Oldham Sustainable Modes of Travel Strategy

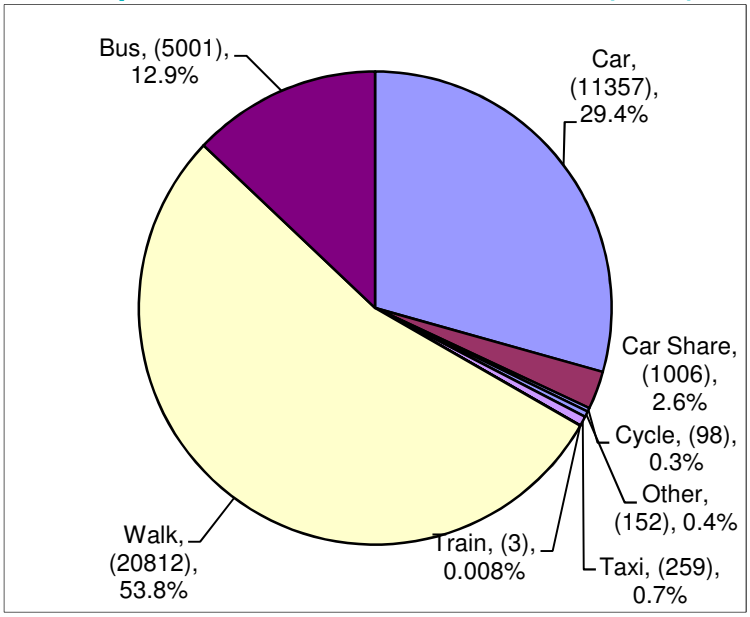
Summary

October 2010

To help reduce the number of school journeys made by car, local authorities are required to produce a Sustainable Modes of Travel Strategy (SMoTS) for journeys to school and to update this strategy each year. There are **4** parts to the Strategy:

1. **Assessment of Pupil Travel and Transport Needs**;
2. **Audit of Sustainable Travel and Transport Infrastructure**;
3. An **Infrastructure Improvement Plan;** and
4. The overall **Oldham SMoTS**.

How Pupils Travel to School in Oldham (2010)



In Oldham there are approximately:

- 18,878 children of primary school age (5 to 10 years);
- 19,128 children of secondary school age (11 to 16 years); and
- 8,029 young people of college age (17 to 19 years).

The chart to the left shows the result of an annual survey of how pupils travel to school.

The majority of children and young people walk to school but over 11,000 travel by car. Less than 1 in every 100 cycle to school and this could be encouraged further, where safe to do so.

Safety on the School Journey

As in most areas, journeys to school in Oldham are comparatively safe. Less than one quarter of injuries to children on the road happen at school journey times. An assessment of collisions at school journey times during the last 3 years did not identify any locations with 'clusters' of injuries to pupils.

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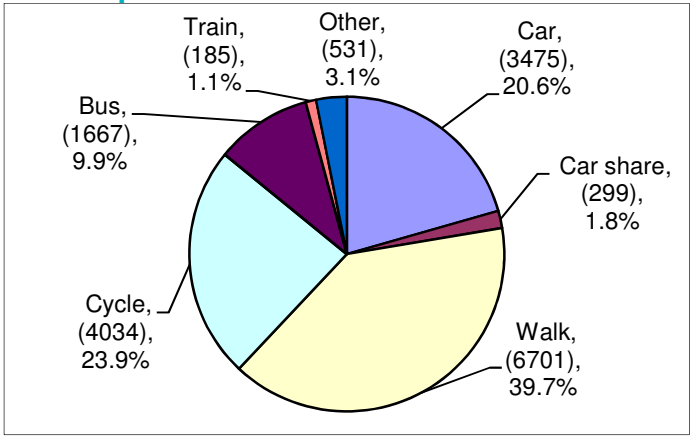
Produced by Local Transport Projects Ltd on behalf of Oldham Council

Oldham Council

How Pupils Would Like to Travel to School



When asked how they would prefer to travel to school, pupils gave the answers shown in the chart to the left.
The biggest change was the increase in the number who would like to cycle to school.
For some this might not be possible but nearly one quarter of pupils would like to cycle if they could.

Barriers to Sustainable School Travel

Almost every school in Oldham has developed a School Travel Plan. These individual School Travel Plans contain lots of information including views on what makes choosing sustainable travel difficult for parents and pupils. Travel Plans for 109 out of 120 schools were analysed and the main barriers to choosing sustainable travel were:

	Issue	% of Schools Identifying the Issue
1	Parking Around School Site	84.4%
2	Volume of Traffic	69.7%
3	Lack of Cycle Storage	36.7%
4	Lack of Pedestrian Crossings	28.4%
5	Lack of Cycle Paths	28.4%
6	Speed of Traffic	24.8%
7	Lack of Waiting Shelter for Parents	15.6%
8	Security of Cycle Storage	14.7%

Over 90 schools identified parking near to the school as a problem.
Reducing the amount and speed of traffic near to schools was highlighted, although much work has already been done in Oldham to address this.
Lack of suitable cycle parking was also identified.

Overall, schools reported few issues with public transport. Less than 1 in 10 reported problems with lack of suitable services or behaviour on buses, although this was more common amongst secondary schools.

A full copy of the Assessment of Pupil Travel and Transport Needs is available on the Council's website

Infrastructure Supporting Sustainable Travel Choices

An audit of the infrastructure in Oldham which supports sustainable travel was completed as part of developing the Strategy. This included recording both 'hard' highway features, such as pedestrian crossings and bus stops, and 'soft' promotional activities, such as Bikeability training and 'Walk to School' activities. The Audit included the following:

- Footpaths, cycle ways and roads;
- Pedestrian crossing points and school crossing patrols;
- Public transport routes, stations and stops;
- Traffic calming measures, speed limits/zones and safety zones;
- 'Home to School' transport (supported bus and taxi journeys);
- Cycle storage and cycling facilities;
- Parking restrictions and issues;
- Road safety, pedestrian and cycle training;
- Sustainable travel initiatives such as walking buses, car sharing and 'Park & Stride';
- Independent travel training;
- Sources of funding;
- Personal safety issues; and
- Initiatives and school programmes, such as Eco Schools and Healthy Schools.

For each school, this information is shown on maps and a summary sheet. There is a map showing the area around the school-gate and a second showing a wider area within about a 15 minute walk of the school.
The maps and summary sheets are available on the Council's website along with a full copy of the Audit of Sustainable Travel and Transport Infrastructure.

Action Plan for Improving the Infrastructure Supporting Sustainable Travel

The Action Plan prioritises schools based on the potential to achieve a shift away from the car to sustainable travel for school journeys. This is identified from annual School Census data. If lots of pupils are driven short distances to school, then there is scope for shifting to healthier, more sustainable modes of travel.

The Action Plan is summarised below.

	Action	Complete by date
1	Prioritise schools based on School Census data	Complete September 2010
2	Agree targets and Action Plan with participating priority schools	March 2011
3	Begin to implement actions for priority schools where funding permits	April 2011 onwards
4	Review Oldham SMoTS	August 2011 (and annually thereafter)
5	Monitor % of journeys by car to priority schools to assess performance	March 2012 (and annually thereafter)
6	Prioritise schools based on School Census data	August 2012 (and annually thereafter)

Priority Schools

The priority schools based on the 2010 data are:

Primary Schools	Secondary Schools
Bare Trees Primary School	Hathershaw College of Technology & Sport
St Mary's RC Primary School, Failsworth	Radclyffe School
South Failsworth Community Primary School	North Chadderton School (Upper School)
St Aidan and St Oswald's RC School	Royton and Crompton School
Lyndhurst Primary and Nursery School	
Mills Hill Primary School	
St Herbert's RC School	
Richmond Primary School	
Werneth Primary School	
Glodwick Infant and Nursery School	

Monitoring

The annual School Census records how pupils usually travel to school. This will allow the Oldham Strategy and individual school SMoTS to be monitored to measure whether the proportion of journeys to school by car is falling.