

LEEDS SUSTAINABLE EDUCATION TRAVEL STRATEGY

2008-09

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EXECUTIVE SUMMARY

- 1 Travelling to school by car raises issues of air quality and road safety and the long term decline in children's levels of physical exercise. Perhaps more important than these direct impacts are the effects that car dependency has on health and independence of young people and their future views of later life travel behaviour and choices. Nationally car use for journeys to school is continuing to increase and dependency on car travel for the school journey has a significant impact on peak traffic and congestion. In 2007, 28.39 % of pupils who live in Leeds travelled to school by car compared to 56% nationally.
- 2 The educational environment no longer involves young people automatically attending their designated local school or college. Parent, carer and pupil preferences, increased diversity of provision and initiatives associated with extended schools and the 14-19 curriculum all contribute to increasingly complex school travel demands.
- 3 The Education and Inspections Act 2006 section 508A places a statutory duty on all local authorities to promote sustainable travel in schools and Further Education (FE) establishments. The Act requires all authorities to produce a strategy so that the travel and transport needs of Children and Young people are better catered for.
- 4 This strategy will draw together key transport issues and initiatives, define the current position, forecast and assess future transport needs and expectations of pupils and young people travelling to schools and FE establishments. The strategy will set out any intended actions that are necessary to ensure the requirements of the Education and Inspections Act 2006 are met.
- 5 The strategy will;
 - Meet the requirements of the Education and Inspections Act 2006 to promote sustainable travel in schools and FE establishments
 - Ensure all schools and FE establishments have a school travel plan by 2012
 - Enable parents to access sustainable travel information on each school in the district
 - Unite all external and internal stakeholders in the delivery of sustainable school travel

1 INTRODUCTION

- 1.1 This document sets out how Leeds City Council will discharge the statutory duty placed upon Local Authorities to promote sustainable travel, as specified by The Education and Inspections Act 2006 section 508A.
- 1.2 There are four main elements to the duty;
- i) an assessment of the travel and transport needs of children and young people within the authority's area;
 - ii) an audit of the sustainable travel and transport infrastructure within the authority that may be used when travelling to and from, or between schools/institutions;
 - iii) a strategy to develop the sustainable travel and transport infrastructure within the authority so that the travel and transport needs of children and young people are better catered for; and
 - iv) the promotion of sustainable travel and transport modes on the journey to and from and between schools/institutions
- 1.3 The duty to promote sustainable travel applies to all children and young people of compulsory school age under 18 years of age, in general rather than each individual child or young person. It applies to all children and young people who reside in the authority's area and are receiving education or training in the authority, or out of the authority's area. It also applies to children and young people who do not reside in the authority, but travel into the authority to receive education or training.
- 1.4 The duty considers the implications of extended schools and the delivery of education and training at different institutions for the 14-19 age group. It also considers the Disability Equality Duty 2006 which ensures the public sector does not discriminate against disabled people.
- 1.5 It is therefore the role of this strategy to widen the choice and travel options available to children and young people of all ages. The strategy seeks to promote more sustainable, safer and less car dependent patterns of travelling on the school journey through partnership working. Delivery of school travel plans, cycling, walking and public transport trips for the school journey will be encouraged and infrastructure to support safe and sustainable travel will be implemented.

2 CONTEXT

- 2.1 Leeds is the regional capital of the Yorkshire and Humberside region and is the second largest Metropolitan District in England. It is extremely diverse covering an area of 552 square kilometres. Leeds is recognised as one of Britain's most successful cities.
- 2.2 Geographically, the local authority area is one of contrast with a densely populated city conurbation area surrounded by a more sparsely populated rural hinterland with market towns and villages. Situated close to the UK geographical centre, Leeds benefits from a good transport network with the M1 running from Leeds to London, the M62 connecting Leeds with Liverpool and Hull and the A1(M) linking to the north. Leeds also benefits from an international airport and large railway station connecting directly to London and Edinburgh.
- 2.3 At the time of the 2001 census Leeds had a population of 715,400 living in approximately 301,000 households. By mid-2006 the population was estimated to have risen to 750,200.
- 2.4 Leeds is a city which has seen success – socially, economically and environmentally. Our success has been shaped by a council leading an effective city partnership in pursuit of a clear, strong, widely supported vision for the city.
- 2.5 Education Leeds wants all children and young people to enjoy brilliant learning that gives them the confidence, knowledge and skills to thrive and achieve their potential.
- 2.6 We want all Leeds schools to be brilliant learning places; to be good local community schools, improving and inclusive schools; places where every young child and every young person can be healthy, happy, safe and successful and where no child is left behind.
- 2.7 In Leeds, learning really matters and every learner counts. We need to coach and nurture our learners to give them high expectations and self esteem.
- 2.8 We believe in the importance of local schools for local children wherever possible. We believe that all our schools should continue to offer the best possibilities for our youngest people. We know that education holds the key to health, wealth and happiness and that our children are the city's most valuable resource. (Vision for Leeds 2004-2020).

3 POLICY

3.1 National

- 3.1.1 In 1998 the Government published 'A New Deal for Transport' a White Paper, which set out the key transport policy principles for the period to 2010. This document, against a background of increasing congestion, sought to widen travel choice and encourage a shift from the private car to other, more sustainable, forms of transport. The journey to school was highlighted as a particular issue, with nationally at that time up to 18% of cars on the road during parts of the morning peak taking part in the school run.
- 3.1.2 More recently, The Future of Transport White Paper in 2004 identified the factors that were expected to shape travel and transport over the next thirty years and set out how the Government will respond to the increasing demand for travel, maximising the benefits of transport while minimising the negative impact on people and the environment. This thinking is now being developed further following the publication of Sir Nicholas Stern's review of climate change and Sir Rod Eddington's review of transport with the publication by the Department for Transport of Towards a Sustainable Transport System: Supporting economic growth in a low carbon world (TaSTS).
- 3.1.3 The Sustainable Education Travel Strategy also supports national policy on improving health and education and combating social exclusion by contributing to:
- 'Every Child Matters' outcomes for 'Being healthy, Staying safe, Enjoying and achieving, Making a positive contribution and Economic well-being.'
 - Department for Children, Schools & Families 5 year strategy objective that "Every school should be an environmentally sustainable school, with a good plan for school transport that encourages walking and cycling."
- 3.1.4 The Healthy Living Blueprint for Schools 2004 (Department for Children, Schools & Families) recommends that children should be encouraged to walk or cycle part or all of the way to school wherever it is safe and practical. It emphasises the need for schools to put in place school travel plans to promote more sustainable, healthy and safe travel.
- 3.1.5 Our Healthier Nation 1999 (The Health Strategy for England) addresses the problems of accidents and deteriorating health of children in particular and includes the recommendation that children should undertake one hour of physical activity per day for long term health.
- 3.1.6 In addition, a number of related strategies are also relevant to improving alternative modes of transport, including 'Encouraging Walking: Advice for Local Authorities', and the National Cycling Strategy (2004). The Government's document 'Tomorrow's Roads: safer for everyone' also sets out targets for reducing road traffic accident casualties.
- 3.1.7 Travelling to School: An Action Plan was jointly published by Department for Children, Schools & Families and Department for Transport in 2003. It sets out a 'road map' towards achieving 100% of schools with a travel plan by 2010. The

publication of this document was accompanied by the announcement of a funding package to support the initiative.

3.2 Regional

3.2.1 The Yorkshire and Humber Regional Spatial Strategy (published May 2008) embodies the Regional Transport Strategy (RTS) which seeks to integrate transport with land use planning and other policy areas. The RTS includes a number of policies to address traffic growth and congestion through increasing journeys by foot, bicycle and on to public transport, encouraging developments in accessible locations (or that can be made so), well served by public transport, and introducing measures to reduce car dependency.

3.2.2 The Sustainable Education Travel Strategy is consistent with the RTS which makes specific reference to addressing congestion through a range of measures including improved facilities for cyclists and pedestrians, using wider travel options such as the West Yorkshire Yellow Bus initiative and safer routes to schools.

3.3 Local

3.3.1 The Vision for Leeds sets out the community strategy for the city for the next 15 years and includes a commitment to 'create a sustainable travel culture.' Our vision is to 'encourage parents and young people to use alternatives to 'the school run' by car by promoting school travel plans and involving young people in their development – plans will include safer routes to school, walking buses, parking facilities for cyclists and the yellow bus scheme. (Vision for Leeds 2004-2020).

3.3.2 The West Yorkshire Local Transport Plan 2006-11 (LTP2) sets out the policy, strategy and measures for supporting sustainable school travel as part of the overall approach to local transport within the central and local government shared priorities for transport which are:

Accessibility - Improve access to jobs, education and other key services for everyone.

Congestion - Reduce the delays to the movement of people and goods.

Safer Roads - Improve safety for all highway users.

Better Air quality - Limit transport emissions of air pollutants, green house gasses and noise.

Effective Asset Management - Improve the condition of the transport infrastructure.

3.3.3 Within the framework of the Local Transport Plan the City Council will work to:

- Increase the proportion of children cycling to/from school;
- Increase the proportion of children walking to/from school;
- Increase the proportion of children travelling to/from school by bus.

3.4 Local Area Agreements

- 3.4.1 Central Government has reviewed the way in which it monitors the performance of local authorities. From April 2008 local authorities report their position annually on 198 National Indicators and up to 35 locally determined targets (plus 2 local targets) derived from the set of National Indicators.
- 3.4.2 The National Indicator relating to school travel is NI-198 Children Travelling to School - mode of transport usually used.
- 3.4.3 The data is collected through the pupil level annual school census (PLASC) which collects data from children aged between 5 and 10 years and 11 and 16 years reporting on 6 travel modes, car, car share, public transport, walking cycling and other.
- 3.4.4 National Indicators and targets cover all areas of local authority working and 35 targets reflect local priorities and are agreed through the Local Strategic Partnership (the Leeds Initiative). There are 10 National Indicators which relate to transport; Leeds has identified 3 of these for which targets have been identified in the Local Area Agreements
- NI 47 People killed or seriously injured in road accidents
 - NI 167 Congestion
 - NI 177 Local bus passenger journeys originating in the local authority's area
- 3.4.5 There are also 2 local targets:
- i) Number of cycle trips into the centre of Leeds at morning peaks
 - ii) Percentage of non car journeys into the centre of Leeds

4 AIMS AND OBJECTIVES

4.1 The overall aim of this strategy is to:

Create a way in which children and young people travel to education and training establishments sustainably.

More specifically, the strategy aims to:

Increase the number of children and young people walking, cycling and using public transport to access schools and FE establishments;

and to

Enable pupils, parents and carers to access sustainable travel information for schools and FE establishments.

4.2 Objectives are in line with the Local Transport Plan 2 and the authority's school transport policies:

- i) Develop, implement and monitor travel plans in all schools and FE establishments.
- ii) Develop innovative projects, initiatives and campaigns to promote and support sustainable travel within schools and FE establishments.
- iii) Work in partnership with stakeholders both within and external to the Council to maximise the effectiveness of travel plan measures and initiatives as an integrated part of the Local Transport Plan and other health and education strategies.
- iv) Develop measures and improvements which improve the safety and appeal of sustainable school travel choices.
- v) Work in partnership with Metro and public transport operators when planning sustainable travel.
- vi) Influence and inform the design and development of new build and extensions to schools and FE establishments with regard to safe and sustainable travel.
- vii) Work with regional partners to develop resources, organise training and share best practice.

5 EDUCATION AND LEARNING

- 5.1 There are 107,000 school aged pupils in Leeds in 276 Children and Young Peoples learning establishments and schools, of which 210 are primary schools, 38 secondary schools, 1 Academy, 6 Specialist Inclusive Learning Centres, 2 Teaching and Learning Centres, 5 Pupil Referral Units and 14 independent schools. Every day during term-time, these pupils travel to and from school, with or without accompanying adults. Many already walk, cycle or use the bus, but many (28%) also travel by car.

Primary Schools	210
Secondary School	38
Academy	1
Specialist Inclusive Learning Centres (SILCs)	6
Independent schools	14
Pupils Referral Units	5
Teaching and Learning Centres	2
Further Education Colleges	7
City Learning Centres	4
Work Based Learning	34
Family Learning centres	5
Universities	2

- 5.2 In addition to the school sector, there are 7 FE establishments, 2 City Learning Centres, 34 Work Based Learning Centres, 5 Family Learning Centres, and 2 Universities.
- 5.3 Most Leeds primary schools serve the 5 to 11 age range, but there are also 5 infant schools (for ages 5 to 7) and 5 junior schools (for ages 7 to 11). All local authority primary schools offer a comprehensive education and cater for children of all abilities. All state schools are non-selective.
- 5.4 There are four types of school in Leeds;

Community schools are run by Education Leeds and school places are offered by Education Leeds.

Voluntary-aided schools. These are mainly Catholic and Church of England secondary schools and have a greater emphasis on religious education. The governing body of each school decides its own policy on admissions and takes responsibility for offering school places. School land and buildings are normally owned by a charity, often a religious organisation, which also appoints some of the members of the governing body.

Voluntary-controlled schools. Voluntary-controlled schools are similar to voluntary aided schools, but are run by the local authority. As with community schools, the local authority employs the school staff and sets the admissions criteria.

Community special schools are run by Education Leeds, admission to these schools is based on a statement of special educational need.

Home to School Transport

5.5 There is a statutory requirement for local authorities to provide home to school or home to college transport for some children and young people. This provision is governed by three particular Acts:

- Education Act 1996- requires free transport to be provided on distance grounds to facilitate a child's attendance and requires local authorities to take certain factors into account when deciding whether or not it is necessary to provide transport
- Education Act 2002- requires local authorities to make arrangements to assist post 16 students with transport costs
- Education and Inspections Act 2006- requires local authorities to promote sustainable travel and to support choice and flexibility of educational provision: it also extends the right to free transport for pupils living in lower income households

Statutory School Transport Assistance

Age on 1 st September	Walking Distance between home and school	Type of assistance
Under 8	2 miles or more	Free travel to designated or closer school
	Under 2 miles	Assisted travel (spare seats) may be offered on available bus services
8 and over	3 miles or more	Free travel to designated or closer school
	Under 3 miles	Assisted travel (spare seats) may be offered on available bus services

Students taking a full time post 16 course at a sixth form college are eligible for subsidised transport if the nearest appropriate establishment is more than 3 miles from home.

Home to school travel assistance for children from low income groups

Age on 1 st September	Distance	Type of assistance
8-11	2 miles or more	Free travel is available for pupils under 11 years of age who are eligible for free school meals/maximum working tax credit if 2 miles or more from their

		nearest qualifying school
11-16	2-6 miles (minimum distance based on nearest available walking route, and maximum based on nearest vehicular route)	Free travel to one of three nearest qualifying schools commencing September 2008
11-16 and preference based	2-15 miles (minimum distance based on nearest available walking route, and maximum based on nearest vehicular route)	Parents are able to buy "spare" seats on the contracted buses provided for statutory pupils on a parent to pay basis. Half price travel is available to any child in full time education on registered bus services regardless of the choice of school made by parents

Education Leeds Post 16 Transport Assistance

- 5.6 Education Leeds currently provides free travel to 16-19 year olds resident within the Leeds administrative boundary who are attending their nearest appropriate school or college where the walking distance between home and school/college exceeds 3 miles. This part of the Home to School Transport Policy is determined on a discretionary basis and is not subject to statutory demands.

14-19 Diplomas

- 5.7 By 2013 all 14-19 year olds will have access to a full range of diplomas in vocational subject areas. It is unlikely that individual schools will be able to offer all 14 diplomas and therefore more students can expect to travel during the school day to access the curriculum.
- 5.8 Education Leeds in close cooperation with learning providers and other stakeholders is developing a transport strategy which will ensure that the emerging demand for travel between school and college sites arising from the inception of the 14-19 Agenda and the introduction of Diploma courses is satisfied.
- 5.9 It is our aim to work with our partners Metro to make available transport services which will be both efficient and effective, taking into account the demands of the service required and the environmental impact the additional travel demands will have.
- 5.10 Our objective will be to coordinate demand with service delivery and through informed planning of the curriculum ensure the sustainability of the new transport services.

Special Educational Needs Transport

- 5.11 Much of the transport provided for pupils with Special Educational Needs is a statutory requirement. Transport is provided which enables Special Educational Needs pupils to access their place(s) of learning.

- 5.12 The type of assistance provided ranges from the provision of a bus pass to a fully adapted vehicle and escort provision. In each case an assessment is carried out to determine the best and appropriate level of assistance relative to the child's abilities and need.
- 5.13 Education Leeds is at an advanced stage of modifying its Home to School Transport Policy for Children with Special Educational Needs to embrace a more aspirational strategy which will aim to allow Special Educational Needs pupils to travel with the highest degree of independence as their abilities will safely allow. By opening up new levels of independence and enhancing life skills, the future trend will increasingly be that higher proportions of Special Educational Needs pupils will travel by sustainable modes of transport. The provision of Independent Travel Training will be central towards ensuring the success of this initiative and achieving this modal shift.
- 5.14 The placement of Special Educational Needs pupils within local mainstream schools has seen further inroads in the levels of 'taxi dependency' in the Special Educational Needs sector and as a direct result provides a wider choice of options reducing the dependency on taxis to get children to their places of learning.

Extended Schools

- 5.15 Extended schools are at the heart of the delivery of Every Child Matters, improving outcomes and raising standards of achievement for children and young people. Extended schools are a key vehicle for delivering the Government's objective of lifting children out of poverty and improving outcomes for them and their families. There is now clear evidence that children's experiences greatly influence their outcomes and life chances in later life. In particular, educational attainment is a powerful route out of poverty and disadvantage. All schools have to provide the following extended school provision in Leeds by 2010:.
- Childcare: all parents of primary aged children able to access childcare at or through their school from 8am to 6pm all year round.
 - A varied menu of activities on offer for at least two hours a week beyond the school day, for those who want it.
 - Parenting support, including family learning and parent education.
 - Swift and easy referral to a wide range of specialist support services.
 - Wider community access to information and communication technology, sports and arts facilities, including adult learning.
- 5.16 Children with disabilities or special educational needs must be able to use all of the new services.

Admissions

- 5.17 Education Leeds publishes the admissions policy for community, voluntary aided and voluntary controlled schools and has a duty to coordinate admissions to schools in the Leeds District. One of the eligibility criteria for admission to any

community school is the prioritisation of places to those children living closest to schools. Without infringing parents' rights to express a preference for a school of their choice for their children, this policy serves both to offer fair access to local schools and to reduce the need to have to travel long distances to and from school.

5 SCHOOL TRAVEL PLANS

- 6.1 The School Travel Plan aims to reduce the number of children driven to school and encourage more sustainable modes of transport such as cycling, walking and bus use. Travel to school is an important issue in Leeds due to levels of congestion and pollution around schools and on major roads in the area. The health of children in this area is also of concern as nationally figures show that obesity levels are rising due to sedentary lifestyles linked to a lack of exercise.
- 6.2 In 2004 the joint Department for Transport/Department for Education Skills 'Travelling to School Initiative', provided funding for Local Authorities to appoint School Travel Advisors. The amount of funding provided is dependent upon the number of schools in each authority and is available until 2010. In addition, capital grant funding is allocated to schools who successfully develop a school travel plan. Leeds has 202 (73%) schools with travel plans completed up to the end of March 2008 and is on track to deliver plans for all 276 schools by March 2010.
- 6.3 To monitor the success of school travel plans the usual travel to school mode is recorded by the school census. The percentage of pupils walking to school since 2004 has risen steadily with a slight dip in 2005. Bus use has decreased by 1.5% in 2008 after four years of a steady increase and cycling still remains well below the national average of 4% at 0.4% (see Appendix 2, Figure 1).
- 6.4 The requirement to collect travel data in the annual school census from 2007 is expected to provide more accurate data. Work is being undertaken to improve the quality of this data, for example at present in some schools the mode of transport is only collected at pupil entry stage and not updated annually.

Safer Routes to School

- 6.5 A School Travel Plan may identify desired improvements on the highway to support safe and sustainable travel to school. These may reflect requirements for highway improvements identified through casualty figures, traffic management, new developments and community needs. There is an ongoing programme of Safer Routes to School schemes: these may include new crossings, footway/footpath upgrades, pedestrian priority schemes and cycle routes linking into the National Cycle Network. As indicated, working in partnership within and across council departments is key to progressing Safer Routes to School schemes.
- 6.6 A simplified system for assessing and funding small scale Safer Routes to School schemes through the Local Transport Plan has been in operation since 2004. So far this scheme has supported 34 minor schemes with a financial commitment totalling £58,000 and this is being developed further to provide a greater level of support which will complement the grants that schools with travel plans are receiving. Further detail is included within the Appendix 3, Map 2.

Audit of Infrastructure

- 6.7 To enable the development of the Sustainable Education Transport Strategy a full audit of children and young people's needs and travel infrastructure will be undertaken between April 2008-April 2009.
- 6.8 The assessment of children's needs will be undertaken in schools including, primary, secondary, Special Inclusive Learning Centres, Pupil Referral Units and FE establishments along with the Youth Forum. The information gathered will be pupil's usual mode of travel, preferred mode of travel, school location, post 16 usual mode and preferred mode of travel, and extended school journey information.
- 6.9 The infrastructure audit will take place in every school and FE college in Leeds. Findings will be mapped on a Geographical Information System. See Appendix 2, Table 11.
- 6.10 The results of the audit will be available on the Leeds City Council website for parents/ carers to view. In addition relevant travel information will be available in Education Leeds' Admission Booklet, School Prospectus and on individual school websites.

Accessibility Planning

- 6.11 Delivering Accessibility is one of the shared priorities in West Yorkshire Local Transport Plan 2. Access to learning is identified as one of the key services to be addressed through the Local Transport Plan process. Local Transport Plan 2 contains an accessibility strategy which details the key accessibility issues and challenges in West Yorkshire. The use of mapping software 'Accession' has enabled accessibility to key services to be measured.
- 6.12 Education Leeds data identified that 53,787 pupils (99.8%) could access their actual primary school by public transport, and that 53,819 pupils (99.9%) could access their nearest primary school by public transport. In secondary schools accessibility calculations found that 44,975 pupils (99.9%) could access both their actual secondary school and their nearest secondary school by public transport.
- 6.13 At a strategic level a key long term priority is to embed accessibility in our own policy development and that of key stakeholders. Accessibility is influencing the Local Development Framework process in Leeds and engagement with stakeholders has sought to raise awareness of accessibility issues and the services available to identify and mitigate accessibility problems.
- 6.14 The West Yorkshire partners have engaged the FE sector in the sub region in order to influence the reorganisation of FE across the districts. Support and advice has been given to the Learning Skills Council and the colleges across West Yorkshire.
- 6.15 The ongoing school travel planning work contributes to improving access to learning by influencing the land use planning process and delivering identifiable improvements at local schools.

Building Schools for the Future

- 6.16 Building Schools for the Future is a strategic approach to capital investment in school estates that will create the environment for the Government agenda of educational transformation. It is proposed that 180 schools across England will benefit from over £2 billion of investment into school facilities over the duration of the programme.
- 6.17 Building Schools for the Future aims to bring together significant investment in buildings and ICT, ensuring that secondary pupils in every part of England have access to 21st century facilities. This will help drive reform in the organisation of schooling, teaching and learning, ensuring the development of new options at 14-19 and the provision for special needs. Education Leeds is one of 14 local authorities to be included in the 1st Wave of the Building Schools for the Future Programme which started in March 2004.
- 6.18 The Wave 1 Building Schools for the Future programme includes fourteen schools and the programme will be delivered over three phases. The prioritisation of the secondary school estate for Building Schools for the Future has been undertaken against the backdrop of the strategy to improve the performance and condition of schools within the inner city.
- 6.19 The future wave bid comprises 14 schools which is the remainder of the secondary school estate and which is characterised by good performing, more popular schools in the outer areas of the city, but where there are significant condition and suitability issues.
- 6.20 In partnership with Education Leeds and other Council departments, there has been ongoing involvement to influence and inform the development of new builds and extensions to schools with an aim to secure designs that facilitate safe and sustainable school travel.

Planning Service and Highways Development Control

- 6.21 The role of the Planning Service including Highways Development Control is to assist developers in ensuring that their proposals can be achieved whilst still maintaining the safety and integrity of the highway network and ascertaining that the highways can adequately cope with the resultant pedestrian, cycle and traffic movement. The enhancement of sustainable travel is a major goal in achieving this objective.
- 6.22 To achieve the above, liaison with the Transport Policy team is essential to ensure that the appropriate conditions or obligations (e.g. a Section 106 Agreement) are placed on the development. Following granting of approval the team assists in the discharging of conditions by working with the developers/organisations to seek to bring the proposals up to the necessary standard and the implementation of the required off-site highway works.
- 6.23 A key element of the work is ensuring that effective travel plans for new and improved schools emerge from the planning process. Such plans will be developed in accordance with the best practice guidance. It is vital that such plans are

monitored once introduced to ensure that they are being followed and that the outcomes are being delivered. This monitoring will be undertaken in the course of the after monitoring of the planning consent and also through the annual school census and dialogue between the schools and the Sustainable Education Travel Co-ordinator.

Highways Services

- 6.24 Traffic and highway engineering support is provided to schools through the Council's highways service. This ensures that the correct technical solutions are developed for meeting the access needs identified in school travel plans. A range of measures are designed to assist the school in promoting walking and cycling and also where necessary to implement appropriate arrangements for managing and controlling parking.

6 ROAD SAFETY

- 7.1 The Council's Road Casualty Reduction Group works with road users of all ages and types to co-ordinate the delivery of measures aimed at meeting and exceeding the national targets for road injury reduction and those set locally through the Local Transport Plan and within the Leeds Local Area Agreement. This work primarily focuses on the provision of road safety education, training and publicity which support the highway and traffic engineering measures programme that is being implemented through the Local Transport Plan.
- 7.2 The road safety education work complements the development of travel plans with schools. Support is focused to provide the maximum benefit for the travel plan objectives as follows:
- walking bus training and risk assessment support;
 - cycle training, including priority cycle training and route planning for schools which are actively promoting cycling to school;
 - road safety education and pedestrian training at schools, including those where Safer Routes to School highways improvements have been carried out;
 - proactive support to schools for School Travel Plan development in Road Safety Priority Areas (areas of the city identified as having high child road casualties).

Cycling

- 7.3 Leeds has a lower than average cycling modal split percentage 0.41% compared to a 4% national average although we are in-line with the core cities average. There is scope to improve this, given the density of the population within the district and the existing and proposed cycling network. When pupils were asked to give a preference as to their preferred journey mode, nearly a quarter of pupils (23.1%) stated a desire to cycle to school.

How would you like to travel to school? All schools (Leeds City Council Hands Up Survey 2005)

	Walk	Car share	Car/Van	Bus	Bicycle	Train	Other
Total Count	11382	2866	7275	3817	8603	1307	1923
Percentage	30.6	7.7	19.6	10.3	23.1	3.5	5.2

- 7.4 Secondary schools are keen to focus on cycling. 21% of Leeds' secondary schools that have an approved school travel plan have included targets to increase cycling for the journey to school and 42.1 % of these schools have pledged to actively promote Bike Week. 57.9% of secondary schools intend to use their capital grant money awarded for the successful submission of a school travel plan on upgrading or putting in cycle storage.
- 7.5 Within the Leeds area there are key issues both real and perceived that act as barriers to towards cycling for the journey to school, for both parents and pupils.

These are predominantly centred around safety on the route to schools, issues with storage, and image.

- 7.6 A Leeds Cycling Map has been produced for Leeds City Council by specialist cycle map makers and local cyclists. The map covers an area that includes most urban areas of the district. Using the map, cycle journeys to school can be planned to take advantage of the most appropriate routes for cycling, which are not always obvious on the ground, making cycling easier and more pleasant.

Walking

- 7.7 In England only half of children regularly travel to school on foot, even though many children live within 1 mile of primary school and 2 miles of secondary school.
- 7.8 Walking to school can become more attractive. Engineering infrastructure such as traffic calming, pedestrian crossings and the creation of safe routes to school can make the journey to school safer. These measures can complement initiatives to promote walking which can provide or enhance the skills of children and their carers to support a safer journey to school.
- 7.9 The Council has supported a range of measures to promote walking to school including “Walking buses” and “Walk on Wednesday” schemes. In 2007 fifty five Leeds schools were successful in gaining financial support to set up such schemes under the Department for Transport sponsored Walking to School Initiative. These grants provided either an annual grant of £1,000 to set up a walking bus or £500 for alternative walking measures for a period of three years. The success of this scheme is being monitored through the school travel plan and will be evaluated using the 2009 school census data.

7 PUBLIC TRANSPORT

- 8.1 The West Yorkshire Passenger Transport Executive (Metro) are responsible for the delivery of school transport in Leeds on behalf of the Local Education Authority. Their vision for school transport aims to:

reduce the number of cars on the school run by working in partnership to provide an attractive, high quality home to school bus service, tailored to pupils needs.

- 8.2 SAFEMark schemes which are being funded from an £18.7 million major transport scheme approved by the Department for Transport in 2003. The MyBus scheme is based on a fleet of modern safety equipped yellow school buses with a team of drivers who are dedicated to individual services thus helping to build positive relationships and parental trust. There are currently 43 MyBus services operating in Leeds. Metro is investigating, in partnership with Education Leeds, opportunities to expand MyBus type features to non-MyBus schools services.
- 8.3 SAFEMark is scheme operated across West Yorkshire which aims to support the responsible and safe use of bus services, at the same time promoting the advantages of bus travel as a safe and sustainable way of getting to school. The scheme rewards schools for taking public transport seriously and aims to encourage public transport for the journey to school by improving pupils' behaviour on board. 5 schools have been awarded SAFEMark with a further 12 schools working toward the award.

Ticketing

- 8.4 Young people are entitled to half fare travel under the age of 16 or 16 - 18 in full time education. The School Plus MetroCard ticket provides unlimited bus travel in West Yorkshire. However, it is recognised that fares on public transport is one of the biggest issues facing young people. In a recent survey by the Leeds Young Persons Scrutiny Forum, 63% of young people highlighted expensive fares as a barrier to using public transport.
- 8.5 Passes that enable statutorily entitled children to have free home to school travel need to be integrated with tickets that are available for after school, weekend and holiday use.

Communication

- 8.6 A key part of access to public transport is knowing where and how to access information. Young people have access to the full spectrum of information services including MetroLine / MyBus hotline, website, journey planner, yournextbus real time information channels, bus stations, travel centres, printed timetables and leaflets, together with targeted advertising campaigns with clear and specific messages.
- 8.7 The young peoples *GenerationM* website has pages devoted to information on home-to-school transport. It also includes information on Young Person's

PhotoCard and MetroMovers club, Scholars' PhotoCards, School Plus MetroCard, Student Plus MetroCard.

8 HEALTH AND THE ENVIRONMENT

8.1 Healthy Schools Initiative

8.1.1 The National Healthy Schools Programme was established in 1999 by Department of Health and Department for Children, Schools and Families. The initiative aims to make a significant difference to the health and achievement of children and young people. The National Healthy Schools Programme supports the links between health, behaviour and achievement by creating healthy and happy children and young people, who do better in learning and life.

8.1.2 The programme is based on a whole-school approach to physical and emotional well being focused on four core themes

- Personal, Social and Health Education;
- Healthy Eating;
- Physical Activity;
- Emotional Health and Wellbeing.

8.1.3 Building on the National Healthy Schools Programme at a local level the Leeds Healthy Schools and Wellbeing Programme not only integrates national standards, but also facilitates the progression of schools to achievement of Leeds *Advanced* Healthy Schools Status including Leeds Healthy Schools and Wellbeing Programme Standard 21.0 'The school promotes, supports and encourages safe and sustainable travel to and from school.'

8.2 Physical Activity and Obesity

8.2.1 Physical activity levels in the UK are generally declining, as people lead busy lives and find it difficult to find time for sport or exercise. This, combined with changing diets, has led to a large and rapid increase in the proportion of people classed as overweight or obese in this country.

8.2.2 In 2004 the Trends Project investigated the prevalence of overweight and obesity among Leeds children and the data below illustrates the levels of obesity and overweight children in Leeds. This was found to be similar to the picture nationally.

Over weight and Obesity among Children in Leeds

	Reception 5 Years Old	Year 4 9 Years Old	Year 8 13 Years Old
Number of Children	380	417	225
% of overweight Children (BMI > 85 percentile)	20.3%	28.1%	34.7%
% of Obese children (BMI > 95 th percentile)	9.2%	14.9%	18.2%

Source; Leeds Childhood Obesity Strategy 2006 – 2016. Leeds PCT

8.3 Sustainable Schools

8.3.1 The Sustainable Schools Framework was launched by the Department for Children, Schools and Families in 2006. The Framework sets out the Government's aspirations for all schools to become Sustainable Schools by 2020. There are a series of eight 'doorways' or themes (see below) for potential entry including one of sustainable travel , where vehicles are used only when absolutely necessary and where there are exemplary facilities for healthier, less polluting or less dangerous modes of transport.

- Food and drink
- Energy and water
- Travel and traffic
- Purchasing and waste
- Buildings and grounds
- Participation and inclusion
- Local wellbeing
- Global dimension

8.3.2 Education Leeds currently provides a focus for support to Leeds schools through co-ordinating a cross-service approach that aims to embed a sustainable schools framework within a distinct accreditation scheme for Leeds schools, as part of a plan to contribute to the city's sustainable development.

9 FUNDING AND RESOURCES

- 10.1 Funding is allocated to help each local authority to prepare a sustainable school travel strategy. Leeds City Council will receive £51,222 per year for 3 years. This funding has been used to appoint a Sustainable Education Travel Coordinator who will compile and implement the Sustainable Education Travel Strategy. In addition, £67,000 per year contributes to the staffing costs of the Transport Strategy team including two full time equivalent officers working on school travel support.
- 10.2 Each year a proportion of the grant funding has been allocated to Metro in respect of a contribution to the costs of delivering the SAFEMark scheme for school bus users and also any complementary work related to the school travel plan programme.
- 10.3 Leeds City Council's Road Casualty Reduction Team deliver an extensive road safety education and training programme in schools throughout Leeds. The total annual revenue budget for this team and their resource is approximately £460,000. A substantial part of this resource is allocated to the planned skills training for pedestrians and cyclists of primary school age, including support for Walking Buses, which is a key complementary activity to the development and implementation of travel plans.
- 10.4 The West Yorkshire Local Transport 2006-11 provides capital funding resources to support the implementation of Integrated Transport Schemes which can support sustainable travel to school. These resources are also being used as appropriate to match fund the School Travel Plan capital grant awards to install infrastructure within the school grounds. Currently around £500,000 per year is provided through LTP resources to Safer Routes measures in addition to the resources provided for the provision of new road crossings and area wide traffic calming schemes. Revenue resources are also allocated within the Transport Policy Service to promote sustainable travel across all sectors. In 2008-09 £29,000 has been allocated for this purpose. This resource contributes to promotional activities include materials to support events such as School Walking Week, Bike Week, advertising and incentive schemes.

10 CONSULTATION

- 11.1 A School Travel Steering Group has been set up to support the delivery of the school travel plan programme and this is being expanded to meet the demands of delivering the Sustainable Education Travel Strategy. This will consist of internal and external organisations who will be responsible for promoting sustainable transport to schools and colleges. The group will consist of:

Sustainable Education Travel Coordinator, Leeds City Council
Transport Services Manager, Education Leeds
Healthy School and Wellbeing Consultant/Sustainable Schools, Education Leeds
Senior Consultant Leeds Healthy School and Wellbeing Programme, Education Leeds
Extended Services, Leeds City Council
Planning Projects Manager, Leeds City Council
Road Casualty Reduction Manager, Leeds City Council
Head of Highways Development Service, Leeds City Council
Economic Development Manager, Learning Skills Council
Education Transport Development Officer, Metro
Leeds Primary Care Trust, to be nominated

- 11.2 The Sustainable Transport Strategy has been prepared in consultation with the following key stakeholders and partners.

School Travel Working Group (School Travel Strategy Steering Group)
Leeds City Council, departmental directors and key officers
Education Leeds
West Yorkshire school travel advisors
Elected Members
Headteachers Association
Governors Forum
Children and Young People Service
Metro
Leeds Primary Care Trust
Leeds Youth Council
West Yorkshire Strategic Health Authority
West Yorkshire Police
Diocese of Ripon & Leeds
Diocese of Leeds
Sustrans
General Public, publication on the Council's website

11 MONITORING AND EVALUATION

- 12.1 The Sustainable Education Travel Strategy is an evolving document that will change over time to reflect changing policy and needs of schools and FE establishments. The contents of the document will be reviewed and updated annually on conjunction with the preparation of the annual schools admissions guide by Education Leeds.
- 12.2 The Strategy will be implemented by the School Travel Steering Group who will meet regularly to discuss progress and update stakeholders and partners on key issues. The strategy will be reviewed and monitored annually, with a revised strategy posted on Leeds City Council's website annually in August. Each action will be reviewed individually by the organisation responsible to ensure that targets are met and objectives achieved.
- 12.3 To provide feedback or for further information please contact;

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Sustainable Education Travel Coordinator
Transport Policy
The Leonardo Building
2 Rossington Street
LEEDS
LS2 8HD

Telephone: 0113 247 5762
e-mail: susan.e.walker@leeds.gov.uk

APPENDIX 1

SUSTAINABLE SCHOOL TRAVEL ACTION PLAN 2008-10

This Action Plan has been developed to support the achievement of the strategy objectives. Each objective will have a series of actions by internal and external organisations, that will be implemented within a set timescale. The strategy will be an evolving document which will be monitored and evaluated on an annual basis to achieve the set targets.

The Action Plan will be reviewed annually at the same time as the Sustainable Education Travel Strategy. Each plan will provide a forward programme for the next two year period.

OBJECTIVE 1

Develop, implement and monitor travel plans in all schools and FE establishments.

ACTION	LEAD RESPONSIBILITY	TARGET DATE
Prepare School Travel Plan template to assist schools in the preparation of travel plans	LCC, Transport Policy	To review 2009.
Prepare GIS mapping to include, infrastructure, pupils postcode and public transport provision for all schools developing a travel plan	LCC Transport Policy with Education Leeds/ Metro	Ongoing
Support FE colleges in the preparation of travel plans	LCC Transport Policy	Sept 2010
Visit schools/colleges to encourage the development implementation and monitoring of school travel plans	LCC Transport Policy	Ongoing
Provide resources to schools to assist in the preparation of travel plans	LCC Transport Policy /Road Safety	On going
Prepare cycling and walking route maps for all schools and colleges	LCC Transport Policy	Sept 2010
Provide marketing material to schools to promote sustainable travel	LCC Transport Policy	Ongoing
Introduce a validation process where schools collect evidence and effectiveness of initiatives implemented	LCC Transport Policy with Education Leeds	In progress
Introduce an accreditation scheme for schools achieving modal shift	LCC Transport Policy with Education Leeds	Sept 2010
Develop a Leeds City Council monitoring schedule and pro- forma for schools who submit travel plans to comply with the planning process	LCC Transport Policy and Planning Services	In progress
Ensure all schools complete accurately school census details	Education Leeds with LCC Transport Policy	January 2009

OBJECTIVE 2

Develop innovative projects, initiatives and campaigns to promote and support sustainable travel within schools and FE establishments.

ACTION	RESPONSIBILITY	TARGET DATE
To develop a Leeds Travel Plan Reward Scheme	LCC Transport Policy with Metro	Autumn 2010
To support schools in setting up walking initiatives such as walking buses, Walk on Wednesdays	LCC Transport Policy	Ongoing
Encourage schools to participate in National Bike/Walk to School Weeks/events	LCC Transport Policy and Schools	Ongoing
Deliver on road cycle training to Year 6 pupils to encourage cycling to school	LCC Transport Policy	Ongoing
Introduce a cycle permit scheme in all schools	LCC Transport Policy and schools	Sept 2009
Actively promote sustainable travel options to school staff e.g. bike buddy/car share/bike to work scheme/Metro card	LCC Transport Strategy and schools	Ongoing
Assist colleges in ensuring adequate provision is made for cyclist access and storage	LCC Transport Policy and colleges	To commence 2009

OBJECTIVE 3

Work in partnership with stakeholders both within and external to the Council to maximise the effectiveness of travel plan measures and initiatives as an integrated part of the Local Transport Plan and other health and education strategies.

ACTION	RESPONSIBILITY	TARGET DATE
To ensure schools develop, monitor and evaluate School Travel Plan before they can achieve advanced Healthy Schools standard – level 3	Transport Strategy/Healthy Schools	Completed June 2008
Develop links with Children's and Young People's Services to include sustainable travel in strategy	Transport Strategy/Children and Young Peoples Service	Autumn 2009
Local Area Agreement indicator on School Travel (NI198)	Transport Policy	Completed
To ensure the principles of accessibility planning are incorporated into Local Development Framework	Transport Policy	Spring 2010
To provide accessibility mapping to Learning Skills Council to inform reorganisation process	Transport Policy/Metro/LSC	Spring 2011

OBJECTIVE 4

Develop measures and improvements which improve the safety and appeal of sustainable school travel choices.

ACTION	RESPONSIBILITY	TARGET DATE
Develop Leeds City Council Safer Routes to School programme to include more school sites	LCC Transport Policy and Highway Services	Ongoing Define targets 2009
To compile an in-depth audit of all school infrastructure to identify barriers for sustainable travel to school	LCC Transport Policy and Highway Services	Autumn 2010
Work with road safety to develop new safety initiatives for children walking to school	LCC Transport Policy	Ongoing
Ensure children and young people are educated about road safety	LCC Transport Policy	ongoing
To provide sustainable travel information in admissions booklet, school prospectus and Intranet	Education Leeds with LCC Transport Policy and ICT	Spring 2009
Consult with Youth Forum to identify barriers to school travel	LCC Transport Policy with Education Leeds	Spring 2009

OBJECTIVE 5

Working in partnership with Metro and public transport operators when planning sustainable travel

ACTION	RESPONSIBILITY	TARGET DATE
Work with bus operators, Metro and Learning Skills Council for providing provision for transporting pupils between schools for 14-19 Agenda	Metro with Education Leeds, LSC, bus operators	Timetable to be agreed
Work with bus operators and Metro to provide adequate provision for extended schools programme	Metro with Education Leeds	Timetable to be agreed
Promote MyBus scheme to additional primary schools and inter-site and after school activities	Metro	Ongoing
Ensure schools with School Travel Plans sign up to SAFEmark initiative	LCC Transport Policy with Metro	Ongoing
Promote Generation M website in all schools and colleges	Metro with LCC Transport Policy and Education Leeds	Ongoing
Pilot free travel weekend	Metro	2010

OBJECTIVE 6

Influence and inform the design and development of new build and extensions to schools and FE establishments with regard to safe and sustainable travel.

ACTION	RESPONSIBILITY	TARGET DATE
Secure travel plans through the planning process for all schools (including Building Schools for the Future), FE and children's centres .	LCC Transport Policy, Highways Development Services and Planning Services	Ongoing
Ensure the ability to promote sustainable transport is incorporated into the building design, e.g. cycle provision	LCC Highways Development Services	Ongoing
Ensure travel plans are consulted on and acted upon when considering highway schemes outside schools and FE facilities	LCC Planning Services with Building Schools for the Future team and LSC	Ongoing
Provide guidance to Development Control on measures available to promote sustainable travel to all schools	LCC Transport Policy	Summer 2009
Ensure school travel planning guidance is followed and the appropriate conditions are placed upon the development , when assessing planning applications	LCC Highways Development Services and Planning Services	Autumn 2009

OBJECTIVE 7

Work with regional partners to develop resources, organise training and share best practice.

ACTION	RESPONSIBILITY	TARGET DATE
Attend regular Regional School Travel meetings and access relevant training opportunities	LCC Transport Policy	Ongoing action
Establish a Sustainable Education Travel Steering group and develop workshops to promote sustainable travel with key partners	LCC Transport Policy	January 2009

STRATEGY TARGETS 2008-10

- 1 To adopt the Sustainable Education Travel Strategy by September 2008.
- 2 To set up a Sustainable School Travel Steering Group group by the end of 2008.
- 3 Ensure all schools and further education establishments have developed and implemented a school travel plan by 2010.
- 4 To develop a Leeds City Council monitoring schedule in all schools and colleges by 2010.
- 5 To maintain the proportion of pupils travelling by non-car modes and car sharing to 2007 levels (in line with the LTP target)
- 6 To contribute to an increase in bus patronage of 5% by 2010.
- 7 To ensure that all new school and education development proposals make provision for adequate travel infrastructure and facilities.
- 8 Complete Safe Routes to School infrastructure audit and develop a forward plan for the future Local Transport Plan 2011/16 investment programme by March 2010.

APPENDIX 2
SUPPORTING DATA

Table 1 Road Safety Cycle training Aug 2006 - July 2007

Type of training	Number of children	Number of schools
Family Training	7	
Level 1	1117	
Level 2	2457	
Level 3	133	
Total	3714	60

Table 2 Pedestrian Skills training Aug 2006 - July 2007

Type of training	Number of Children	Number of schools
Pedestrian KS1	1621	
Pedestrian Y4	2335	
Total	3956	39

Table 3 Road Safety Classroom Lessons Aug 2006 - July 2007

Schools	Number of children
Harehills	2444
Armley/Wortley	2851
Total	5295

Table 4 Building Schools for the Future - Phase 1

School	Proposed scope	Facilities management	Features	Phase
Allerton High Business & Enterprise Specialist School	New Build	PFI	Multi Faith Centre, ASD Partnership Base	Phase 1
Allerton Grange High School	New Build	PFI	Hearing Impaired Partnership	Phase 1
Pudsey Grangefield Maths & Computing College	New Build	PFI		Phase 1
Cockburn College of Arts	New Build, Remodel and Refurbishment	Design and Build	CLC	Phase 1
Temple Moor High School Science College	New Build, Remodel and Refurbishment	Design and Build	High Care Partnership	Phase 1
Rodillian School Arts College	New Build	PFI	Children's Centre, Generic Partnership Base	Phase 1

Table 5 Building Schools for the Future - Phase 2

Crawshaw School	Major remodel and refurbishment scheme	Design and build		Phase 2
Farnley Park High School	Mix of rebuild and refurbishment	Design and build	Generic Partnership Base	Phase 2
Priesthorpe School	Major remodel and refurbishment scheme including a small amount of new build	Design and build	Generic Partnership Base, SEN	Phase 2
Inner West Leeds School	New Build	PFI		Phase 2

Table 6 Building Schools for the Future - Phase 3

Corpus Christi Catholic College	Major remodel and refurbishment scheme including a small amount of new build	Design and build	Generic Partnership Base	Phase 3
Intake High Arts School	Mix of new build and refurbishment	Design and build		Phase 3
Mount St. Mary's Catholic High School		Major remodel and refurbishment scheme	Design and build	Phase 3
Parklands Girls' High School	Major remodel and refurbishment scheme including a small amount of new build	Design and build		Phase 3

Table 7 Access by public transport to the nearest school and to the school actually attended

	access to nearest primary school		access to primary school actually attended	
	no of pupils	%	no of pupils	%
Journey time by public transport				
Less than 15 minutes	53,730	99.7	45,611	84.6
15 minutes to 30 minutes	112	0.2	6,872	12.8
30 minutes to 45 minutes	8	0.0	1,072	2.0
45 minutes to 60 minutes	0	0.0	194	0.4
60 minutes or more	0	0.0	38	0.1
Inaccessible	37	0.1	100	0.2
Total	53,887	100.0	53,887	100.0

Table 8 Public transport times and distances to the nearest primary school with those to the primary school actually attended

	access to nearest primary school	access to primary school actually attended
number of pupils who can access the school by public transport	53,819	53,787
total time by public transport (minutes)	287,527	518,667
average time per pupil by public transport (minutes)	5.34	9.64
total distance by public transport (kms)	29,075	79,073
average distance per pupil by public transport (kms)	0.54	1.47

Table 9 Access by public transport to the nearest school and to the school actually attended

	access to nearest secondary school		access to secondary school actually attended	
	no of pupils	%	no of pupils	%
Journey time by public transport				
Less than 20 minutes	42,940	95.4	29,675	65.9
20 minutes to 40 minutes	2,026	4.5	13,048	29.0
40 minutes to 60 minutes	9	0.0	2,038	4.5
60 minutes or more	0	0.0	214	0.5
Inaccessible	52	0.1	52	0.1

Table 10 Public transport times and distances to the nearest secondary school with those to the secondary school actually attended

	access to nearest secondary school	access to secondary school actually attended
number of pupils who can access the school by public transport	44,975	44,975
total time by public transport (minutes)	514,970	817,196
average time per pupil by public transport (minutes)	11.45	18.17
total distance by public transport (kms)	79,847	176,637
average distance per pupil by public transport (kms)	1.78	3.93

Data source Accession 2004

Table 11 Details of infrastructure to be audited for Education and Inspections Act

<ul style="list-style-type: none"> • Bus Routes • Public bus services 	<ul style="list-style-type: none"> • Bus Time tables • Dedicated school bus 	<ul style="list-style-type: none"> • Bus service numbers • MyBus scheme
<ul style="list-style-type: none"> • Cycle storage 	<ul style="list-style-type: none"> • Cycle infrastructure/routes 	<ul style="list-style-type: none"> • Cycle training
<ul style="list-style-type: none"> • Pedestrian skills training • 20mph zone 	<ul style="list-style-type: none"> • School Crossing Patrols • Walking routes 	<ul style="list-style-type: none"> • School warning signs • Controlled crossing points
<ul style="list-style-type: none"> • Traffic calming 	<ul style="list-style-type: none"> • Speed restrictions 	<ul style="list-style-type: none"> • School warning signs
<ul style="list-style-type: none"> • Walking bus 	<ul style="list-style-type: none"> • Walk on Wednesday 	<ul style="list-style-type: none"> • Pedestrian Crossings
<ul style="list-style-type: none"> • School Travel Plans 	<ul style="list-style-type: none"> • Annual modal split 	<ul style="list-style-type: none"> • Pupil postcode
<ul style="list-style-type: none"> • Parking restrictions 	<ul style="list-style-type: none"> • Condition of footpaths 	<ul style="list-style-type: none"> • School location
<ul style="list-style-type: none"> • Air quality 	<ul style="list-style-type: none"> • Independent travel training 	<ul style="list-style-type: none"> • Road Classification

Figure 1 - How pupils travel to school in Leeds

Leeds School Modal Split 2004-2008

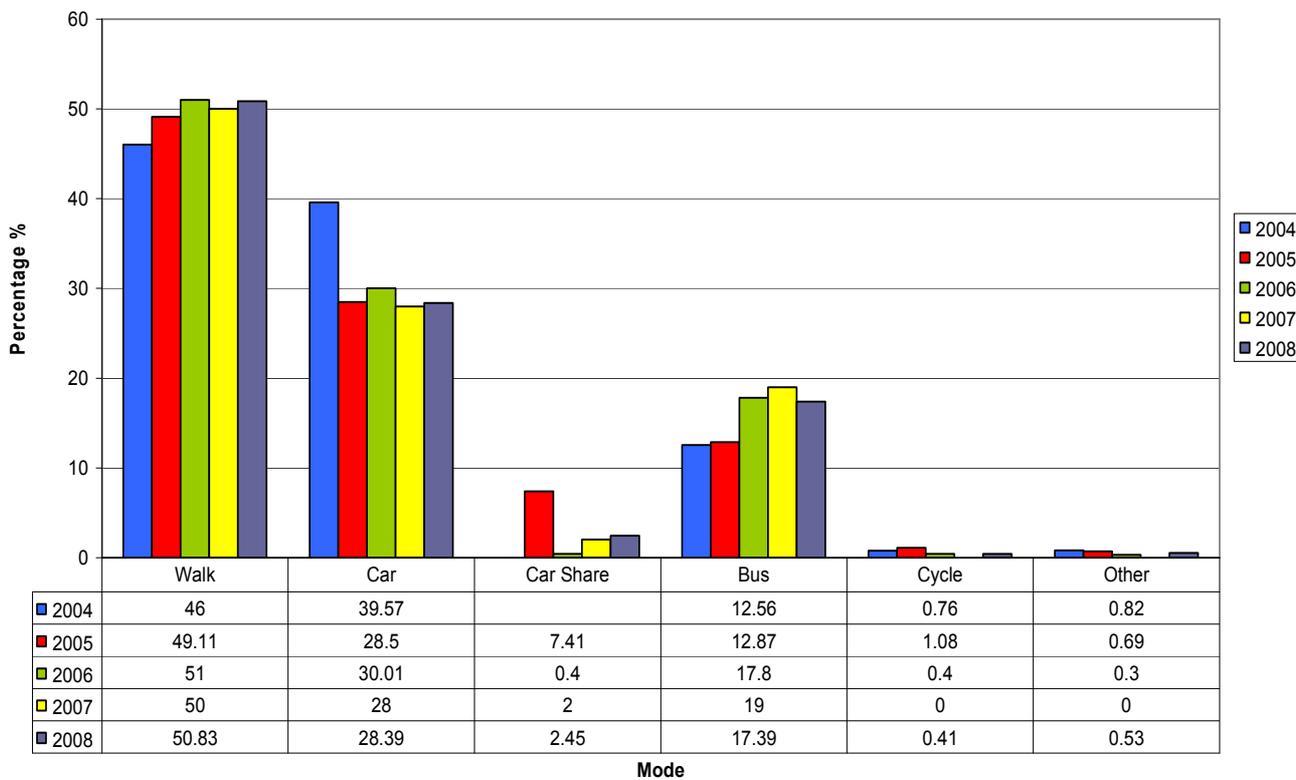
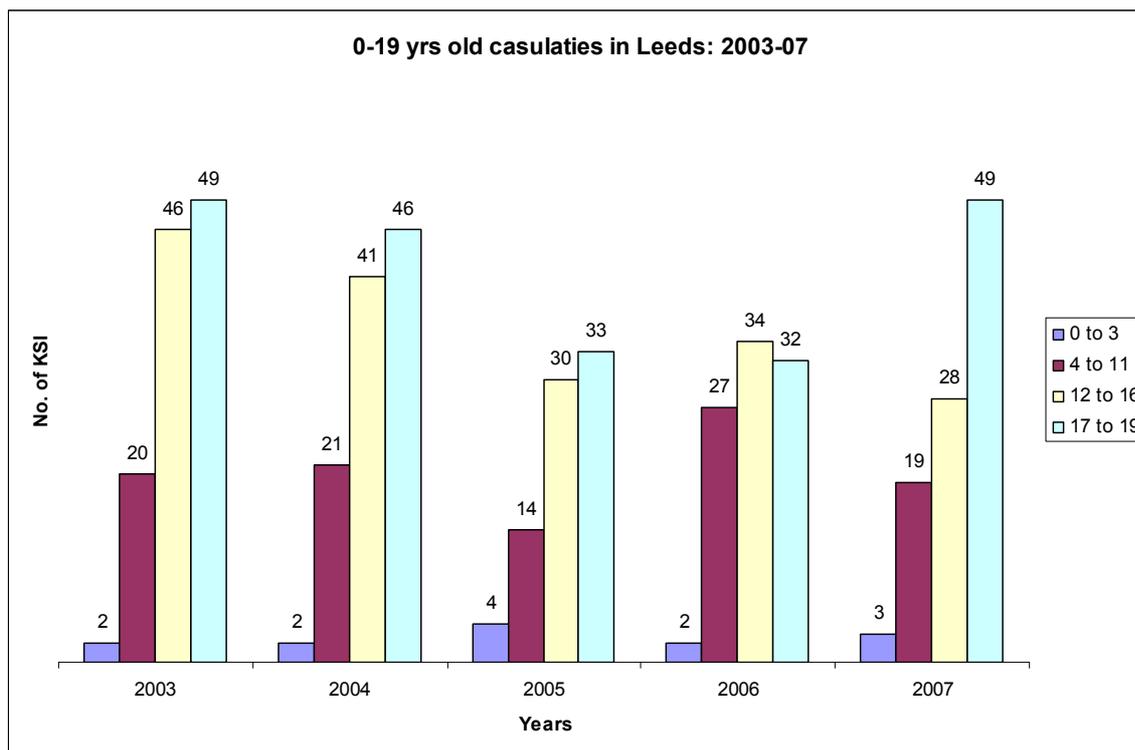


Figure 2 - Child casualty statistics in Leeds 2003-2007



APPENDIX 3

MAPS

Map 1 - Schools in Leeds with and without Approved Travel Plans, 2008

Map 2 - Schools in Leeds with minor Safer Routes to School Measures, 2008

