



Stockport Sustainable Modes of Travel Strategy
2020- 2025

1. INTRODUCTION

- 1.1. Each day during the school term, millions of pupils and their parents travel from home to school in the morning, and make the return trip in the afternoon. The school journey affects public transport patterns, causes localised congestion around schools and contributes to the sharp road traffic peak around nine o'clock each morning and three o'clock in the afternoon.
- 1.2. Increased use of sustainable transport would increase the amount of exercise young people receive, cut peak hour congestion and help reduce carbon dioxide emissions and other air pollution mitigating long term environmental damage.
- 1.3. The Council has a statutory duty under the Education and Inspections Act 2006 to promote sustainable travel to school, in particular the promotion of sustainable travel and transport modes on the journey to, from, and between schools and other institutions where education or training is delivered.
- 1.4. Sustainable modes of transport are defined in the Act as walking, cycling, using public transport or car sharing. However, a sustainable mode of transport can be any mode that improves the physical well-being of those who use such modes of transport, and are beneficial to the environment due to a reduced level of congestion and pollution.
- 1.5. It applies to children and young people of compulsory school age who travel to receive education or training in a local authority area. The Act improved and extended the right to free home to school transport to pupils from low income families; as part of the Government's aim of ensuring that every child in every school in every community gets the education they need to enable them to achieve their full potential. The latest government guidance regarding the act published in July 2014 has been used in the development of this strategy.
- 1.6. Under the Education and Skills Act 2008, from June 2015, there is a requirement for young people to stay in education or training until their 18th birthday. To support the higher participation age, local authorities have responsibility for promoting the effective participation in education and training of young people who are subject to the duty to participate.
- 1.7. This document contains information on activities and interventions, undertaken by Stockport Council and its partners that demonstrate the proposed delivery of this statutory duty.
- 1.8. The strategy is a statement of the Council's overall vision, objectives and work programme for improving accessibility to schools and will be an important source of information to parents on the travel options available to them when expressing their preferences for particular schools in the admissions round.
- 1.9. There are five main elements to the duty that all local authorities must satisfy:

- an **assessment** of the travel and transport needs of children, and young people within the authority's area;
- an **audit** of the sustainable travel and transport infrastructure within the authority's area that may be used when travelling to and from, or between schools/institutions;
- a **strategy** to develop the sustainable travel and transport infrastructure within the authority so that the travel and transport needs of children and young people are best catered for;
- the **promotion** of sustainable travel and transport modes on the journey to, from, and between schools and other institutions; at the start and end of the day (this includes pre and after school clubs and activities), to and from the place of education and training and in addition includes journeys during the day between institutions. This may cover travel to independent schools, further education colleges or any other institution providing education and training of young people who are subject to the duty to participate.
- the **publication** of the current Sustainable Modes of Travel Strategy. (this document)

1.10. As this strategy is written Stockport is in the grip of a global pandemic which has impacted on the lives of all its residents and changed the travel patterns of numerous people. The long-term impact of this is currently unknown but the Council along with TfGM are working to optimise on this period of disruption to encourage sustainable travel by walking and cycling as well as supporting public transport use in the long term.

2. **AIM**

2.1. By increasing awareness of sustainable modes of travel to school and other places of education and training it is hoped that this will bring about a lifestyle change for pupils, parents, teachers and the community as a whole and encourage more people to walk, cycle, use public transport or car share. This will help the local environment by reducing congestion and pollution as well as improving the health and safety of those using sustainable modes of transport.

3. **OBJECTIVES**

3.1. The objectives of this strategy are grouped under a number of headings as follows:

3.2. *Accessibility*

- To improve accessibility to educational establishments and activities.
- Increase travel choice availability and flexibility for primary, secondary and 16 to 19 year old students.
- To address the changing way in which education is delivered, including before and after school clubs, and extended school hours and post 16 education.
- Meet the needs of all children including: those whose families are on benefits, families who do not have access to private transport, families with members who have disabilities which effect transport options and families based in rural areas.
- Provide training for pupils with disabilities to encourage independent travel.

3.3. *Safety*

- Improving road safety by providing an appropriate level of road safety and cycle training.
- Continue to implement infrastructure and design measures to improve road safety, especially around schools.
- To address and prevent anti-social behaviour linked to transportation.

3.4. *Health*

- Promote and encourage physically active and sustainable modes of travel such as walking and cycling.

3.5. *Environment*

- Promote the use of sustainable transport modes to help reduce congestion and improve local air quality.

3.6. *Education*

- Link school travel plans and sustainable transport to the school curriculum to promote good habits later in life.
- Educate and inform parents, child and teachers about sustainable transport options and safety issues.
- Consult and work with pupils in the development and implementation of their School Travel Plan.

4. **SETTING THE CONTEXT**

4.1. **National data**

4.1.1. In order to understand the needs of transport for education establishments we need to understand what the current trends are regarding school travel nationally.

4.1.2. Between 1983 and now the number of children travelling to school by car has more than doubled despite many children living close enough to school to walk. Since 2003 the share of primary school journeys by car has increased while secondary school journeys has remained stable.

Table 1 National travel survey figures 2019

Age	Walk (%)	Car (%)	Bus (%)
5 to 10 years	46	47	5
11 to 16 years	39	25	29

4.1.3. There are many reasons for the increasing use of the car on school journeys. Parents may have perceived worries about safety and dangers presented to children when walking and cycling to school. The school journey increasingly forms part of the parent's journey to work. The schools' wider catchment areas and greater parental choice has extended the distance from home to school. It should be noted that if COVID -19 has a long standing impact on some work journeys there could be scope for this to change, however, the full impact of this is not yet known.

- 4.1.4. On average, a person aged between 0 and 16 made 273 education trips, covering an average of 717 miles, in 2019. The average duration of an education trip was 17 minutes, in 2019. (National Travel Survey 2019)
- 4.1.5. The data on proportion of children who spent six or more hours being sedentary per day by age group shows that children of all ages are more sedentary at weekends and in general older children are less active. It also shows boys are less active than girls in most age groups.

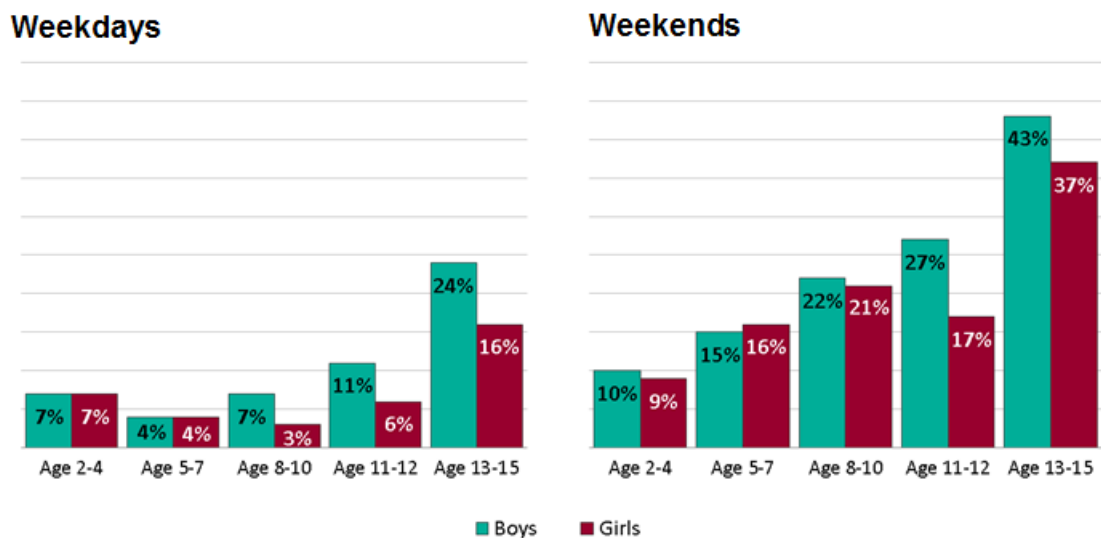


Figure 1 Data from the Health Survey for England report, 2012, published by the Health and Social Care Information Centre www.hscic.gov.uk/catalogue/PUB13218/HSE2012-Ch3-Phys-act-child.pdf

- 4.1.6. The increase in sedentary behaviour on week days for older children could be correlated partially to the increased distance from home to Secondary Schools leading to more sedentary forms of transport. This indicates that there is a growing need to encourage school travel by sustainable modes to address the congestion on the local roads around educational establishments and also the effect on health that sedentary behaviour is having on children.

4.2. Local Data

- 4.2.1. In order to understand the needs of transport for education establishments we need to understand what the current trends are regarding local travel modes, school size and borough wide activity levels.
- 4.2.2. According to the Joint strategic Needs assessment of Stockport 2020 the population of the Borough was 291,775. In the 2011 census 78% of the borough had access to a vehicle. With 35.1% having access to more than one vehicle per household. It is likely that this will increase the likelihood of a

child being taken to school by a car or van.

Car or van availability

	Households	
	Stockport Local Authority	
	count	%
All households	121,979	100.0
No cars or vans in household	26,781	22.0
1 car or van in household	52,372	42.9
2 cars or vans in household	34,324	28.1
3 cars or vans in household	6,526	5.4
4 or more cars or vans in household	1,976	1.6
sum of all cars or vans in the area	149,190	-

- These figures are missing.

Source: ONS - 2011 Census (KS404EW)

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies

Figure 2 Image of ONS data 2011 on car ownership

4.2.3. In spring 2020 the School Census recorded **41,206** Full Time Equivalent pupils enrolled in maintained schools including academies (pupils attending Independent Schools are not included). This is has been steadily increasing over the last 5 years:

Table 2 Full time equivalent pupil figures

Year	Pupil Numbers
Oct 2016	38,559
Jan 2017	38,558
Oct 2017	39,574
May 2018	39,652
Oct 2019	41,126
May 2020	41,206

4.2.4. As of 11th March 2020, there are 139 different educational establishments for those under 16. The mix of establishments is as follows:

Table 3 Number of Establishments by type

Establishment type	Total Number
Nursery Schools	4
Primary Schools	75
Infant	5
Junior	5

Secondary Schools	14
Special schools	6
Pupil Referral Units	5
Units (Special support)	8
Colleges	4
Centres (Start well, Youth and Adult)	13
TOTAL	139

4.2.5. The 2017/18 Sport England Active Lives Survey shows that only 45.7% of children and young people aged 5 –16 years are active for 60 minutes or more every day or an average of 60 minutes or more a day across the week but not every day. This means that approximately 20,600 5 –16 year olds in Stockport are not meeting National recommendations (Stockport Active Communities Strategy 2019-21

4.2.6. This strategy highlights ‘Provide safe walking and cycling routes to popular destinations’ as one of its principals to supporting activity amongst children in this age group.

Activity Levels Among Stockport's Children & Young People



Figure 3 Activity levels among children and young people in Stockport
<https://www.greatersport.co.uk/research-insight/stockport-children-young-people-activity-levels-academic-year-17-18>

4.2.7. Stockport compared with the England average, has a similar percentage of children in Reception (23.0%) and a better percentage in Year 6 (31.9%) who have excess weight. (Public Health England Child Health Profile June 2018

4.3. Mode of travel to school in Stockport and GM.

4.3.1. Previously school travel data was collated by the ‘hands up’ survey and then by the school census. This data stopped being collated in 2011. Since this data has ceased to be collected the number of children traveling to school via different modes has been estimated using the most recent travel plans to provide a proxy for the data for the whole borough for any particular year. This is a less accurate data set as only a small number of travel plans are reviewed in any given year. The low numbers of secondary schools within the borough compounds this issue, as some years when no travel plans have been reviewed there is no up-to-date data for travel modes.

Table 4 Estimated Stockport Mode of Travel to School 2017 to 2019

PERCENTAGE MODE OF TRAVEL TO SCHOOL 17-19 STOCKPORT						
year	mode					
	car	walk	cycle	bus	train	scoot
May-19	42.50%	43%	4%	1%	2%	5%
Nov-18	47%	38%	3%	2%	2%	5%
May-18	42%	41%	4%	2%	6%	6%
Nov-17	46%	39.50%	3%	2%	10%	4.50%

- 4.3.2. Many schools are now becoming Extended Schools in which a wide variety of educational activities take place outside of the traditional working day, including breakfast clubs, after school clubs, after school sports and leisure clubs and study support. Pupils can now also be educated at different establishments throughout the week.
- 4.3.3. A number of schools are also expanding to address increasing pupil numbers which will increase the transport pressure they cause. The planning process for this will incorporate the need to develop or review the travel plans for these sites. Independent schools are also required to develop travel plans when there are planning applications submitted for the sites.
- 4.3.4. At the GM level the Greater Manchester Travel Diary Survey (TRADS) is collected by Transport for Greater Manchester. It surveys 2,000 Greater Manchester households annually on their daily travel. For many types of analysis TRADS data is combined into a three-year rolling average, as this improves the level of statistical confidence for analysis such as district-level comparisons. The figures in this file are three-year rolling averages for the periods. The figures in the 'TRADS annual comparisons' worksheet show the proportion of journeys to and from education by mode for the person travelling to education. Journeys for people escorting others to education are not included.

Table 5 TRADS journeys to and from education

Education main mode aged 5 to 16 years	2013-2015	2014-2016	2015-2017	2016-2018
Walk	51%	50%	49%	49%
Bicycle	1%	1%	1%	2%
Car or van passenger	31%	33%	33%	33%
Train	0%	0%	0%	0%
Metrolink	1%	2%	2%	2%
Bus, minibus, coach	14%	14%	13%	12%
Taxi, minicab	1%	1%	0%	2%
Other	1%	1%	1%	1%

5. KEY STRATEGIES: NATIONAL AND LOCAL POLICY

5.1. National Policy

5.1.1. Department for Education & Skills – Education & Inspections Act

(2006) The Education and Inspections Act places an extended duty on local authorities to provide free transport for the most disadvantaged families. A further general duty is placed on Local Authorities to promote the use of sustainable travel & transport to and from places of education including pre and after school clubs and journeys between institutions during the day.

5.1.2. Education and Skills Act 2008 The Education and Skills Act increased the minimum age at which a person can leave education or training to eighteen for those born after 1 September 1997. The Act also introduced a number of other changes including the right of choice and appeal for young people regarding their sixth form college, and placing duties on the Learning and Skills Council regarding payment and finance of courses for both children and adults. The provision of transport and the promotion of sustainable transport use is expanded to include these students.

5.1.3. School Information (England) Regulation (2002) which requires the publication of the Sustainable Modes of Travel Strategy document.

5.1.4. The School Travel (Pupils with Dual Registration) (England) Regulations 2007 deals with the needs of children with no fixed abode or who is registered at more than one qualifying school.

5.1.5. Equalities Act 2010 Local Authorities need to ensure that their transport policies do not unlawfully discriminate in relation to protected characteristics or contravene the Human Rights Act and also that they comply with the Statutory School Transport Guidance This makes clear, for example, that the same provision for transport should be made to enable the child of non-religious parents to attend a maintained school if the parent feels that this is important in view of his own belief system, as is made to enable the child of religious parents to attend a faith school which is not the nearest to their home.

5.1.6. Strategic Framework for Road Safety 2011 has a target of a 40% Killed and Seriously Injured (KSI) reduction by 2020. Greater Manchester Casualty Reduction Partnership have signed up to this target in Towards 2020 Greater Manchester Plan for Road Safety The Killed and Seriously Injured casualties in Stockport as recorded till 2019 showed that until that point this target had not been achieved. The trend of KSI in the borough has not been stable with 2018 data rising to rates higher than those of the 2009 baseline. The need to address road safety therefore remains a key issue.

5.1.7. Road injury prevention Resources to support schools to promote safe active travel 2016 this assists schools in identifying risks and how to promote a whole school approach to active travel.

5.1.8. Promoting physical activity for children and young people, NICE guidelines [PH17] Published date: January 2009 (reiterated in NICE

Guidance 7 [NG7] Maintaining a healthy weight and preventing excess weight gain among adults and children, March 2015) (reviewed 2018)

5.1.9. PH17 Recommendation 5 'Local transport plans' (for children and young people aged 18 and under, their families and carers) recommends:

- Ensuring local transport and school travel plans continue to be fully aligned with other local authority plans which may impact on children and young people's physical activity.
- Ensuring local transport plans acknowledge any potential impact on opportunities for children and young people to be physically active. Transport plans should aim to increase the number of children and young people who regularly walk, cycle and use other modes of physically active travel.
- Continuing work with schools to develop, implement and promote school travel plans.

5.1.10. Additionally, recommendation 12 'Active and sustainable school travel plans' (for children and young people aged 18 and under who travel to: pre-school or an early years facility; school or college; or local, out-of-school activities) recommends:

- Continuing to encourage a culture of physically active travel (such as walking or cycling).
- Developing a school travel plan which has physical activity as a key aim, in line with existing guidance.
- Ensuring schools provide suitable cycle and road safety training for all pupils.
- Encouraging children and young people, especially those who live within a 2-mile radius of their school or other community facilities, to walk, cycle or use another mode of physically active travel to get there.
- Working with local authorities to map safe routes to school.
- Involving children and young people, their parents and carers, the local community and external agencies in implementing the school travel plan

5.2. Local Policy

5.2.1. Greater Manchester Transport Strategy 2040 written on behalf of the Greater Manchester Combined Authority (GMCA), Greater Manchester Local Enterprise Partnership (LEP) and the 10 GM boroughs, the strategy sets out long-term proposals to create a cleaner, greener, more prosperous city region through better connections and simpler travel.

5.2.2. South East Manchester Multi-Modal (SEMMM) Strategy Refresh (DRAFT) The South East Manchester Multi-Modal (SEMMM) Strategy was originally produced and adopted in 2001. A number of interventions have been delivered over the past 15 years which were first brought forward through that Strategy, including the Alderley Edge Bypass and the A6 Manchester Airport Relief Road which opened in October 2018. Enhancement works in Poynton Town Centre, and the A6 Quality Bus Corridor were also developed from the original SEMMM Strategy. The reviewed strategy still aims to address ongoing congestion issues in the

region, as well as increase cycling and walking and improve public transport connectivity.

- 5.2.3. **Stockport Walking and Cycling Plan 2019-2029** The plan for walking and cycling in Stockport outlines how we'll: create and maintain high quality and fully connected walking and cycling networks within Stockport; enable 'last mile' walking and cycling to enable connections with public transport; use targeted promotion and training to help all groups to consider walking and cycling, and to improve safety; make sure that neighbourhoods and district centres are walking and cycling friendly to promote trips by bike and on foot; make sure that employment, residential, retail and leisure activities in the town centre are easy to get to by bike and on foot; and, improve and maintain high quality walking and cycling connections with local networks, so areas close to Stockport are connected
- 5.2.4. **Stockport Active Communities Strategy 2019- 21** sets out to decrease the number of our residents who are inactive from 20% to 15% by 2025 and increase the number of our residents who are fairly and fully active from 80% to 85%. This is to be achieved across all age groups and so supports aims around active modes of travel to school.
- 5.2.5. **Greater Manchester Air Quality Action Plan (GM AQAP)** In 2006, the Greater Manchester Local Authorities produced a co-ordinated Greater Manchester Air Quality Action Plan. The Plan is still being delivered. The objectives of the strategy are:
- To meet statutory limits for nitrogen dioxide and particulate pollution levels in all areas of Greater Manchester for 2015 and 2020.
 - To mitigate or minimise further negative impacts on air quality due to economic growth in the conurbation
 - To aim for more ambitious reduction targets to 2020 and 2030 that are commensurate with Greater Manchester's aspiration for a low carbon economy.
- 5.2.6. Promoting a shift towards sustainable modes of travel and promoting the use of low emissions technologies and practices is one way the Greater Manchester Authorities are working to meet these air quality objectives. There is a specific action within the plan: Planning policies for accessibility and sustainable transport. This would include implementing School Travel Plans as one of the means to achieve this objective. This strategy is currently being reviewed and new targets are being set with the main focus, of the strategy, will be on emissions. It is expected that Education Establishments will remain a focus for modal shift.
- 5.2.7. **Free School Transport Policy** - Some children qualify for free travel passes and this policy clarifies who is able to access these. Details can be found on the Council website and in section 8.
- 5.2.8. **The Post 16 Transport Policy Statement 2020-2021** covers both SEN students and Mainstream education students. It specifies the support that

Stockport Borough Council considers necessary to facilitate the attendance of Post 16 learners receiving education or training. The information is relevant for full time learners aged 16-18 and those continuing learners who started their programme before their 19th birthday and live within Stockport and young people with Special Educational Needs and/or Disability (aged 16-24).

5.2.9. **The Special Educational Needs (SEN) Education Travel Policy** covers the 0-25 age range (which is then supplemented by the Post 16 Transport Statement). It covers all areas of SEN Transport (Home to School Taxis, Personal Budget payments for families, Independent Travel Training and Travel Passes for using public transport).

6. TARGETS

6.1. The targets for the strategy are primarily drawn from other strategies which the Sustainable Modes to School Travel Strategy can help to deliver. Therefore; for the latest version of the targets the relevant plan or strategy should be consulted.

Table 6 Targets and their origins

Targets Origin	Target
Greater Manchester Local Transport Strategy 2040 Delivery Plan: 2020-2025.	School journeys by walking and cycling To lower the risk to vulnerable road users.
Child Obesity Plan For Action	Halve childhood obesity and reduce the gap in obesity between children from the most and least deprived areas by 2030
Stockport Active Communities Strategy 2019- 21	Levels of Activity and Inactivity to be improved by a decrease the number of our residents who are inactive from 20% to 15% by 2025 and increase the number of our residents who are fairly and fully active from 80% to 85%.
Towards 2020 Greater Manchester Plan for Road Safety ¹	A reduction below the base (2005-2009 Killed and Seriously Injured (KSI) average) of 40% in KSI's by 2020. ²
National air quality objectives and European Directive limit and target	Particles (PM2.5) Exposure Reduction UK target of 15%

¹ This will soon be replaced and the relevant new target should be used.

² Current recorded KSIs indicate that this target will not have been met and a similar target will be in place going forwards

values for the protection of human health	reduction in concentrations at urban background
Greater Manchester Clean Air Plan	Reach the Legal limits ³ of NO ₂ as soon as possible (2024)

6.2. Targets Not From Other documents

6.3. **School Travel Plans** There is no target for School Travel Plans implemented; however, the greater the proportion of schools with active school travel plans in place the greater opportunity for them to deliver affective modal change. Also, all schools with an active travel plan should be monitoring the modes of travel to school and reviewing them every 3 years.

6.4. All planning applications for expansion of schools will be required to include a reviewed School Travel Plan. This will identify how they will mitigate the increase in travel to their site.

6.5. **Mapping:** to be undertaken as part of any new Travel Plan plus other schools that show an interest with a target that all authority managed schools will have a sustainable school travel maps by 2025. GIS Maps will encourage sustainable travel to education.

6.6. The following could be contained within each map as appropriate:

- A 15 minute walking zone (circle) for primary schools.
- A 25 minute walking zone (circle) for secondary schools.
- Any Park and Stride facilities that the school is promoting.
- 'Please do not drop off/ park here' and advisory one-way areas – info from plus any other traffic regulations that are in place around the surrounding are of the school.
- On-site facilities such as cycle storage (or intention to provide storage with generic photo.
- Walking Bus routes.
- Cycle routes and Safer Routes to School routes.
- Location of manned and vacant School Crossing Patrols used by pupils from that school (Relevant Road Safety Officer to check info and final map).
- Location of traffic calmed areas and crossings.
- Any relevant supporting photos.

7. WORKING WITH SCHOOLS TO SUPPORT SCHOOL TRAVEL

7.1. School Travel Plans

7.2. The Government White Paper “A New Deal for Transport: Better for Everyone” signalled the introduction of the School Travel Plan – a combined package of practical and educational measures involving the whole community to reduce car use. School travel plans are one way of redressing the balance to encourage children to want to travel to school more sustainably and persuade parents that it is the best option.

³ an annual mean concentration of no more than 40 µgm-3 (micrograms per cubic metre)

- 7.3. School travel plans are a means to integrate transport, education, health and other policies by encouraging pupils to walk, cycle or use public transport on the school journey, reducing the number of car journeys to and from school. A school travel plan contains information about the way pupils travel to and from school, targets and an action plan. There are clear opportunities for them to support not only schools but the wider community by encouraging more cycling and walking and providing safer routes. They are a key element of delivering the sustainable travel and transport infrastructure within the authority so that the travel and transport needs of children and young people are catered for. They are also an important process for delivering active travel and transport infrastructure with regards to schools. They therefore form a major aspect of the delivery of the Sustainable Modes of School Travel Strategy.
- 7.4. Currently an up to date school travel plan will be required as part of the planning process for any planning application made for a school. Schools are encouraged to monitor and update the travel plans on a regular basis as a means of encouraging sustainable travel which has benefits for the health of the pupils and as addresses issues surrounding congestion as pick up and drop off times near schools.
- 7.5. **Helping Schools produce Travel Plans.** The resource is focused currently on expanding Schools where Travel Plans are part of the planning process either through work by the Council Staff or by assisting in the appointment of a consultant to assist in the development of a Travel Plan should the work needed be beyond the capacity available within the Highways and Transportation service.
- 7.6. When assistance is provided through the Council we aim to develop a school travel plan by –
- Initial assessment meeting with school travel plan co-ordinator.
 - Offer advice on how to conduct a school travel survey.
 - Offer advice on which measures to include in the School Travel Plan.
 - Advice on the contents of the School Travel Plan, ensuring that it meets the planning criteria.
 - Advice regarding initiatives that schools may include in their plan.
 - Guidance on implementation of the initiatives.
 - Support with School Travel Plan monitoring and document review.
- 7.7. What we ask of schools:
- Nominate a school travel champion or co-ordinator.
 - Set up a working group within the school to take the project forward.
 - Undertaking in an initial travel survey, and participation in ongoing monitoring
 - Consult interested parties.
 - Including travel awareness on the school curriculum and involve children in the development and implementation of the plan.

- Draw up a school travel plan that sets out proposals, responsibilities and other key information.
- Linking the school travel plan to the school development plan.
- Including the school travel plan within the School Prospectus and on the school website.
- The school will take ownership of the travel plan and the review of annual data on travel modes being collected and shared with the Local Authority.

7.8. Support package to schools

- 7.9. Schools are offered a range of initiatives to encourage active travel and improve road safety near schools. There is however a limited resource and so not all schools are able to benefit from all the opportunities offered by the council every year. It must be noted that while the current offer is made without charge this is under review and charges may be made to schools for this provision in the future.
- 7.10. Our prime focus is on Primary Schools as we believe this is where we can be most effective by developing good habits and awareness in pupils at an early age.
- 7.11. The opportunities are:
- 7.11.1. **Step Outside** Pedestrian training for Year 2 pupils,
- 7.11.2. **Headsmart** for Year 4 which is a lesson looking at the importance of wearing Bicycle helmets,
- 7.11.3. **Child Speedwatch** for Year 6's. Speedwatch involves the pupils looking at what factors are involved in vehicles stopping and what may impair drivers' ability to stop safely. Pupils record the speed of vehicles on a road near to School and use that information to calculate stopping distances.
- 7.11.4. **Walk Once A Week or Walk on Wednesdays (WoW)** – Pupils and schools are encouraged as part of Travel Plans to take part in this initiative. WoW is a year-round incentive scheme which rewards children for walking to school at least once a week.
- 7.11.5. **Bikeability** - Stockport Council provides cycle training to year 5/6 students at primary in the borough as requested by the schools and supports schools to participate in bike to school week. In the 2018/2019 School year we trained 1674 Children. We use the Bikeability National Standard. The course consists of stage 1 (off road – playground), & stage 2 (on road) & theory. All pupils receive a certificate of training at the end of the course.
- 7.11.6. Transport for Greater Manchester includes **advice on school travel** at <https://tfgm.com/public-transport/schools> has a variety of information, and resources regarding school travel

- 7.11.7. Advice can be given on setting up a **Walking Bus** These are Groups of Children led by adult volunteers, usually parents, walk together on the journey to and from School. The 'Bus' follows an agreed, timetabled route with children joining as it progresses.
- 7.11.8. Advice can be given on setting up **Park & Stride** locations and routes. This is where Parents/Carers are encouraged to park away from the vicinity of School and complete the journey to and from School walking with their children. A specific parking area may be designated.
- 7.11.9. For many, walking all the way to school is not an option, but parents can still do a bit to help ease congestion and keep children healthy and safe on the school run by parking appropriately and turning off engines when stopped.
- 7.12. **Wider transportation improvements and support** Stockport Council will continue to:
- Implement 'Safer Routes to School' & '20mph zone' schemes.
 - Support School Crossing Patrols. Not necessarily directly outside a school but anywhere on a direct route to a school. Stockport currently has over 50 school crossing patrols in operation usually between the hours of 8.00am - 9.15am and 3.00pm - 4.00pm during school term time.
 - Implementation of Rights of Way Improvement Plan and footpath improvement programme.

8. SPECIALIST ADVICE AND SUPPORT TO PUPILS TRAVELING TO EDUCATION.

- 8.1. The Council will continue to support SEN pupils as identified in Special Educational Needs (SEN) Education Travel Policy and support eligible pupils within the terms of the Free School Transport Policy and the Free School Travel Appeals Policy.
- 8.2. Applications for free school travel/cycle allowances are considered if the following conditions are met:
- (a) Standard Eligibility Criteria where the distance between home
and
the nearest suitable school with availability in Stockport exceeds 2 miles, for a child aged up to 8 years
or
3 miles for a child aged 8 years and over (the statutory minimum distance) and where the distance between the home and the school attended (if in Stockport) also exceeds the statutory minimum distance.
 - (b) Extended Eligibility Criteria Where Parents are in Receipt of Qualifying Low Income Benefits Parent/Carer is in receipt of and has supplied documentary evidence confirming:
 - Income Support
 - Jobseekers Allowance (Income Based)
 - Child Tax Credit but not entitled to Working Tax Credit and whose income does not exceed £16,190*

- Working Tax Credit

and

the school attended is one of 3 nearest suitable schools whose distance

between home and that nearest suitable school is between 2 and 6 miles

or

the distance between home and school attended is between 2 and 15 miles

and

the school attended is deemed the nearest suitable school, suitability determined on the denomination of the school and the religious beliefs of the child's parents.

8.3. Cycle allowances A cycle allowance is available to secondary aged pupils instead of a free travel pass, subject to the above criteria being met and the approval of the Headteacher of the school to be attended.

8.4. Post 16 students will also be provided with up-to-date information on accessing education and training within the **Post 16 Transport Policy**.

8.5. **Travel to school by bus** The borough of Stockport is generally well served by commercially operated bus services, which are supplemented with extra school services where necessary.

8.6. **Yellow School Bus** There are Yellow School Bus services to the following educational establishments (Further details can be found on the TfGM website.):

- Bramhall High School
- Cheadle Catholic Infants & Juniors
- Cheadle Hulme High School/Laurus Cheadle Hulme
- Harrytown Catholic High School
- Marple Hall High School
- Reddish Vale High School
- The Kingsway School
- Werneth High School

8.7. **Concessionary Travel - Children aged 16 years and under** If you're aged 5 to 10 and live or go to school in Greater Manchester, you will need an igo card to buy some of the tickets available for the concessionary child bus fare in Greater Manchester. If you are aged 11 to 16, you must have an igo card to travel using any child ticket on buses in Greater Manchester.

8.8. You can also use your igo card as proof of age for travelling by tram with a child ticket. You will need proof of age ID from age 11 on Metrolink. Further details can be found on the TfGM website.

8.9. **Young People aged over 16 year** Students aged 16 or over and have completed year 11 at school but still in full time education have 3 options:

- A Scholar's permit that enables students to pay child fares between the ages of 16 and 19 years when travelling to school or college on buses, trams and trains in Greater Manchester. The permit is only usable in term-time, and only from Monday to Friday up to 9pm. for journeys which are to/from a school or college.
- if more than one operator is used between 16 -21yrs the System One Young Persons ticket is available for 7, or 28 days basis
- if one bus company is used contact them as they often have commercial products which represent good value for money

8.10. If not in full time education

- if more than one operator is used the System One Young Persons ticket is available
- if one bus company is used contact them as they often have commercial products which represent good value for money
- If you're aged 18-21, live in Greater Manchester and were previously in the care system (for example, foster care or residential care), you may qualify for free travel on buses in Greater Manchester and be able to benefit from membership of Our Pass Exclusives.

9. **MONITORING & QUALITY ASSURANCE**

9.1. The Council will monitor:

- The number of school travel plans that are in the process of development and the number that have been signed off.
- The modal share and modal shift of all schools involved in the travel planning process through the data provided by schools as part of their monitoring of modal shift in the borough.
- The number of schools involved in sustainable transport initiatives such as cycle training, walking buses, park and stride schemes, Bike Week etc.
- Number of Killed and Seriously Injured road accident victims in the borough
- Borough Air Quality in the Air Quality Management Zones.
- The levels of Obesity in the borough among children.
- Usage of the School Travel and Road Safety Section on the Council website.

9.2. The schools will be requested to monitor:

- Each pupils' mode of travel each year through monitoring their Travel Plan on an annual basis.
- The implementation of the school travel plan which should be reviewed by individual schools, at least every five years, to ensure targets are being met and set new targets where necessary.

10. PARTNERSHIPS

10.1. There are a number of partners involved in the development / implementation of this strategy. These are listed below:

Table 7 Table of partners and their contributions to the delivery of Sustainable Modes of Travel Strategy

Partner	Contribution to School Travel Plans
Transport For Greater Manchester	<ul style="list-style-type: none"> • Subsidise and procure school transport where prioritised. • Liaise with public transport operators to address issues of service frequency, punctuality and quality of vehicles. • Work with operators and schools to address problems of behaviour on school transport. • Undertake 'travel training' for children with special needs. • Assist with initiatives to encourage walking and cycling • Develop funding bids for capital to improve facilities for transport in Greater Manchester.
Traffic Services (Stockport Council)	<ul style="list-style-type: none"> • School Travel Plan engineering measures • Promotion and support in the development of School Travel Plans • Cycle Training • Pedestrian Skills • Support and promotion of sustainable travel initiatives
Development Control (Stockport Council)	<ul style="list-style-type: none"> • Agreement that requires the development and implementation of a school travel plan as part of planning permission and the securing of funding by large developments to allow local engineering works to encourage sustainable travel to their development.
Totally Local Company (on behalf of Stockport Council)	<ul style="list-style-type: none"> • Street lighting, highway maintenance and repairs, winter maintenance.
Schools/ Staff / Parents / Pupils	<ul style="list-style-type: none"> • Support, development and delivering of school travel plans and sustainable travel initiatives such as Walking buses/ Walk to

	School events
School Crossing Patrol Team(Stockport Council)	<ul style="list-style-type: none">• School Crossing Patrols