

Sustainable Modes of Travel to School Strategy



October 2017

HEREFORDSHIRE COUNCIL

Sustainable Modes of Travel to School strategy

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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 have used school census data from 2011 as to how pupils normally travel to and from school. Earlier this year we collected accident and health data and established the extent and type of walking and cycling infrastructure near schools and why pupils used the various travel modes. Our findings included:

- In 2011 31% of pupils travelled to school by car whilst 39% walked and 1% cycled. A further 21% used the bus, comprising both public bus services and those provided by the council;
- 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 square 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.

There are 79 primary schools, 15 secondary schools and 3 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](#)).

Figure 1 - Map of Herefordshire and school locations



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 Act 1996

The Education Act 1996 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.

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.

National and local strategies and policies

In addition to the Education Act 1996, 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).

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, if the seat is required by a pupil that is entitled to free transport.

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

To understand the demand for travel on the network we have used the school census data that was collected on a term by term basis. The school census data collection process was a requirement of the Department of Education. Schools with an adopted travel plan were required to provide how their pupils access the schools; however, this data has not been required for collection since 2011. Figure 2 outlines how pupils normally travelled to school within Herefordshire in 2011.

How pupils normally travel to school within Herefordshire

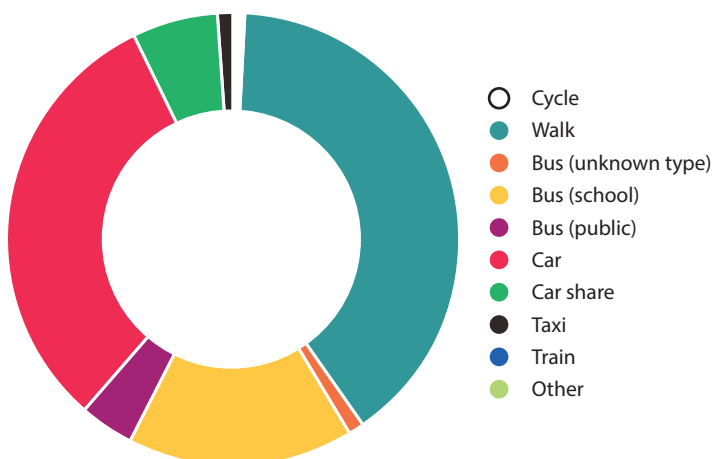


Figure 2- percentages of how pupils normally travel to school from school census 2011

Across Herefordshire, in 2011, walking was the dominant mode choice with 39%, 31% used the private car, 1% cycled and 6% car-shared to schools. 20% used the bus, 16% via local authority provided buses and 4% on public services.

This data has not been updated since 2011 as the question was removed from the school census. The data also does not give information on the distances that pupils travel or why pupils use this mode to access schools.

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 2. 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 2 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

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;
- Locations of the incidents; 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.

Below is a table highlighting the number of accidents over the last 5 years:

Table 2- number of accidents per year in Herefordshire.

Year	Total accidents	Serious	Slight
2011	54	6	48
2012	46	7	39
2013	43	7	36
2014	29	3	26
2015	38	11	27
Total	210	34	176

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 walking is the most common mode of transport to and from schools, with car use making up a smaller proportion of mode share. Distance is likely to be the dominant reason why pupils are transported to school by car although safety concerns are also relevant.

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 12 school crossing patrols. Of these 6 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) and asset management policy set within the Local Transport Plan 2016-2031, 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	Objective
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	1,3
2	Install bike racks and parent waiting shelters through travel grants	Ongoing	Short/Medium	HC sustainable transport officer	Schools	2,3
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	1,2,3
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	1
5	Continue to deliver Bikeability to schools	Ongoing	Short	Sustainable transport officers	Schools	1,2,3
6	Road safety education- continue our program of engaging with schools to deliver talks and practical sessions	Ongoing	Short	Road safety officers	Schools	1
7	Continue the delivery of our long-term behavioural change projects with schools	Ongoing	Short	Sustrans schools officers*	Schools, Sustrans	1,2,3
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	1,3
9	Provide walking and cycling promotions to secondary schools and colleges of higher education	Ongoing	Short	Sustainable transport officer	School, pupils and college students.	1,2,3
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	3
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	2,3

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

Action plan (continued)

Ref	Action	Status	Timescale	Responsibility	Stakeholders	Objective
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	3
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	1,2,3
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	1,3
15	Feed the needs of pupils into the Local Cycling and Walking Infrastructure Plan (LCWIP)	To commence	Short-term	HC	Schools, parents, HC, local members	1,3
16	Request local members support to promote school travel plans and collect data	To commence	Short-term	HC, schools, Local members	Schools, parents	1,2,3
17	Develop a SMOTS implementation plan to test on pilot school.	To commence	Short-term	HC, Schools, local members, parish council	Schools, parents, local members	1,2,3
18	Set-up cross-sector internal working group to develop targets, liaison with schools and data collection	To commence	Short-term	HC, Education, Public Health	HC, schools	1,2,3
19	Review contracts with delivery partner (Sustrans) to ensure their targets are aligned with those in the SMOTS	Ongoing	Short-term	HC, Sustrans	HC, Schools, Sustrans	2,3
20	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 annual basis	To commence	Short to long-term	HC transportation	HC, schools, local members	1,2,3

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

Term	Length
Short	<2 years
Medium	2-5 years
Long	>5 years

7. Risk management plan

When developing the action plan we have identified a number of risks, below is a table highlighting these risks and their mitigations. The risks, and their mitigation, will be reviewed at each project progress meeting.

1	Risk	Mitigation
2	Pupil travel data is not made available by schools, particularly pupil mode and postcode data. It will not be possible to monitor the effectiveness of the strategy without this data.	Ongoing liaison with schools through the Eco schools officer, Road safety officers, public health and Sustrans school officer to request and assist schools with data collection. Councillors who are school governors have also been requested to highlight the need for schools to provide travel data. Cabinet members have also written to the local MPs to raise the issue with DfE officials.
3	Funding availability.	Funding for the activities and projects set out in the Action Plan will need to come from a range of sources, such as the Local Transport Plan and S106 contributions. For schools in Hereford there is also the potential for funding through the major scheme packages, particularly the Hereford and South Wye Transport Packages. SMOTS projects will also be delivered through the BBLP Annual Plan
4	Poor quality or absent cross directorate working in the Council	The SMOTS strategy is led by the Cabinet members for transport and roads for young people and children's wellbeing. The cross directorate working group will also ensure that transport, education and health issues are included in the development and delivery of the Action Plan.
5	Lack of support from schools for SMOTS projects	Use the communication channels set out in risk 1 above. Identify and attend cross-school meetings to make the case for the SMOTS strategy and the benefits it can bring.

8. 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	Objective
Sustainable transport	The percentage share of pupils using sustainable modes of travel to and from school (includes walking, cycling and bus)	Hereford Targets to be set* Market towns 5% active mode increase Rural Mode shares to remain the same	2,3
Health	The percentage of pupils considered overweight (including obese)	5% below national average	2
Travel plans	The number of schools with up to date travel plans	80%	1,2,3
Personal injuries	The number of casualties aged 0-19 involved in road traffic collisions during peak AM and PM periods	Outcome of ongoing safety review	1
Road safety education	Number of pupils engaged in road safety education programmes and training in schools	10% increase on current by 2021	2
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	3

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.

9. 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).

Review Publish date

Annual review to ensure the SMOTS is fit for purpose	Annually by the 31st August
A complete review with data and actions plan updates	Every 5 years

10. 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.

We held a consultation over the period July to September this year when we actively sought responses from the public, schools, local members and Council officers. We promoted the SMOTS consultation through Herefordshire Council's webpages, social media, schools newsletters and member's newsletters. Over the period we received:

- 21 e-mails from members of the public;
- 111 responses to our online social media posts; and,
- Four responses from Council Officers and delivery partners.

The majority of the responses focused on the current transport policies and costs of transport to schools. Some other responses included;

- Concerns over lack of modal shift targets for Hereford;
- Roads too dangerous to cycle on;
- Buses overcrowded;
- Footpaths not adequate;
- Difficult to get schools to co-operate with developing travel plans with incentives;
- Closer working with Public Health; and,
- The need to add some additional text under the highways management section.

In response to the issues raised above we will continue to work with public transport and our delivery partners to raise the profile of the issues raised and ensure they are taken into consideration when planning school transport, maintenance and project planning to ensure that the concerns raised are met.

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.

Appendix 2 - 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)	School crossing patrol (Y/N)	Detail	Taxiles and drop kerb	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)	Cycling lane (Y/N)	Traffic humps (Y/N)	20mph speed limit (Y/N)	Raised plateau (Y/N)	Zig-zags Unenforceable	Zig-zags Enforceable	Other		
City schools																												
Broad-lands Primary	Prospect Walk, Hereford	HR11RT	166	Oct 11	Y	Monitors Hill, HC funded	0	0	0	0	0	0	0	Y	N	Y	N	Y	Y	N	N	N	N	N	N	N	N	N
Hampton Dene Primary	Church Road, Hereford	HR11RT	246	Sept 11	Y	Monitors Church Road School funded	3	0	0	0	0	0	0	Y	N	N	N	Y	N	Y	Y	N	N	Y	N	N	N	N
Hereford Cathedral School	The Old Deanery, Castle Street, Hereford	HR12NG		2010	N		0	0	1	0	0	0	0	Y	Y	Y	Y	N	N	N	N	N	N	Y	N	N	N	N
Holmer C.E. Primary	Holmer Road, Hereford	HR49GX	299		N	Monitors Church Road School funded	0	0	0	0	2	0	0	Y	N	Y	Y	Y	Y	N	N	N	N	Y	Y	N	N	N
Lord Sudamore School	Ffilar Street, Hereford	HR40AS	621		Y	Monitors Station Road HC funded	9	0	0	2	1	raised	0	Y	N	Y	Y	N	N	N	N	Y	Y	N	N	N	N	N
Lugwardine Primary	Barnaby Avenue, Hereford	HR14DH	178	June 14	N		0	0	0	1	0	0	0	Y	N	Y	N	Y	N	N	N	N	N	Y	Y	N	N	N
Marlbrook Primary	Greencroft, Redhill, Hereford	HR27NT	444		N		2	0	0	0	0	0	0	Y	Y	Y	N	Y	N	Y	Y	N	N	Y	Y	N	N	N
Our Lady's R.C. Primary	Boycott Road, Hereford	HR27RN	194		N		2	0	0	1	0	0	0	Y	N	Y	N	Y	N	Y	Y	Y	Y	Y	Y	N	N	N
Riverside Primary	Belmont Avenue, Hereford	HR27JF	362	Oct 11	N		1	0	0	1	0	0	0	Y	N	Y	Y	N	N	N	N	N	N	Y	Y	Y	Y	Y
Robert Owen Academy	Blackfriars Street, Hereford	HR49HS	50	Oct 11	N		1	0	1	0	0	0	0	Y	N	N	N	Y	N	Y	Y	Y	Y	N	N	N	N	N
St Francis Xavier's R.C. Primary School	Venns Lane, Hereford	HR11DT	211		N		4	0	1	4	0	0	0	Y	N	Y	N	Y	N	N	Y	Y	Y	Y	Y	Y	Y	N

School	School info			School crossing patrol		Crossings					Access to school					Traffic management											
	School Address	Postcode	Pupil numbers	School travel plan date of latest draft	School crossing patrol (Y/N)	Detail	Textiles and drop kerb	Pedestrian refuge	Zebra crossing	Pelican crossing	Toucan crossing	Other	Revisions leading to school (Y/N)	Missing pavement markings (Y/N)	Off road parking (Y/N)	Available for cyclists (Y/N)	Cycle racks (Y/N)	Present waiting shelter (Y/N)	Cycling (Y/N)	Traffic lights (Y/N)	20mph speed limit (Y/N)	Raised pavement (Y/N)	Zig-zags Unenforceable	Zig-zags Enforceable	Other		
City schools																											
St James' Primary	Vicarage Road, Hereford	HR1 2NQ	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	N	N	N
St Martin's Primary	Hollybush Walk, Hereford	HR2 6AF	333	May 07	N		1	0	0	0	0	0	Y	N	Y	Y	Y	N	Y	N	N	N	N	N	N	N	N
St Mary's C.E. Primary School, Credenhill				Oct 11																							
St Paul's Primary	Hampton C.E. Dene Road, Hereford	HR1 1UX	429	July 14	Y		2	0	0	0	0	0	Y	N	N	Y	Y	N	Y	Y	Y	N	N	Y	N	N	N
St Thomas Coningsby Cantilupe C.E. Hereford	Coningsby Street, Hereford	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	Y	Y	Y	Y	Y	Y	N	N	Traffic islands and road narrowing
Stretton Sugwas C.E. Hereford	Stretton Sugwas, Hereford	HR4 7AE	106	July 13	N		4	2	0	0	0	0	Y	Y	Y	Y	Y	N	N	Y	Y	N	N	N	N	N	N
Trinity Primary	Barricombe Drive, Hereford	HR4 0NU	565	July 14	N		0	0	0	0	2	0	Y	N	Y	Y	Y	N	N	Y	Y	N	N	Y	Y	N	N
Rural schools																											
Almeley Primary School	Almeley	HR3 6LH	61	May 14	N		2	0	0	0	0	0	N	Y	N	N	Y	N	N	N	N	N	N	Y	Y	N	N
Ashfield Park Primary School	Redhill Road, Ross-on-Wye	HR9 5AU	306	Sept 14	Y	Monitors Archenfield Road HC funded	0	0	0	0	0	0	Y	N	Y	N	Y	Y	N	N	N	N	N	Y	Y	N	N
Ashperton Primary School	Ashperton Hereford	HR8 2SA	167	June 13	N		0	0	0	0	0	0	Y	N	Y	N	Y	Y	N	N	N	N	N	Y	Y	N	N

School	School info			School crossing patrol		Crossings							Access to school							Traffic management						
	School Address	Postcode	Pupil numbers	School crossing patrol latest draft	School crossing patrol (Y/N)	Detail	Tactiles and drop kerb	Pedestrian refuge	Zebra crossing	Pelican crossing	Toucan crossing	Other	Pavements leading to school (Y/N)	Missing pavement (Y/N)	Available for ramps (Y/N)	Cycle racks (Y/N)	Parent and child shelter (Y/N)	Cycling (Y/N)	Traffic lights (Y/N)	20mph speed limit (Y/N)	Raised pavement (Y/N)	Zig-zags Unenforceable	Zig-zags Enforceable	Other		
Rural schools																										
Bosbury C.E. Primary School	Leedbury, Herefordshire	HR8 1PX	123	June 14	Y	Monitors School Drive. School funded	0	0	0	0	0	0	Y	N	N	Y	N	N	N	N	N	Y	N	N		
Brampton Abbotts C.E. Primary School	Brampton on-Wye	HR9 7FX	106	July 14	Y	Monitors Brampton Road HC funded	0	0	0	0	0	0	Y	N	N	N	N	N	N	N	N	Y	N	N		
Bredenbury Primary School	Bromyard, Herefordshire	HR7 4TF	77	March 12	N		0	0	0	0	0	0	Y	N	N	N	Y	N	N	N	N	Y	N	N		
Bridstow C.E. Primary School	Ross-on-Wye, Herefordshire	HR9 6PZ	88	June 14	N		22	4	0	0	0	0	Y	N	N	N	Y	N	N	N	N	N	N	No traffic management		
Brockhampton Primary School	Bromyard Worcs.	WR6 5TD	121	Dec 14	N		1	0	0	0	0	0	Y	Y	N	Y	N	N	N	N	N	Y	N	N		
Burghill Community Primary School	Burghill, Hereford	HR4 7RP	86	June 14	N		1	0	0	0	0	0	Y	N	N	Y	N	N	N	N	N	Y	N	N		
Burley Gate	Burley Gate, Hereford	HR1 3QR	94		N		0	0	0	0	0	0	Y	N	N	Y	N	N	N	N	N	Y	N	N		
Canon Pyon C.E. Primary School	Canon Pyon, Hereford	HR4 8PF	72		N		0	0	0	0	0	0	Y	Y	N	N	N	N	N	N	N	Y	N	N		
Clehonger C.E. Primary School	Clehonger, Hereford	HR2 9RQ	118		N		0	0	0	0	0	0	Y	Y	N	N	N	N	N	N	N	Y	N	N		
Clifford Primary School	Clifford, Hereford	HR3 5HA	71	Jan 14	N		0	0	0	0	0	0	N	N	N	N	N	N	N	N	N	N	N	Remote school. No zig-zags or pavements in vicinity		

School	School info			School crossing patrol	Crossings						Access to school					Traffic management											
	School Address	Postcode	Pupil numbers		School travel plan date of latest draft	School crossing patrol (Y/N)	Detail	Tactiles and drop kerb	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)	Prent waiting shelter (Y/N)	Cycling lane (Y/N)	Traffic humps (Y/N)	20mph speed limit (Y/N)	Raised plateau (Y/N)	Zig-zags Unenforceable	Zig-zags Enforceable	Other	
Rural schools																											
Colwall C.E. Primary School	Colwall, Malvern, Worcs.	WR13 6DU	185	Oct-11	N		0	0	0	0	0	0	Y	N	Y	N	Y	Y	N	N	N	N	N	Y	N	N	
Cradley C.E. Primary School	Cradley, Malvern, Worcs.	WR13 5LL	99	June 14	N		2	0	0	0	0	0	Y	N	N	N	Y	N	N	N	N	N	N	N	N	N	
Dilwyn C.E. Primary School	Dilwyn, Herefordshire	HR4 8HR	53		N		0	0	0	0	0	0	N	Y	Y	N	N	N	N	N	N	N	N	N	N	N	
Eardisley C.E. Primary School	Eardisley, Herefordshire	HR3 6NS	87	June 14	N		1	0	1	0	0	0	Y	Y	N	N	Y	Y	N	N	N	N	N	Y	N	N	
Eastnor Parochial Primary School	Eastnor, Leedbury	HR8 1RA	80	0	N		0	0	0	0	0	0	Y	Y	N	N	N	N	N	N	N	N	N	N	N	N	
Ewyas Harold Primary School	Ewyas Harold, Herefordshire	HR2 0EY	122	June 14	N		0	0	0	0	0	0	Y	Y	N	N	Y	N	N	N	N	N	N	N	N	N	
Garway Primary School	Garway, Herefordshire	HR2 8RQ	48	Nov 11	N		0	0	0	0	0	0	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	
Goodrich C.E. Primary School	Goodrich, Ross-on-Wye	HR9 6HY	114	Sept 11	N		1	0	0	0	0	0	Y	Y	Y	N	Y	N	N	N	N	N	Y	N	N	N	
Gosley Goffs Endowed Primary School	Gosley, Ross-on-Wye	HR9 7SE	174	March 14	Y	Monitors B4221 road.HC funded	3	0	0	0	0	0	Y	N	N	N	Y	Y	Y	N	N	N	Y	Y	N	N	
Ivington C.E. Primary School	Ivington, Herefordshire	HR6 0JH	84	2014	N		0	0	0	0	0	0	Y	N	N	N	Y	N	N	N	N	N	Y	Y	N	N	

School	School info			School crossing patrol				Crossings						Access to school						Traffic management							
	School Address	Post code	Pupil numbers	School travel plan date or latest draft	School crossing patrol (Y/N)	Detail	Tactiles and drop kerb	Pedestrian refuge	Zebra crossing	Pelican crossing	Toucan crossing	Other	Pavements leading to school (Y/N)	Missing pavement (Y/N)	Off-road paths (Y/N)	Available for cyclists (Y/N)	Cycle racks (Y/N)	Parent waiting shelter (Y/N)	Cycling lane (Y/N)	Traffic humps (Y/N)	20mph speed limit (Y/N)	Raised plateau (Y/N)	Zig-zags (Y/N)	Zig-zags (Enforceable)	Other		
Ruralschools																											
Kings Caple Primary School	Kings Caple Ross-on-Wye	HR1 4TZ	40	June 14	N		0	0	0	0	0	0	N	Y	N	N	Y	N	N	N	N	N	N	N	N	N	N
Kingsland C.E. Primary School	Kingsland, Herefordshire	HR6 9QN	151		N		0	0	0	0	0	Y	N	N	N	Y	N	N	N	N	N	N	Y	N	N	N	N
Kingstone & Throxton Primary School	Kingstone, Herefordshire	HR2 9HJ		Nov 13	Y	Monitors B4349 road. School funded	1	0	0	0	0	Y	Y	Y	N	Y	Y	N	Y	Y	N	N	Y	N	N	N	N
Kington Primary School	Mill Street, Kington	HR5 3AL	208	Oct 14	N		0	0	0	0	0	Y	N	Y	N	Y	N	N	N	N	N	N	Y	N	N	N	One way system on roads surrounding schools
Lea C.E. Primary School	Lea, Ross-on-Wye	HR9 7JY	101	Feb 13	Y	Monitors outside school. School funded	11	0	0	0	0	Y	N	N	N	Y	Y	N	N	N	N	N	Y	N	N	N	N
Ledbury Primary School	Lonacre, Ledbury	HR8 2BE	503	Dec 14	Y	Monitors Orchard lane. School funded	2	0	0	0	0	Y	N	Y	Y	Y	Y	N	N	N	N	N	Y	N	N	N	One way system for drop off and pick up
Leintwardine Endowed Primary School	Leintwardine, Craven Arms	SY7 0LL	97	Sept 13	N		0	0	0	0	0	Y	N	N	N	Y	Y	N	N	N	N	N	Y	N	N	N	N
Leominster Junior School	Hereford Road, Leominster	HR6 8JU	635	July 12	Y	Monitors Hereford Road, H.C funded	0	0	1	0	0	Y	N	Y	N	Y	N	N	N	N	N	N	N	Y	N	N	One way drop off system fronting school
Little Dewchurch	Little Dewchurch, Herefordshire	HR2 6PN	71	June 14	N		0	0	0	0	0	Y	Y	N	N	Y	N	N	N	N	N	N	Y	N	N	N	N
Llangrove C.E. Primary School	Llangrove, Ross-on-Wye	HR9 6EZ	46	Nov 11	N		0	0	0	0	0	N	N	N	N	Y	Y	N	N	N	N	N	N	N	N	N	N

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)	Detail	Tactiles and drop kerb	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)	Cycling lane (Y/N)	Traffic humps (Y/N)	20mph speed limit (Y/N)	Raised plateau (Y/N)	Zig-zags Unenforceable	Zig-zags Enforceable	Other	
Rural schools																										
Longtown Primary School	Longtown, Herefordshire	HR2 0LE	45	2008	N		0	0	0	0	0	0	Y	N	N	N	Y	N	N	N	N	N	N	Y	N	N
Lucton School (private school)	Lucton, Herefordshire	HR6 9PN			N		0	0	0	0	0	0	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Luston Primary School	Luston, Leominster	HR6 0EA	94	July 14	N		0	0	0	0	0	0	Y	N	N	N	N	N	N	N	N	N	N	Y	N	N
Madley Primary School	Madley, Hereford	HR2 9PH	185	March 14	N	Y	0	0	0	0	0	0	Y	Y	N	N	N	N	N	N	N	N	N	Y	N	N
Marden Primary School	Marden, Herefordshire	HR1 3EW	83	Sept 13	N		11	0	0	0	0	0	Y	N	N	N	Y	Y	N	N	N	N	N	Y	N	N
Michael church Escley	Michael church Escley, Herefordshire	HR2 0PT	55		N		0	0	0	0	0	0	N	Y	N	N	Y	Y	N	N	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	N	Y	N	N
Much Birch C.E. Primary School	Much Birch, Herefordshire	HR2 8HL	192	2010	N		8	1	0	0	0	0	Y	N	Y	N	Y	N	N	N	N	N	N	Y	N	N
Much Marcle C.E. Primary School	Much Marcle, Herefordshire	HR8 2LY	101	2010	N		0	0	0	0	0	0	Y	Y	N	N	Y	N	N	N	N	N	N	Y	N	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	N	N	N	N	N

School	School info			School crossing patrol				Crossings						Access to school						Traffic management							
	School Address	Post code	Pupil numbers	School travel plan latest draft	School crossing patrol (Y/N)	Detail	Tactiles and drop kerb	Pedestrian refuge	Zebra crossing	Pelican crossing	Toucan crossing	Other	Pavements leading to school (Y/N)	Missing pavement (Y/N)	Off-road paths (Y/N)	Available for cyclists (Y/N)	Cycle racks (Y/N)	Parent waiting area (Y/N)	Cycling lane (Y/N)	Traffic humps (Y/N)	20mph speed limit (Y/N)	Raised plateau (Y/N)	Zig-zags (Unenforceable)	Zig-zags (Enforceable)	Other		
Rural schools																											
Pembridge C.E. Primary School	West Street, Pembridge	HR69DU	96		N		0	0	0	0	0	0	Y	Y	Y	N	N	Y	N	N	N	N	N	N	N	N	
Pencombe C.E. Primary School	Pencombe, Bromyard	HR74SH	52	May 12	N		0	0	0	0	0	Y	Y	N	N	Y	N	N	N	N	N	N	Y	N	N	N	
Shobdon Primary School	Shobdon, Leominster	HR69LX	73	Jul 05	N		2	0	0	0	0	Y	N	Y	N	N	N	N	N	N	N	N	Y	N	N	N	
St James' C.E. Primary School	Kimbolton, Herefordshire	HR60HQ	84		Y	Monitors Harold Street/Green Street/HC funded	0	0	0	0	0	Y	N	N	N	Y	N	N	N	N	N	N	Y	N	N	N	
St Joseph's Primary School	The Avenue, Ross-on-Wye	HR95AW	98	Jul 14	N		1	0	0	0	0	Y	N	Y	N	Y	N	N	N	N	N	N	Y	N	N	N	
St Mary's C.E. Primary School	Fownhope, Herefordshire	HR14PG	142	Sept 11																							
St Michael's C.E. Primary School	Bodenham, Herefordshire	HR13JU	104	Sept 14	N		0	0	0	0	0	N	Y	N	N	Y	N	N	N	N	N	N	N	N	N	N	
St Peter's Primary School	Winslow Road, Bromyard	HR74UY	191		N							Y	N	Y	N	Y	Y	N	N	N	N	Y	Y	N	N	N	
St Weonards Primary School	Mount Way, St Weonards	HR28NN	35	July 12	N		0	0	0	0	0	Y	Y	N	N	N	Y	N	N	N	N	N	N	N	N	N	
Staunton-on-Wye Endowed Primary School	Staunton-on-Wye, Herefordshire	HR47LT	70	June 13	N		1	0	0	0	0	Y	Y	Y	N	Y	Y	N	N	N	N	Y	Y	N	N	N	

School	School info			School crossing patrol			Crossings						Access to school						Traffic management							
	School Address	Postcode	Pupil numbers	School travel plan date of latest draft	School crossing patrol (Y/N)	Detail	Tactiles and drop kerb	Pedestrian refuge	Zebra crossing	Pelican crossing	Toucan crossing	Other	Pavements leading to school (Y/N)	Missing pavement (Y/N)	Off road paths (Y/N)	Available for cyclists (Y/N)	Cycle racks (Y/N)	Parent waiting shelter (Y/N)	Cycling lane (Y/N)	Traffic humps (Y/N)	20mph speed limit (Y/N)	Raised plateau (Y/N)	Zig-zags Unenforceable	Zig-zags Enforceable	Other	
Rural schools																										
Stoke Prior Primary School	Leominster	HR60ND	86	March 14	N		0	0	0	0	0	0	N	Y	N	N	Y	Y	N	N	N	N	N	Y	N	N
Sutton Primary School	Bayley Way, Sutton St. Nicholas	HR1 3SZ	66	July 13	N		0	1	0	0	0	0	Y	N	Y	N	Y	N	N	N	N	N	Y	N	N	Part time 20mph
Walford Primary School	Walford, Ross-on-Wye	HR9 5SA	175	Nov 13	N		0	0	0	0	0	0	Y	N	N	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	Y	N	N	N	Y	N	N	N	N	N	Y	N	N	
Weobly Primary School	Weobly, Herefordshire	HR4 8QL	306	Oct 14	N		1	0	0	0	0	0	Y	N	Y	N	Y	N	N	N	N	N	Y	N	N	
Weston-under-Penyard Primary School	Weston-under-Penyard, Herefordshire	HR9 7PA	90	July 14	N		0	0	0	0	0	0	Y	Y	N	N	N	N	N	N	N	N	N	N	N	
Whitchurch Primary School	Whitchurch, Herefordshire	HR9 6DA	105	October 14	N		1	0	0	0	0	0	Y	N	N	N	Y	Y	N	N	N	N	Y	N	N	
Wigmore Primary School	Wigmore, Herefordshire	HR6 9UW	134		N		1	0	0	0	0	0	Y	Y	Y	N	N	Y	N	N	N	N	Y	N	White no parking markings	
Secondary schools																										
Aylestone High School	Broadlands Business Lane, Hereford	HR11 1HY	608		N		0	0	1	0	0	0	Y	Y	Y	N	Y	N	Y	N	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	N	N	N	N	N	N	Y	N	N	

School	School info			Crossings					School crossing patrol			Access to school						Traffic management								
	School Address	Post code	Pupil numbers	School trip plan latest draft	School crossing (Y/N)	Detail	Tactiles and drop kerb	Pedestrian refuge	Zebra crossing	Pelican crossing	Toucan crossing	Other	Pavements leading to school	Missing pavement	Off-road paths	Available forists	Cycle racks	Parent waiting spaces	Cycling	Traffic lights	20mph limit	Raised pavement	Zig-zags (unelectrifiable)	Zig-zags (electrifiable)	Other	
Secondary schools																										
Lady Hawkins High School	Park View, Kington	HR5 3AR	481	N	N	0	0	0	0	0	0	0	Y	N	Y	N	Y	N	N	N	N	N	N	Y	N	N
Fairfield High School	Peterchurch Herefordshire	HR2 0SG	448	N	N	0	0	0	0	0	0	0	N	Y	N	Y	N	N	N	N	N	N	N	N	N	N
Kingstone High School	Kingstone Herefordshire	HR2 9HW	616	N	N	5	0	0	0	0	0	0	Y	Y	Y	N	Y	N	N	Y	Y	N	Y	N	N	Priority give-way on B4349
QE Bromyard Bromyard	Herefordshire	HR7 4QS	298	N	N	0	0	0	1	0	0	0	Y	Y	N	N	N	N	N	N	N	N	Y	N	N	N
Bishop of Hereford's Bluecoat School	Hampton Dane Road Hereford	HR1 1UU	1180	N	N	3	0	1	1	0	0	0	Y	Y	Y	N	Y	N	N	Y	Y	N	Y	N	N	N
St Mary's R.C. High School	Lugwardine Herefordshire	HR14 DR	691	N	N	2	0	0	0	0	0	0	Y	Y	N	N	Y	N	N	N	N	N	Y	N	N	N
The Hereford Academy	Melbrook Road, Hereford	HR2 7NG	652	N	N	3	0	2	0	1	0	0	Y	Y	Y	Y	Y	N	N	Y	Y	Y	N	N	N	N
The John Kyle High School	Ledbury Road, Ross-on-Wye	HR9 7ET	1277	2012	N	0	0	0	1	0	0	0	Y	N	Y	N	Y	N	Y	N	N	N	N	N	N	N
The John Masefield High School	Mabel's Furlong, Ledbury	HR8 2HF	882	N	N	2	0	1	0	0	0	0	Y	N	Y	N	Y	N	N	N	N	N	N	N	N	N
Steiner Academy	Much Dewchurch Herefordshire	HR2 8DL	311	April 12	N	N	Y	Y	Y	Y	N	N	Y	Y	N	N	Y	N	N	N	N	N	N	N	N	N

School info			School crossing patrol			Crossings						Access to school						Traffic management								
School	Postcode	Pupil numbers	School travel plan date of latest draft	School crossing patrol (Y/N)	Detail	Tactiles and drop kerb	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)	Cycling lane (Y/N)	Traffic humps (Y/N)	20mph speed limit (Y/N)	Raised plateau (Y/N)	Zig-zags Unenforceable (Y/N)	Zig-zags Enforceable (Y/N)	Other		
Secondary schools																										
Weobley High School	HR4 8ST	480		N		1	0	0	0	0	0	Y	N	Y	N	Y	N	N	N	N	N	N	Y	N	White no parking markings	
Wigmore High School	HR6 9UW	459		N								Y	Y	Y	N	Y	N	N	N	N	N	N	Y	N	One way system in place	
Whitecross High School and Elms Road, Sports College																										
Whitecross High School	HR4 0RN	902		N		1	0	1	0	2	0	Y	N	Y	Y	Y	N	N	Y	Y	Y	N	N	N		
Special Schools																										
Barrs Court School	HR1 1EQ	80		N		10	4	0	0	0	0	Y	N	Y	N	N	N	N	Y	N	N	N	Y	N	Road narrowing	
Blackmarston School	HR2 7NX	57		N		2	0	0	0	0	0	Y	N	Y	N	Y	Y	N	N	N	N	N	Y	N		
St David's Centre	HR1 2DY	50		N		1	0	1	0	0	0	Y	N	Y	N	Y	N	N	Y	Y	Y	Y	Y	N	Traffic islands and road narrowing	
The Brookfield School & Specialist College	HR4 9NG	66	Feb 13	N		1	1	0	0	0	0	Y	N	N	N	Y	N	N	N	N	N	N	N	N	Cycle shared use crossing with refuge	
Westfield School	HR6 8HD	46		N		2	1	0	0	0	0	Y	N	N	N	N	N	N	N	N	N	N	N	N		
The Aconbury Centre	HR2 7RL	24 (max)		N		0	0	0	1	0	0	Y	Y	N	N	Y	N	N	N	N	N	N	N	N		



Sustainable Modes of Transport to School Strategy