. 59 and 61, comprising a 1.8m wide kerb build-out on the northern side only, at the request of the School Travel Officer for Brighton & Hove; who will be recruiting a School Crossing Patrol Officer to operate at this location once the scheme is complete.
- The School Keep Clear zigzag markings will be supported by a 'No Stopping' legal order – Mon to Fri 8am to 5pm.
- A loading bay will be provided outside the school on the southern side of the road, at the request of the school;
- New warning and regulatory signs;
- New sections of pedestrian guard-railing on the southern side of Ladies Mile Road;
- Refurbishment of all road markings and delineation of all parking areas;
- Provision of bus stop cage markings on Warmdene Road at the stops where no markings are currently present.

#### ESTIMATED COST (Ladies Mile Road)

Kerb Build-outs = 20,200

Signing = 7,900

Anti-Skid = 4,700

Carriageway Markings =1,000

#### Other

Pedestrian guard-railing (17m length) =1,100

Total = £34,900

Contingencies @15% = £40,135  
£41,000





APPENDIX 5 20mph Speed Limits & 20mph Speed Zones





## APPENDIX 6                      List of schools and nursery schools developing travel plans & Balfour Infant School Travel Plan

### SCHOOL TRAVEL PLANS – Currently working with the following: -

#### Submitted 2002

1. Hove Park Upper School
2. Stanford Infant School
3. Carden Primary School

#### Contact

Malcolm Ross – 29500  
Karen Wicker – 555240  
Leslie Corbett – 293677

#### Submitted this year Jan – Dec 03

4. Saltdean Primary School
5. Downs Junior School
6. St Andrew's CE Primary School
7. Patcham High School
8. Varndean School
9. BHASVIC
10. Balfour Infant
11. Brighton Montessori School
12. Dorothy Stringer School

Sue Goodman – 303328  
Jane Johnson – 558422  
Kate Spencer – 737804  
Tony Tregear – 503908  
Vanessa Charles – 561281  
Jutta Knapp – 552200  
Louise Swann – 500617  
Daisy Cockburn – 702485  
Sue Middleton – 852222

#### To be submitted Spring Term 03

11. Rudyard Kipling Primary School
12. Patcham Infant School
13. Patcham Junior School
14. Hertford Infants
15. Peter Gladwin Primary
16. Hove Park Lower School
17. East Brighton College of Media Arts

Barbara Shackell – 303328  
Mrs Chambers – 509766  
Ray Carter – 295020  
Katherine Thompson/Joy Whittam – 552931  
Jane Bentley – 294959  
Leslie Ruggles – 295002  
On Hold

#### To be submitted Summer term 2003 -

18. Coldean Primary
19. St Mark's CE Aided Primary
20. St John the Baptist RC Aided Primary
21. West Hove Infant & Junior School
22. Goldstone Primary

Margaret Burdsey – 604966  
Ms S Coombes – 605588  
Wendy King – 607924  
Theresa Rawlings – 388800  
Mr Pearson – 739730

#### Expressed an interest in developing a travel plan

23. St Luke's Infant & Junior Schools
24. St Mary's RC Primary
25. Steiner School
26. Davigdor Infants

Mrs Jones – 418416  
Sue Hardy – 386300  
Ms A Chisholm Sowrey – 731397

### NURSERY TRAVEL PLANS – Currently working with the following:-

#### Submitted 2002/3

1. Tarnerland Nursery
2. Home From Home
3. Pumpkin Patch Nursery
4. Blueberry Nursery
5. Surestart Nursery Hollingdean

Frankie Stanton – 607651  
Nicola Law –  
Anita Hotton – 554484  
Sharon Smythson – 733799  
Vicky Jenkins – 294218

#### To be submitted 2004

6. Saltdean Barn – Boomerang Kids Nursery

Helen Hicks –

**Balfour Infant**

**School Travel  
Plan**

**May 2003**

## **Introduction**

### **Balfour Infant School**

Balfour Infant School is situated in a popular residential area to the north of Brighton. It is part of a large green field campus shared with a junior school, two secondary schools and a sixth form college.

Balfour has one main entrance accessed from Balfour Road but it is also accessible on foot from the fields. It is a large infant school, which currently accommodates 362 pupils. There are 35 staff on roll including non teaching staff, as well as midday supervisors and catering staff. The staff car park has space for 12 cars.

### **School Ethos and Vision**

Our school is a happy and successful school where children are motivated, challenged by the curriculum, develop the necessary basic skills and are encouraged to take responsibility and show initiative.

Staff and governors work together to create an exciting environment for children to begin their formal education. Staff are encouraged and supported and their professional skills continuously developed. Parents contribute in many ways to the life of the school and we take account of their views and ideas.

### **General Travel Patterns — Staff and Pupils**

Most parents live locally and some drop their children to school on their way to work. The children say they prefer to walk but some do not do so; they come by car. Many parents are interested in the idea of a walking bus. Many staff live some distance from the school and so have to drive to the school. A very small number of pupils use public transport to get to school

## **Current Issues and Problems**

The main entrance to the school is on Balfour Road, a residential road populated largely by families with children.

Parking outside the school, at drop-off and pick-up times, has created problems for residents and some anxiety about child safety. We receive many parental and neighbour complaints about parked cars and unsafe driving.

There is an on-going problem of cars parking on the zig-zag lines outside the school. The voluntary one-way system is not always adhered to. Children crossing Surrenden Road on the way to school are also endangered due to the lack of any crossing facilities. Similarly, the school has had no lollipop person on Balfour Road for some time although this is currently being addressed.

Very few people use public transport to come to school. This may be due to a large number of people living so near to the school, while those who live further away reside in areas where bus routes do not directly serve the school.

## **Governors Comments**

The Governing Body fully supports the initiatives laid out in this Travel Plan. Governors have been concerned about congestion and school crossings for some time and feel that this Travel Plan is a significant and achievable step forward.

## **Policy and Objectives**

Current government policy requires the development of local transport plans in which the local authority must set out an integrated strategy for reducing car use and for improving children's safety on the route to school. This school travel plan forms part of this policy. There are also government initiatives on fighting child obesity and improving child health.

## **Travel Plan Objectives**

- To determine the school travel problems affecting families at our school.
- To reduce congestion around the school at drop-off and pick-up times.
- To resolve the issues surrounding parking on zig-zag lines.
- To improve the safety of children en route to school with particular reference to crossing difficulties on Surrenden Road and Balfour Road.
- To encourage more families to walk rather than drive to school.
- To investigate the feasibility of a 'walking bus'.

## **Benefits**

- Safer travel to school.
- Reduced congestion.
- Reduced pollution.
- Improved health and fitness.
- Better relationship with neighbouring community.

## **Involvement in the Project**

We are being assisted in our plan by the following:

- Surveys of children, parents/carers and staff;
- School Travel Officer;
- Head Teacher;
- Governors;
- Parents' Association representative;
- School Council.

# Key Initiatives

## What are we already doing?

- Balfour participates in Walk to School Day.
- 'Naming and Shaming' of car registration plates of inconsiderate parkers published in newsletter.
- Road Safety awareness training for children.
- Kerb build-outs.

## What else can we do?

- Continue to work with the local authority to assist in finding a suitable applicant for the vacant school crossing patrol officer position in Balfour Road.
- Liaise with parents to gauge the level of interest and support for a Walking Bus scheme.
- Liaise with the council to arrange for a legal order to be placed on the zig-zag lines outside of the school.
- Publicise the voluntary one-way system around the school, together with surrounding schools on campus through their newsletters.
- Discuss possibility of posters to publicise the one-way system with local authority.
- Liaise with other schools on the campus.
- Take part in Walk to School Week and other initiatives.
- Monitor the 'Naming and Shaming' of car registration plates.
- Promote travel objectives through school newsletter and/or leaflets.



## What can others do?

- Take part in school initiatives.
- Share car journeys or reduce car use.
- Support and organise Walking Buses from your area.
- Input from School Council — ‘pester power!’
- Funding/Sponsorship from local businesses or organisations for the walking bus.

## Implementation and Plan Management

Parties actively involved in implementation:

- Travel Plan Working Party;
- Senior Management Team;
- Governors;
- School Travel Officer;
- Parents’ Association - regarding Walking Bus.

## Timetable for Implementation

### Summer Term 2003

- Travel Officer to continue to advertise for a school patrol officer.
- To gauge interest for a Walking Bus and discuss recruitment of volunteers with BISA.
- Meet with School Travel Officer.
- School Council/children — posters for outside school.
- Send a copy of this Travel Plan to the Junior School and other schools on campus.

## **Autumn Term 2003**

- To have a legal order placed on the zig-zag lines.
- To have publicised the voluntary one-way system after liaising with the local authority.
- To investigate further initiatives such as an annual Walk to School Week.
- To have begun work on setting up a Walking Bus, if this has proved feasible.
- Liaise with council about the feasibility of safe crossing points in Surrenden Road.

## **Spring Term 2004**

- Launch Walking Bus if feasible.

## **Monitoring, Reporting and Evaluation**

This will be achieved through annual school travel surveys carried out by the School Council or Governors as appropriate. Targets will be set and monitored by a Travel Plan Working Party, to be set up in autumn 2003.