

# SUSTAINABLE SCHOOL TRAVEL STRATEGY 2007



## Section 1

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## Introduction

### 1. Education and Inspections Act 2006

The Education and Inspections Act 2006 placed a duty on local authorities to promote the use of sustainable travel and transport. Local authorities are required to undertake an audit of existing transport arrangements including free transport to school, and produce a strategy which details sustainable travel and transport in the authority area.

In response to the new duty, Portsmouth City Council will audit, assess and update current travel strategies with particular focus upon the following areas:

- an assessment of travel and transport needs of children and young people within the authority's area
- an audit of the sustainable travel and transport infrastructure within the authority that may be used when travelling to and from, or between schools/educational institutions
- a strategy to develop the sustainable travel and transport infrastructure within the authority so that the travel and transport needs of children and young people are better catered for
- the promotion of sustainable travel and transport modes on the journey to, from and between schools and other institutions.

This new section of the Education Act 1996 places a general duty on the local authority to promote sustainable travel and transport via a Sustainable School Strategy. The new strategy will set out available travel and transport options open 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).

Portsmouth City Council has written this Sustainable School Strategy to demonstrate how we as an authority are meeting this new duty. The council has built upon the existing School Travel Strategy to highlight how revisions in transport provision and the promotion of sustainable travel and transport is carried out within the authority.

### 2. Transport White Paper, A New Deal for Transport: Better for Everyone

The Government document, Integrated Transport White Paper, A New Deal for Transport: Better for Everyone, focused upon national travel strategies, in particular road safety, and how it remains a high priority

within national transport policy and strategy.

This is a view shared by the city council which is committed to the Government's road safety strategy and casualty reduction targets for the year 2010 'Tomorrows Roads: Safer for Everyone'. The city council has a duty for road safety under Section 39 of the Road Traffic Act 1998 and has identified and adopted key elements within the Portsmouth City Council Road Safety Strategy. The strategy adopts a two-fold approach of prevention and cure.

Prevention is achieved through road safety education and training and supplemented by encouragement of **safer travel** through public awareness campaigns. Cure is achieved through engineering schemes designed to reduce casualties and through enforcement and traffic legislation. The key to delivery of all these is via the 4Es:

- Education
- Engineering
- Enforcement
- Encouragement

Adhering to recommendations contained within the Department for Transport (DfT) Road Safety Guide, the Road Safety and Traffic Management Group focus upon improving the access and safety of vulnerable road users as paramount throughout any development either educational or engineering. We seek to promote safe sustainable travel and transport and through which actively seek to reduce casualty numbers at both the local and national target levels.

## **2.1. The Journey to School**

While child pedestrian casualties have fallen in the last 10 years, this is probably because children are increasingly kept away from traffic. 1 in 5 car trips on the urban network at 08:50 are taking children to school (School Travel Strategies & Plans: a best practice guide for local authorities).

Childhood independence increases the vulnerability of children using roads. Often they are not equipped with the road skills needed to ensure their personal safety due to reliance upon car-based journeys from a young age. It is not uncommon for a secondary age pupil to make their first independent journey during the first term at secondary school having previously been driven from home to school everyday. The fact that at 11,12 and 13 children are most likely to become a pedestrian casualty must in part be due to this inexperience on the national roads.

Pedestrian training can help children to act more safely on the roads, but no child gets it right all the time. We have to make roads safer for children,

and that means slower speeds and less traffic. Walking is such an everyday activity that it is easy to take it for granted. Yet we don't walk nearly as much as we used to - about a fifth less than 20 years ago - and the loss of this exercise is a health concern. Walking to school helps children to keep fit now, and makes it more likely that they'll stay active when they are older. Younger children who walk to school with a parent or carer have the chance to build up their road sense over time, making them better prepared for independent journeys later on. (Dft **A safer journey to school: a guide to school travel plans**)

## **2.2 Overview - Education Reforms**

The provision of home to school/college transport is governed by four Education Acts, namely:

- The 1944 Education Act
- Section 509 (4) of the Education Act 1996
- The Education Act 2002
- The Children Act 2004
- Every Child Matters Act 2004
- Section 508A of the Education and Inspections Act 2006

In addition to the above, two educational reforms have had implications upon the service provided for home to school/college transport:

- 14-19 Diplomas
- Extended Schools

## **3. Policies**

### **3.1 National Policy**

The 'Travelling to School Initiative' (TTSI) formed by the Government in September 2003 set out primary objectives to improve road safety for children and reduce dependence on the car. This would be achieved by the promotion of walking; cycling and use of public transport as more responsible, accessible and desirable alternatives for the journey to school.

### 3.1.2 Tomorrow's Roads - Safer for Everyone (2000) DfT

This 10-year (2000-2010) new road safety strategy set new targets to help everyone to focus on achieving a further substantial improvement in road safety over 10 years. By 2010 we want to achieve, compared with the average for 1994-98:

- a 40% reduction in the number of people killed or seriously injured in road accidents
- a 50% reduction in the number of children killed or seriously injured; and
- a 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres.

Although the overall record for child safety is relatively good, child **pedestrian** casualty rates are poor compared with some European countries. A special focus in this strategy is upon reducing the number of children who are killed or injured in road accidents.

Reducing road casualties would also contribute to the targets for overall accident reduction set by the Saving Lives: Our Healthier Nation White Paper and the equivalent Scottish White Paper Towards a Healthier Scotland. The targets can serve to focus everyone's efforts on achieving a further substantial improvement in road safety over the next 10 years.

The strategy sets out the Government's framework for improving road safety.

There are 10 main themes:

- Safer for children
- Safer drivers - training and testing
- Safer drivers - drink, drugs and drowsiness
- Safer infrastructure
- Safer speeds
- Safer vehicles
- Safer motorcycling
- Safer pedestrians, cyclists and horseriders

- Better enforcement
- Promoting safer road use

Children should be able to walk and cycle in safety. They need the freedom to use the roads for their social development and the exercise for their general health and fitness. We want to make it safer for everyone to encourage healthy travel choices. Yet road traffic accidents are the leading cause of accidental injury amongst children and young people. Every year, over 130 children die and more than 4,500 are seriously injured while walking and cycling, many of them close to their homes. Another 60 die and over 1,100 are seriously injured travelling in cars.

Basic road safety has been introduced into the PSHE (personal, social and health education) curriculum in key stages 1 and 2 (roughly age 5 to 11). Department of the Environment Transport and Regions (DETR) and the Department for Education and Employment (DfEE) will work together to help schools incorporate road safety effectively into the curriculum.

(Tomorrow's Roads - Safer for Everyone (2000) DfT)

### 3.2 Local Policy

#### 3.2.1 Sustainable Strategy 2006

A Sustainable Strategy was developed in December 2006 to look at key-ways in which we can develop a more greener, sustainable city. One of the key priorities of the strategy was to 'develop a sustainable transport system that encourages environmentally friendly travel choices'.

#### 3.2.2 Business Plan 07/08

Portsmouth City Council's Business Plan 2007/2008 has set clear targets to assist this move toward sustainable means:

Target	Description
10.2	Develop a sustainable transport system that encourages environmentally friendly travel choices and minimises harmful emissions.
2.6 (LTP target)	Increase number of cycling trips by 4% by 2009/10
2.7 (LTP target)	Achieve footway condition index rating of 4.8 by July 2009
2.9	Increase [all] walking trips by 5% - 2006 -2011
3.1 (LAA, LTP, LPSA)	Achieve enhanced performance for casualty reduction (above national 2010 targets)

Figure 1. PCC targets to promote sustainable travel

### 3.2.3 Environment and Transport Performance 2007 – 2008 Directorate Business Plan

Several of our corporate targets revolve around the promotion of greener more sustainable travel and transport. Pulled together from many services and set out within many plans and strategies the following are key factors in promoting sustainability within the city:

Target	Description
1.7	Achieve targets set out in Air Quality Action Plan
1.10	Make a major contribution to reducing carbon emissions per head in Portsmouth by 2%
2.3	No growth in peak hour traffic into inner urban area by 2009, then max growth of a 3% rise between 2004 – 2011
2.5	Increase bus patronage and satisfaction with bus services and bus information (BVPIs 102-4)
2.6	Increase number of cycling trips by 4% by 2009/10
2.9	Increase walking trips by 5% in city centre, seafront and parks between 2006 - 2011

Figure 2. 2007 – 2008 Directorate Business Plan targets

### 3.2.4 LAA

Part of the Government's ten-year vision for local government, the Portsmouth Local Area Agreement (LAA) sets out a rolling 3 year plan for the delivery of council services.

The LAA aims to promote partnership working and the concept of sustainable communities between central government and 'local area' comprising of the local authority and Local Strategic Partnership. This partnership is made up of key stakeholders, the police, Primary Care Trust, voluntary sector, local business and the local community.

LAA priorities have already been highlighted in the Local Public Service Agreement 2 (LPSA2) stretch targets and the Children and Young People Plan.

LAA themed areas:

- Children and Young People
- Safer and Stronger Communities
- Healthier Communities and Older People

- Economic Development and Enterprise

### **3.2.5 Children's and Young People's Plan (CYPP)**

The City of Portsmouth's Children's and Young People Plan 2007/08 – 2009/10 'Every Child and Young Person in Portsmouth Matters' sets out actions to safeguard children. The plan sets out that all children in Portsmouth will work together to ensure that all children and young people should grow up:

- Healthy
- Emotionally secure and confident
- Having succeeded as far as they can in school
- Having facilities and opportunities to play safely
- Having stayed out of trouble
- Living in a safe place
- Having the opportunity to succeed in achieving their dreams

The prime focus of the CYPP is to identify which outcomes for children and young people most need to be improved and how and when this will be improved. The plan is monitored monthly via a Red Amber Green (RAG) system for progress updates.

The city council has a programme of Education, Training and Publicity (ETP) and engineering solutions to address city streets transport issues. With all programmes and schemes, the number one priority is to reduce road accidents and reduce the number of casualties on Portsmouth roads (LTP/LAA/LPSA). The CYPP supports these targets as child pedestrian injury arising from road accidents is a leading cause of child death.

Priority 1.2 of the CYPP revolves around improving Health and Safety of children and young people in Portsmouth. Three of these targets are of importance when promoting safe sustainable travel and transport, they are:

- 1.2.1 Reduce Child Killed and Serious Injuries (KSI) (2008-2010)
- 1.2.2 Reduce Child Slight Injuries (2008-2010)
- 1.2.3 Number of School Travel Plans

### **3.2.6 Portsmouth's Local Transport Plan (LTP)**

The Local Transport Plan (LTP) is a crucial means of linking land use changes and transport planning. The Portsmouth LTP has been developed alongside those of the other Solent authorities (Hampshire, Southampton and the Isle of Wight) and hence there are close links with the Solent Transport Strategy, which can be summarised as "Reduce-Manage-Invest". A longer term transport strategy has been determined which provides a framework for the LTP and its focus on the four shared priorities of reducing congestion and improving accessibility, safety and air quality. The proposed implementation programme consists of initiatives that address these four shared priorities with a comprehensive range of initiatives, based on the wider strategy. In doing so, the LTP links the investment framework with targets, ensuring that the initiatives proposed will be effective and integrated both within the programme itself and also with wider policy objectives.

The LTP promotes a wide range of initiatives, many of which focus on improving public transport quality and opportunities. In addition, the high proportions of walking and cycling in the city are recognised together with their potential for expansion. Vehicular movements are also important, particularly for freight and to maintain and improve access to the ferry terminals (for example Tipner Interchange and Trafalgar Gate Link Road). The LTP demonstrates how target investment in larger scale schemes will benefit the local environment, economy and quality of life. However, this is dependent on delivering value for money and affordable schemes that have lasting benefits. Portsmouth's unique geography and culture demand that a coherent and high quality transport system be promoted.

The Department of Transport decision not to fund the Fareham-Gosport - Portsmouth light rapid transit scheme was disappointing in view of the tram scheme's clear benefits. Portsmouth and its partners are now considering alternative ways of providing high quality public transport services.

The investment framework is based on the planning guideline for funding allocations indicated by the Department for Transport. This apportions around £2.0 million per year for integrated transport schemes. Significantly, a Partnership for Urban South Hampshire scenario is also considered reflecting the likely level of investment needed to support major development in the sub-region. This will require commitment to larger scale funding to address future demands with new infrastructure and other means to promote alternatives to car use. If the scale of change needed to support planned economic and housing growth is to be achieved, then larger schemes will be required including park and ride, new rail stations and the incremental introduction of bus-based rapid transit, all addressing current needs and future land use changes.

Targets have been set to reflect the investment framework, linked to the planning guideline, with trajectories for the longer term. The targets are set against 100% planning guideline funding plus secured external contributions.

### **3.2.7 Community Improvement Partnership**

The Community Improvement Partnership (CIP) was established in 2005 with five CIPs being established:

- Heart of Portsmouth CIP Steering Group
- South East CIP Steering Group
- North Island Steering Group
- Axxess CIP Steering Group

CIPs aim to improve outcomes for children, young people and the communities they serve. They work with partners to create a shared commitment to life-long learning and the Every Child Matters (ECM) agenda so that children, young people and their families and carers can thrive and achieve their potential.

CIPs are sustainable, accountable partnerships, working closely with the local authority and a wide range of other agencies and services to inform and deliver city-wide, local and school priorities. They contribute toward the CYPP, LAA, and individual School Improvement Plans accountable for local delivery.

### **3.2.8 The Children, Families and Learning Directorate**

The Children, Families and Learning (CFL) directorate are committed to supporting and contributing to the sustainability agenda. In support, the CFL is working to:

- support schools in developing school transport plans (School Travel Plans) and walking buses for pupils
- encouraging Extended Schools to provide locally based facilities and services to the community within walking distance through the development of Community Improvement Partnerships (CIPs)
- supporting the School Crossing Patrols across the city to provide pupils with safe walking routes
- encourage environmental education resources provided to all schools via the Portsmouth Learning.net infrastructure to promote the education of all pupils in this area
- developing adult centred and family learning, and neighbourhood

based learning programmes supporting residents in learning locally and reducing journey length

- contributing and supporting the LTP
- being proactive and bidding for government funds to refurbish schools in line with sustainability principles such as building schools for the future and targeted capital funds (section 4.4)
- working in partnership with the voluntary and community sector to support the development and maintenance of schools grounds and environmental curriculum opportunities as resources permit
- support initiatives to reduce the LA Carbon Footprint
- continuing to encourage schools to participate in environmental initiatives and activities, and celebrating success and progress in this area.

#### **4 Extended Services**

In June 2005, the Extended School Prospectus set out a core offer of services that all children should be able to access through schools by 2010.

The core offer includes access to:

- A varied menu of study support activities such as homework clubs, sporting activities and links to activities in the community
- High quality childcare provided on the school site or through local providers, with supervised transfer arrangements where appropriate, available 8am-6pm all year round for primary schools
- Parenting support, including information sessions for parents at key transition points, parenting programmes run with the support of other children's services, and family learning sessions to allow children to learn with their parents
- Swift and easy referral to a wide range of specialist support services such as speech therapy, child and adolescent mental health services, family support services, intensive behaviour support and sexual health services; and
- Community use of school facilities including ICT, sports/arts facilities and adult learning for the wider community.

##### **4.1 Extended Schools**

An extended school is one that provides a range of services and activities often beyond the school day to help meet the needs of its pupils, their families and the wider community. In Portsmouth extended services are

offered or signposted by every single school through the Community Improvement Partnerships.

Schools located at the heart of the community are well placed to take up the challenge of making Every Child Matters a reality for children, young people and communities.

Schools will need to work closely with governors, parents, children and others to shape these activities around the needs of their community and may choose to provide extra services in response to demand.

Over 3,000 schools (one in eight) are now providing access to extended services. This exceeds the government's September 2006 target of 2,500 schools. This is a testament to the willingness and commitment of local authorities and schools, working in partnership with the voluntary, community and private sectors to develop extended services. In Portsmouth all schools are signed up to either providing or signposting extended services.

## **5. Every Child Matters**

In 2003, the Government published a green paper called Every Child Matters calling for a national program of change in child welfare. The unprecedented debate that followed about the services for children, young people and families prompted the Government to publish Every Child Matters: Next Steps, and to pass the Children's Act 2004.

Every Child Matters: Change for Children was published in November 2004 and set out the new approach to the well being of children and young people from birth to age 19 at both the local and national level. It is the Government's aim for every child, whatever the background or circumstance to have the support they need to:

- Be healthy
- Stay safe
- Enjoy and achieve
- Make a positive contribution
- Achieve economic wellbeing

Of these 5 outcomes, 25 specific aims for children and young people (and the support needed from parents, carers and families in order to achieve

the following aims) have been set identified:

<b>Be healthy</b>	<ul style="list-style-type: none"> <li>➤ <b>Physically healthy</b></li> <li>➤ Mentally and emotionally healthy</li> <li>➤ Sexually healthy</li> <li>➤ <b>Healthy lifestyles</b></li> <li>➤ Choose not to take illegal drugs</li> </ul>
<b>Stay safe</b>	<ul style="list-style-type: none"> <li>➤ Safe from maltreatment, neglect, violence and sexual exploitation</li> <li>➤ <b>Safe from accidental injury and death</b></li> <li>➤ Safe from bullying and discrimination</li> <li>➤ <b>Safe from crime and anti-social behaviour in and out of school</b></li> <li>➤ Have security, stability and are cared for</li> </ul>
<b>Enjoy and achieve</b>	<ul style="list-style-type: none"> <li>➤ Ready for school</li> <li>➤ <b>Attend and enjoy school</b></li> <li>➤ Achieve stretching national educational standards at primary school</li> <li>➤ <b>Achieve personal and social development and enjoy recreation</b></li> <li>➤ Achieve stretching national educational standards at secondary school</li> </ul>
<b>Make a positive contribution</b>	<ul style="list-style-type: none"> <li>➤ Engage in decision-making and support the community and environment</li> <li>➤ Develop positive relationships and choose not to bully or discriminate</li> <li>➤ <b>Develop self-confidence and successfully deal with significant life changes and challenges</b></li> <li>➤ Develop enterprising behaviour</li> </ul>
<b>Achieve economic well-being</b>	<ul style="list-style-type: none"> <li>➤ Engage in further education, employment or training on leaving school</li> <li>➤ Ready for employment</li> <li>➤ Live in decent homes and sustainable communities</li> <li>➤ <b>Access to transport and material goods</b></li> <li>➤ Live in households freeform low income</li> </ul>

Figure 3. Breakdown of outcomes for Every Child Matters: Change for Children (Bold script denotes factors relevant to this strategy)

## 6. National Travel Trends

### 6.1 5-10 Year Olds

Between 1995/97 and 2005 the proportion of 5-10 year olds going to school by car increased from 38 to 43 per cent, and the proportion walking fell from 53 to 49 per cent. Bus use for travel to school by 5-10 year olds has fallen only slightly since 1995/97, whilst cycle use remains at less than 1 per cent. This clearly indicates a move towards reliance upon car-based journeys.

### 11-16 Year Olds

The proportion of 11-16 year olds going to school by car has increased slightly between 1995/97 and 2005, from 20 to 22 per cent. The proportion walking increased slightly too from 42 to 44 per cent. Bus use for travel to school by 11-16 year olds fell from 33 to 29 per cent between 1995/97 to 2005. About 2 per cent of secondary school pupils cycled to school in 2005.

In Portsmouth our LTP targets are as follows;

- a) Reduce single student car journeys to school by half for primary and secondary schools by 2010/11.

2006/7 Target	Primary Schools	21%
	Secondary Schools	10%
2006/7 Achievement	Primary Schools	20%
	Secondary Schools	8%

- b) Increase walking trips to school to 70% of mode share for primary schools and 75% for secondary schools by 2010/11.

2006/7 Target	Primary Schools	68%
	Secondary Schools	71%
2006/7 Achievement	Primary Schools	72%
	Secondary Schools	63%

Therefore, we are achieving positive results for walking levels and single student car journeys in both primary and secondary schools when compared to our LTP targets for the 2006/2007 period. However, we are currently awaiting 2006/2007 national trends to make an accurate comparison.

## **6.2 National Casualty Trends**

In 2006, the number of people killed or seriously injured was 33 per cent below the 1994-98 average; the number of children killed or seriously injured was 52 per cent below the 1994-98 average; and provisional estimates show the slight casualty rate was 26 per cent below the 1994-98 average.

The number of people killed in road accidents fell by 1 per cent from 3,201 in 2005 to 3,172 in 2006. 31,845 people were killed or seriously injured in 2006, 1 per cent fewer than in 2005. There were 258,404 road casualties in Great Britain in 2006, 5 per cent less than in 2005.

Child casualties fell by 9 per cent. The number of children killed or seriously injured in 2006 was 3,294 (down 5 per cent on 2005). Of those, 2,025 were pedestrians, 5 per cent down on 2005. 169 children died on the roads, 20 per cent more than in 2005, this was about the same level as 2004 (166) which at that time was the lowest ever recorded figure.

Further information on reporting levels and links to recent research can be found at:

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesmr/rcgbmainresults2006>

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/roadaccidentstatisticsingrea1835>

## **6.3 Portsmouth Casualty Trends**

Portsmouth City Council is well on track to meet the national 2010 targets and has made significant moves toward reaching the LPSA2 stretch targets. The two graphs show the comparison between actual casualties recorded against the national 2010 targets.

We have only two of the three years worth of casualty data for the LPSA2 period 2005 – 2007, but early signs indicate we are well on track to meet the stretch targets.

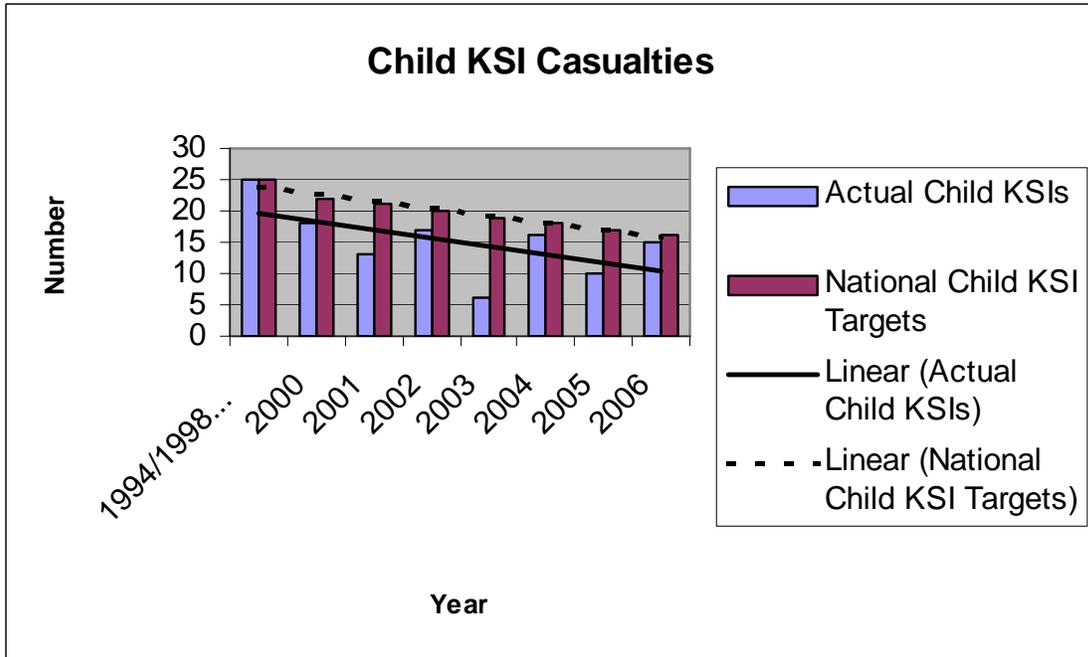


Figure 4a. Graph depicting actual Child KSI casualties compared to national 2010 targets

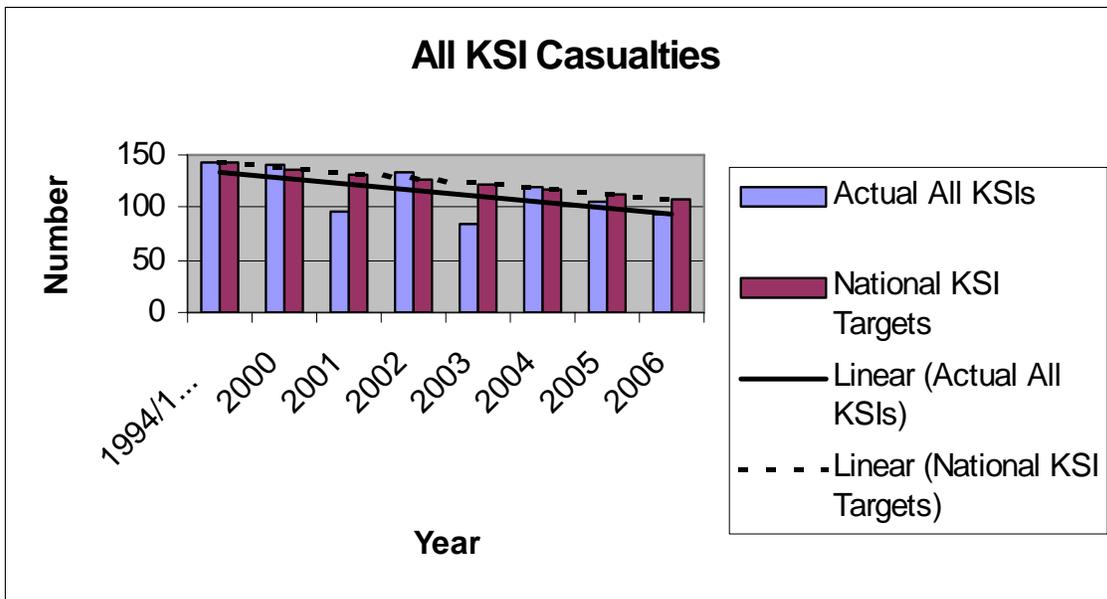


Figure 4.b. Graph depicting actual All KSI casualties compared to national 2010 targets

However, the fear of road casualties can be a major cause of concern for parents and is often cited by parents as being the reason children are driven to school rather than walk or cycle.

<b>LTP (National)</b>	<b>94/98 Average</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2010 Target</b>
All KSI Target	142	127	122	117	112	107	85
All KSI Actual	142	133	84	120	106	93	
Child KSI Target	23	20	19	18	17	16	12
Child KSI Actual	23	17	6	16	10	15	

Figure 5. Table summarises casualty data against the 1994/98 Average.

<b>LPSA2</b>	<b>94/98 Average</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>
All KSI Target	142	99	92	85
All KSI Actual	142	106	93	
Child KSI Target	23	14	13	11
Child KSI Actual	23	10	15	
Child Slight Target	137	115	111	107
Child Slight Actual	137	116	107	

Figure 6. Table summarises casualty data against the 1994/98 Average  
(target based upon an accumulative figure over the life of the PSA)

<b>LAA</b>	<b>94/98 Average</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
Child Slight Target	137	115	112	110

Figure 7. Child casualty stretch targets

The above table depicts the projected child slight target at 20 per cent, on completion of the LPSA period. We would only be able to manage this additional stretch target with the continuation of the staff resources currently available during the life of the LPSA period (2005-07).

#### 6.4 Casualty Comparisons

We have also undertaken a comparison with two nearby cities (also unitary authorities) of a comparable size. These are Southampton and Brighton & Hove. Data has kindly been provided by the respective councils.

	<b>Baseline 1994-1998</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>% decrease since 94/98 Average</b>
Brighton & Hove					
All KSI	171	123	160	171	0
Child KSI	22	14	17	19	14
All Slight	1150	1213	1129	1040	10

Figure 8. Brighton & Hove Casualty Data

	<b>Baseline 1994-1998</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>% decrease since 94/98 Average</b>
Southampton					
All KSI	119	107	100	90	24
Child KSI	23	17	16	9	61
All Slight	1037	925	767	739	29

Figure 9. Southampton Casualty Data

	<b>Baseline 1994-1998</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>% decrease since 94/98 Average</b>
Portsmouth					
All KSI	142	119	106	93	35
Child KSI	23	17	10	15	40
All Slight	981	842	809	784	20

Figure 10. Portsmouth Casualty Data

Southampton and Portsmouth are making positive moves towards reaching the national 2010 target, with Southampton already meeting the targets for All Slight and Child KSI, and Portsmouth on track to do so by the 20101 deadline.

## **7. Partnerships**

### **7.1 Safer Roads Partnership**

Portsmouth City Council is a member of the Safer Roads Partnership (SRP) which is made up of representatives from the following:

- Hampshire County Council
- Isle of Wight Council
- Southampton City Council
- Hampshire Constabulary
- Hampshire Fire Service
- Hampshire Ambulance Service

The partnership seeks to reduce casualties across the county's roads through a range of education and enforcement campaigns. Partners meet quarterly throughout the year to share best practice and work towards county-wide road safety initiatives. Campaigns focus upon casualty prevention and enforcement and will cover issues such as speeding, drink driving, the appropriate use of car seats and driving while using mobile phones.

### **7.1.2 Partnership – Sustainable Travel Working Group**

A sustainable school travel and transport working group will be established upon appointment of an officer to assist delivery of the strategy objectives. The post-holder will be responsible for ensuring all involved parties are kept up to speed with development regarding the facilitation and promotion of sustainable travel policy.

## **8. Cycle Routes/Walking Routes**

Under the Countryside & Rights of Way Act 2000, we are required to improve the administration and management of the Rights of Way within the city, to revise as necessary the existing network to better meet the needs of today's user.

We are required to prepare and publish our Rights of Way Improvement Plan (ROWIP) by November 2007, taking into account the needs of the public including those with a disability.

It is Portsmouth City Council policy to encourage cycling as part of a range of measures to reduce car use and through this to contribute to reducing

congestion, improving air quality and encouraging exercise as part of normal daily life. Formation of a Sustainable Transport Group has facilitated the further promotion and extension of existing and proposed routes and will be achieved via:

- development of a strategy to provide improved directional and route signage for cyclists across the city. This should make it easier for cyclists to follow recommended routes, without the need to refer to a cycle map and without the fear of getting lost
- the route from Portsbridge to City Centre signed summer 07 (part of routes 1 and 3)
- the route from The Hard to Fratton Station to be signed autumn 07 (part of route 4)
- an investigation of crossing Eastern Road to Tangier Road autumn 07 (part of route 4); and
- update the Portsmouth cycle map (planned for implementation by April 2008). The updated map will co-ordinate with neighbouring local authorities; Fareham, Gosport and Havant to improve cross-authority information.

Key dates include:

- Autumn 2007 review London Road, Hilsea to improve layout of entrance/exit to the city on one of Portsmouth's main distributor roads
- 2007 – 2009 – sign post continuous cycle route throughout the city **(Appendix IV)**
- 2008/09, the Sustainable Transport Team will update the Right of Way definitive map to show existing routes used and thus allow these to be clearly signed.

To deliver against our local and national targets we must ensure that the necessary travel and transport infrastructure is viable for modal shift. The city council must further ensure that travel choice is available to all and recognise that any educational, engineering and enforcement needs be met.

It is therefore of great importance that we tackle physical, mental and financial aspects of travel choices and work towards solutions that are practical and need focused.

## **9. Action Plan**

### **9.1 Education, Training and Publicity**

Portsmouth City Council's Road Safety Team has an annual ETP programme rolled out across city schools. The team consists of five officers; a Team Leader, two Road Safety Co-ordinators (young driver/cycling), Safer Routes to School Officer and a Child Pedestrian Training Co-ordinator. The team has both individual and group objectives about improving road safety and thus through this encouraging sustainable travel which is built on year on year. The primary objective is to reduce road injuries but do not lose sight of the fact that reducing the number of vehicles in the first instance and using safer alternative means of transport is a key factor. A summary of initiatives undertaken are shown below:

#### **9.1.1 Safer Routes to School (SRTS)**

The Department for Education and Skills DfES (now Department for children, schools and families, 2007 ) and the Department for Transport (DfT) Travelling to School Initiative, based upon the Travelling to School: A Good Practice Guide (DfES, DfT, 2003) set out to develop a strategic and sustainable approach to address school travel issues on the journey to, from and during the school day.

The Safer Routes to School Programme has been active since 2002, we have one full-time officer delivering programme objectives to reduce car dependency on journeys to school, and actively promote sustainable travel and transport choices. Key priorities are the successful completion and adoption of School Travel Plans (STPs) to identify travel and transport issues and through which, allow greater independence of travel choice and promote walking, cycling and public transport use as safe viable alternatives to the car.

In addition, the implementation of a rolling programme of SRTS engineering schemes provides opportunities to install targeted traffic calming such as the creation of safer walking and cycling to further promote the move towards greener travel. Since 2002/03 there have been eleven SRTS influenced engineering schemes implemented/planned for completion during 2007 (**Appendices II**).

Safer Routes to School is a project that aims to encourage and enable children to walk or cycle to and from school. The idea is to identify and discuss the problems with the whole school community and local residents, then to work with them to find solutions. A programme of school based education and training programmes supports the project.

Aims:

- To reduce the number of pedestrian and cyclist injuries
- To improve the safety of the journey to and from schools
- To reduce the number of car trips to and from schools
- To encourage walking and cycling to and from schools
- To educate children to cope with their local road environment
- To work with the community to create an environment which is safer for all
- To introduce engineering measures to reduce vehicle speeds and to create a safe environment around the school.

The measures proposed to achieve these aims are identified and included within a School Travel Plan (STP). Partnerships formed between pupils, staff, parents, governors, the wider community and the local authority assist in the development and implementation of objectives within the travel plan. The school travel plan can include many ideas and initiatives such as:

### **Walking**

- 'Walking Bus'
- personal/road safety training
- 'Walk to School' campaigns
- alternative entry points
- identify safer alternative walking and cycling routes
- develop and create 'safe routes'
- maps of safer routes
- marking safer routes

### **Cycling**

- secure visible storage
- bike lockers & showers
- cycling safety education
- permits, policies & allowances
- cycle maintenance training
- cycle training/proficiency
- lockers for helmets etc.
- alternative entry/access points
- improved lighting around cycle storage
- safer cycling routes



### **Promoting use of Bus & Rail**

- concessionary fares

- parental escorts
- provide improved information
- driver & customer training
- private minibuses
- consultation with bus company

### **Road Safety Training & Education**

- road safety training - cycling & walking & presentations
- parent escort training
- cycle helmet promotion initiative
- road safety curriculum work
- Junior Road Safety Officer (JRSO) scheme

### **Classroom Work**

- safe route planning/map work in geography
- bike storage design in CDT
- poster and decorative design in art
- survey analysis in maths & computing
- health benefit analysis & environmental consequences in science
- theatre in education
- writing letters & reports in English
- health and citizenship in PSHE
- GNVQ 6<sup>th</sup> form research projects
- in school awareness campaigns: competitions, posters, songs, jingles, brochures, leaflets, newsletters, web page design, displays, presentations

### **Involving Parents**

- family cycle training
- road safety fashion show
- exploring routes to school
- volunteer trainers
- shared journeys by car
- shared journeys
- walking bus escorts

Achievement:

To date 54 of Portsmouth's 76 schools/educational facilities have an approved travel plan.

#### **9.1.2 Cycle Safe**

Children in Portsmouth can attend cycle training courses aimed at improving basic cycle skills and to develop perceptual awareness. In 2006 a total of 188 pupils received cycle training during 43 courses both holiday and school run. Recruitment of additional cycle instructors is an ongoing process and range from parents, school governors, teaching

assistants, police officers, Police Community Support Officers and Community Wardens.



During 2006, the course was evaluated with consultations held at participating schools. It was agreed to keep the content the same but update the literature and instructor training process. The content of the current Portsmouth course does not differ greatly from that of the national cycle standard 'Bikeability' scheme, so we will continue to deliver our current service, further assessing the advantages of adopting the national scheme when relevant.

Figure 11. On-road cycle Training

### 9.1.3 Child Pedestrian Training: 'Small Steps', 'Bigger Steps' and 'Stepping on'

Portsmouth City Council is committed to reducing child casualties. As part of this commitment we recognise the importance of early *practical* experience. As such, we offer a child pedestrian training programme that is designed to grow with the children and follow them through their school lives. The ultimate aim is to continually reinforce the lessons learned early in their school lives and hopefully, equip the children for future independent travel.

Each stage is taught through a one off, on-the-road practical session. The first stage: 'small steps' is aimed at year 1 pupils (aged 5 and 6), the second stage 'bigger steps' is aimed at children in transition between infant and junior school, the third stage 'stepping on' covers the transition to secondary school. 'Small Steps' has been on offer to the schools since spring 2006 and at the end of 2006 the second stage 'Bigger Steps' was ready to offer to Primary Schools in Portsmouth. It is planned that 'Stepping on' will be ready to offer to schools by the end of 2007.

**'Small steps'** attempts to instil the basics in the children:

- holding hands and pavement safety
- identifying safer places to cross
- Stop, Look, Listen
- Crossing safely between parked cars.

**'Bigger Steps'** revisits these skills and in addition covers

- Correct use of crossings- Zebras, Pelicans, Toucans, Puffins and pedestrian refuges
- Basic junctions (e.g. 'T' junctions) and complex junctions (e.g. staggered junctions)
- Added hazards
- Light controlled crossroads.

**'Stepping On'** addresses issues associated with independent travel, usually to secondary school, sometimes for the first time on their own and covers things such as:

- Cycling safely
- Pavement behaviour
- Identifying and choosing safer routes
- Personal safety when travelling



Figure 12. Pupils in High Visibility Jackets on Walking Bus

Presently, almost all of the primary schools in the city are involved in the 'small steps' programme. The scheme is co-ordinated between a member of the Road Safety Team and each school. We have been quite successful in recruiting parent helpers, and the schools also supply helpers from the school community. By the end of the academic year 2006-2007 training will be complete for 1,669 year one and 174 year 2 children in the city. In addition to this, 6,260 primary aged children will

have attended the pre-training road safety assembly.

#### **9.1.4 Junior Road Safety Officer (JRSO)**

An extra curricular club aimed at primary age pupils, the JRSO scheme is currently running in ten schools involving over 50 pupils. Pupils meet twice a month to discuss improving safety on the journey to and from school, educate and enforce road safety issues. To date Portsmouth JRSOs have contributed to engineering schemes, Walk to School Week, enforcement outside the school gate, literature design of Park & Stride routes and played an active and integral role in the writing, adopting and updating of School Travel Plans.



Figure 13. JRSOs at work

#### **9.1.5 Student Road Safety Officer (SRSO)**

The SRSO scheme is similar in aims to the JRSO scheme but aimed at secondary age pupils. SRSOs tend to get more involved in the writing and updating of travel plans and tend to focus workshops around safe cycling more than primary aged JRSOs.

#### **9.1.6 Young Driver**

Funded through the LPSA2 Agreement, The Road Safety Team has appointed a part-time officer to run the Young Drivers programme. This scheme works in collaboration with local police and fire services and revolves around the basic notion of preventative actions against road collisions.

Working with the two colleges, the scheme comprises class workshops, interactive studies and the supply of informative literature. Although aimed at young drivers and passengers, the course additionally covers pedestrian and cycle safety.

#### **9.1.7 Walk to School Week**

The Road Safety Team actively support the national Walk to School campaign and hold one campaign a year during the spring term. In 2007, 54 out of the 56 primary schools (including private schools) took part. The campaign can be very labour intensive for the schools and some have voiced concerns about its continuation in light to the emergence of the national WoW campaign.

### **9.1.8 Walk on Wednesday**

The Walk on Wednesday (WoW) scheme follows on from the success of Walk to School Week by encouraging more children and parents to walk to school on a regular basis throughout the entire year.

A national scheme, Portsmouth's Walk on Wednesday (WoW) scheme is envisaged to replace Walk to School Week from 2008 onwards. It currently runs at a low-key scale of operational with little resources and finances. Feedback from the 2007 Walk to School Week indicated a preference for the WoW (over that of other walking initiatives such as the annual May Walk to School Week) which aims to get parents and pupils walking at least once a week. We anticipate this having a long-term affect upon travel choices made due to the message of walking to school being relayed over a prolonged period.

### **9.1.9 Walking Bus**

This year the Department for Transport launched a walking initiative grant. The motivation for this programme is to increase walking to school with the associated benefits, which include improvements to children's health, climate change and pollution. The programme was developed alongside the DfES in consultation with headteachers and local authorities as part of the Travelling to School Initiative.

We currently have only one full-time Walking Bus in the city but have been awarded funding to the value of £6,000 for the setting up of Walking Buses and other walking initiatives. Eleven schools were successful in their bid for a walking initiatives grant and only one for the Walking Bus grant of £1,000. This grant will be rolled out over the next 3 years if the schools awarded a grant in 2007 can prove they have made significant reductions in the number of pupils arriving at school by car.

Walking Buses prove a safe opportunity to walk children to school in groups as opposed to a single parent with a single child. Benefits include reducing the number of cars arriving outside the school gate, physical health improvements and a better and more thorough awareness of personal safety on the journey to school. Other initiatives to promote walking to school include national campaigns such as Walk to School Week and Walk on Wednesdays and locally schemes such as Park & Stride and merit/house point awards for healthier choices.

## **9.1 Highway and Traffic engineering measures**

### **9.2.1 Engineering - 20mph/SRTS**

In March 2004, the Road Safety and Traffic Management Group presented a City-wide Traffic Calming Review report to the Executive Member for Traffic and Transportation. The report proposed a priority list

of zones and routes for the implementation of 20mph speed limits in residential areas and advocated adopting a programme of route treatments on the local distributor roads. The priority list was developed following a detailed analysis of accidents over the previous three years within the city and highlighted the benefits of an integrated approach to road safety, encompassing all elements of road safety education and engineering, forming a strategic approach:

- introduction of appropriate speed limits on the highway network throughout the city
- at school sites reduce the speed limit to 20mph
- improve pedestrian crossing points, especially at sites where pupils have identified their preferred route to school
- build speed reducing features such as road humps, junction tables, speed cushions, chicanes and pedestrian refuges to reinforce the reduced speed limits
- cycle lanes & tracks
- improved street lighting on busy roads and quiet paths



Delivering the integrated approach will ensure that the programmes of project work are co-ordinated fully under an overall objective of designating residential areas as 20mph zones, and to reduce, wherever feasible, the speed limits within the city to 20mph. The result of adopting this approach will be the achievement of the goals of both saving accidents and improving the environment and quality of life for both residents and visitors to the city.

The 20mph limit is proposed for roads where the average speed is already 24mph or less, of which a high percentage of Portsmouth schools will benefit. Only those schools on majority distributor roads will not be covered by this scheme..

The programme is currently being rolled out in phases with the official launch of the first phase during summer 2007. The council is planning to bring areas into the 20mph scheme expected to be finished by middle of 2008 as follows:

- central west (Tipner, Stamshaw, North End, Hilsea, part of Buckland) - early summer 2007
- north-east (Drayton, Farlington, east Cosham, Highbury, Anchorage Park) - mid-to-late summer
- south-west (Somerstown, Charles Dickens ward, Portsea, Old Portsmouth, west Southsea) - autumn
- central east (Fratton, Copnor, Baffins, part of Buckland) - late autumn
- north west (Paulsgrove, Wymering and west Cosham) - winter

. For further progress see **(Appendix II)**.

### 9.2.3 Safer Crossing Audits



Figure 14. Safer Crossing Point

The Traffic Safety Engineering Team have recently undertaken a crossing audit to propose new sites for safer controlled/uncontrolled crossing points. Several of the potential sites planned to be installed over the 2007/2008 period would serve pupils on the journey to school. These works will reinforce the safety message rolled out across the city, and seek to complement upon existing and proposed speed reducing measures such as the city-wide 20mph limit and other Safer Routes to School engineering schemes.

### 9.3 Colas

#### **Private Finance Initiative (PFI) – Transforming our Infrastructure**

When Portsmouth City Council became unitary in 1997, investment was needed to halt the decline in road condition. Portsmouth City Council contracted Ensign Highways Ltd who sub-contracted Colas to implement works during the 25 year contract.

Signed on the 30<sup>th</sup> July 2004, the £500 million Private Finance Initiative (PFI) covering the management and maintenance of the city's 257 kilometres of roads was implemented during January 2005. In the first 5 year core investment period, the city has begun major rehabilitation to its declining highway infrastructure. This has focused around improvements to city streetscapes such as potholes, road surfaces, pavements and lighting.

In the first six months of operation, eight miles of roads and thirteen miles of pavements were resurfaced, and 702 lamp columns were replaced. These works have improved road layouts and have provided safer surfaces in which to cycle upon and have offered opportunities to tie in safety improvements as infrastructure improvements have been undertaken.

#### **9.4 School Crossing Patrols (SCP)**

A School Crossing Patrol Service operates from 105 sites around the city assisting safe travel to and from school for pupils and parents. At present 85 of these sites are manned (some SCPs operating on two junctions) with recruitment drives ongoing to fill the vacant positions. Even so, Portsmouth has an above average number of SCP sites when compared with other local authorities. Operating morning and afternoon, the SCPs are located across various roads and junctions and in some instances upon Zebra and Pelican crossings. We have a strict 'Stop Means Stop' policy in the city, with offending vehicle registrations forwarded to the police.

#### **9.5 Air quality data**

Portsmouth City Council collects air quality monitoring data from a network of four permanent sites and one mobile station. Local authorities have a statutory obligation to review and assess air quality from time to time to determine whether it is likely to meet national air quality objectives set out in the Air Quality (England) Regulations 2000 (as amended). Where these objectives are not expected to be met, the authority must declare Air Quality Management Areas and draw up an Action Plan to assist the authority in moving towards compliance with the objectives. These obligations have applied since 1997 and the first round of air quality review and assessment was required to be completed in 2000.

For more information please refer to the air quality dedicated PCC website on:

<http://www.portair.co.uk/Quality/8.htm>

#### **9.6 Financial Implications**

The DfT/DfES have allocated a sum of money for a part-time post (based

upon the number of pupils per authority) to meet targets set out within the new duty, to promote sustainable transport. The post will be advertised during the autumn term with an aim to have the post-holder in situ by end of the year.

The financial ramifications of any act the new duty places upon the authority will be absorbed through existing budgets.

## **10. Local Authority Transport Provision**

### **10.1 Provided transport**

The city council, as the local education authority is required to provide free home to school transport for certain children under a statutory age. This applies to both mainstream and special educational needs students. About half of these pupils attend mainstream schools (i.e. primary, secondary and further education). The remainder attend special needs schools for children with learning and/or physical difficulties. The majority of journeys are wholly within the Portsmouth area, but some pupils travel to schools outside Portsmouth.

Contracted vehicles are used mainly for pupils who have special educational needs or are physically disabled, and passenger assistants where required, are provided by the city council. Where possible, children who are entitled to assistance with home to school transport will be provided with a season ticket to allow them to travel on local bus, rail and ferry services. Whilst the Directorate of Children Families and Learning (DCFL) is responsible for the assessment of the child's entitlement and for funding the transport, the provision of the transport is the responsibility of the city council's Passenger Transport Group (PTG).

### **10.2 Modal data**

Working closely with the Admissions Information Service, the Safer Routes to School Officer will utilise the data acquired during the January School Census to plot and record travel patterns to city schools. This will be as part of the SRTS initiative and seek to combine travel plan objectives with those of PCC's sustainable travel and transport strategies. The map software is able to display modal patterns around individual schools highlighting distances travelled and mode used. This data will assist the implementation of travel plan targets through aimed education campaigns to ensure resources are deployed to the relevant places.

### **10.3 SRTS**

The Safer Routes to School programme will be expanded through the appointment of part-time officer to assist with this strategy's aims and objectives and provide an additional staffing resource to monitor and

update plans.

#### **10.4 Bus routes & timetable links**

The city council is able to provide information about bus and ferry timetables for the whole of the Portsmouth area. Travel information can be acquired via the council website, phone or through annually published timetable literature.

Getting Around – which details walking and cycle routes, bus and ferry timetables and local airports information can be found by the following

Useful links:

<http://www.portsmouth.gov.uk/living/592.html>

<http://www.portsmouth.gov.uk/living/16.html>

#### **10.5 ETP - Zig Zags/Campaigns**

As part of ongoing road safety objectives, the SRTS programme and partnership working, we will continue to provide educational and enforcement campaigns aimed at car users. Previous campaigns have tackled parking on Zig Zags outside school premises, seatbelts, speeding, mobile phone use whilst driving and cycle safety.

#### **11. Healthy Schools Initiative**

The National Healthy Schools Programme is widely adopted, with an increasing number of schools achieving the National Healthy Schools Standard. It is an exciting long-term initiative which is making a significant difference to the health and achievement of children and young people. The Programme supports the links between health, behaviour and achievement; it is about creating healthy and happy children and young people, who do better in learning and in life.

The National Healthy Schools Programme has four themes:

- Personal, Social and Health Education (PSHE), including SRE and drugs education
- Healthy Eating
- Physical Activity
- Emotional Health and Wellbeing, including bullying

The four core themes relate to both the school curriculum and the emotional and physical learning environment in school. Each theme includes a number of criteria that schools need to fulfil in order to achieve National Healthy School Status. Although each theme covers a different area, they are all delivered using the whole school approach so the basic requirements are the same.

The Healthy Schools Criterion 3.7 has a special focus around safe sustainable travel and states that Healthy Schools should:

- Encourages pupils, parents/carers and staff to walk or cycle to school under safe conditions, utilising the school travel plan where it exists. And that;
- Pedestrian and cycle skills training are available for children/young people and staff.

Further information is available at:

(<http://www.healthyschools.gov.uk/>)

## **11. The Future**

### **11.1 Road Safety Scrutiny Review**

In the interest of Best Practice, the city council undertook a review of road safety during 2006/2007. The aim of this review was to understand the national strategy for improving road safety and casualty reduction and to evaluate how the city council is performing in terms of national priorities. The review started in June 2006 and was completed in March 2007. As well as identifying how we as an authority are developing our road safety strategy, the review process provided members the opportunity to make recommendations to improve the service.

One of the most significant recommendations was the relocation of the School Crossing Patrol Service from Education to Environment and Transport Directorates. This move should assist in improving the journey to school by centralising an important service within the Road Safety & Traffic Management Group who could respond directly to any concerns as and when they arise.

### **11.2 School Green Travel Awards**

September 2007 will see the launch of the School Green Travel Awards aimed at promoting, updating and awarding School Travel Plans. The award scheme will be open to any school that completes a DfT approved

travel plan and consist of three levels building up to Platinum with an appropriate reward for achieving this status. Schools will be able to report on progress and share good practice in exchange for recognition through an advancement in the standard.

It is hoped the scheme will assist data collection and promote the frequent update of existing School Travel Plans, whilst providing an incentive to get on board for those not currently participating in the Safer Routes to School scheme.

## **Appendix I**

### **Examples of SRTS Engineering Schemes**

Safer Routes to School or other beneficial engineering schemes installed during the last five years 2002 – 2007

<b>Name of Scheme</b>	<b>Year Implemented</b>	<b>Brief Description</b>
Allaway Avenue	2002/03	20mph speed limit, raised cushions, enhanced crossing points and drop kerbs
Solent Junior/Infant	2002/03	Reduced speed limit, road humps, surface dressing
Highbury Estate		Reduced speed limit, road humps, surface dressing
Grammar School	2002/03	Zebra crossings
Moorings Way	2003/04	As part of an area wide scheme, reduced speed limit, enhanced crossing points, road humps, surface dressing
Mayville High School	2004/05	Enhanced crossing points & zebra crossing
Springfield SRTS	2004/05	Reduced speed limit, enhanced crossing points, surface dressings
Medina	2005/06	As part of an area wide scheme, reduced speed limit, enhanced crossing points, road humps, surface dressing
City Boys	2005/06	Extension to the National Cycle Network Route 2, enhanced pelican crossing, 20mph speed limit & road humps
Charles Dickens	Planned	Area-wide initiative incorporating SRTS

Ward	2007	scheme – road humps, improved pedestrian facilities and surface dressing
Mayfield SRTS	2007	Enhanced crossing points, extension to safety barrier

In addition, as part of the rolling Safer Routes to School programme, the following have been installed as low-key measures to improve the journey to school:

- Bollards
- Surface dressing with school signs
- Additional Wig Wags
- Extension/installation of visibility safety barrier
- Keep Clear markings – Zig Zag/Entrance
- School warning signs
- Footpath widening.

## **Appendix II Road Safety and Traffic Management**

### **STPs**

To date 54 out of the 76 (71%) LEA, SEN and Independent Schools have submitted a School Travel Plan since 2004. There is national requirement to have 100% of schools with a STP by 2010, a target we are on schedule to meet.

School Travel Plans set out a range of objectives and structured targets to be met often over a three-year period. The document gives insight into school geographic and demographic location, in addition to identifying issues and actions to be assessed and processed to promote sustainable alternatives to the car.

Schools are currently benefiting from both soft and physical measures in response to travel plan objectives. These range from enhanced educational opportunities such as lesson plans, pedestrian and cycle training to additional enforcement, and physical measures such as improved crossing facilities and school safety zones.

Travel plans also represent an opportunity for the local authority to assist in the move away from non-sustainable travel/transport options via incentives and

pedestrian and cycle friendly measures. These plans are currently updated when either the three-year target period expires or if any developments in travel or transport provision alters those original targets set out within the plan.

An award scheme is currently being set up to encourage more active participation in travel plan updates. The latter part of 2007/08 will focus heavily on acquiring SEN School Travel Plans in time for submission in March 2009.

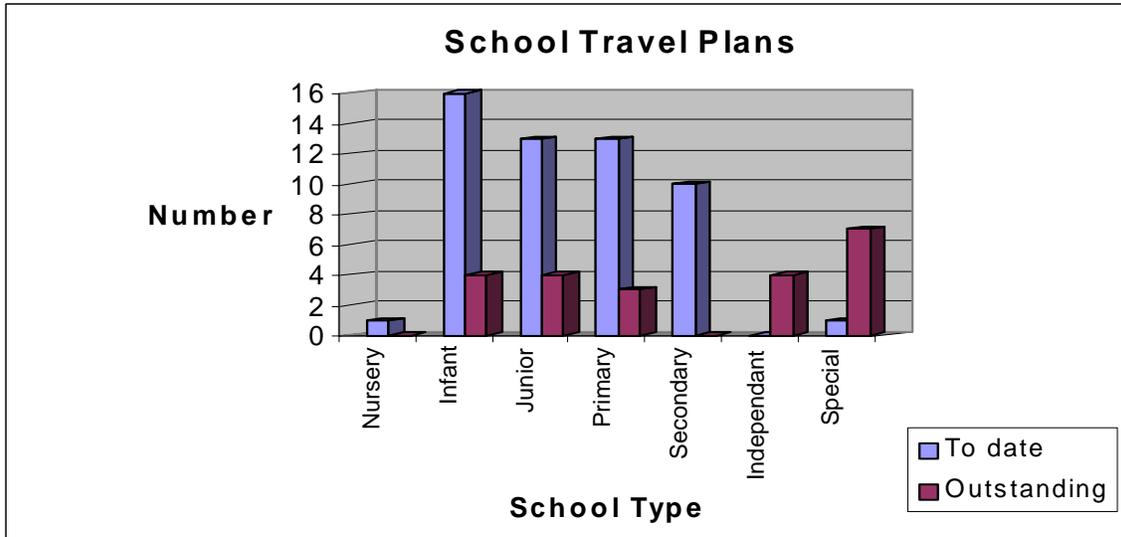


Figure 15. Total number of approved School Travel Plans March 2007

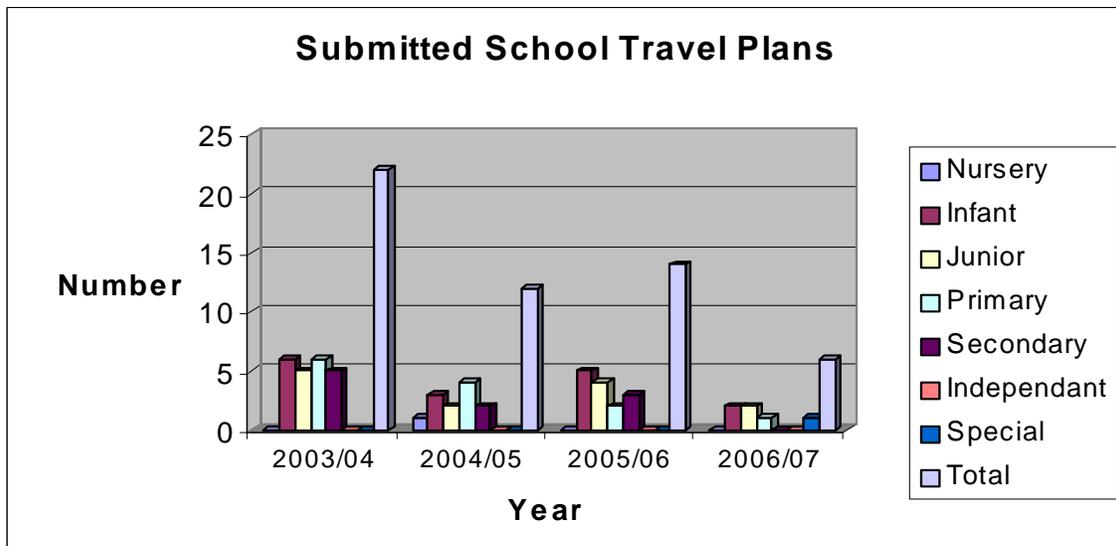
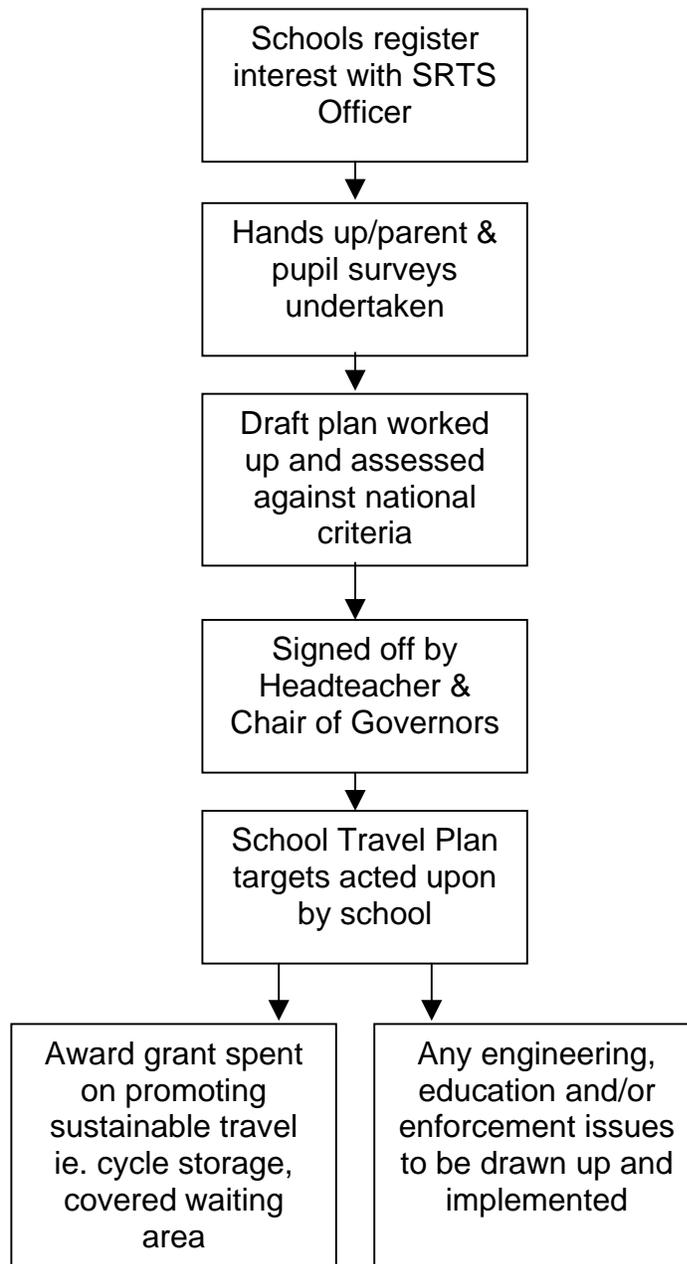


Figure 16. Number of School Travel plans submitted per year

## School Travel Plan Process

Any school that wishes to develop a travel plan should first contact the Safer Routes to School Officer to register interest. The local authority is able to provide survey and questionnaire templates, and assist collation of the collected data.

Travel plans must be drafted by February and signed off by beginning of March to submit for that year's round of STP reward grants. Plans typically take between 2 – 6 months for completion to allow for consultation processes to be carried out. The diagram below gives a brief overview of the process involved.



## **20 mph limit**

Work is under way on Portsmouth's bid to become the first city in Britain to have a 20mph safety limit on almost all residential roads.

The south east of the city - central Southsea, east Southsea, Eastney and Milton is the first area to get the new speed limit, which is designed to make streets safer for pedestrians and cyclists, after consideration of residents' comments, signs are now going up and should be unveiled early this summer (2007).

Phase 1	Complete
Phase 2	75% Complete
Phase 3	Underway
Phases 4,5 and 6	on target to be completed by April 2008

## **Crossings - SCP/Controlled**

There are 82 pedestrian light controlled crossings in the city, four of which are Toucan crossings as part of a designated cycle route. In addition to these controlled crossings there are Zebra crossings and numerous other pedestrian refuges crossing points, subways and footbridges.

Details of available safe crossing points will be projected upon a map for use by residents to determine safe walking and cycling routes across the city

## **Cycle Safe**

A cycling proficiency scheme has been run by Portsmouth City Council since the authority became unitary in 1997. At this time, Portsmouth utilised the course material that Hampshire County Council were using and amended a few pages to reflect the city council run scheme.

During 2006, The Road Safety Team reviewed cycle training provision in light of new changes underway nationally through the introduction of the National Standard. The National Standard was deemed too costly and likely to reduce the number of trained instructors available to run courses so we are currently following the progress nationally to how other authorities are dealing with the tight requirements for the Standard. Therefore, it was agreed to continue using a similar format to before but update the literature and training package to make it more accessible and easier to follow for both trained instructors and pupils.

Cycle training is offered via two avenues in Portsmouth. Either through schools by trained teachers, parents and volunteers or during holiday times in one of two school sites used throughout the year. Each participant must be aged ten or over, able to ride competently and have a cycle helmet and bike that is suitable

and in good order. Instruction typically is spread over 8 -10 hours, involves both on and off road practice, a theory test and on-road test.

We have been progressively improving the number of those trained but extremely adverse weather conditions during the early to middle part of 2007 have affected training numbers. Several courses that were planned for 2006/07 term were postponed for the new 2007/08 term.

	2002	2003	2004	2005	2006
Number of pupils trained	146	131	129	154	188
Number of courses run	28	26	25	35	43

Figure 17. Number of children cycle proficiency trained

Name of School	No. year 1s	Completed
Arundel Court Infant School	55	48
Charles Dickens Infant School	48	48
College Park Infant School	120	120
Copnor Infant School	90	90
Corpus Christie Primary School	45	45
Cottage Grove Primary School	50	50
Court Lane Infant School	120	
Cumberland Infant School	32	32
Devonshire Infant School	60	60
Flying Bull Primary School	36	
Gatcombe Park Primary School	30	30
Goldsmith Infant School	45	45
Highbury Primary School	30	30
Langstone Infant School	65	
Manor Infant School	70	70
Medina Primary School	30	30
Meon Infant School	55	55
Meredith Infant School	58	58
Milton Park infant School		
Moorings Way Infant School	25	25
Nothern Parade Infant School	82	82
Paulsgrove Primary School	46	46
Penhale Infant School	52	52
Portsdown Primary School	35	35
Saxon Shore Infant School	50	50
Solent Infant School	50	90
Somers Park Primary School	30	30
Southsea Infant School	60	60

St. George's CE Beneficial Primary School	24	24
St. John's Cathedral Catholic Primary School	30	30
St. Jude's CE Primary School	60	60
St. Paul's RC Primary School	60	60
St. Swithun's RC Primary School	45	48
Stamshaw Infant School	60	60
Westover Primary School	45	45
Wimborne Infant School	61	61
Total	1854	1669

Figure 18. Number of pupils trained through the pedestrian training programme 2006/2007 term

### Walking Initiatives Grants - WB/WoW

Eleven schools submitted applications for either a Walking Bus or walking initiative grant to the DfT during 2007. All eleven were successful in their bids which stated that each school would make commitment to reduce the number of return car journeys by 5 for walking buses and by 2.5 for other initiatives. These grants are available for three years 2007/08, 2008/09 and 2009/10, and will cover revenue costs such as salaries, equipment, promotional material and informative literature to promote the walk to school.

GOR	Local Authority	Grant	School Name
SE	Portsmouth	£1,000	Court Lane Infant School
SE	Portsmouth	£500	Charles Dickens Infant and Nursery School
SE	Portsmouth	£500	Court Lane Junior
SE	Portsmouth	£500	Northern Parade Infant School
SE	Portsmouth	£500	Solent Junior School
SE	Portsmouth	£500	Southsea Infant School
SE	Portsmouth	£500	Cottage Grove Primary
SE	Portsmouth	£500	Milton Park Infant School
SE	Portsmouth	£500	Langstone Junior School
SE	Portsmouth	£500	Newbridge Junior School
SE	Portsmouth	£500	St. John's Catholic Primary School

Figure 19. Schools awarded walking initiatives grants during 2007

### Appendix III Modal Share

Average of Distance		Aggregated Mode of Travel								
Phase	Bus (dedicated school bus)	Bus (Type not known Public service Bus)	Car	Car Share	Cycle	Taxi	Train	Walk	Other	Grand Total
Primary	2.86	2.10	1.30	1.21	0.84	1.72	0.53	0.54	0.58	0.76
Secondary	2.00	2.33	2.02	1.75	1.45	2.03	1.62	1.08	1.48	1.40
Special	3.19	3.08	2.75		2.86	3.06		1.25	2.81	2.95
Nursery		1.63	2.10		0.48			0.55		1.12
Grand Total	3.10	2.31	1.48	1.27	1.31	2.12	1.12	0.75	1.16	1.06

Figure 20. Average distance Portsmouth pupils travel to school in km. January 2007

Average of Distance		Aggregated Mode of Travel %								
Phase	Bus (dedicated school bus)	Bus (Type not known /Public service Bus)	Car	Car Share	Cycle	Taxi	Train	Walk	Other	Grand Total
Primary	0.5	1.4	19.2	3.7	1.0	0.6	0.0	71.8	1.7	100
Secondary	0.1	17.3	7.2	0.8	5.1	0.2	0.1	66.0	3.2	100
Special	63.8	1.5	13.4	0.0	0.2	8.5	0.0	8.0	4.6	100
Nursery	0.0	1.1	36.4	0.0	5.7	0.0	0.0	56.8	0.0	100
Grand Total	1.6	7.8	14.3	2.4	2.6	0.6	0.0	68.2	2.3	100

Figure 21. Mode of travel as percentage for Portsmouth pupils. January 2007

(by aggregated mode of travel field).

*Note that information is based upon the school that pupils were recorded against for either Single or Main (if dually-registered) registrations*

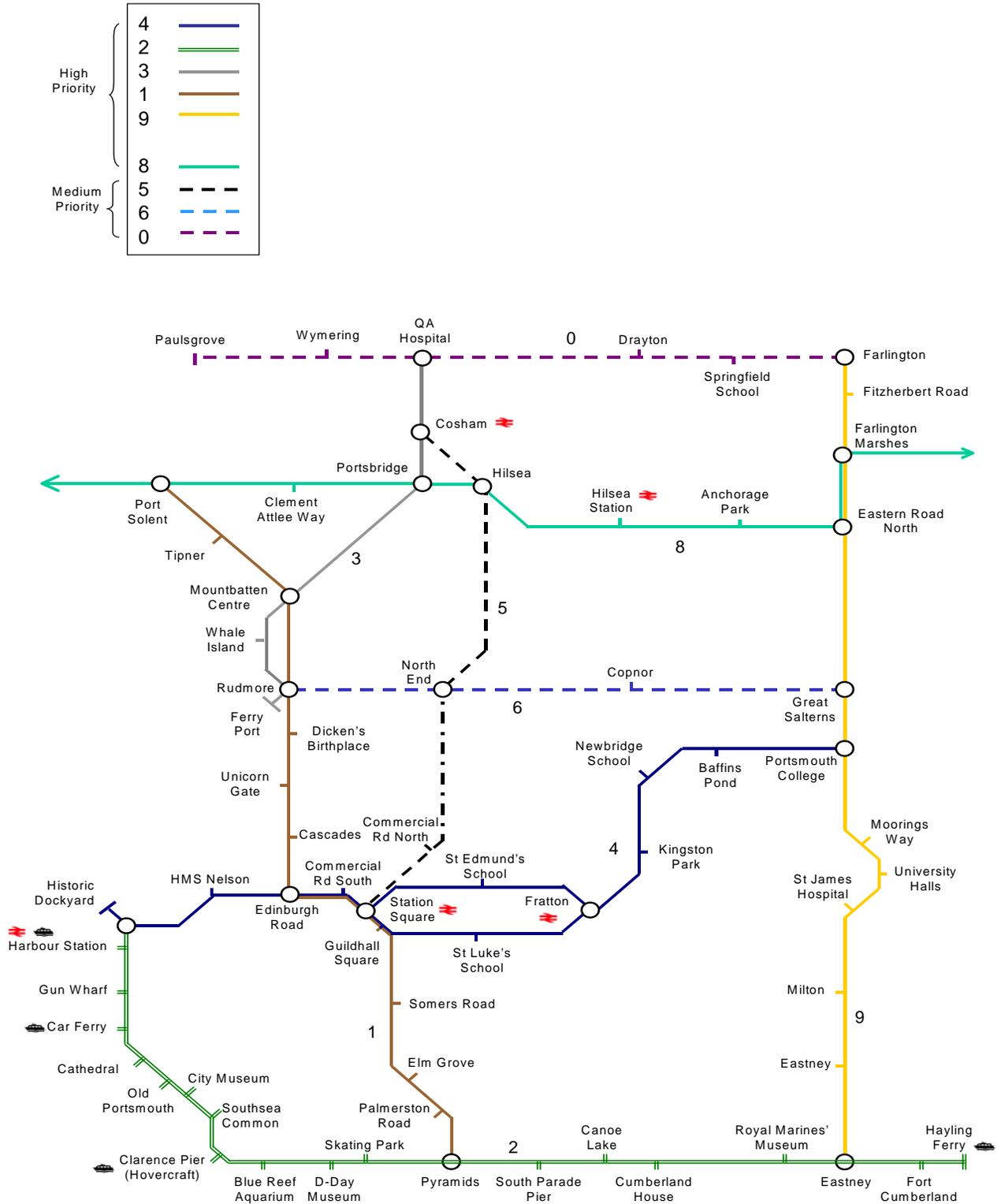
*Not all pupils were geocoded (located on the map). These are for a variety of reasons such as poor quality addresses, inability to match some out of city addresses, etc.*

*Distances are measured "as the crow flies."*

*Secondary walk to schools levels disputed by Dft 'cleaning up' process (LTP data records 63% walking over the January Census 66%)*

# Appendix IV Proposals

Map of proposed cycle routes



## **Appendix V Policies for Free School Transport 2007/08**

### **School Admissions Policies 2007/08**

An Admissions Policy gives information on admission criteria to infant, junior, primary and secondary schools which is used to allocate places if the school receives more applications than places available.

For further information about infant, junior, primary and secondary admission policies see below link:

<http://www.portsmouth.gov.uk/learning/4601.html>

### **Criteria for School Transport Assistance**

#### **Children living outside statutory walking distance**

To be eligible for travel assistance, your child must:

- a) attend the designated catchment school or nearer school  
  
and
- b) live more than the following distance from school:
  - 2 miles – for pupils up to and including Year 3
  - 3 miles – for pupils Year 4 to Year 11

#### **Change of Address**

If you change your address after the start of Year 10 they will be eligible for travel assistance if:

- a) the child is attending the designated catchment school for the previous address  
  
and
- b) the distance between the new address and school is more than 3 miles

#### **Attendance at Designated Faith School**

If your child attends a designated faith school they will be eligible for travel assistance if:

- a) a child has been baptised or otherwise into the faith of the school  
  
and
- b) the distance between home and school is between 2 and 6 miles for Year R – 3, and between 3 and 6 miles for Year 4 -11

### **Families on Low Income**

Parents in receipt of maximum working tax credit will be eligible for assistance if:

- a) pupil is in Year 4 – 6 and attending designated catchment school or near school

and

- b) distance between home and school is over 2 miles

**Note – Distance is generally measured by the shortest available walking route. For a travel assistance application form please contact the School Transport Team on 023 9284 1345**

### **Post 16 Transport Policy 2007**

The Portsmouth LA Transport Policy Statement for students age 16-18 in further education and continuing students aged 19 and over provides information about the following:

- Concessionary fares 16-19
- Means testing
- Disability assistance
- Mobility/independence training

Full information on all transport policies can be found at:

<http://www.portsmouth.gov.uk/learning/4382.html>

## **Appendix VI**

### **Healthy Schools Status**

National Targets for Healthy School Status:

- 50% of schools will have Healthy School Status by November 2006 - schools with the old Standard will not be taken off the National Healthy School Database until July 2007
- 85% of schools will have Healthy Schools Status by 2009
- 100% of secondary schools will have Healthy School Status by 2008 (Adolescent Health pilot requirement)

- Progress towards these targets is monitored by GOSHE and informs our Annual Performance Assessment and the Joint Area Review.

In Portsmouth, 100% of all schools are working towards National Healthy School Status. Progress to date has included:

- 56% of all Portsmouth schools have achieved Level 3 of the old National Healthy School Standard
- 53% of Portsmouth schools have achieved the old National Healthy School Standard and will retain that Standard until July 2007.
- 64% of schools with 20%+ FSME have achieved level 3 of the National Healthy School Standard
- 39% of all schools have achieved Healthy School Status 26th April 2007
- 42% of secondary schools have achieved Healthy School Status 26th April 2007
- All Portsmouth schools will need consistent advice and support as they work towards achieving the criteria related to a whole school approach to the 4 core focus areas required by Healthy School Status.

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