

Sustainable modes of travel to school (SMoTS) Strategy

2020 - 2023



Vision

"To enable every child to fulfil their educational potential by ensuring they're able to get to school or college in a safe and sustainable manner"



Contents

1. Introduction	1
2. Background – The situation in Lincolnshire.....	2
3. Assessment of the travel and transport needs of pupils and young learners in Lincolnshire.....	7
4. The sustainable travel infrastructure in Lincolnshire	9
5. Measures of success 2016 – 19	14
6. SMoTS Aims and Objectives.....	18
7. Action Plan	20
8. Funding and Resources	21
9. Monitoring and Evaluation.....	21
10. References	21

1. Introduction

This document sets out the Council's strategy to promote sustainable school travel from 2020-2023, updating the previous strategy which ran from 2016-2019. The strategy is designed to provide information for parents, schools and the wider public about sustainable school travel and its benefits. Wherever possible, Lincolnshire County Council seeks to encourage walking and cycling, as well as increased use of public and contracted school transport in preference to private cars.

The publication of a SMoTS strategy is a statutory requirement as set out in the Education and Inspections Act 2006, and as amended with effect from 1 April 2007. The act defines 'sustainable modes of travel' as those which an authority considers may improve either or both of the following:

- a) The physical well-being of those who use them;
- b) The environmental well-being of the whole or part of their area.

As the guidance to local authorities makes clear, a strategy to promote sustainable school travel has four elements:

1. An assessment of the travel and transport needs of children and young people;
2. An audit of the sustainable travel and transport infrastructure that may be used;
3. The promotion of sustainable travel and transport modes; and
4. A plan to develop the sustainable travel infrastructure.

The guidance also recommends that the SMoTS strategy is linked to a number of strategic transport documents; those relevant to Lincolnshire include the Local Transport Plan 4 (LTP4)¹, North Kesteven DC Cycle Strategy², Highways England Cycling Strategy³, the Local Cycling and Walking Infrastructure Plan⁴, the DfT's Cycling and Walking Investment Strategy⁵, the NICE Guidelines for Walking and Cycling⁶, the Department for Education Transport Policy⁷, and the Transport Strategies for Lincoln (2019)⁸, Gainsborough (2019)⁹, Sleaford (2014)¹⁰, Grantham (2007- 2021)¹¹, Boston (2016-2036)¹² and Spalding (2014-2036)¹³.

Ownership, delivery, and monitoring of the strategy will be undertaken and maintained by representatives from Children's Services, Transport Services Group, Highways & Planning, Lincolnshire Road Safety Partnership, Independent Travel Trainers, Max Respect, Public Health Lincolnshire, Sustrans, and Lincolnshire schools and colleges of Further Education.

2. Background – The situation in Lincolnshire

2.1 Population

Lincolnshire is a large County, approximately the size of Northern Ireland, with a population density that is sparse – the fourth sparsest county in England. Most of the c. 750,000 population live in or near the main population centres i.e. Lincoln, Boston, Grantham, Skegness/Mablethorpe, Sleaford, Spalding, Stamford, Louth, and Gainsborough. However, unlike other sparsely-populated areas, most of the land of Lincolnshire is habitable, and there is a significant minority of the population who live in smaller towns, villages, hamlets and isolated farmsteads.

Latest Population	
Lincolnshire	751,200
Boston	68,500
East Lindsey	139,700
Lincoln	98,400
North Kesteven	115,200
South Holland	93,300
South Kesteven	141,700
West Lindsey	94,300

Table 1: Lincolnshire population figures (Source: ONS 2017 Mid Year Population Estimates/GP Registrations April 2018 (NHS-HSCIC))

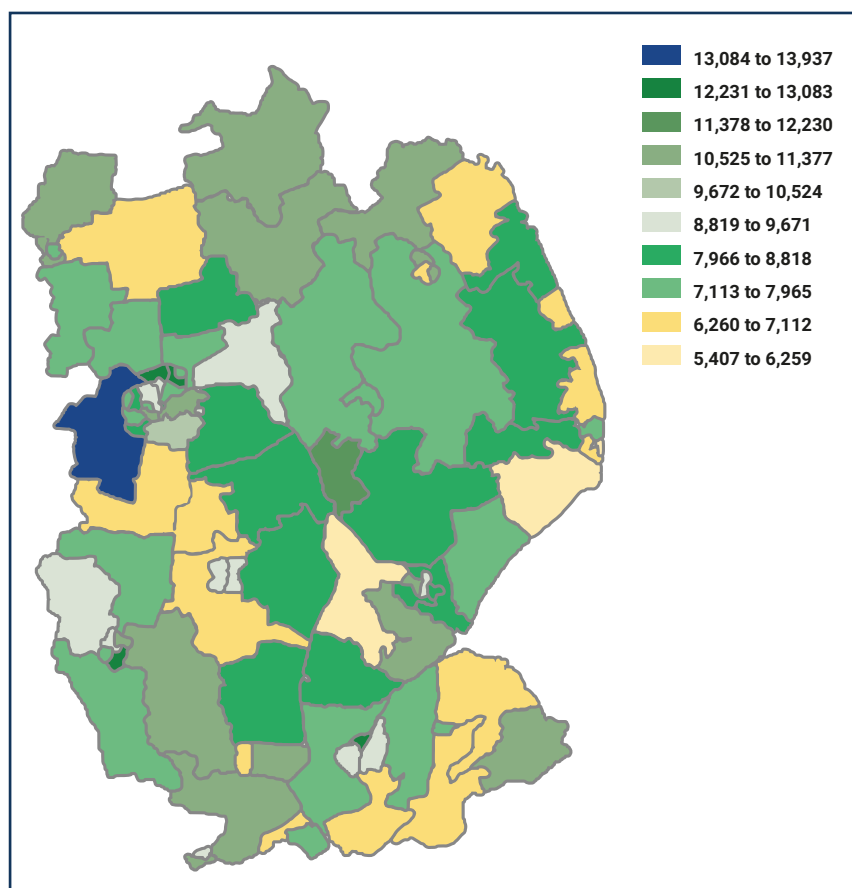


Figure 1: Map of population areas

Forecast Change Over 25 Years For Selected Age Groups In Lincolnshire	0-15	16-64	65-74	75+
	2016	119,100	454,600	96,300
2041	120,300	453,400	110,000	140,600
Change	+1%	-1%	+14%	+87%

Table 2: Lincolnshire population projections (Source: ONS Population Projections May 2018)

The issue of transport and travel is therefore an extremely important one for the county, with access to services often dependent on transport and travel availability. Moreover, for children and young people in Lincolnshire, transport to school or college may involve a journey that is much longer and/or more complicated than is the case for their counterparts in other areas.

Any transport provision has to be reliable and ongoing or, in the present context, 'sustainable'. Sustainable transport is therefore transport that is reliable and consistent, has low impact environmentally, and is both cost effective and non-disruptive. This strategy seeks to highlight and promote such modes of transport in Lincolnshire, and to encourage them wherever they can thrive and develop.

2.2 Transport

2.2.1 Highways

The county's 5,560 miles of road are almost entirely single carriageways, with just 12.4% classified as an A-Road.

Over the 23 year period between 1993 and 2016, the number of vehicle kilometres travelled in Lincolnshire rose by 39.0%. This is substantially greater than that for both England (25.5%) and for the East Midlands (33.6%) over the same period¹⁴. Between 2012 and 2016, growth in vehicle kilometres travelled in Lincolnshire increased by 7.7% compared to the national figure of 6.9%.

The Department for Transport (DfT) produce 'Access Times' showing the percentage of

people who have access to certain services within specific time bands by particular modes of transport. Table 3 shows the percentage of the population in Lincolnshire with access to secondary schools within 30 minutes by the mode of travel indicated. This shows that whilst certain areas of the county are well provided for (Boston, Lincoln and South Kesteven), this is not the same across the county (West Lindsey, East Lindsey, North Kesteven and South Holland).

It is clear that there is a need to invest in infrastructure to increase accessible routes to school, particularly for cycling, and this strategy will aim to address this.

2016 Journey Time Statistics			
% of population with access to secondary schools within 30 minutes by:			
	Walk/ Public Transport	Cycle	Car
Lincolnshire	83	76	100
Boston	90	94	100
East Lindsey	82	64	100
Lincoln	99	100	100
North Kesteven	81	64	100
South Holland	76	75	100
South Kesteven	86	81	100
West Lindsey	69	68	100

Table 3: Population with access to secondary school within 30 minutes
(Source: Lincolnshire Research Observatory)



Figure 2: Rail links to population areas
(Source: Lincolnshire County Council)

2.2.2 Rail Network

The rail network in Lincolnshire is relatively limited, with only nine of the twenty-two largest towns having a rail station. Away from the East Coast Main Line, rail services are generally limited to hourly or less frequent. Rail is secondary to bus travel in terms of the contribution it makes to public transport journeys within the county. However, with around 5 million passenger journeys a year using rail stations in Lincolnshire, it does make a meaningful contribution to the transport network.

2.2.3 Buses

In order to meet the challenges of Lincolnshire's geography there are a number of different public transport services ranging from traditional fixed-route buses to more innovative demand-responsive bus services such as Call Connect.

However, use of public buses is declining in Lincolnshire. There were around 13.5 million journeys in 2016/17, down from 16.3 million journeys in 2009/10, a near 20% reduction¹⁵.

The reduction in passenger numbers may be influenced by a number of factors such as a reduction in evening/weekend services, increasing fares, the rising age of qualification for free bus passes, fears of anti-social behaviour on buses, parking provision that encourages car travel rather than bus travel to town centres, and schools and colleges providing their own transport to attract pupils (NB: the decline in public service buses does not include commissioned services for schools transport).

2.3 Cost

The cost of providing home to school/college transport for entitled pupils meeting the criteria for support in Lincolnshire (see section 3) runs to more than £25million per annum.

With Lincolnshire being such a large rural county there are presently many unsuitable walking routes to schools, resulting in significant expenditure on the provision of home to school transport to meet the needs of children. This strategy will commit to reviewing unsuitable routes to schools in order to evaluate the feasibility of undertaking improvements to the highway network to facilitate improved walking and cycling options on links to all schools.

2.4 Health

The strategy supports the need to address the increase in childhood obesity and complements the National Institute for Health and Care Excellence (NICE) guidelines and recommendations. Table 4 shows that Lincolnshire has a 2% higher rate of childhood obesity in reception years compared to the England average.

The UK Chief Medical Officers' Guidelines (2011)¹⁷ recommend that all children and young people should engage in moderate to vigorous intensity physical activity (MVPA) for at least 60 minutes and up to several hours every day. Children and young people should undertake a range of activities at this level – including actions that form part of daily life such as walking, cycling or other modes of travel involving physical activity – for at least 60 minutes over the course of a day.

Promoting sustainable modes of travel and transport will help tackle the growing childhood obesity epidemic, and should not be limited to the journey to school but should support increasing independent mobility for children and young people across the full spectrum of their activities. The strategy will focus on ways to encourage active travel in conjunction with programmes being developed by Public Health as part of a healthy lifestyle.

Obesity and healthy living		
Prevalence of children who were overweight or obese in 2016/2017		
Area	Reception year (4-5 year olds)	Year 6 (10-11 year olds)
Lincolnshire	24.6%	34.0%
East Midlands	22.7%	33.5%
England	22.6%	34.2%

Table 4: Overweight or obese children in Lincolnshire¹⁶



Figure 3: Physical activity recommendations for children (Source: Government activity guidelines¹⁸)

2.5 Costs of not developing the strategy

When considering costs and value for money it is important to ensure the cost of not taking action is also quantified. Transport strategies that are being developed for Lincoln City and the smaller Lincolnshire towns are noticeably focusing more on promoting sustainable travel and the SMoTS Strategy will align itself with these models.

Locally, nationally and internationally, the cost of not doing something to improve sustainable and active travel to school now will have a noticeable effect in the future.

Additional detriments for not taking measures to create modal shift will likely result in:

- Additional school transport costs;
- An increase in car use for short journeys, becoming inherent for subsequent generations;
- An increase in congestion in and around schools, blocking feeder routes into local settlements at peak times;
- An increase in obesity levels in children.



Figure 4: Potential costs of not delivering the strategy.

(Sources: LCC Healthy Weight for Schools Resource¹⁹, JSNA16¹⁶, WHO²⁰, DEFRA²¹)

2.6 Challenges

There are many challenges to be faced to enhance levels of sustainable travel such as walking and cycling to school. The rurality of the county itself, the habitation, rural roads and speed limits all mean walking and cycling are often not suitable modes of travel.

Parents that choose a school for their child(ren) not in their immediate locality may result in journeys that can only be made by private car. Equally, parents may perceive that roads or routes are not suitable for their children and are reluctant to consider walking and cycling.

Lincolnshire is going through a period of growth with new residential and economic developments being established throughout the county, not only in the city of Lincoln but in the smaller towns and villages.

Developers provide funding towards a range of infrastructure requirements (e.g. schools and road improvements) through Section 106 agreements in planning legislation or 'developer contributions'. The need for such infrastructure must be as a result of the development(s) in an area. The current system does not allow more than five contributions from different developments to be pooled towards any single piece of infrastructure.

It is possible for funding to go towards the production of travel plans or even subsidise new bus routes for a period of time. There are, however, numerous calls on the limited funds available through this route to determine the viability of a development site and transport is often perceived as a low priority.

New developments in Lincolnshire towns and villages are likely to add a significant increase in population and transport volumes.

3. Assessment of the Travel and transport needs of pupils and young learners in Lincolnshire

3.1 School Transport provision

The education transport and travel needs of young people in Lincolnshire are assessed against two requirements:

- The statutory requirement to pay for and provide transport to children of school age to and from their nearest suitable school over the statutory walking distance (two miles at the primary age or three miles at the secondary age).
- The Council's own Education Transport Policy, which is adapted to fit local conditions regarding the pattern of school locations and types of provision on offer.

The Council's education transport policy²² is thus comprised of statutory duties, which are met in full, and discretionary policies for transport support (free or subsidised) to schools, colleges and other settings which enable young people to access appropriate education or training.

The Council's assessment of needs enables it to meet its legal duties and also its policy objectives of providing choice and options to young people at all stages of their educational careers: primary, secondary and further education. The following transport needs are identified and met in the home to school and post-16 transport policies, published annually by the Council:

- The transport need for children of primary-age to access their nearest suitable school where that school is over the two-mile walking distance, or the route to school is not available for a school age child to walk accompanied by an appropriate adult;
- The need of primary-age children to access a school the Council has designated as suitable and for which it will provide free school transport;
- The need of secondary-age children to access their nearest suitable secondary school where that school is over the three mile walking distance, or to a school chosen by the parents where the family meets the distance and low income determinants for free transport allowed by law to a chosen school;
- The need of secondary-age children to access a school the Council has designated as suitable and for which it will provide free school transport;
- The needs of children who are being educated at a setting or alternative provision centre or other establishment maintained or funded by the Council, where the child or young learner could not be expected to make their own way there;
- The needs of young learners of sixth form age to access a school sixth form, college or further education or other setting for which education is funded;
- The specific needs of children to be transported to school because they cannot reasonably be expected to walk a distance that otherwise could be considered as walkable;
- The needs of children and young people following statutory education or further education who have learning difficulties and /or disabilities, and for whom specific transport arrangements are required, and which must be assessed on an individual basis.

The transport and travel needs of young people in the above categories are set out in the Education Transport Policy and, in each and every case, the Council keeps a record of the young person concerned and their transport arrangements.

Other children and young people who do not qualify for free or subsidised transport will have transport needs, due to the distances involved to their school or college, and the Council provides, through its subsidisation of the transport network, and provision of infrastructure (roads, footways, cycle paths and schemes to support travellers) mechanisms by which children and families can access schools, colleges and other centres.

The Council helps children and families to meet their needs by means of the public transport network (buses and trains), by subsidised demand responsive transport, by buses and passes provided by schools themselves, and by means of private travel support where appropriate.

In respect of private travel, it is this element of school travel that the strategy outlined here aims to address in order to encourage more families to abstain from transport by car, and to use public transport and other sustainable modes of travel, such as walking, cycling, vehicle sharing, park and walk, and so forth.

An increasing number of schools are now academy schools, and therefore funded directly by the Department for Education (DfE). However, the numbers in each category shown in Table 5 are not separately recorded because the transport duties of the Council are exactly the same for academies and free schools as they are for local authority maintained schools.

The projected total school cohort for the 2019/20 academic year for mainstream pupils is 103,601 and of this 14,282 (14%) are expected to take up the offer of free or subsidised transport from the council. The numbers are broken down as follows and include projections for the next three years.

		School Type		
		Primary	Secondary	Sixth Form
2018 (Actual data)	Census	56,347	39,320	6,938
	Transport	2,067	10,948	975
	% entitled	3.70%	27.80%	14.10%
Academic Year 2019 (Projection)	Projection	56,367	40,436	6,798
	Transport	2,068	11,259	955
	Difference	1	311	-20
Academic Year 2020 (Projection)	Projection	56,446	41,501	6,984
	Transport	2,071	11,555	981
	Difference	3	297	26
Academic Year 2021 (Projection)	Projection	55,976	42,663	7,074
	Transport	2,053	11,879	994
	Difference	-17	324	13
Academic Year 2022 (Projection)	Projection	54,979	43,826	7,167
	Transport	2,017	12,203	1,007
	Difference	-37	324	13

Table 5: The Council funded school and college network in Lincolnshire

4. The sustainable travel infrastructure in Lincolnshire

4.1 Sustainable Modes of Travel to School programme

The inaugural SMoTS programme 2003-2010 was delivered by LCC as part of the Department for Transport's Travelling to School Initiative. This was a joint undertaking between DfT, the then Department for Children, Schools and Families, and Local Authorities, with grant funding available to schools to develop travel plans and improve sustainable facilities, including installation and/or improvement of cycle storage.

The funding that was granted to Lincolnshire schools for the project was £1.8million and enabled schools to remove the barriers to sustainable travel once a school travel plan had been developed. All schools in Lincolnshire - primary, secondary, special, and independent schools - submitted a travel plan for approval.

During the SMOts project 2003-2010, and up until 2013, 92 school safety zones were installed. This remains an ongoing project overseen by Lincolnshire Road Safety Partnership.

In 2010 a further £243,000 of CATCH (Choose Active Travel, Choose Health) funding was granted to schools to further improve facilities.

In 2013 the LCC Smarter Choices team conducted an infrastructure and facility audit, asking schools to provide information on cycle storage facilities etc. Table 6 captures data from the schools that submitted their information.

Audit of school facilities conducted 2013	
Facility	Number
Schools with cycle storage	343
Number of cycle/scooter storage units (covered or uncovered)	6171
Parent waiting shelters	211
Park and Stride sites	189
Walking Bus	123

Table 6: Audit of school facilities 2013
(Source: LCC SMOts report 2016-2019)

Since 2010 central government funding for the delivery of SMOts, and the School Travel Plan project, has been cut; meeting the requirements of the strategy have been met therefore, in recent years, from the County Council's own budgets.

Partnership working and capital investment has enabled a small number of walking and cycling routes to be created that had been previously classified as 'unsuitable' for travel to school routes. These 'Links to School' included the cycleway/footpaths from Greylees to Sleaford, Carlton le Moorland to Bassingham, and Leasingham to Sleaford.

Lincolnshire is also advantaged by a number of National Cycle Network (NCN) routes which are maintained by Sustrans²³ and are identified as safe routes that a 12 year old can cycle. These include the NCN routes 1, 93, and 64. These routes cover the county from Boston through to Lincoln on to the north of the county and west towards Nottinghamshire.

In 2020/21, the Council has set aside £450,000 of capital monies for the improvement of unsuitable routes as part of an Invest to Save project. This strategy will incorporate research into priority routes that can be considered for this, and any future, funding in order to promote sustainable modes of travel to schools and deliver a cost saving against transport provision.

4.2 The promotion of sustainable travel in Lincolnshire

The Council will seek to achieve its aim to promote more sustainable travel to school and other places of learning and training by delivering and supporting the following initiatives.

Independent Travel Trainers²⁴

Independent Travel Trainers teach young people to build confidence to travel on their own; whether that is on foot, by cycle or using public transport. A travel trainer works directly with the young person until they can manage to travel on their own safely. The intense training programme can last for several months, as necessary.

The service is available to those young people, aged 14 to 25 years old, who are attending school or college and using Lincolnshire County Council funded transport - for example school bus or taxi - and is funded from the Council's school transport budget.

Travelling on their own is important if young people want to be able to live away from their family home and be part of their community. It can also give them more choice; for example, when looking at finding a job.

School Safety Zones

School Safety Zones (SSZ) were first introduced in 2002 to reduce danger perception outside schools and to provide a safer environment in which walking and cycling to school could be encouraged.

By keeping school frontages clear of parked vehicles by introducing a 'safety zone', it was anticipated that it would:

- Reduce the risk of children being injured when walking from behind a stationary vehicle;
- Reduce vehicle speeds;
- Make walking and cycling more attractive modes of travel due to reducing the number of cars around the school grounds;
- Improve the general school environment during opening and closing times.

Post-installation, surveys suggest that schools with SSZs continue to be well supported by their local communities. Implementation of School Safety Zones hinge on the school, parents, children and the local community being supportive of this solution.

Since 2002, there have been more than 110 zones created and in 2015 the Lincolnshire Traffic policy was introduced to enable individual school locations to be considered for measures to improve speed related or congestion related issues.

The introduction of this Policy recognises that each individual school site has its own unique issues that may need to be addressed and improvement measures considered for implementation.

This Policy is aimed at setting out a process with options to improve safety concerns which can be supported by Head Teachers, Governors and the local community and that is tailored to their specific location.

The Lincolnshire Traffic Policy for Schools 2015 outlines when and where mandatory 20mph speed limits around schools might be implemented. Any schools wishing to engage with Highways Division for improvements will be required to have an active School Travel Plan.

School Crossing Patrols

The Lincolnshire School Crossing Patrol Service is managed by the Road Safety Service Delivery Manager and operated within the Lincolnshire Road Safety Partnership²⁵.

School Crossing Patrols are restricted to schools responsible for children between the ages of 5-11 years and categorised as infant, junior or primary. This policy applies to all schools regardless of establishment or status.

Post-16 transport and strategy

Students continuing in education after the age of 16 are not entitled to free school transport. LCC offer subsidised transport, generally to a student's nearest post-16 provider. The annual cost for this transport is £570 per pupil. The numbers of students making use of this service is declining. Some post-16 institutions provide their own, often free, transport which can occasionally duplicate public transport services or offer bursaries to students.

The Stay Safe Partnership

The Stay Safe Partnership²⁶ offer age-appropriate safety workshops, e-learning and staff training for schools. These include Max Respect and Lincolnshire Road Safety Partnership programmes.

Max Respect²⁷

The Max Respect Officer delivers the Max Respect initiative, which is a toolkit of actions, initiatives and guidelines to encourage and reward good behaviour on home to school transport.

Delivery takes place within the school setting, including assemblies and classroom sessions. Issues that are dealt with include:

- Personal safety;
- Finding your way;
- Planning a journey;
- Using a bus pass and paying a fare;
- Using buses and trains;
- Road safety including walking, cycling and bus safety;
- Solving problems.

Lincolnshire Road Safety Partnership's Junior Road Safety Officers (JRSO) programme²⁸

Where schools have adopted this project, two pupils from Y5/6 are selected, in each school, for the important role of JRSO. They are tasked by the Partnership with organising road safety initiatives including: setting up and maintaining a notice board, participating in themed assemblies, and running road safety competitions in school.

An introductory pack is provided and further materials will be sent throughout the year. A named adult within school is needed to support the JRSOs and act as a contact point. The JRSOs will be given a theme to work on throughout the term and asked to record their activities for submission to their designated Road Safety Advisor (RSA) if requested. Details of their next topic of work will then be provided.

Bikeability

Bikeability²⁹ is the nationally accredited cycle training programme, funded by DfT, to enable cycle safety skills and confidence to be developed in children, young people and adults. In 2010, Lincolnshire County Council became a registered provider for Bikeability and since then has been actively involved in the development and delivery of the training programme in the county.

Training levels 1 and 2 are available for children in Years 5 and 6, and level 3 is available for those pupils in Years 7 and 8.

Access Your Future - Wheels to Work

This scheme is aimed at those who are aged 16 and above and is relevant to the SMoTS Strategy due to the introduction of the Raising of the Participation Age.

Wheels to Work³⁰ continues to grow as a successful social enterprise providing access to education, training and employment to those who are most rurally isolated. Delivered through the social enterprise 'Access Your Future', the programme provides an economic and environmentally friendly transport solution by means of a moped/motorcycle loan scheme, to those who are unable to use public transport or access employment and training opportunities. To date, the scheme has helped 879 residents get to work, training and further education.

Sustrans: Schools officer³¹

Sustrans, a national walking and cycling charity, has worked in partnership with LCC to deliver the highly successful Bike It³² programme to schools in the Lincoln area.

The Bike It engagement model comprises of building relationships with schools, establishing champions, and consultation work, all supported by a comprehensive package of events. The main focus is to engage the whole school community to achieve modal shift away from the car to cycling and 'active travel'.

Following on from this work, the Sustrans Schools Officer is currently engaged in a project with LCC, North and South Kesteven District Councils, MoD and the Poacher Line Community Rail Partnership³³ to deliver a package of sustainable travel initiatives to target communities within the North and South Kesteven districts.

Practical cycling support to rail users is provided at the various railway stations along the Poacherline within Lincolnshire.

Modeshift Stars - School travel plans³⁴

Modeshift STARS is the national schools awards scheme that has been established to recognise schools that have demonstrated excellence in supporting cycling, walking and other forms of sustainable travel. The scheme encourages schools across the country to join in a major effort to increase levels of sustainable and active travel in order to improve the health and well-being of children and young people. Every school in England (outside of London) can participate in Modeshift STARS for free. On completion of an application for Modeshift STARS, schools will automatically have a brand new national standard School Travel Plan.

In 2018 a programme of re-engaging with schools to revisit their Travel plans started and will continue using the national accreditation scheme and web platform Modeshift STARS. This will be delivered by the Transport Services Projects team funded and supported by Children's Services.

The Projects team representative will engage with schools to support the development of Travel Plans and provide advice, incentives, and small grant funding for resources to encourage active and sustainable travel, and achieve modal shift.

The process of engagement with schools follows the form of: an initial consultation meeting to establish travel issues; collecting information on existing travel patterns through staff and pupil surveys; and establishing a working group - including pupils, staff, parents and governors - to consider initiatives and actions that the school can undertake to encourage more active and sustainable travel.

Living Streets

Living Streets³⁵ provides a walk to school incentive, WOW, a year-round walk to school challenge that is available as an incentive to schools that are developing a Travel Plan on the Modeshift STARS web platform.

Pupils record how they get to school each day on the interactive WOW Travel Tracker and those who walk (including skate, scoot, cycle or Park & Stride) at least once per week for a month are rewarded with a themed badge.

Invest to Save – Unsuitable routes

The Council has identified and set aside £450,000 of capital monies to identify priority unsuitable routes for improvement to maximise the number of pupils who can safely travel to school using sustainable modes of transport.

5. Measures of success 2016 – 19

The successful delivery of the strategy is evidenced and quantified in the table below.

Independent Travel Trainers

2019/20

Number of pupils	21
Number of travel trainers	2
Average cost for training per pupil	£3,085.90

2018/19

Number of pupils	22
Number of travel trainers	2
Average cost for training per pupil	£2,945.63

The training has reaped significant benefits for young people with moderate learning difficulties, lower level autism, and social, emotional and behavioural difficulties, attending both special and mainstream schools.

"Thank you so very much for getting M to this amazing point in his life where he has the confidence to travel independently and safely, I'm sure you understand that this has all benefited me greatly too!"

School Safety Zones – Lincolnshire Traffic Policy for Schools

School safety zones are just one option that are now considered as a measure outside schools, The 'Lincolnshire Traffic Policy for Schools' contains a toolbox of measures to manage speed and parking in areas outside schools.

The numbers of schemes established since February 2017 include:

- 14 schemes to manage parking around schools completed;
- 12 schemes currently going through the legal process to manage parking outside schools;
- 31 schemes currently being assessed for potential measures outside schools.

Max Respect

TSG's Max Respect officer works with schools and pupils to promote the behavioural standards expected when travelling. Class workshops, aimed at Year 6 pupils moving into secondary school, have been delivered to pupils from May to July 2019 engaging with over 4000 pupils.

These pupils may have been using the school bus for the first time and the lesson aimed to ensure that pupils were equipped to travel safely and suitably. The Max Respect Officer also developed bespoke lessons with individual schools to address transport issues which affected them. These lessons were developed in conjunction with Lincolnshire Road Safety Partnership.

Lincolnshire Road Safety Partnership Initiatives

The Lincolnshire Road Safety Partnership Education team successfully delivered the following projects in schools to promote Road Safety:

2018/19 (academic year)

198 Road Safety initiative deliveries into 117 schools.

50 schools had Junior Road Safety Officers

2017/18 (academic year)

164 Road Safety initiative deliveries into 111 schools

78 schools had Junior Road Safety Officers

Bikeability

The Bikeability scheme was outsourced in 2017. The number of schools involved has remained broadly the same year-on-year. Over 12,000 children received Bikeability training Levels 1&2 in the three years 2016-19, with more than 150 primary schools participating in the training. Of these, 4,874 children were trained across 150 primary schools in 2018/19.

Access Your Future - Wheels to Work

The number of pupils 16 + that accessed the moped/scooter scheme are detailed below:

Age range	Project start 2011	2018
16-17yrs	80	76
18-24yrs	146	219

Sustrans: Schools officer (Bike It)

The Sustrans schools officer worked with 13 schools with the aim to increase the level of cycling to school to 20% of all young people and/or to double regular cycling levels where the baseline level of regular cycling is lower than 10% of pupils.

Following the programme of work the results were as follows:

- Pupils reporting that they regularly cycle to school has increased by 1.7 percentage points from 10.4% at baseline to 12.1% at the latest survey;
- Pupils reporting that they sometimes cycle to school also increased from 26.3% at baseline to 32.4% at the latest survey.



Modeshift Stars - School travel plans

In November 2018, a programme of re-engagement with schools to revisit their Travel plans started and will continue using the national accreditation scheme and web platform Modeshift STARS. This is being delivered by the Transport Services Projects team, funded and supported by Children's Services.

Schools that have been conditioned through Development Planning to monitor their Travel Plan on the Modeshift Stars website are referred to the Sustainable Travel Officer (STO) who is then able to offer support through the SMoTS programme. Four schools with planning conditions achieved national accreditation in July 2019 following intervention by the STO.

Between 2016–2018, 20 schools registered on the Modeshift Stars Travel Plan website.

More recently the project of re-engagement has resulted in:

- 47 active travel plan accounts;
- Eleven schools achieving national accreditation (eight Bronze, one Silver, two Gold);
- 399 initiatives delivered including three whole school walking initiatives generating 1411 additional walking trips;
- Two “don't park on the zig-zag” campaigns and one anti-idling campaign;
- Three schools installed new Scooterpods and four schools received small grants totalling £1,600.

Walking initiatives

Living Streets walking initiative 'WoW' has been delivered in twenty-five schools, whilst six schools participated in local LCC initiatives: Golden Boot, Steposaurus and WoW in 2016.

Cycling initiatives

LCC Big Bike race

This was a virtual race that encouraged pupils to cycle to school daily. Three races were run in 2016 with an average of sixteen schools participating in each of the three races. The average number of bikes counted per day was 695.

Sustrans Big Pedal

The Big Pedal event ran for two weeks from Monday 23 April to Friday 4 May 2018. The event aimed to get children and young people to travel actively to school and help raise awareness of the benefits of active travel.

A total of six schools competed locally in Lincolnshire, with the schools contributing to the following aggregated outputs:

- In total there were 2,985 pupil school journeys by both bike and scooter with 63% of these journeys by scooter (1,871 scooter journeys) and 37% by cycling (1,114 cycling journeys).
- Overall, this contributed to a saved trip distance by car of nearly 9,000 miles, totalling nearly 6,000 car trips, meaning over two tonnes of CO2 was not emitted and £1,248 worth of fuel saved for parents and guardians.

5.1 Case Studies

Sustrans – Bike It Officer

The Sustrans' 'Bike It' project works in schools to get more young people cycling and travelling actively more often. And, more recently, aiming to increase bi-modal travel in the same way. The Bike It Officer delivered a planned programme of activities designed to bring about long term behavioural change, with the creation of a legacy built into the core of the project.

During the 2017/18 academic year, the Sustrans Bike It Officer delivered 162 activities across nine schools and five community groups, resulting in 5,381 pupil attendances and 1,222 parent and staff attendances.

The Bike it Officer also worked in partnership with the Poacher Line Community Rail Partnership to promote the use of the Poacher Line railway to four school communities in Sleaford and Grantham. This was delivered through events and educational activities which endorsed the virtues of both active and rail travel which lead to independence, and access to education and employment opportunities.



Sleaford Train Station Art Installation

Modeshift Stars

In November 2018, the Transport Services Group Projects team started a programme of school engagement, delivered by the Sustainable Travel Officer, to help schools tackle travel issues they were experiencing. The initiative is supported by Development Planning who condition schools wanting to make improvements on site to update and improve their School Travel Plan. The schools were supported with initiatives and measures to promote active and sustainable travel which contributed to the development of the travel plan and achievement of the Modeshift Stars National Accreditation.

Twenty-eight schools have so far participated in the programme with six schools achieving accreditation in July 2019 (three Bronze, one Silver and two Gold). Three schools were nominated for the Regional travel plan awards ceremony held in November 2019.

Since November 2018 the promotion of active and sustainable travel has resulted in an 18% increase in walking and cycling, and a 12% increase in 'lighter modes' including Park and Stride. 399 initiatives were delivered including three whole school walking events generating 1,411 additional walking trips.



Chris Edwards – Deputy Head Teacher Hartsholme Academy

Hartsholme Academy started work on their travel plan following consultation on plans for a traffic regulation order designed to improve safety and reduce inconsiderate parking outside school. Working in partnership with Lincoln City Council, a Park and Stride site was secured by the LCC Sustainable Travel Officer and a reward system was introduced for pupils using the facility. There is now an average of 20 cars in the facility on a daily basis.

"We are incredibly grateful for all of your help and support and we look forward to continuing the journey in September!"

6. SMoTS Aims and Objectives

6.1 Overview

Whilst funding for sustainable travel strategies has been removed, LCC remains committed to promoting sustainable and active modes of travel for children and young people, as illustrated by the identification of £450,000 of capital monies to improve unsuitable routes.

The Council's objective is to continue to seek creative and innovative ways of achieving this. LCC seeks to encourage walking, cycling, and increased use of public and contracted school transport in preference to private cars.

A whole-system approach to delivering the SMoTS strategy will be employed, working from the strategic level down and the community level up. To make a significant difference to sustainable and active travel to schools, a cross sector approach will see transport, economic development, planning, education, highways and public health working closely together.

To monitor, develop and embed sustainability in travel to schools and colleges, the Council will set up and maintain a group of champions of sustainability, drawn from across the Council and county. The purpose of this is to widen ownership of the strategy beyond Children's Services Transport, and draw together expertise and good practice into a concerted and co-ordinated strategic intervention. The group will include Member representation and will petition the involvement of councillors, at a local level, to develop improvements that support sustainable modes of travel across the county.

The challenge of promoting sustainability is a difficult one, because it can involve offering alternatives which are not immediately convenient (such as walking a route to school rather than taking a car journey), but the gains from a modal shift are considerable, and encompass health benefits for the individual and the community e.g. carbon emission reduction, addressing obesity, cardiac health improvements, the possibility of better public transport (replacing dependence on private vehicle usage), economic benefits, and so on. All of these potential benefits need to be identified and then promoted as part of the overall justification for the strategy.

In order to achieve this aim, it is necessary to bring together experts, advocates and other interested parties on a regular basis to discuss common concerns and aims. Therefore, a Sustainable Travel Group will be convened, with representatives invited from:

- Members
- Children's Services
- Transport Services Group
- Independent Travel Training/ Max Respect
- Lincolnshire Road Safety Partnership
- Lincolnshire Highways
- Development Planning
- Public Health Lincolnshire
- Sustrans
- Schools and Colleges
- LCC Sustainability Team
- Economic Development



"Only a generation ago, 70% of us walked to school - now it's less than half"

Living Streets

The group's remit will be based upon the strategy, but will set its own goals and timescales to achieve improvements in sustainable modes of travel to school, subject to the Council's approval at Corporate Leadership Team (CLT) level for major initiatives.

6.2 Aims

- Reduce perceptions of risk around the journey to and from school in order to facilitate more active modes of travel
- Increase active modes of travel, including walking and cycling, with associated benefits to health
- More efficient and cost effective school transport network

6.3 Objectives

Objective 1 - Children's Services, the Transport Services Group, Lincolnshire Road Safety Partnership and Highways to work together to:

- Improve infrastructure for walking and cycling by developing a shared system for mapping unsuitable routes and selectively review their status, making any possible improvements to the highway, including through the Invest to Save scheme.
- Inform children and young people (including pupils with Special Educational Needs) and their parents/carers of any entitlement to transport applicable to them through the admissions process and LCC's website.
- Where transport support is provided by the Council to school or college, ensure it is safe, sustainable transport wherever possible.
- Ensure early involvement in any school based capital projects to facilitate safe and sustainable travel to school through updating and improving School Travel Plans.
- Incorporate a more robust system for encouraging all new developments to provide funding towards a range of infrastructure requirements - especially schools and road improvements through Section 106 agreements - in planning legislation or 'developer contributions'.
- Unlock further funding, in addition to the Invest to Save monies, to improve suitable routes to school with a focus on upgrading the status of unsuitable routes.

Objective 2 - Children's Services, Transport Services Group and Public Health to work together to promote healthy lifestyles for children and young people by:

- Encouraging families to walk and cycle to school and college.
- Develop Travel Plans using Modeshift STARS national accreditation scheme through a programme of engagement with schools.
- Raising awareness of the benefits of healthy travel choices to promote access to training or development schemes around life skills e.g. Bikeability.
- Training young people with learning difficulties to travel independently to school and college wherever possible.
- Ensure school developments promote arrival by active travel means.

Objective 3 - Meet the requirements of the Education & Inspections Act 2006 in the provision of home to school transport by:

- Ensuring all who apply and are entitled to free school transport are offered it.
- Providing information and advice to low income families regarding extended provision of free transport to a wider choice of schools.
- Supporting improved accessibility to education, including wider access to transport for older students through the availability and promotion of subsidised transport.
- Encouraging and coordinating sustainable modes of travel to and between Lincolnshire's communities.

7. Action Plan

Responsibility	Output	Timescale	Measure
Action 1: Create a Sustainable Travel Group to set standards for travel to school			
Children's Services Transport Entitlement team	Cross-directorate working group meeting and/or communicating regularly	October 2020	Meeting minutes and actions. Decisions embedded in local and county wide transport strategies. Sustainable Travel Group is seen as influential in delivering change.
Action 2: To develop a programme of Links to School routes			
Children's Services, Transport Services Projects team Countryside Services, Highways	Develop a priority list of Links to School to provide safe walking and cycling routes	Ongoing rolling programme	Routes, currently deemed 'unsuitable', improved from Invest to Save monies.
Action 3: To engage with schools to develop Travel plans			
Transport Services projects team/ Planning Services team	Engagement with schools to develop Travel plans and promote active and sustainable travel	Ongoing rolling programme	Number of Travel plans developed on Modeshift STARS platform, number of schools achieving accreditation and modal shift data from annual travel surveys. Annual updates submitted by schools that have made improvements and audited by Planning Services.
Action 4: To continue to deliver the Independent Travel Trainer and Max Respect programmes			
Independent Travel Trainers and Max Respect Officer	Educational establishments to engage with the programme managers	Ongoing rolling programme	Number of participants. More young people with special needs travelling independently. Increased public transport usage. Reduce reliance on car journeys and help address rural isolation. Reduced costs of providing home to school transport.
Action 5: Reappraisal of unsuitable routes			
Children's services, Transport Services Group, Highways, Countryside Services	Identification of routes unsuitable for walking and cycling to school, documenting possible improvements to the highway	Ongoing rolling programme	Routes are identified and costed, ready for funding to be sourced, where possible, to make improvements.

Responsibility	Output	Timescale	Measure
Action 6: To work in partnership with LRSP to deliver safe travel to school			
Children's Services, Transport Services Group, Lincolnshire Road Safety Partnership	Partnership working to deliver a programme of safe travel to school initiatives to support School Travel Plans	Ongoing rolling programme	Levels of engagement with pupils through Max Respect and Road Safety initiatives with schools.

8. Funding and Resources

The School Travel Plans project is currently being delivered by Transport Services Group (Projects Team) until 2020 and is funded by Children's Services from within existing resources. The Strategy will look to extend delivery to 2023.

The Independent Travel Trainers and Max Respect projects are ongoing rolling programmes funded by Children's Services.

The Council has pledged £450,000 of capital monies to develop a number of priority routes, currently deemed unsuitable, for improvements to promote and facilitate sustainable modes of travel to schools.

The Sustainable Travel Group will oversee the programme for the Invest to Save project, and identify other routes suitable for improvements for any further available funding for research and delivery, including external/match funding.

9. Monitoring and Evaluation

The Sustainable Travel Group will self-monitor a programme of strategic intervention with action updates reported on bi-annually, including progress on the Invest to Save scheme.

Update reports from the three engagement projects (School Travel Plans, Max Respect, and Independent Travel Trainers) and LRSP will be shared with the group at meetings.

A full monitoring report, measuring outputs against the action plan, will be written at the end of the project and will include available modal shift figures and any cost savings.

10. References

- [Local Transport Plan 4](#)
- [North Kesteven DC Cycle Strategy](#)
- [Highways England Cycling Strategy](#)
- [Local Cycling and Walking Infrastructure](#)
- [DfT's Cycling and Walking Investment Strategy](#)
- [NICE Guidelines for Walking and Cycling](#)
- [The Education Transport Policy](#)
- [Lincoln Transport Strategy](#)
- [Gainsborough Transport Strategy](#)
- [Sleaford Transport Strategy](#)
- [Grantham Transport Strategy](#)
- [Boston Transport Strategy](#)
- [Spalding Transport Strategy](#)
- [Transport Monitoring Report](#)
- [Lincolnshire Research Observatory](#)
- [Joint Strategic Needs Assessment](#)
- [Chief medical officer recommendations](#)
- [Government activity guidelines](#)
- [Healthy weight for schools resource](#)
- [World Health Organisation](#)
- [DEFRA Impact Pathway guidance for valuing changes in air quality](#)
- [Education Transport Policy](#)
- [Sustrans](#)
- [Independent travel trainers](#)
- [Lincolnshire Road Safety Partnership](#)
- [Stay Safe Partnership](#)
- [Max Respect](#)
- [LRSP Junior Road Safety Officers programme](#)
- [Bikeability](#)
- [Wheels to Work](#)
- [Sustrans' school officer](#)
- [Bike it](#)
- [Community Rail Partnership](#)
- [Modeshift Stars](#)
- [Living Streets](#)

