

Sustainable Modes of Travel to School Strategy



Credit: Sustrans

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HEREFORDSHIRE COUNCIL

Sustainable Modes of Travel to School strategy

Contents Amendment Record

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Executive summary

This Sustainable Modes of Travel to School strategy (SMOTS) outlines how we propose to promote and facilitate sustainable travel to and from schools through road safety education, school engagement and infrastructure delivery. This SMOTS strategy applies to all pupils of a compulsory school age attending educational facilities within Herefordshire.

This document sets out the policy and strategic context, and the vision and objectives that we aim to deliver with the SMOTS strategy. In the development of the strategy we collected and analysed travel, health and accident data and undertook an audit of existing walking and cycling infrastructure near schools.

The vision for the SMOTS strategy is:

“To have a fully integrated transport system where every pupil within Herefordshire, where appropriate, has the option to travel to and from school through active travel choices, improving health, safety and reducing reliance on short distance car journeys”

The SMOTS strategy objectives we propose are to:

- Improve the safety of pupils and parents;
- Improve the health and well-being of pupils; and to,
- Reduce congestion during peak times.

To understand the travel habits of pupils in Herefordshire we surveyed pupils, during early 2017, using an online questionnaire. That survey also aimed to establish why pupils used particular transport modes. We also collected accident and health data and established the extent and type of walking and cycling infrastructure near schools. Our findings included:

- 47% of pupils travel to school by car whilst 26% walk and 2% cycle. A further 17% use the bus, comprising both public services and those provided by the council;
- The main reasons why pupils predominantly travel by car are that journey distances are too long for walking or cycling, and that there are safety concerns;
- 16 schools have 20mph limits in the immediate vicinity;
- 75 schools have cycle racks and 17 schools have parent waiting shelters;
- The council provides bus transport for 3,318 pupils with 284 paying for vacant seats;
- 23% of pupils in reception year and 34% of pupils in year 6 are overweight.

We highlight the extensive program of schemes and projects that we deliver:

- Bikeability - specialist cycle training from the basics of balance and control to independent journey planning;
- Road safety education and school crossing patrols - undertaken by our road safety unit, delivering education talks and practical sessions to schools;
- Access fund projects - funded by the Department for Transport to encourage behaviour change; and
- Hereford transport packages - major infrastructure projects taking place in Hereford, likely to include walking and cycling measures.

We set out how we propose to deliver both capital and revenue schemes through an action plan. We describe an appraisal framework used to prioritise capital schemes to ensure we make the best use of limited resources to target schools with the greatest need and where we can achieve significant behaviour change.

Key performance indicators and targets are set to measure how we perform and deliver against our objectives. A monitoring program to measure against these key performance indicators has been set. The monitoring includes:

- Hands-up surveys in schools;
- Number of casualties from collisions near schools;
- Number of schools with up-to-date travel plans; and,
- Peak period traffic flows.

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1. Introduction

This Sustainable Modes of Travel to Schools (SMOTS) strategy describes how we propose to promote and facilitate sustainable travel to and from schools, through road safety education, school engagement and infrastructure delivery.

The SMOTS strategy applies to travel by pupils of compulsory school age to and from any school within the county. By promoting and facilitating sustainable travel we can contribute to:

- Reducing traffic congestion and accidents;
- Improving health and well-being and air quality.

This document sets out:

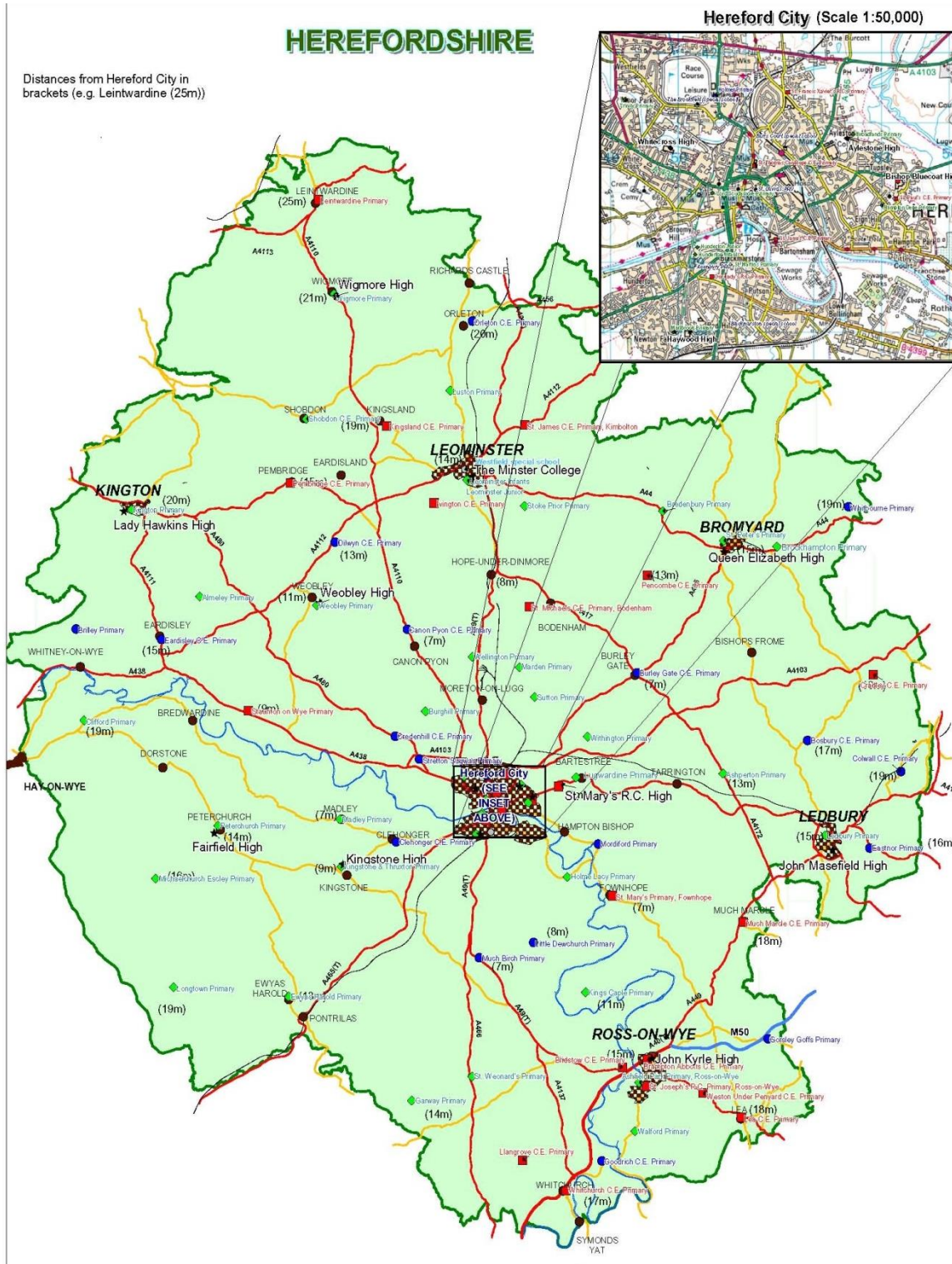
- The legal, policy and strategic context which has helped shape our SMOTS strategy;
- Our vision and objectives for school travel;
- Pupil travel patterns;
- Barriers to sustainable school travel;
- How we propose to improve transport in the future; and,
- Proposed key performance indicators and targets.

Consideration will need to be given to those pupils that travel from outside the county to schools within the county. These pupils still need to be catered for to ensure they have appropriate access to our schools.

Herefordshire

Herefordshire is a predominantly rural county and has a population density of 86 people per kilometre, which is the fourth least densely populated area in England. This means that the journey to school is often long and can only reasonably be made using busy rural roads which are often unsuitable for walking and cycling.

Figure 1- Map of Herefordshire and school locations



There are 81 primary schools, 17 secondary schools and 6 special education schools in Herefordshire. Currently, there are 23,013 pupils (school census 2015) in all local authority

and academy schools. The school years' with the biggest population are years 1, 2 and 3 (school census 2015). 17% of the population within Herefordshire is under 16. In January 2016 there was a net positive import of 248 pupils coming from neighbouring authorities to schools within Herefordshire ([Department for Education 2016](#)).

2. Vision and objectives

The vision and objectives set out below has been drawn from national and local policies and strategies. The SMOTS strategy objectives reflect objectives contained in the Local Transport Plan (LTP) and the Local Plan Core Strategy. The vision is:

“To have a fully integrated transport system where every pupil within Herefordshire, where appropriate, has the option to travel to and from school through active travel choices, improving health, safety and reducing reliance on short distance car journeys”

To help deliver this vision we have set the following strategy objectives:

- 1. To improve the safety of pupils and parents** - through targeted road safety initiatives to educate pupils and by delivering walking and cycling schemes near schools.
- 2. To improve the health and well-being of pupils**- promote the benefits of sustainable travel through delivery with our partners in public health.
- 3. To reduce congestion** - by encouraging and facilitating sustainable travel we will reduce private car use.

3. Legal, policy and strategic context

Education and Inspections Act 2006

The Education and Inspections Act 2006 placed a statutory duty on local authorities to produce a strategy to promote and facilitate sustainable modes of travel to schools. To comply with the Act a local authority must undertake the following activities:

- Assess the travel and transport needs of children and young people;
- Audit the infrastructure to support sustainable school travel;
- Have a strategy to develop infrastructure to support travel needs of pupils;
- Promote sustainable travel and transport to and from school; and,
- Publish a SMOTS strategy on their website by 31 August each year.

National and local strategies and policies

In addition to the Education and Inspections Act 2006, the SMOTS strategy has also been developed to deliver a number of national and local policies. Some of the national policies, guidance and strategies relevant to SMOTS include:

- ‘Cycling and walking investment strategy’, Department for Transport (April 2017);
- ‘Everybody active every day: a framework to embed physical activity into daily life’, Public Health England (October 2014); and,

- ‘Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation’, NICE (November 2012).

The School Standards and Framework Act (1998) introduced the concept of parental choice for school attendance which significantly changed pupil travel habits away from walking and cycling to more car based forms of transport.

Of particular relevance is the Home-to-school travel and transport statutory guidance published by the Department for Education in 2014. The guidance states that:

‘Local authorities should, in large part, base their assessment of children and young people’s travel and transport needs on the data provided by schools or colleges, often contained within school travel plans. Effective school travel plans, updated as necessary, put forward a package of measures to improve safety and reduce car use, backed by a partnership involving the school, education, health and transport officers from the local authority, and the police. These seek to secure benefits for both the school and the children by improving their health through active travel and reducing congestion caused by school runs, which in turn helps improve local air quality’.

In the light of this guidance we used school travel plans to form our understanding of schools’ needs for sustainable travel infrastructure and activities for inclusion in this strategy.

In addition to the national policies, the strategy will deliver against a number of local policies and contribute to the delivery of local objectives. The local policies and plans adopted by Herefordshire Council, that will be supported by the strategy include:

- Corporate Plan 2016-2020:
 - “Keep children and young people safe” is a priority for the Corporate Plan.
- Local Plan Core Strategy:
 - Supporting access to schools in more sustainable locations and by ensuring that new developments acknowledge the transport needs of pupils
- Local Transport Plan 2016-2031
 - Establish the existing and potential demand for sustainable school transport and what schemes and other initiatives should be delivered to facilitate that demand
- Health and Wellbeing Strategy:
 - Ensure that children and young people are fit and well, including keeping all children safe.

Local Transport Plan 2016-2031

The Local Transport Plan (LTP) was formally adopted by the council in March 2016. The LTP objectives comprise:

- Enabling economic growth;
- Providing a good quality transport network for all users;
- Promoting healthy lifestyles;
- Making journeys easier and safer; and,
- Ensuring access to services for those living in rural areas.

The SMOTS strategy will help deliver these objectives by:

- Promoting the use of and facilitating sustainable travel;
- Improving the network for journeys to and from school;
- Improving safety;
- Reducing congestion; and,
- Helping those in rural areas to access education.

Hereford transport strategy

A priority for our LTP is to reduce congestion in Hereford, particularly during term time when traffic conditions are noticeably worse than during the school holidays. Short distance car journeys, including those to and from school, are a significant contributor to congestion in Hereford. Our transport strategy for Hereford includes improvements to network operation, which will be delivered through infrastructure schemes, in combination with behavioural change projects which include school travel plans.

Travel to school policy

The travel to school policy in its current form is contained at Appendix 1. Currently we provide 15% of the Herefordshire pupil population with transport to and from school.

We also provide arranged transport for post 16 college and sixth form students; this is an addition to our statutory duty. We do this through financial support for students aged 16-19 travelling to and from schools and colleges within the county.

Herefordshire also runs a Vacant Seat Payment Scheme (VSPS). This scheme means that a pupil who does not meet the free 'travel to school' criteria can pay to have a seat on a bus that is not being taken by another pupil who is eligible for free transport. This service could be withdrawn at any time.

Further details on pupil numbers travelling on transport services arranged by the council can be viewed in Section 4.

4. Current trends

To understand the needs of the pupils within Herefordshire we undertook data collection to establish current travel habits and the reasons for them, the location and types of infrastructure in the vicinity of schools, the number of accidents and statistics on pupil health.

Current travel habits

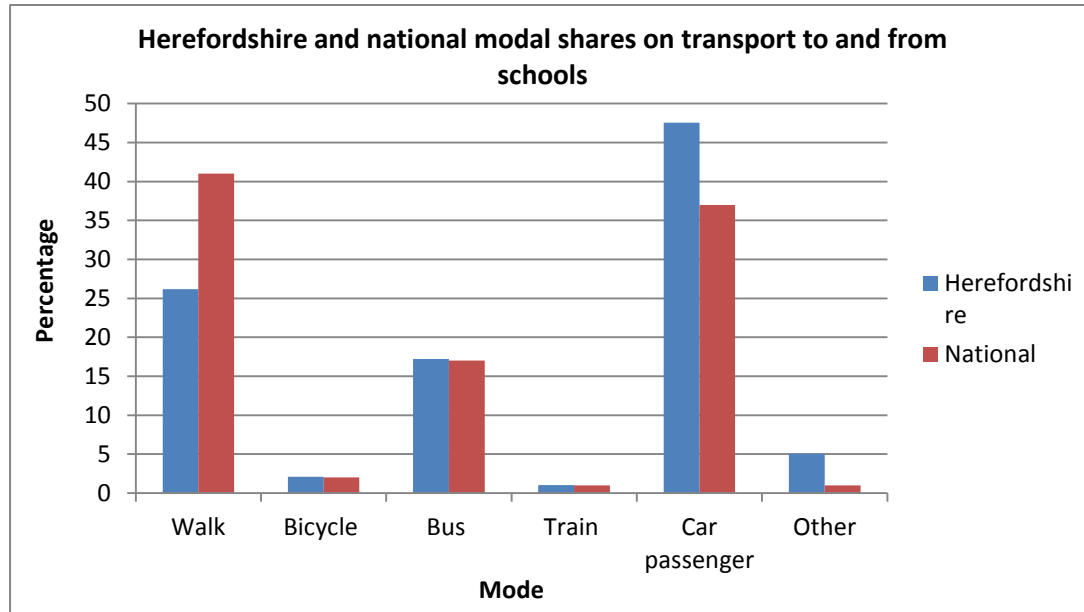
Parents were asked how their child travelled to and from school and the nature of any barriers to active travel. A copy of the questionnaire can be found in Appendix 2.

We received a total of 1,163 survey responses from across the county, which is 5.1% of the total school pupil population. The highest percentage was from St. Mary's Church of England primary school in Fownhope with a response rate of 27%. There were a small number of schools that provided no response.

Car is the main transport mode for pupils travelling from school with 48% of pupils using this mode whilst a further 26% walk and 2% cycle. 17% use the bus (including both public bus services and those provided by the council, see Figure 2).

To show how Herefordshire's school travel mode shares compare with the national school travel mode share (Figure 2) we have used information from the 2015 National Travel Survey (NTS). The NTS indicates that walking is the most commonly used mode at 41%. Car use comprises 37%, cycling 2% and private bus 4%. Herefordshire demonstrates a significantly lower walking mode share when compared to the national statistic whilst car use is significantly higher. These differences are likely to be primarily a result of our dispersed population and settlement patterns with significant distances between schools, homes and work places. Cycling rates are broadly similar to the national average.

Figure 2- mode of travel percentages to and from schools for Herefordshire and nationally¹



Herefordshire contains three distinct settlement types - Hereford, the market towns (Leominster, Ross-on-wye, Ledbury, Bromyard and Kington) and hamlets and villages. To provide a more detailed picture of school travel in Herefordshire the survey results have been split into those settlement types:

¹ National Transport Survey: <https://www.gov.uk/government/statistics/national-travel-survey-2015>

Figure 3- Mode of travel percentages for transport to and from school by settlement type

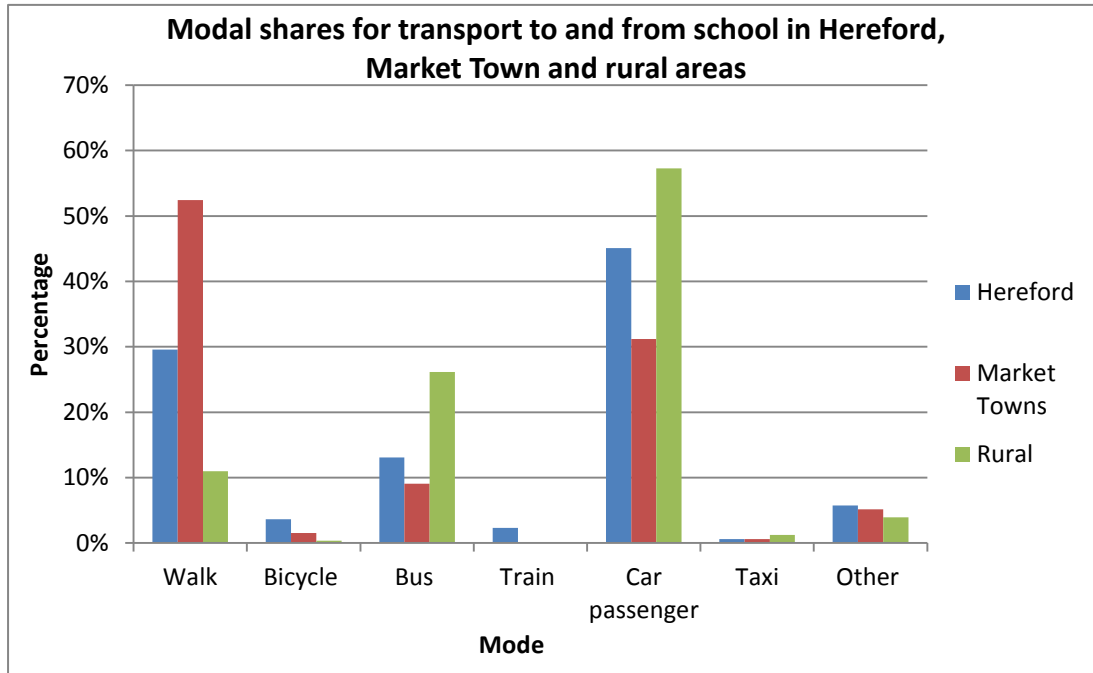
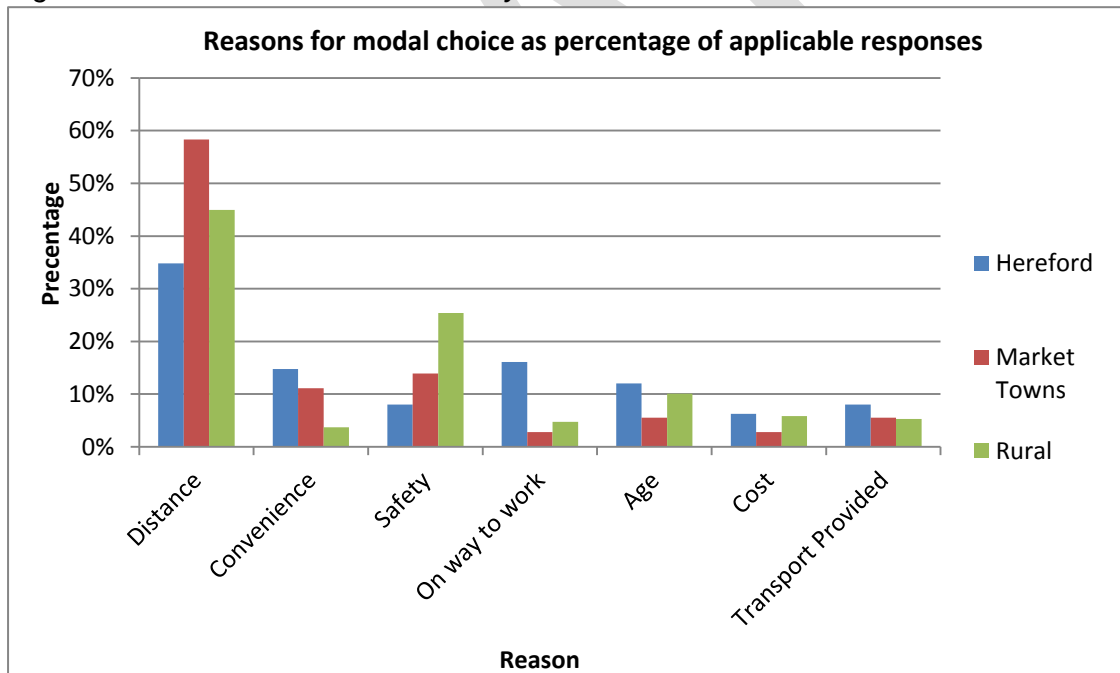


Figure 4- Reasons for travel choices by settlement



Hereford

There are 8,147 school pupils in Hereford of which 5.4% responded to the questionnaire. The average school response rate was 4.6%.

Car passenger is the dominant mode choice for pupils making up 45% of journeys with walking at 30%, bus 13% and cycling 4%. Distance is the most common factor that influences pupils' travel choices. Combining the school trip with the work trip is also influential.

Market towns

3.1% of pupils in the market towns responded to the questionnaire with the average school response rate at 4.7%.

Walking is the dominant mode choice at 52% with car use at 31%, bus travel at 9% and cycling at 2%. Distance is the most prominent feature in people's choice of mode to school and from school in the market towns.

Rural areas

5.1% of pupils within the rural areas of Herefordshire responded to the questionnaire with the school average at 5.7%.

Car travel makes up 57% of trips with bus travel at 26% and walking at 11% of mode share. Distance plays a significant role in people's travel choices and is closely followed by safety concerns. These could be considered barriers to active travel.

Safety concerns highlighted by parents are also a barrier to walking and cycling. Some specific safety concerns include:

- Aylestone Hill is too dangerous;
- No pedestrian crossing facility and speeding traffic on A44 in Bromyard;
- A40 too dangerous to cross as a pedestrian in Goodrich;
- No suitable bus times;
- No pavements on A4110 in Leintwardine;
- Cars do not stop for red light on Yazor Road; and,
- Buses can be overcrowded in the morning.

Transport infrastructure

We have undertaken 'desktop' infrastructure audits to establish the availability of walking and cycling infrastructure in the vicinity of schools. We did this using Google Earth and Street View. The full results from this audit can be viewed in Appendix 3. Findings from the audit included:

- 16 schools have 20mph limits in the immediate vicinity;
- 65 schools have zig-zag "School keep-clear" markings
- 14 zebra crossings, 15 pelican crossings and 8 toucan crossings;
- Cycle racks available at 75 schools;
- 17 schools have parent waiting shelters; and
- 14 schools have traffic calming measures.

School travel plans

Currently 60% schools have a travel plan. Appendix 3 contains a list of schools that have travel plans and the date when they were drafted.

As the majority (64%) of travel plans are outdated (>3 years old) we will continue to promote school travel plan production and work with our delivery partners to update school travel plans.

Travel to school provision

We transport 3,318 pupils to schools within Herefordshire. Of these 284 are through our VSPS and 504 receive transport on grounds of hazardous routes. 3,013 pupils receive free transport to school. Approximately 15% of all pupils within Herefordshire are on local authority arranged transport, either through free transport or through the VSPS.

504 pupils receiving transport as their routes to school have been deemed hazardous is a significant number of pupils, at a time when budgets are stretched this adds significant additional pressure. We will investigate and address these issues where appropriate and feasible.

Table 1 below shows pupil population densities in English counties. Herefordshire has the lowest secondary school pupil density with 0.045 pupils per hectare. This low density, and the implied long distances between schools and homes, is a significant challenge in the provision of adequate transport for pupils

Table 1- Secondary pupil population density

Authority	Area (ha)	Secondary schools	Secondary pupils	Av pupils/ sec school	Av area (ha)/ sec school	Secondary pupils per ha	SEN schools	SEN pupils	Av pupils / SEN sch	Av area (ha) / SEN school	SEN pupils per ha
Herefordshire	217,973	15	9,805	654	14532	0.045	4	296	74	54493	0.0014
Bath & NE Somerset	34,574	14	12257	876	2470	0.355	3	407	136	11525	0.0118
Central Bedfordshire	71,566	32	20573	643	2236	0.287	4	492	123	17892	0.0069
Cheshire W & Chester	91,666	19	16659	877	4825	0.182	10	828	83	9167	0.0090
Cornwall	354,619	32	30,935	967	11082	0.087	5	380	76	70924	0.0011
East Riding	240,768	18	21,310	1,184	13376	0.089	3	296	99	80256	0.0012
Isle of Wight	38,016	8	7391	924	4752	0.194	3	262	87	12672	0.0069
Lincolnshire	592,062	54	48,055	890	10964	0.081	20	1679	84	29603	0.0028
Norfolk	537,056	51	47,745	936	10531	0.089	11	1199	109	48823	0.0022
N Lincolnshire	84,631	13	9,355	720	6510	0.111	2	262	131	42316	0.0031
N Somerset	37,379	11	12393	1,127	3398	0.332	3	263	88	12460	0.0070
NE Lincolnshire	19,184	10	8779	878	1918	0.458	2	296	148	9592	0.0154
North Yorkshire	803,761	44	38,405	873	18267	0.048	12	765	64	66980	0.0010
Rutland	38,152	3	2,625	875	12717	0.069	1	9	9	38152	0.0002
Shropshire	319,730	22	16,600	755	14533	0.052	2	435	218	159865	0.0014
Somerset	345,055	39	31,000	795	8848	0.090	8	525	66	43132	0.0015
S Gloucestershire	49,695	17	16429	966	2923	0.331	4	388	97	12424	0.0078
Suffolk	380,018	60	46,285	771	6334	0.122	9	977	109	42224	0.0026

Wiltshire	325,534	29	29,590	1,020	11225	0.091	6	554	92	54256	0.0017
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Accidents near schools

We have gathered accident data to establish the number of accidents in the vicinity of schools using the following criteria:

- Casualty aged between 0-19;
- Accidents in the AM (7am-10am) and PM (3pm-7pm) peak hours; and,
- Within the last five years.

In total, 210 casualties were recorded of which 34 casualties were involved in an accident which was classified as serious.

As a part of our ongoing commitment to reduce all accidents within the county, there is a review into accident causation and how we mitigate accidents to reduce the number and severity of casualties.

Health data

Public Health England collects a large amount of data on the health and activity levels of the population. In 2015/16, 22.8% of Herefordshire pupils in reception year were considered overweight (9.8% were considered obese) rising to 33.8% for the pupils in year six (19.8% were considered obese). Nationally, the obesity figure is 9.3% for pupils in reception and 19.8% for pupils in year six. This is a significant number of pupils and is likely to lead to additional pressure on the health system. The levels seen in Herefordshire are considered to be similar to the national average.

Summary and conclusion

The data described above provides a useful insight into school travel behaviour, health, accidents and the availability of walking and cycling infrastructure near schools.

The data shows that car use is the most common mode of transport to and from schools, with walking making up a smaller proportion of mode share. Distance to schools has been highlighted as a significant barrier to increasing walking and cycling to school; this is a particular issue for those in the rural communities. This is supported by the pupil density data for Herefordshire (Table 1).

Distance is likely to be the dominant reason why pupils are transported to school by car although safety concerns are also relevant. Distance is also clearly a barrier to walking and cycling if the distance is too great. Convenience and 'on the way to work' are cited as influences on mode choice in Hereford, presumably in favour of car use. This mode choice for Hereford is also likely to be a function of the high proportion of home to work journeys in Hereford, in comparison to that in the market towns or rural areas.

The school infrastructure audits provided information on existing conditions and the extent to which there are gaps in walking and cycling infrastructure for home to school journeys.

5. Current intervention programs.

We run various engagements with schools to encourage pupils to walk and cycle whilst educating them in road safety awareness. The programs include Bikeability, road safety education and the delivery of behavioural change projects funded by the Access Fund. We also anticipate delivering infrastructure through the Annual Plan, Hereford transport packages, developer contributions (Section 106) and other capital funds which we bid for as and when the opportunities arise.

Bikeability

Bikeability is a national initiative that is funded by the Department for Transport and administered by local authorities. Bikeability provides three levels of cycle training. Each level varies in what it covers and ranges from the basics of balance and control to journey planning and independent travel.

We are currently delivering Bikeability to a number of schools. In 2015/16 we delivered Bikeability to 1,199 pupils (1,084 for Bikeability level 1 and 115 for level 2). We will continue this initiative as long as funding is available from central government.

Road safety education and school crossing patrols

Road safety education to schools is delivered by our Road Safety Officers. These officers deliver education to schools within the county. Talks are delivered to pupils in key stage one, year 6, year 7 and year 8 covering road safety education. Pedestrian training is also delivered to primary school pupils. We offer both practical and theory pedestrian training to primary school pupils.

We provide support for the initiative Crucial Crew, which is a multi-agency event aimed at year 6 pupils. The initiative delivers different messages on personal safety including road, water and fire safety to key stage two pupils over a two week period. In 2015/16 this was attended by 63 schools from the county and is organised by West Mercia Police.

We deliver a pre-driver and passenger event to year 11 pupils called Dying to Drive. This is aimed at improving pupils' awareness of the dangers of unsafe driving.

We currently arrange and support the use of school crossing patrols within the county. There are a total of 16 school crossing patrols. Of these 10 are funded directly through the council with a further 6 funded by the schools.

Access fund

In 2016 Herefordshire was awarded £1.5m from the Department for Transport (DfT) Access Fund. The grant provides us with three years of funding for behavioural change projects. Under the banner of Destination Hereford behavioural change projects will be delivered directly to schools through a delivery partner on our behalf. At the current time this partner is Sustrans. The program is a mixture of both practical and theory activities that aim to encourage and enable long term behaviour change.

Some of the activities include bike and scooter skills, maintenance, bike clubs, walking initiatives, assemblies, class talks, integrating active travel within the curriculum and travel plan writing. Sustrans work with our road safety unit on the junior road safety initiative and provide holiday clubs as part of their delivery program.

They also undertake some minor monitoring with the schools, including hands up surveys and bike counts. A report is submitted at the end of every school year on the achievements and travel choices.

Annual plan

The annual plan is the process by which we in partnership with our delivery partner (Balfour Beatty Living Places) set out our programme for work on the transport network for each year. Schemes that need to be included in the annual plan must meet a number of criteria to ensure the schemes fit against the objectives set out in the LTP. Some of these considerations include:

- Safety;
- Environmental;
- Socio-economic;
- Risk;
- Stakeholder engagement; and
- Whole-life costs.

The schemes are fed through community consultation with county councillors and parish councils. This is normally undertaken by the locality stewards. Schemes highlighted in the Neighbourhood Development Plans also feed into the annual plan. During the development of the annual plan key stakeholders are consulted to ensure the appropriate schemes are taken forward.

Developer contributions (Section 106)

Infrastructure improvements can be delivered in the vicinity of schools through developer contributions. We use school travel plans to establish the needs of schools to ensure that when developments come forward we have the information available to use developer contributions to improve walking and cycling infrastructure on routes to and from schools.

The design and implementation of sustainable transport measures is in line with the policies and objectives set out in the Core Strategy, LTP and the SMOTS strategy. We also ensure that the transport requirements of schools are contained in Neighbourhood Development Plans.

Highways management

Herefordshire Council's Transport Asset Management Plan (TAMP) outlines how highways maintenance is delivered within the county. The document is available to view [on the Herefordshire Council's website](#).

Whilst the TAMP does not refer to schools as having a direct influence on how the network is prioritised for maintenance, the location of the school would be part of the wider considerations used in programme development and delivery.

Public Health

Public Health England has an extensive list of initiatives aimed at children and young people to improve their health and wellbeing. The 'Change4Life' initiative covers many areas from eating habits to physical activity. 'Change4Life' encourages people to make small changes in

their daily lives including walking and cycling to schools. There are a number of materials available to schools to encourage this behaviour change.

6. Funding and Action Plan

Funding

We will continue to work with our delivery partner Balfour Beatty Living Places (BBLP) to ensure that any opportunity to improve the sustainable travel network is delivered through the annual plan.

We engage with internal colleagues and delivery partners to maximise any opportunity to make improvements to sustainable travel schemes when funding becomes available.

For revenue projects we will continue to bid for government funding. We will build on our previous successful delivery from our Local Sustainable Transport Fund, Transition Fund and the recently awarded Access Fund. For capital projects we will continue to engage with planning colleagues to ensure that any Section 106 funding which becomes available is used to improve routes to schools. To ensure that Section 106 funding is available for walking and cycling schemes, there needs to be a clear and demonstrable link between the policies and priorities set within the Local Plan Core Strategy and the LTP, and the need for specific walking and cycling schemes.

The South Wye Transport package and Hereford Transport Package could provide funding to improve walking and cycling infrastructure for schools in Hereford.

Action plan

To deliver our objectives and vision we have set out below actions that will improve the provision of sustainable transport in Herefordshire:

Ref	Action	Status	Timescale	Responsibility	Stakeholders
1	Encourage and promote use of park and share/park and cycle sites to access educational facilities	To commence	Short/Medium term	Herefordshire Council sustainable transport officer	Schools, teachers, parents, students
2	Install bike racks and parent waiting shelters through travel grants	Ongoing	Short/Medium	HC sustainable transport officer	Schools
3	Improve the number of up to date school travel plans – by engaging with schools through our delivery partner	Ongoing	Short/ Medium	Sustrans schools officer*	Schools, Sustrans, Pupils
4	Engage with our highways asset management teams to ensure maintenance around schools is captured appropriately- including re-lining or anti-skid surfacing (included in annual plan)	Ongoing	Short to long term	HC Highways and BBLP	Schools, HC, BBLP, parents, pupils
5	Continue to deliver Bikeability to schools	Ongoing	Short	Sustainable transport	Schools

				officers	
6	Road safety education-continue our program of engaging with schools to deliver talks and practical sessions	Ongoing	Short	Road safety officers	Schools
7	Continue the delivery of our long-term behavioural change projects with schools	Ongoing	Short	Sustrans schools officers*	Schools, Sustrans
8	Forward 'long list' of capital schemes to colleagues in BBLP for consideration in the annual plan process and consider for Section 106 funding and major transport scheme funding	Ongoing	Short	HC Transportation and BBLP	Schools
9	Provide walking and cycling promotions to secondary schools and colleges of higher education	Ongoing	Short	Sustainable transport officer	School, pupils and college students.
10	Engage bus companies when tendering for services to ensure routes take in schools where feasible, taking into account the needs of pupils accessing schools within the county	To commence	Medium/long	Passenger transport	Schools, bus companies, parents
11	Encourage the use and start-up of walking buses or park and stride initiatives	To commence	Medium	Sustainable schools officer, road safety officers	Schools, parents, pupils
12	Promote the use of car sharing as a viable way to access schools- by working with schools encourage parents to car share	To commence	Medium	HC sustainable transport officers, road safety officers	Schools, parents, pupils
13	When developing the active travel measures for the major transport packages ensure that infrastructure to and from schools are taken into consideration	Ongoing	Long-term	HC transportation and infrastructure delivery	Schools, BBLP, HC
14	Neighbourhood Development Plans- ensure that the needs for schools are accurately captured in the Neighbourhood Development Plans	Ongoing	Short to long-term	Parish councils	Schools, Parish councils, HC, local members.
15	Annual review- to ensure the action plan keeps up with latest developments and remains fit for purpose we will review the annual plan on an	To commence	Short to long-term	HC transportation	HC, schools, local members.

annual basis				
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**At the current time these are being delivered by Sustrans, however, future engagement may be undertaken by another company depending on contracts*

7. Targets

To ensure we are achieving our objectives and vision we have set out below a number of Key Performance Indicators (KPI) and associated targets:

Performance	Indicator	Target
Sustainable transport	The percentage share of pupils using sustainable modes of travel to and from school (includes walking, cycling and bus)	<u>Hereford</u> <i>Targets to be set*</i> <u>Market towns</u> 5% active mode increase <u>Rural</u> Mode shares to remain the same
Health	The percentage of pupils considered overweight (including obese)	5% below national average
Travel plans	The number of schools with up to date travel plans	80%
Personal injuries	The number of casualties aged 0-19 involved inroad traffic collisions during peak AM and PM periods	Outcome of ongoing safety review
Road safety education	Number of pupils engaged in road safety education programmes and training in schools	10% increase on current by 2021
Traffic volumes	The number of cars or vans present on the roads near schools at peak AM and PM hours.	Reduction of 5% on 2017 volumes

These targets will be periodically reviewed every five years to ensure they are still fit for purpose and realistic.

*Mode share targets and traffic volumes targets for Hereford will be set in line with our Local Transport Plan, South Wye Transport Package and Hereford Transport Package target setting processes.

8. Monitoring and evaluation

To ensure we can accurately measure how we are performing against our KPIs we have set up a number of monitoring and evaluation projects. These will draw heavily on our well established monitoring programmes. We will undertake the following monitoring:

KPI	Monitoring	Frequency
Modal share to and from school	School hands-up surveys- we will work with schools to undertake these surveys on a typical day in a neutral month. We will undertake twice a year (June and October).	Annual
	School travel questionnaire- we will undertake an online survey that will be comparable with the baseline survey to show a like-for-like comparison.	Every 5 years
Health	The data is retrieved from Public Health England. We will work our health colleagues to ensure we are kept up to date.	Annual
Travel Plans	The number of new and updated travel plans completed during the year and copies submitted to us or Sustrans school officers.	Annual
Accidents	Numbers of children (0-19) casualties (slight and serious) are collected by us and will be reported on	Annual
Road safety education	The numbers of children partaking in activities is already collected and reported by us.	Annual
Peak hour traffic flows	We will use our already established traffic counters and will report on the peak period flow for locations near schools for neutral months (May, June, October and November)	Annual

To ensure we are in line with the Education and Inspections Act 2006 we will release an annual update to the SMOTS strategy to outline how we are performing, what we have delivered and any changes that have been made to the SMOTS strategy (If applicable).

9. Consultation

In the process of developing the SMOTS strategy parents and schools were approached to establish their needs. Details from the questionnaire have been highlighted in Section 4.

To ensure the SMOTS is fit for purpose and deliverable, we will consult with key stakeholders. These stakeholders will include local members, schools, governors, our delivery partners and other interested parties.

The results and key comments will be presented within this section for the final draft.

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Appendix 1- Home to school transport policy

Home to school transport policy

1. Roles and responsibilities of parents

- 1.1 Parents and carers have a legal responsibility to ensure that their children attend school regularly. This includes arranging travel to and from school, meeting the costs of this and accompanying their child as necessary.
- 1.2 It is the responsibility of the parent or carer to accompany a child (or arrange suitable supervision) as necessary when walking to and from school, including to and from a provided transport pick-up and set-down point, unless such arrangements form part of the provision arranged by the local authority. Passenger assistants will only be supplied on provided transport arrangements where they are necessary to meet a child's individual needs.
- 1.3 In some cases, the Council has a legal obligation to provide suitable free school transport. This will be provided in the most cost-effective and appropriate way for children's needs. This policy sets out the categories of eligible children, the provision offered, circumstances when assistance is not provided and how to appeal against a decision.

2. Statutory provision of transport by the local authority

- 2.1 Travel assistance from home to school will be provided for pupils who meet all the following criteria:
 - Live in Herefordshire
 - Are of compulsory school age (i.e. 5 to 16 years), and extended in Herefordshire to include 4 year olds
 - Attend their nearest suitable primary or secondary school, located in England, or their nearest suitable primary or secondary school, if located in Wales
 - Live over 2 miles from school if below the age of 8, and over 3 miles from school if aged between 8 and 16
- 2.2 In addition, there are some additional entitlements for pupils from families with low incomes (see Section 5).
- 2.3 The Department for Education (DfE) defines the 'nearest school' as the nearest qualifying school with places available that provides education appropriate to the age, ability and aptitude of the child, and any special educational needs that the child may have.

- 2.4** Where a pupil attends a school that is not the nearest available school, as a result of parental preference, transport will not normally be provided.
- 2.5** For distances below those described above, transport will not be provided, as the route is considered to be within the statutory walking distance. These distances are measured by the shortest available walking route (from home address to nearest school gate) using our geographical information system, taking account of public footpaths, along which a child, accompanied as necessary, can walk reasonably safely.
- 3. Pupils unable to attend their nearest school due to over-subscription**
- 3.1** Where a pupil is unable to obtain a place at their qualifying school because it is over-subscribed, travel assistance will be provided to the next nearest school that has an available place, provided that it is more than the statutory walking distance from the home address.
- 4. Children living at more than one address**
- 4.1** Transport entitlement is assessed using the usual home address for each child; that is where they live for the majority of time. If time is split equally between two addresses, then the address of the parent in receipt of child benefit will be used.
- 5. Families on low incomes**
- 5.1** Children from low income groups (defined as being entitled to free school meals or a family in receipt of the maximum level of Working Tax Credit) have the following additional entitlements to transport free of charge:
- For secondary-aged children aged 11-16, the entitlement to free transport is increased to any one of three nearest schools, where these are between 2 and 6 miles from home.
 - Primary aged children of 8 and above (years 4 to 6) attending their nearest suitable school that is more than 2 miles from home are entitled to free transport.
 - Where a parent or carer expresses a preference for a school based on religion or belief, then a child aged 11-16 is eligible for free transport to the nearest suitable school if they live between 2 and 15 miles of the school.
- 5.2** Eligibility for transport support provided under the low income criteria above will be reviewed on an annual basis.

6. Children unable to walk to school by reason of their special educational needs (SEN), disability, or mobility problem (including temporary medical conditions)

6.1 Where a child attends their nearest suitable school, which is within statutory walking distance, but is unable to walk there (accompanied as necessary), they will be eligible for transport assistance.

6.2 Applications in this category will be considered on a case-by-case basis and will require evidence from a medical professional and assessment of need. Evidence of factors such as receipt of certain disability benefits may also be requested to assess the level of need.

7. Children unable to walk to school in safety because the route is classed as hazardous

7.1 Where a child is attending their nearest school, which is within statutory walking distance, but the nature of the route is such that a child cannot be expected to walk (accompanied as necessary) in reasonable safety because it contains exceptional hazards, they will be eligible for transport assistance.

7.2 In order for a route to qualify in this category, it must have been assessed and classified as an unsafe walking route by Herefordshire Council. Assessments take into consideration factors such as the age of the child, vision for pedestrians and motorists, the volume and speed of traffic, street lighting, potential risks on the route, width of the road and the existence of footways.

7.3 Assessments do not take account of issues of personal security, as it is the responsibility of a parent or carer to accompany their child as necessary when walking to and from school.

7.4 Such routes will be reassessed by the local authority periodically.

8. Discretionary provision of transport assistance

8.1 In addition to the statutory duty to provide transport assistance to the eligible pupils outlined above, the local authority will exercise its discretion to provide transport to pupils as follows.

Permanent exclusions or managed moves

8.2 Where a child changes school as a result of a permanent exclusion or managed move, then transport assistance will be provided if the school is beyond the statutory walking distance and the local authority agrees with the preference.

House moves

8.3 Where a pupil in receipt of free transport moves house and continues to attend the same school, but that school is no longer the nearest, then transport assistance will no longer be provided.

Exceptional Circumstances

8.4 Transport assistance may be provided in exceptional circumstances to pupils not otherwise eligible, where such provision is in the best interests of the pupil. Such circumstances may include temporary absences from the home address due to circumstances beyond the control of parents, or other exceptional family circumstances where the pupil might be at risk of educational disruption.

8.5 Evidence to support such applications will be required from relevant professionals. Each application will be considered on its own merits.

9. Use of vacant seats on school buses for pupils not eligible for transport assistance (paid-for places)

9.1 Where spare seats are available on vehicles contracted by the local authority to provide transport to school, these may be allocated to children not entitled to free transport. A flat rate charge is made for these seats and they are allocated according to the following priority order:

- Year 11 pupils
- Siblings of pupils currently receiving assisted transport on that service
- Looked after children
- Pupils nearest to the school

9.2 The situation will be reviewed each term. Places could be withdrawn at any time if they are required by pupils with an entitlement for transport assistance.

10. Transport provision

10.1 Where the authority provides transport assistance, this will usually be in the form of a bus pass to use a local bus service or travel on a dedicated contract bus, coach or minibus. For certain journeys, a train pass may be provided. In some circumstances, parents may be offered a mileage allowance or personal travel budget to convey their own child to school. In some instances, where no other transport is available, a taxi may be provided.

10.2 Transport arrangements will be made that are considered reasonable and appropriate by the local authority. Equally, such arrangements will be made in the most cost-effective way for the authority.

10.3 There are no set limits for what is a reasonable journey time. This will depend on the age and needs of pupils. However, we aim to ensure that no pupil will have a journey of more than 75 minutes (secondary) or 45 minutes (primary).

10.4 The Council provides transport for one return journey from home to the school at the official beginning and end of the school day. Transport is not provided to meet a pupil's individual timetable, including breakfast or after-school clubs or extra-curricular activities. Transport is not provided for work experience placements, work-based learning or travel between establishments (school to school).

- 10.5 Transport is not usually provided from door-to-door. Children may be required to walk (accompanied by an appropriate adult as necessary) to and from designated pick-up or set-down points. The distance to such a point will not normally exceed 1 mile for a primary-aged pupil and 1.5 miles for a secondary-aged pupil.
- 10.6 Generally, the driver of school transport vehicles will be the only adult present during journeys. Parents must ensure their children are instructed about good behaviour when travelling and to use seat belts at all times where fitted. A passenger assistant will only be provided where a risk assessment specifically for a particular service suggests that this is necessary.

11. Poor behaviour and withdrawal of transport

- 11.1 In the interests of safety for everyone using school transport, it is important that pupils behave well while travelling.
- 11.2 Head teachers are empowered to take action to address unacceptable behaviour even when this takes place outside of the school premises, when it is reasonable to do so. This includes addressing any behavioural issues on school transport.
- 11.3 The Council has a duty of care to ensure all children travel in reasonable safety and comfort. Any behaviour affecting other passengers, the public or the driver that endangers (whether intentionally or unintentionally) themselves or others may lead to the entitlement to travel being withdrawn, either temporarily or permanently. In such circumstances, the parent will need to arrange and pay for their own transport in order to meet their duty to ensure that their child continues to attend school.

12. Provision of transport for pupils with Special Education Needs

- 12.1 Each individual pupil's special educational needs, as detailed in a formal Statement or Education or Health & Care Plan, will be taken into account at the time of assessment for transport.
- 12.2 Where the distance to the appropriate school is less than the statutory walking distances and/or when a child has no statement of SEN or EHCP, travel assistance will be considered, taking into account the individual circumstances and the travel needs of children with significant sensory, physical, medical or behavioural difficulties that prevent them from getting to school even when accompanied by a parent or carer. In such instances, travel assistance will be considered using supporting written evidence, within the preceding 12 months, from a range of sources that describes the child as having:
- Long term severely restricted independent mobility, due to a physical disability.
 - Long term severely restricted mobility due to a medical condition resulting in persistent pain or extreme fatigue.
 - A sensory impairment resulting in severely restricted mobility.

- Severe behavioural emotional and / or social difficulties in comparison with other children of their age. This may be linked with cognitive ability or be as a result of a specific development disorder.

- 12.3 Once a pupil is assessed as being eligible for transport assistance, a risk assessment will be undertaken to determine the most appropriate requirements for that individual pupil on the journey to and from school. This assessment will take account of measures to ensure the safety and comfort of that pupil and any other pupils or staff travelling on the vehicle. Following the assessment, appropriate safety equipment may be required on the vehicle. If a harness or restraint is likely to be necessary, this requirement will be discussed with parents or carers, who will be asked to agree to this.
- 12.4 If a parent or carer does not agree with any aspect of transport assistance provided by the authority, then this should be taken up with the Integrated Transport Team. If a parent or carer chooses to withdraw a pupil from transport because they do not agree with any aspect, then they will become responsible for getting the pupil to school themselves and at their own expense, until the matter has been investigated.
- 12.5 Transport will be arranged in the most cost-effective way and may involve travel by local bus, contract bus or taxi. Door to door transport will only be provided where this is necessary to meet the assessed needs of the child. Therefore, pupils (accompanied by parent or carer) may be required to get to a designated pick-up point.

13. Independent Travel Training

- 13.1 Independent Travel Training can help support independence by developing personal, social and life skills by looking at the needs and capabilities of a young person. Where a young person is considered sufficiently capable, we will offer independent travel training for them to develop the skills to be able to travel more independently. Where they attain the necessary confidence and ability, we will expect them to travel independently to and from school.
- 13.2 The training will be given by an approved trainer in partnership with schools and parents or carers.

14. Use of passenger assistants

- 14.1 Passenger assistants are provided on transport only where a child has a severe physical condition, a medical condition requiring immediate treatment, or severe behavioural difficulties meaning that the health and safety of the child, driver or anyone else travelling in the vehicle would be at risk. The use of an assistant will be reviewed regularly, since the need may change as the child grows older.
- 14.2 A passenger assistant's duty is to supervise students on a vehicle and to help with boarding and leaving the vehicle where the pupil has physical, sensory or medical difficulties. They are not able to collect pupils from home or take them into school if that would mean leaving other vulnerable children unattended.

15. Residential schools

- 15.1 Where a child attends a residential school and is entitled to transport assistance, this is provided at the start and end of each half-term or, at the start and end of each week depending on the boarding arrangements. Transport is also provided for official school closures. Transport will not be provided at other times or for parental visits for meetings.
- 15.2 Where a pupil attends a qualifying residential school, transport assistance will be arranged by the local authority in accordance with the placement terms agreed.

16. Review of transport provision for pupils with special educational needs

- 16.1 Travel assistance will be reviewed with parents and education and care professionals who know the child and are part of the statement or EHC Plan review. The Council may also review eligibility by a scheduled meeting or by telephone contact. Parents will be told of all decisions in writing. We need to ensure that the service provided continues to be appropriate for the pupil's assessed needs.
- 16.2 In the event that there is a risk to health and safety of staff or pupils and others using the transport from the misbehaviour of a pupil, access to school transport may be suspended and in serious cases permanently withdrawn as set out in the main school transport policy. When considering suspension or withdrawal of provision regard will be given to the extent to which the child's disability has impacted on their behaviour and what steps can be taken to eliminate the effect of that disability on their behaviour.

How to apply for school transport

If you believe you qualify for transport assistance, or you would like to apply for a seat under the Vacant Seat Payment Scheme, please complete the application form for school travel assistance and return it to:

*School and College Transport,
PO Box 236,
Plough Lane,
Hereford HR4 0LE*

If your child has any medical conditions that need to be taken account of when assessing transport (Type One Diabetes for example) please supply any supporting information along with the completed application form.

Appealing against a decision made by the local authority regarding school transport assistance?

An appeal against a decision made by our team regarding eligibility for school transport assistance should be made in writing, by completing the [school travel assistance – request for review form](#), and sending to:

*Admissions and Transport Policy Manager,
Herefordshire Council,
PO Box 236,
Plough Lane,
Hereford HR4 0LE*

Any appeal will be considered and a decision made within fifteen working days. If your appeal is not successful you will still have the right to pursue matters through the local authority's formal complaints procedure.

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Appendix 2- School questionnaire

Introduction

Thank you for taking the time to complete this survey. The information that you provide in this survey will only be used to analyse travel patterns. No-one will be identifiable from their responses.

Please answer the questions based on a typical weekday in school term time, and in relation to the child from which you received the request to complete the survey. You may need to complete this survey more than once if your children go to different schools, or if your children go to the same school but use different modes.

Address

Please enter your home postcode and email address. Your email address will only be used to enter you into a prize draw once the survey has been completed. There will be 10 winners from the draw, each receiving an Amazon Gift Card worth £50.

1. Have you already completed an online version of this questionnaire?

Yes: No:

2. Please enter your email address.

Email Address:

3. Could you please provide your home address in as much detail as possible?

Address
Post Code

4. Could you please provide the name and address of your child's school in as much detail as possible?

Name
Address
Post Code

Getting to School

5. What is the mode of transport for your child's trip from home to school? (Please mark in the appropriate box below)

Walk	Bicycle	Bus	Train	Car Passenger	Taxi	Other (please specify)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>

6. At what time does your child normally start this trip?

7. How many people accompanied your child on this trip?

Adults Children

Getting Home from School

8. What is the mode of transport for your child's trip from school to home? (Please mark in the appropriate box below)

Walk	Bicycle	Bus	Train	Car Passenger	Taxi	Other (please specify)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>

9. At what time does your child normally start this trip?

10. How many people accompanied your child on this trip?

Adults Children

Getting to School – Extra Journey

11. Typically, is the school drop-off a part of your journey to somewhere else?

Yes (Please go to question 12)	No (Please go to question 17)
<input type="text"/>	<input type="text"/>

Getting to School – Extra Journey Part Two

12. In as much detail as possible, could you please provide the address of the destination you go to after dropping your child off at school?

Address
Post Code

13. What is the purpose for going to the destination? (Please mark in the appropriate box below)

Home	Holiday Home	Work	Employer's Business	Education	Shopping	Personal Business	Visiting Friends	Leisure	Tourism
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other (specify)

14. What is the mode of transport for this trip? (Please mark in the appropriate box below)

Walk	Bicycle	Bus	Train	Car Passenger	Taxi	Other (please specify)

15. At what time do you normally start this trip?

16. How many people accompanied you on this trip? Adults

Children

Getting Home from School – Extra Journey

17. Typically, is the school pick-up a part of your journey originating from somewhere other than home?

Yes (Please go to question 18)

No (Please go to question 25)

Getting Home from School – Extra Journey Part Two

18. In as much detail as possible, could you please provide the address of the origin of your trip before you pick up your child at school?

Address

Post Code

19. What is the purpose for being at this location? (Please mark in the appropriate box below)

Home	Holiday Home	Work	Employer's Business	Education	Shopping	Personal Business	Visiting Friends	Leisure	Tourism

Other (specify)

20. What is the mode of transport for this trip? (Please mark in the appropriate box below)

Walk	Bicycle	Bus	Train	Car Passenger	Taxi	Other (please specify)

21. At what time do you normally start this trip?

22. How many people accompanied you on this trip? Adults

Children

Barriers to Sustainable Modes of Transport

23. Would you encourage your child to use more sustainable modes of travel, such as walking, cycling and / or public transport? (Please mark in the appropriate box below)

Yes	No	Not Applicable

24. If you answered no to above, please state what it is that stops you / your child from using sustainable travel modes to access the school.

Income

25. Please state your level of personal income within the bands provided. (Please mark in the appropriate box below)

£0 - £9,999	£10,000 - £19,999	£20,000 - £29,999	£30,000 - £39,999	£40,000 - £49,999	£50,000 or more	Prefer not to state

Congratulations – You have completed this survey!

Providing you have entered your email address, you have been entered into a random draw for the chance to win an Amazon Gift Card worth £50.

Appendix 3- School infrastructure audit results

School	School info				School crossing patrol	Crossings						Access to school					Traffic management								
	School Address	Post code	Pupil numbers	School travel plan date of latest draft		School crossing Patrol (Y/N)	Details	Tactiles & drop kerbs	Pedestrian refuge	Zebra crossing	Pelican crossing	Toucan Crossing	Other	Pavements Leading to School (Y/N)	Missing pavement link (Y/N)	Off-road paths (Y/N)	Available for cyclists (Y/N)	Cycle racks (Y/N)	Parent waiting shelter (Y/N)	Cycle lane (Y/N)	Traffic humps (Y/N)	20 mph speed limit (Y/N)	Raised plateau (Y/N)	Zig-zags (Unenforceable)	Zig-zags (enforceable)
CITY SCHOOLS																									
Broadlands Primary	Prospect Walk, Hereford	HR1 1RT	166	Oct-11	Y	Monitors Aylestone Hill, HC funded.	0	0	0	0	0	0	Y	N	Y	N	Y	Y	N	N	N	N	N	N	
Hampton Dene Primary	Church Road, Hereford	HR1 1RT	246	Sep-11	Y	Monitors Church Road. School funded.	3	0	0	0	0	0	Y	N	N	N	Y	N	N	Y	Y	N	Y	N	Road narrowing with vertical measures on Church Rd.
Hereford Cathedral	The old deanery, Castle Street, Hereford	HR1 2NG		2010	N		0	0	1	0	0	0	Y	Y	Y	Y	Y	N	Y	N	N	N	Y	N	
Holmer CE Primary	Holmer Road, Hereford	HR4 9RX	299		N		0	0	0	0	2	0	Y	N	Y	Y	Y	Y	Y	N	N	N	Y	N	

Lord Scudamore Primary School	Friar Street, Hereford	HR4 0AS	621		Y	Monitors Station Road. HC funded.	9	0	0	2	1 (raised)	0	Y	N	Y	Y	Y	N	N	N	Y	Y	N	N	
Lugwardine Primary	Barnaby Avenue, Bartestree	HR1 4DH	178	Jun-14	N		0	0	0	1	0	0	Y	N	Y	N	Y	N	N	N	N	N	Y	N	
Marlbrook Primary	Greencroft, Redhill, Hereford	HR2 7NT	444		N		2	0	0	0	0	0	Y	Y	Y	N	Y	N	N	Y	Y	N	Y	N	
Our Lady's R C Primary	Boycott Road, Hereford	HR2 7RN	194		N		2	0	0	1	0	0	Y	N	Y	N	Y	N	N	Y	Y	Y	Y	N	
Riverside Primary	Belmont Avenue, Hereford	HR2 7JF	362	Oct-11	N		1	0	0	1	0	0	Y	N	Y	Y	Y	N	N	N	N	N	Y	N	One-way system along Springfield Avenue
Robert Owen Academy	Blackfriars Street, Hereford	HR4 9HS	50		N		1	0	1	0	0	0	Y	N	N	N	Y	N	N	Y	Y	Y	N	N	

St Francis Xavier's R.C. Primary School	Venns Lane, Hereford	HR1 1DT	211		N		4	0	1	4	0	0	Y	N	Y	N	Y	Y	N	N	Y	Y	Y	N	
St James' C E Primary	Vicarage road, Hereford	HR1 2QN	200	Oct-11	Y	Harold Street and Green Street- HC funded	0	0	0	0	0	0	Y	N	Y	N	Y	Y	N	N	Y	N	N	N	
St Martin's Primary	Hollybus h Walk, Hereford	HR2 6AF	333	May -07	N		1	0	0	0	0	0	Y	N	Y	Y	Y	N	N	Y	N	N	N	N	
St Mary's C E Primary School, Credehill				Oct-11																					
St Paul's C E Primary	Hampton Dene Road, Hereford	HR1 1UX	429	Jul-14	Y		2	0	1	0	0	0	Y	N	N	N	Y	N	N	Y	Y	N	Y	N	
St Thomas Cantilupe C E	Conings by Street	HR1 2DY	174	Oct-11	Y	Monitors Barrs Court road and Burcott Road. HC funded.	1	0	1	0	0	0	Y	N	Y	N	Y	N	N	Y	Y	Y	Y	N	Traffic islands and road narrowing.
Stretton Sugwas C E	Stretton Sugwas, Hereford	HR4 7AE	106	Jul-13	N		4	2	0	0	0	0	Y	Y	Y	Y	Y	N	Y	N	Y	N	N	N	

Trinity Primary	Barricombe drive, Hereford	HR4 0NU	565	Jun-14	N		0	0	0	0	2	0	Y	N	Y	Y	Y	Y	N	N	Y	N	Y	N	
RURAL SCHOOLS																									
Almeley Primary School	Almeley	HR3 6LH	61	May-14	N		2	0	0	0	0		N	Y	N	N	Y	N	N	N	N	N	Y	N	
Ashfield Park Primary School	Redhill Road, Ross-on-Wye	HR9 5AU	306	Sep-14	Y	Monitors Archenfield Road, HC funded.	0	0	0	0	0	0	Y	N	Y	N	Y	Y	N	N	N	N	Y	N	
Ashperton Primary School	Ashperton Herefordshire	HR8 2SA	167	Jun-13	N		0	0	0	0	0		Y	N	N	N	Y	N	N	N	N	N	Y	N	
Bosbury C E Primary School	Ledbury, Herefordshire	HR48 1PX	123	Jun-14	Y	Monitors School Drive, School funded.		0	0	0	0		Y	N	N	N	Y	N	N	N	N	N	Y	N	
Brampton Abbotts CE Primary School	Brampton Road, Ross-on-Wye	HR9 7FX	106	Jul-13	Y	Monitors Brampton Road, HC funded.	0	0	0	0	0	0	Y	N	Y	N	N	N	N	N	N	N	Y	N	
Bredenbury Primary School	Bromyard, Herefordshire	HR7 4TF	77	Mar-12	N		0	0	0	0	0		Y	N	N	N	N	Y	N	N	N	N	Y	N	
Bridstow CE Primary School	Ross-on-Wye, Herefordshire	HR9 6PZ	88	Jun-14	N		22	4	0	0	0		Y	N	Y	N	N	Y	N	N	N	N	N	N	No traffic management

Kingstone & Thruxton Primary School	Kingstone, Herefordshire	HR2 9HJ		Nov-13	Y	Monitors B4349 road. School funded.	1	0	0	0	0	0	Y	Y	Y	N	Y	Y	N	Y	Y	N	Y	N	
Kington Primary School	Mill Street, Kington	HR5 3AL	208	Oct-14	N		0	0	0	0	0	0	Y	N	Y	N	N	N	N	N	N	N	Y	N	One-way system on roads surrounding schools.
Lea CE Primary School	Lea, Ross-on-Wye	HR9 7JY	101	Feb-13	Y	Monitors outside school. School funded.	11	0	0	0	0	0	Y	N	N	N	Y	N	N	N	N	N	Y	N	
Ledbury Primary School	Lonacres, Ledbury	HR8 2BE	503	Dec-14	Y	Monitors Orchard lane. School funded.	2	0	0	0	0	0	Y	N	Y	Y	Y	Y	N	N	N	N	Y	N	One-way system for drop off and pick up.
Leintwardine Endowed Primary	Leintwardine, Craven Arms	SY7 0LL	97	Sep-13	N		0	0	0	0	0	0	Y	N	N	N	Y	Y	N	N	N	N	Y	N	
Leominster Junior School	Hereford Road, Leominster	HR6 8JU	635	Jul-12	Y	Monitors Hereford Road. HC funded.	0	0	0	1	0	0	Y	N	Y	N	Y	N	N	N	N	N	N	Y	One-way drop off system fronting school
Little Dewchurch CE Primary	Little Dewchurch, Herefordshire	HR2 6PN	71	Jun-14	N		0	0	0	0	0	0	Y	Y	N	N	Y	N	N	N	N	N	Y	N	

Llangrove C E Primary School	Llangrove, Ross-on-Wye	HR9 6EZ	46	Nov -11	N		0	0	0	0	0	0	0	N	N	N	N	Y	Y	N	N	N	N	N	N
Longtown Primary School	Longtown, Herefordshire	HR2 0LE	45	2008	N	0	0	0	0	0	0	0	Y	Y	N	N	Y	N	N	N	N	N	Y	N	
Lucton School (private school)	Lucton, Leominster	HR6 9PN			N		0	0	0	0	0	0	N	N	N	N	N	N	N	N	N	N	N	N	
Luston Primary School	Luston, Leominster	HR6 0EA	94	Jul-14	N		0	0	0	0	0	0	Y	N	N	N	N	N	N	N	N	N	Y	N	
Madley Primary School	Madley, Hereford	HR2 9PH	185	Mar -14	N	Y	0	0	0	0	0	0	Y	Y	N	N	N	N	N	N	N	N	Y	N	
Marden Primary School	Marden, Herefordshire	HR1 3EW	83	Sep -13	N		11	0	0	0	0	0	Y	N	N	N	Y	Y	N	N	N	N	Y	N	
Michael church Esley	Michaelchurch Esley, Herefordshire	HR2 0PT	55		N		0	0	0	0	0	0	N	Y	N	N	Y	Y	N	N	N	N	N	N	
Mordiford C E Primary School	Mordiford, Herefordshire	HR1 4LW	151	Nov -11	Y	Unknown road monitored. School funded.	0	0	0	0	0	0	Y	Y	Y	N	N	Y	N	N	N	N	Y	N	
Much Birch C E Primary School	Much Birch, Herefordshire	HR2 8HL	192	2012	N		8	1	0	0	0	0	Y	N	Y	N	Y	N	N	N	N	N	Y	N	

Much Marcle C E Primary School	Much Marcle, Ledbury	HR8 2LY	101		N		0	0	0	0	0	0	Y	Y	N	N	Y	N	N	N	N	N	Y	N
Orleton C E Primary School	Orleton, Ludlow, Shropshire	SY8 4HQ	200	Oct-11	N		0	0	0	0	0	0	Y	Y	Y	N	Y	N	N	N	N	NN	N	
Pembridge C E Primary School	West Street, Pembridge	HR6 9DU	96		N		0	0	0	0	0	0	Y	Y	Y	N	N	Y	N	N	N	N	N	N
Pencombe C E Primary School	Pencombe, Bromyard	HR7 4SH	52	May-12	N		0	0	0	0	0	0	N	Y	N	N	N	N	N	N	N	N	N	N
Peterchurch Primary School	Peterchurch, Herefordshire	HR2 0RP	121	Sep-13	Y	monitors outside school . HC funded.	0	0	0	0	0	0	Y	Y	N	N	Y	N	N	N	N	Y	N	
Shobdon Primary School	Shobdon, Leominster	HR6 9LX	73	Jul-05	N		2	0	1	0	0	0	Y	N	Y	N			N	N	N	Y	N	
St James' C E Primary School, Kimbolton	Kimbolton, Herefordshire	HR6 0HQ	84		Y	monitors Harold Street/ Green Street. HC funded.	0	0	0	0	0	0	Y	N	N	N	Y	N	N	N	N	Y	N	

St Joseph's R C Primary School	The avenue, Ross-on-Wye	HR9 5AW	98	Jul-14	N		1	0	0	0	0	0	0	Y	N	Y	N	Y	N	N	N	N	N	Y	N	
St Mary's C E Primary School, Fownhope	Fownhope, Herefordshire	HR1 4PG	142	Sep-11	N																					
St Michael's C E Primary School, Bodenham	Bodenham, Herefordshire	HR1 3JU	104	Sep-14	N		0	0	0	0	0	0	0	N	Y	N	N	Y	N	N	N	N	N	N	N	
St Peter's Primary School, Bromyard	Winslow Road, Bromyard	HR7 4UY	191		N									Y	N	Y	N	Y	Y	N	N	N	N	Y	N	
St Weonards Primary School	Mount Way, St. Weonards	HR2 8NN	35	Jul-12	N		0	0	0	0	0	0	0	Y	Y	N	N	N	Y	N	N	N	N	N	N	
Staunton-on-Wye Endowed Primary School	Staunton-on-Wye, Herefordshire	HR4 7LT	70	Jun-13	N		1	0	0	0	0	0	0	Y	Y	Y	N	Y	Y	N	N	N	N	Y	N	
Stoke Prior Primary School	Stoke Prior, Leominster	HR6 0ND	86	Mar-14	N		0	0	0	0	0	0	0	N	Y	N	N	Y	Y	N	N	N	N	Y	N	
Sutton Primary School	Bayley Way, Sutton St. Nicholas	HR1 3SZ	66	Jul-13	N		0	1	0	0	0	0	0	Y	N	Y	N	Y	N	N	N	N	N	Y	N	Part-time 20mph

Walford Primary School	Walford, Ross-on-Wye	HR9 5SA	175	Nov -13	N	0	0	0	0	0	0	0	Y	N	N	N	N	N	N	N	N	N	N	Part-time 20mph	
Wellington Primary School	Wellington, Herefordshire	HR4 8AZ	93	Oct-13	N	0	0	0	0	0	0	0	Y	N	N	N	Y	N	N	N	N	Y	N		
Weobley Primary School	Weobley, Herefordshire	HR4 8QL	306	Oct-14	N	1	0	0	0	0	0	0	Y	N	Y	N	Y	N	N	N	N	Y	N		
Weston-under-Penyard C E Primary School	Weston-under-pen yard, Ross-on Wye	HR9 7PA	90	Jul-14	N	0	0	0	0	0	0	0	Y	Y	N	N	N	N	N	N	N	N	N		
Whitchurch C E Primary School	Whitchurch, Herefordshire	HR9 6DA	105	Oct-14	N	1	0	0	0	0	0	0	Y	N	N	N	Y	Y	N	N	N	N	y	n	
Wigmore Primary School	Ford Street, Wigmore, Herefordshire	HR6 9UW	134		N	1	0	0	0	0	0	0	Y	Y	Y	N	N	Y	N	N	N	Y	N	White no parking markings	
Withington Primary School	Withington, Hereford	HR1 3QA	90		N	0	0	0	0	0	0	0	Y (on Duke Street only)	Y	Y	N	Y	N	N	N	N	Y	N		
SECONDARY SCHOOLS																									
Aylestone High School Business and Enterprise College	Broadlands Lane, Hereford	HR1 1HY	608		N	0	0	1	0	0	0	0	Y	Y	Y	N	Y	N	Y (Ayles tone hill)	N	N	N	N	N	

Earl Mortimer College	South street, Leominster	HR6 8JJ	577		N	0	0	0	1	0	0	Y	N	N	N	Y	N	N	N	N	N	Y	N	
Lady Hawkins High School	Park View, Kington	HR5 3AR	481		N	0	0	0	0	0	0	Y	N	Y	N	Y	N	N	N	N	N	Y	N	One-way system on roads surrounding school.
Fairfield High School	Peterchurch, Herefordshire	HR2 0SG	448		N	0	0	0	0	0	0	N	Y	N	N	Y	N	N	N	N	N	N	N	
Kingstone High School	Kingstone, Herefordshire	HR2 9HW	616		N	5	0	0	0	0	0	Y	Y	Y	N	Y	N	N	Y	Y	N	Y	N	Priority give-way on B4349
QE, Bromyard	Bromyard, Herefordshire	HR7 4QS	298		N	0	0	0	1	0	0	Y		Y	N	N	N	N	N	N	N	Y	N	
Bishop of Hereford's Bluecoat School	Hampton Dene Road, Hereford	HR1 1UU	1180		N	3	0	1	1	0	0	Y	Y	Y	N	Y	N	N	Y	Y	N	Y	N	
St Mary's R C High School	Lugwardine, Herefordshire	HR1 4DR	691		N	2	0	0	0	0	0	Y	Y	N	N	Y	N	N	N	N	N	Y	N	

The Hereford Academy	Malbrook Road, Hereford	HR2 7NG	652		N		3	0	2	0	1	0	Y	Y	Y	Y	Y		N	Y	Y	Y	N	N	
The John Kyrle High School	Ledbury Road, Ross-on-Wye	HR9 7ET	1277	2012	N		0	0	0	1	0	0	Y	N	Y	N	Y	N	Y	N	N	N	N	N	
The John Masefield High School	Mabel's Furlong, Ledbury	HR8 2HF	882		N		2	0	1	0	0	0	Y	N	Y	N	Y	N	N	N	N	N	N	N	
Steiner Academy	Much Dewchurch, Herefordshire	HR2 8DL	311	Apr-12	N								N	Y	Y	N	Y	N	N	N	N	N	N	N	
Weobley High School	Weobley, Herefordshire	HR4 8ST	480		N		1	0	0	0	0	0	Y	N	Y	N	Y	N	N	N	N	N	Y	N	White no parking markings
Wigmore High School	Ford Street, Wigmore, Herefordshire	HR6 9UW	459		N								Y	Y	Y	N	Y	N	N	N	N	N	Y	N	One-way system in place

Whitecross High School and Specialist Sports College	Three elms road, Hereford	HR4 0RN	902		N		1	0	1	0	2	0	Y	N	Y	Y	Y	N	N	Y	Y	Y	N	N	
SPECIAL SCHOOLS																									
Barrs Court School	Barrs Court Road, Hereford	HR1 1EQ	80		N		10	4	0	0	0	0	Y	N	N	N	N	N	N	Y	N	N	Y	N	Road narrowing
Blackmarston School, Hereford	Honddu Close, Hereford	HR2 7NX	57		N		2	0	0	0	0	0	Y	N	Y	N	Y	Y	N						
St David's Centre, Hereford	Conings by Road, Hereford	HR1 2DY	50		N		1	0	1	0	0	0	Y	N	Y	N	Y	N	N	Y	Y	Y	Y	N	Traffic islands and road narrowing.
The Brookfield School & Specialist College	Grandst and Road, Hereford	HR4 9NG	66	Feb -13	N		1	1	0	0	0	0	Y	N	N	N	Y	N	N	N	N	N	N	N	
Westfield School, Leominster	Westfield Walk, Leominster	HR6 8HD	46		N		2	1	0	0	0	0	Y	N	N	N	N	N	N	N	N	N	N	N	
The Aconbury Centre	Ross Road, Hereford	HR2 7RL	24 (max)		N		0	0	0	1	0	0	Y	Y	N	N	Y	N	N	N	N	N	N	N	

Appendix 4- Capital scheme appraisal

Factor	Data source	Indicators	Score	Justification
The availability of funding It is essential that there is funding to undertake. If there is no funding schemes will not be scored further.	Planning, BBLP, Transportation	Yes		To complete schemes we must be able to provide funding.
		No		
Production of a effective school travel plan <i>Schools without Travel Plans will not be considered at this stage</i>	Receipt of Travel Plan	Travel Plan completed before 2005	1	A travel plan is evidence of commitment from the school to encourage greater levels of sustainable travel.
		Travel Plan between 2006-2009	2	
		Travel Plan between 2010- 2013	3	
		Travel Plan completed post 2014	4	
School has requested measures on highway or on school grounds <i>Schools who have not requested highway or school grounds measures will not be considered at this stage</i>	Travel Plan List of schemes requested with costing Approximate cost per pupil of each scheme (can include pupils from neighbouring schools if they would also benefit).	Cost per pupil < £10	10	Shropshire and Norfolk methodology links funding to specific measures proposed by school.
		Cost per pupil < £50	8	
		Cost per pupil < £100	5	
		Cost per pupil < £150	3	
		Cost per pupil < £200	1	
		Cost per pupil > £200	0	
Links with other school initiatives, actions and polices	Identified through schools participation in	School not involved in any other relevant activities. No special curriculum activities regarding travel awareness.	0	Shropshire, Coventry, Norfolk methodologies all take into account how actively the school is promoting its Travel

<ul style="list-style-type: none"> School's involvement in other related initiatives eg: Walking Bus, Walking Scheme, Drop off zones, Walk to School How school policies encourage sustainable travel Application for School Travel Achievement Award 	these schemes/ application for grant. Road safety unit and sustainable transport unit.	Involved in other relevant initiatives but no links made in travel plan. Some road safety or travel awareness education offered, positive school policies or intention to change policies.	5	Plan
		Clear evidence of strong link with other schools, initiatives or schemes. Appropriate and effective travel awareness education part of the curriculum. School policies positively encourage sustainable transport and discourage car use. Links with other local sustainable transport schemes	10	
Child Casualty Rate No. of child (0-19) pedestrian and cyclist and passenger casualties within 1km of the school in the last 5 years over the AM (7am-10am) and PM (3pm-7pm) peak periods. Indicates level of traffic danger in vicinity of school	Road accident investigation unit.	Casualty Slight	1	All methodologies we looked at take accident stats into account –some take all accidents and some take only child accidents. Coventry only takes child pedestrian and cycle casualties. We will look at child pedestrian/cycle /passengers. Weighting will be applied to casualties based on severity and if they were pedestrian or cyclists
		Casualty KSI	4	
		Pedestrian casualty Slight	3	
		Pedestrian casualty KSI	6	
		Cyclist casualty Slight	3	
		Cyclist casualty KSI	6	
Potential for improvement: % of pupils living within 1 (primary school) and 2 (high school) miles of school who come by car	Post code data Or STP parents surveys	0-10	0	Existing school travel patterns are used by Shropshire, Coventry and Norfolk to define potential for improvement.
		10-25%	3	
		25-50%	5	
		50-75%	8	
		75-100%	10	

Schools who have already had Safer Routes to School expenditure over last 5 years	Highways	School has already had significant Safer routes expenditure (>£250,000)	0	Where schools have had extensive SRTS improvements they should not get high priority unless there is still significant risk.
		School has had some Safer Routes expenditure (£1-£249,999)	5	
		School has had no Safer Routes expenditure	10	
No. of pupils benefiting from proposals The greater the number of pupils the larger the number of journeys and greatest potential impact	No. of pupils on school roll (and include neighbouring schools if proposals would benefit them as well.)	Under 50	0	All methodologies we looked at take into account numbers on roll.
		50-100	1	
		100-200	2	
		200-300	3	
		300-400	4	
		400-500	5	
		Over 500	6	
		Over 1000	10	
Does the scheme meet the objectives set within the SMOTS		Yes- wholly meets the objectives	3	We need to be sure that schemes meet the objectives set within the SMOTS
		Yes- Partially meets the objectives	2	
		Neutral- makes no difference to the objectives	1	
		No- makes a negative impact on the objectives	0	
Will the scheme benefit the wider community by allowing access to other education, leisure, employment or health facilities		>5 facilities	5	
		4 facilities	4	
		3 facilities	3	
		2 facilities	2	

		1 facility	1	
		No other facility	0	
Deliverability- Can the scheme be delivered without significant risks		No significant risks or issues identified	4	
		Some minor risks and issues identified (resources, TROs etc.)	2	
		Major risks and issues identified (land, legal or major objections)	0	

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