

Sustainable Modes of Travel Strategy

Assessment of Pupil Travel and Transport Needs

Final Version 1

October 2010

Assessment of Pupil Travel and Transport Needs

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1 Introduction

1.1 Background

- 1.1.1 The Education and Inspections Act 2006 requires local authorities to produce a Sustainable Modes of Travel Strategy (SMoTS) for journeys to school and to update this strategy each year. Local Transport Projects Ltd has been commissioned by Oldham Council to produce a strategy for inclusion on the Council's website.
- 1.1.2 The 'Assessment of Pupil Travel and Transport Needs' forms the basis for development of the SMoTS, providing an analysis of existing travel patterns, identifying gaps in provision and the potential for shift to sustainable travel options. This document is the first of four reports which also include; an Audit of Sustainable Travel Infrastructure, an Infrastructure Improvement Plan (IIP) and the overall Borough SMoTS.

1.2 SMoTS Objectives

- 1.2.1 Section 508A of the Education and Inspections Act (2006) came into force on 1 April 2007 and places a general duty on local authorities to promote the use of sustainable travel and transport. There are four main elements to this duty:
- An **assessment of pupil travel and transport needs**, based largely around data collected as part of School Travel Plans;
 - An **audit of the sustainable travel and transport infrastructure** to, from and between schools, colleges and other educational placements;
 - A **strategy to develop sustainable travel and transport infrastructure** within the authority to ensure that the needs of children are being catered for; and
 - The **promotion of sustainable travel and transport modes** for school journeys.
- 1.2.2 A key objective of the SMoTS is to reduce the proportion of school journeys made by private car/taxi in line with the national LTP4 sustainable travel indicator (Modal Share of Journeys to School, DfT, 2007) and to contribute to National Indicator NI 198 (Children Travelling to School – Mode of Transport Usually Used).

1.3 Development of the Assessment of Pupil Travel and Transport Needs

- 1.3.1 Key guidance on developing the Assessment is provided by 'Sustainable Modes of Travel Strategy. A Practitioner's Guide (Non-London Edition)' supported by the Department for Children, Schools and Families (DCSF) and the Department for Transport (DfT) Project Board and published in October 2009.

- 1.3.2 This guidance recommends that each local authority assesses its pupils' travel and transport needs, giving consideration to the key elements shown in Figure 1.

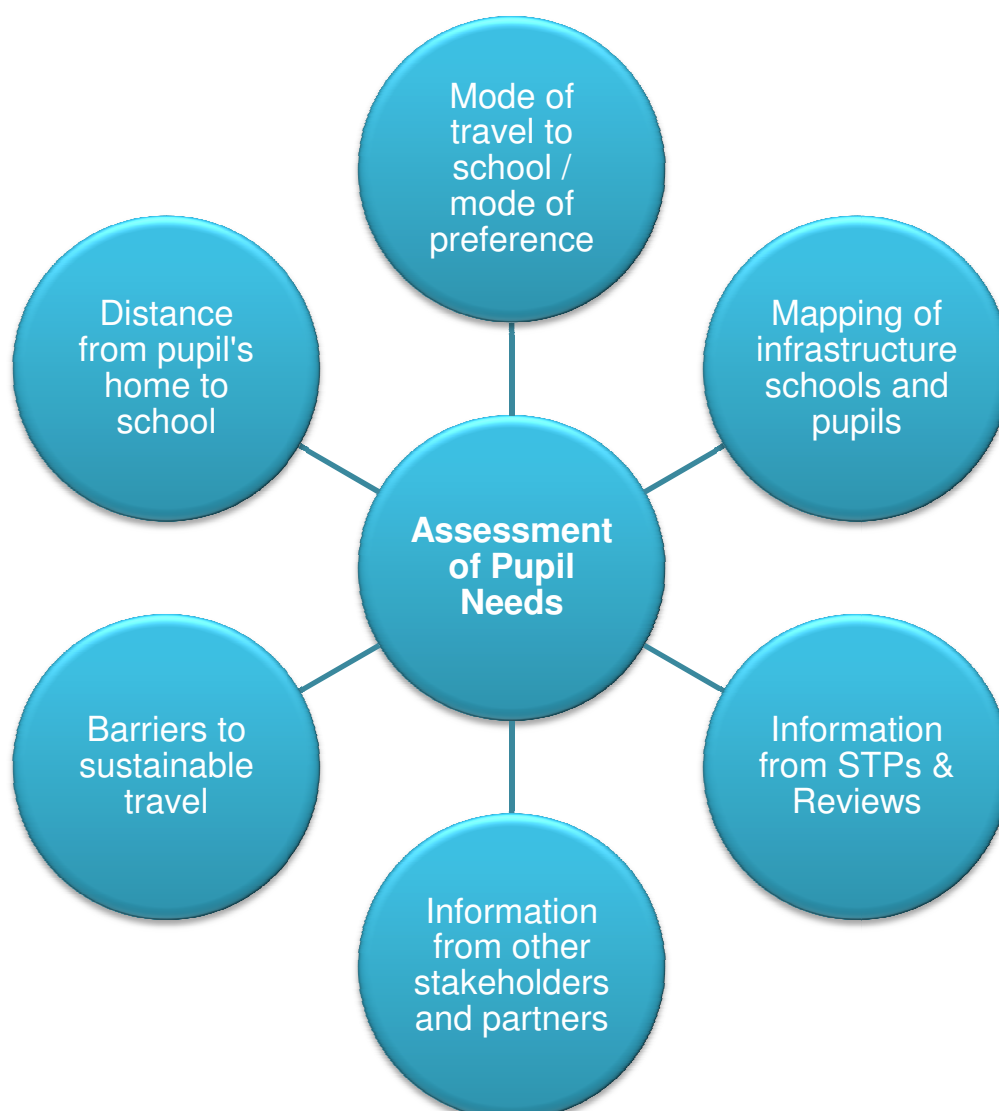


Figure 1: Key elements that contribute to the assessment of pupil travel needs

Source: Sustainable Modes of Travel Strategy. A Practitioner's Guide (Non-London Edition) 2009

1.4 Oldham in Context

- 1.4.1 The Borough of Oldham is formed around the historic mill town of the same name and lies amongst the Pennines in the north-west of England. Oldham forms one of ten metropolitan boroughs that form the Greater Manchester conurbation. Oldham is bordered by the Greater Manchester boroughs of Rochdale to the north, Tameside to the south and the City of Manchester to the west, with the West Yorkshire metropolitan boroughs of Calderdale and Kirklees to the north-east and Derbyshire to the south-east.

- 1.4.2 Oldham has a population of 217,273, of which 63% are of working age and 46% are 'economically active' (ONS, 2001). Oldham is a dense urban area with approximately 15 people per hectare, compared to an average density of 5 per ha in the north-west region and an average density of 4 per ha nationally (ONS, 2001).
- 1.4.3 Oldham is ranked the 42nd most deprived local authority area in England out of 354 (DCLG, 2007). Of the 87,824 households in the Borough, 66% have at least one car (ONS, 2001).
- 1.4.4 Oldham is relatively ethnically diverse in comparison to the country as a whole with approximately 14% of people from a 'non-white' ethnic group, compared to 9% nationally (ONS, 2001). The largest populations from a 'non-white' ethnic group in the Borough are 'Asian or British Asian – Pakistani' (6.3%) and 'Asian or British Asian – Bangladeshi' (4.5%).
- 1.4.5 There are approximately 18,878 children of primary school age (5 to 10 years) in the Borough, 19,128 children of secondary school age (11 to 16 years) and 8,029 young people of college age (17 to 19 years) (ONS, 2001).
- 1.4.6 There are currently 120 educational establishments in Oldham that are covered by the sustainable travel duty of the Education and Inspections Act 2006, these include:
- 89 primary school establishments accommodating approximately 23,889 pupils;
 - 15 secondary school establishments accommodating approximately 16,863 pupils;
 - 4 independent schools;
 - 3 special needs schools;
 - 8 further education/training centres, including 2 colleges; and
 - 1 pupil referral unit.
- 1.4.7 A complete list of the establishments covered by the sustainable travel duty of the Education and Inspections Act 2006 and therefore covered by this Sustainable Modes of Travel Strategy at the time of producing this report, is attached as Appendix 10.
- 1.4.8 In addition to the 8 further education centres and colleges in Oldham, 5 schools also provide education for young people over the compulsory school age (16 years).

- 1.4.9 89 schools in the Borough also provide education for children under the compulsory school age (5 years), although it is worth noting that there are also a number of privately controlled nurseries for children under the age of 5 years that are not covered by the sustainable travel duty of the Education and Inspections Act 2006.
- 1.4.10 The distribution of the education establishments in Oldham is shown in Figure 2. The map shows the concentration of schools to the north and west of the town centre, in the urban, densely populated areas of the Borough, with a wider distribution of schools in the more rural area to the east.

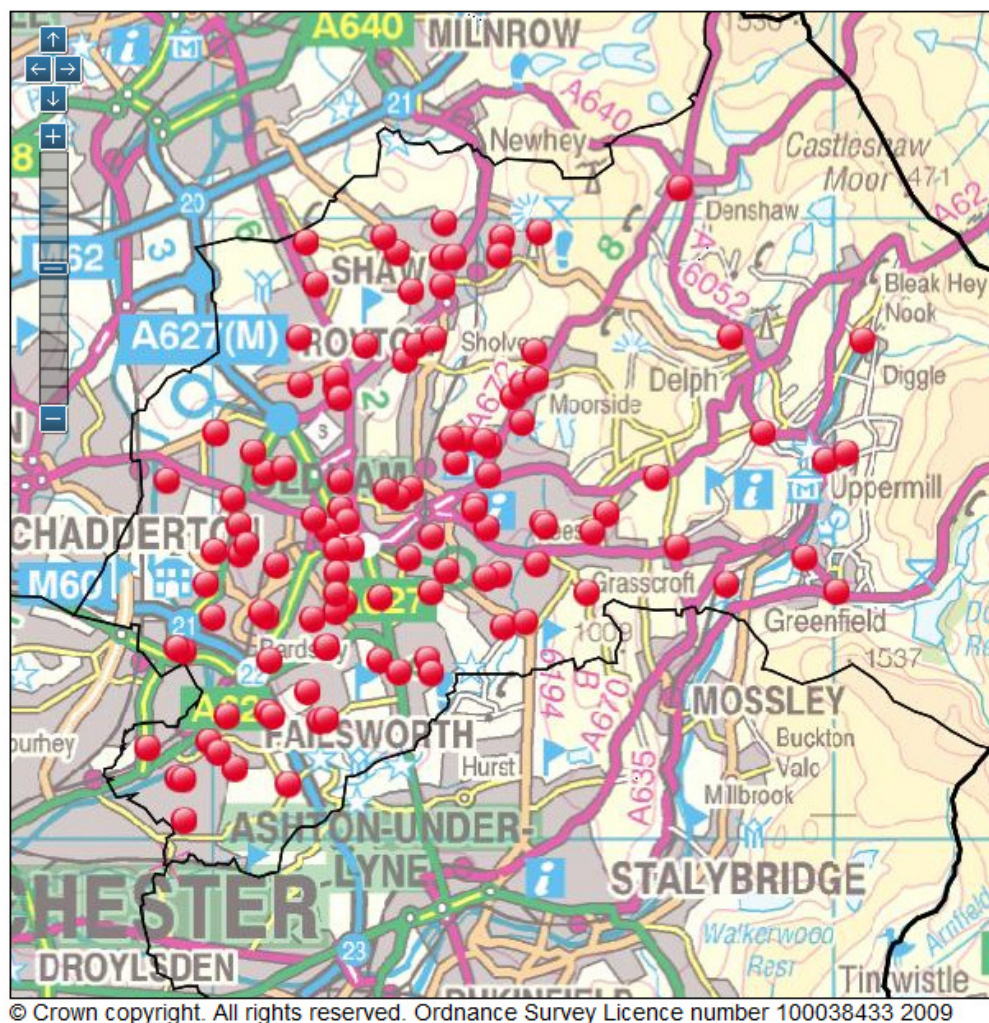


Figure 2: Map of Educational Establishments in Oldham

Source: DCSF. Edubase2 (accessed 13/05/2010)

2 Current Performance

2.1 Introduction

- 2.1.1 Much work has already been done to encourage sustainable travel choices for the journey to school and this is fully described in detail in the Audit of Sustainable Travel Infrastructure document. In addition three of the more significant developments are highlighted below.
- 2.1.2 Almost every Oldham school now has an agreed School Travel Plan. Schools have been assisted in the production of their School Travel Plans (STPs) by the Council's School Travel Plan Advisor and this level of support continues as schools seek to implement Action Plans set out as part of their STPs.
- 2.1.3 The introduction of traffic calming and safety measures outside schools has benefited approximately 40% of homes in residential areas. As a result, the safety of vulnerable road users has been enhanced on many of the routes used by pupils to walk or cycle to school.
- 2.1.4 The Council has developed a cycle network master plan with the long term aim of maximising cycling opportunities for the whole community, including the journey to school. A cycle map representing existing and proposed cycle routes is available in paper and electronic versions to help pupils and parents plan cycle journeys to school.

2.2 LTP4 Indicator (Proportion of Pupils Travelling to School by Car)

- 2.2.1 The LTP4 indicator is the proportion of children aged 5 to 16 travelling to school by car (excluding car share), expressed as a percentage. DfT's definition of 'car', given in their 'Updated guidance on the LTP Mandatory Indicator on Mode Share of Journeys to School' (DfT, 2006), includes vans and taxis.
- 2.2.2 The data is obtained from the annual school census and the method of calculation for the LTP4 indicator is described in Greater Manchester Transportation Unit (GMTU) Note 453, where indicator values were produced by weighting returns to reflect the proportions of primary and secondary pupils in each district.

2.3 NI 198 Indicator (Children Travelling to School - Mode of Transport Usually Used)

- 2.3.1 This indicator provides information to help local authorities monitor and manage road traffic associated with the school run with a view to reducing the proportion of children travelling by car and increasing the proportion walking, cycling or using public transport.

2.3.2 The NI198 figures are obtained from the annual school census, calculated using the methodology described in GMTU Note 453, to provide an indication of modal split for journeys to school for pupils age 5 to 16. The figures for Oldham are shown in Table 1 below:

Table 1: Oldham LTP4 and NI 198 Indicator Trends (age 5-16) (%)

	Primary			Secondary			Total		
	06/07	07/08	08/09	06/07	07/08	08/09	06/07	07/08	08/09
Car	40.9	39.6	37.3	21.2	20.8	20.8	31.6	30.9	29.8
Car Share	4.3	3.0	3.3	2.3	1.6	1.4	3.4	2.4	2.5
Public Transport	1.6	2.2	2.1	37.0	29.5	29.4	18.5	14.8	14.7
Walk	52.4	54.8	57.0	39.2	47.1	47.4	46.0	51.2	52.6
Cycle	0.3	0.3	0.1	0.3	0.2	0.5	0.3	0.3	0.3
Other	0.5	0.1	0.1	0.0	0.8	0.5	0.3	0.4	0.3

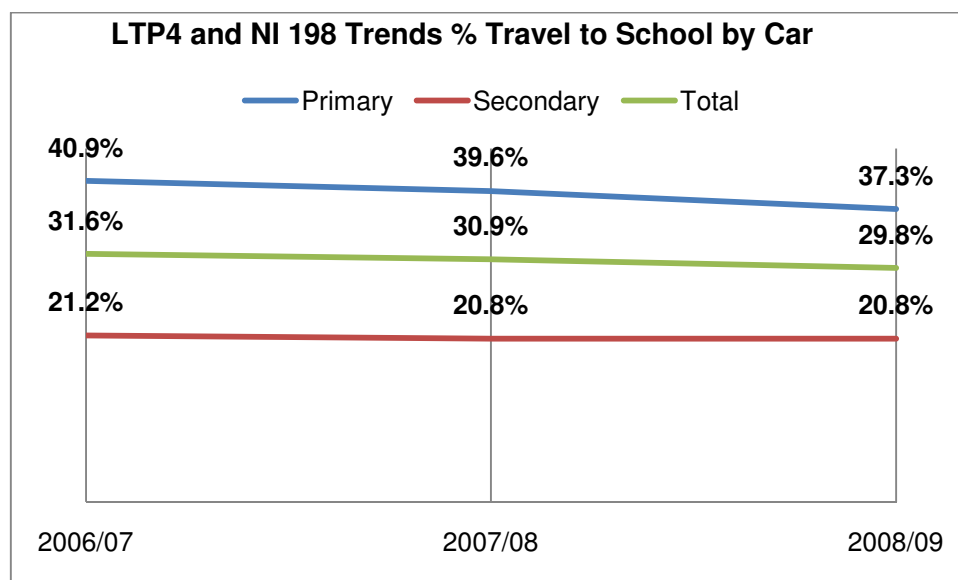


Figure 3: Oldham LTP4 and NI 198 Indicator Trends

2.3.3 The school census data on usual mode of travel to school in Oldham shows a positive trend with an overall decline in the proportion of journeys made by car since 2006/07. The reduction of 1.8% is significant, representing an estimated 718 pupils or potentially over 1400 individual journeys by car each day.

2.3.4 The reduction in car use for journeys to primary schools has been most marked with a fall of 3.6% with a smaller reduction in the secondary phase (0.4%).

2.3.5 The increase in walking to school is significant with an overall increase of 6.6% in the proportion of pupils using this mode. In comparison car share and public transport have seen a fall and the proportion cycling to school remains unchanged and marginal at less than 1%.

2.4 Progress towards LTP4 Target Trajectory

- 2.4.1 In 2007 GMTU set targets for the Oldham LTP4 indicator trajectory, based on the data for 2006/7. The trajectory, based on weighted figures supplied by GMTU, is shown in Table 2 below:

Table 2: LTP4 Oldham Target Trajectory

	2006/07	2007/08	2008/09	2009/10	2010/11
% of School Journeys by Car (age 5-16)	31.6%	30.9%	30.5%	30.0%	30.0%

- 2.4.2 The verified data for 2008/09 (2009 census) shows performance ahead of the target trajectory, with 29.8% of pupils recorded as travelling to school by car compared to the target of 30.5%.

3 School Census Data

3.1 Data Coverage

- 3.1.1 An annual school census is required under the Education and Inspections Act 2006 (DCSF, 2006). This census includes usual mode of travel to school data and this information must be supplied by all schools with a School Travel Plan.
- 3.1.2 The verified travel data from the annual School Census returns for schools in Oldham is displayed in Table 1. In addition, provisional data from the 2010 school census provided by Oldham Council has been used to assess the latest available information on mode of travel and pupil distribution within this report.
- 3.1.3 Information on travel to educational establishments outside of the compulsory sector is more difficult to obtain, unless they have prepared a Travel Plan with mode of travel data included.

3.2 Overall Mode of Travel to School

- 3.2.1 The usual mode of travel to school as recorded by the annual census in January 2010 is shown in Figure 4 below:

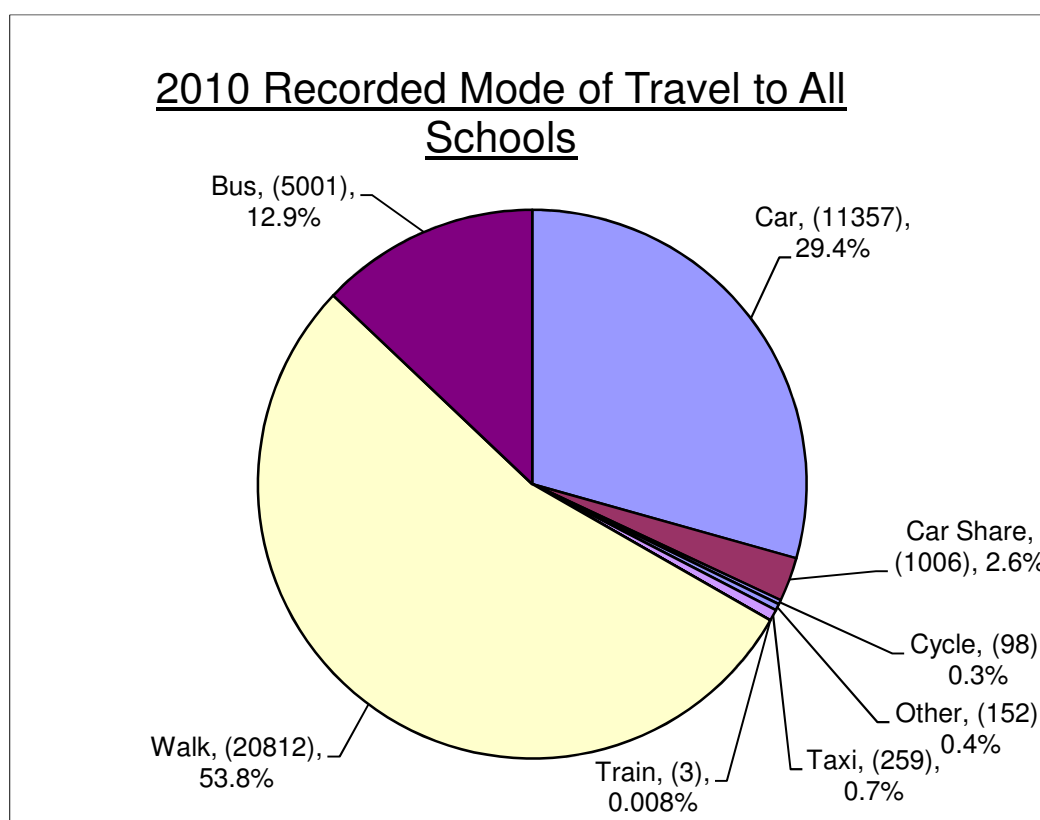


Figure 4: Usual Mode of Travel to School

- 3.2.2 The overall level of car use at 29.4% is higher than the Greater Manchester (GM) average recorded in the 2010 census (27.8%).

- 3.2.3 A greater proportion of pupils in Oldham walk to school (53.8%) than the GM average of 50.7%. Locally and regionally cycling is, overall, a marginal activity with less than 1% of pupils using this mode. Based on the 2009 annual school census data released by the former DCSF, nationally around 2% of children cycle to school.
- 3.2.4 A map showing the proportion of pupils travelling by car to each school in Oldham is included as Appendix 3. This map is based on the 2010 provisional school census data and indicates those schools where there are a high proportion of pupils making the journey by car, van or taxi.
- 3.2.5 Those with the highest proportion of pupils travelling by car (over 60%), tend to be schools with a faith affiliation, where parents choose to travel further to ensure their child is educated within a specific faith, or schools in rural locations in the east of the Borough which have large catchment areas with limited alternatives to the car.

3.3 Travel to Primary Schools

- 3.3.1 There are significant differences in usual mode of travel to primary and secondary schools. The usual mode of travel to **primary** school as recorded by the annual census in January 2010 is shown in Figure 5.

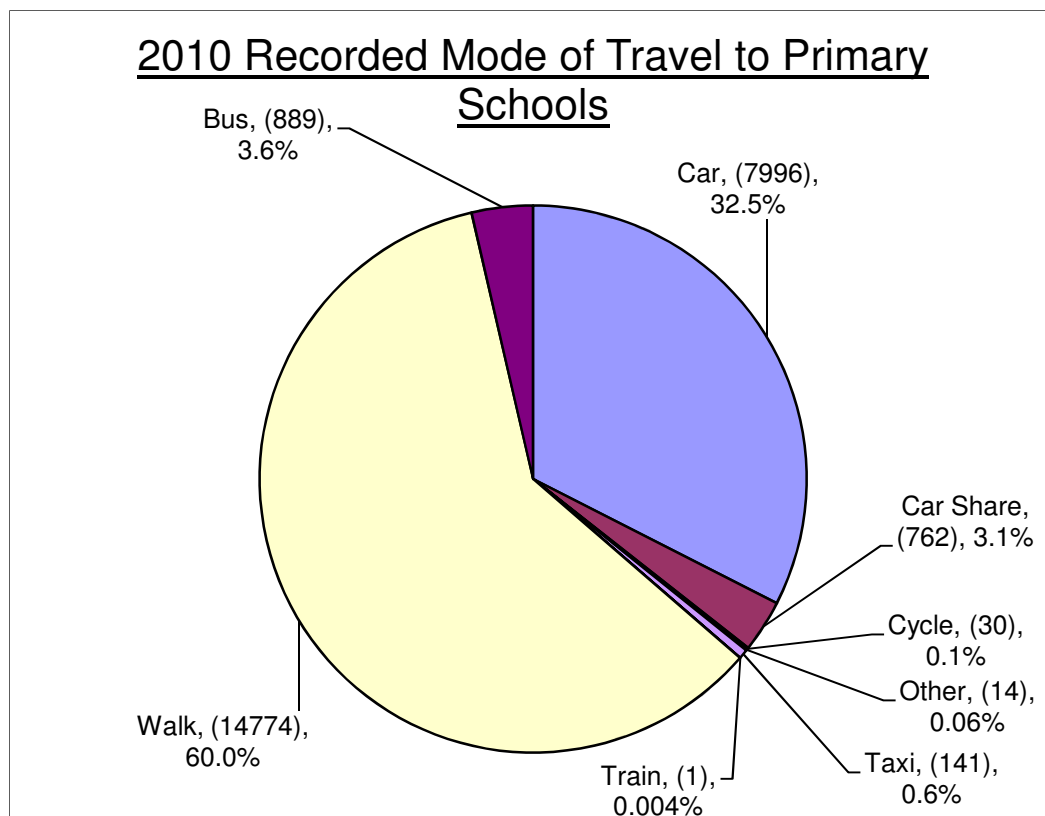


Figure 5: Usual Mode of Travel to Primary School

- 3.3.2 With 60% of primary school pupils in Oldham recorded as walking to school, the proportion using this mode is greater than the national average of 48% for this age group (ONS, 2010) and that for GM at 56.7% in 2010.

- 3.3.3 The proportion of journeys to primary schools made by car (32.5%) is lower than the GM average of 36.9% and significantly less than the national average of 48%. A greater proportion of journeys to Oldham primary schools are made by sustainable modes when compared to regional and national averages.

3.4 Travel to Secondary Schools

- 3.4.1 The usual mode of travel to **secondary** school as recorded by the annual census in January 2010 is shown in Figure 6.

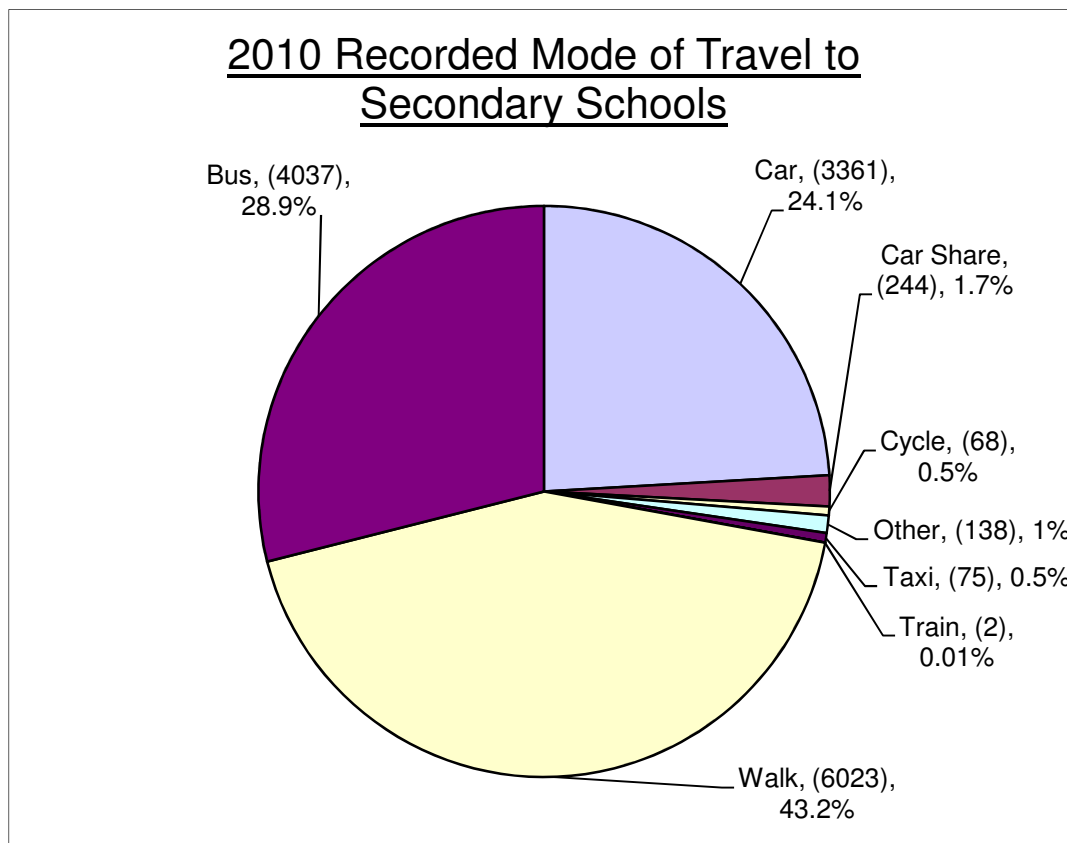


Figure 6: Usual Mode of Travel to Secondary School

- 3.4.2 From the 2010 census in Oldham, 43.2% of pupils walk to their secondary school, compared with 43.6% in GM and 40% nationally (ONS, 2010).
- 3.4.3 The proportion of pupils who travel by car to secondary school in Oldham (24.1%) is greater than the GM and national averages of 17.2% and 21% respectively.
- 3.4.4 A low proportion of pupils cycle to their secondary school which, at 0.5%, is only one third of the GM average of 1.5%.

3.5 Preferred Mode of Travel

3.5.1 During the development of a School Travel Plan, pupils are asked how they would choose to travel to school if they had a free choice. From an analysis of the available STPs for Oldham schools, the pupils' 'preferred' mode was recorded and is shown in Figure 7. The data for primary and secondary schools is shown separately in Figure 8 and Figure 9. The key for these charts is as that in Figure 6.

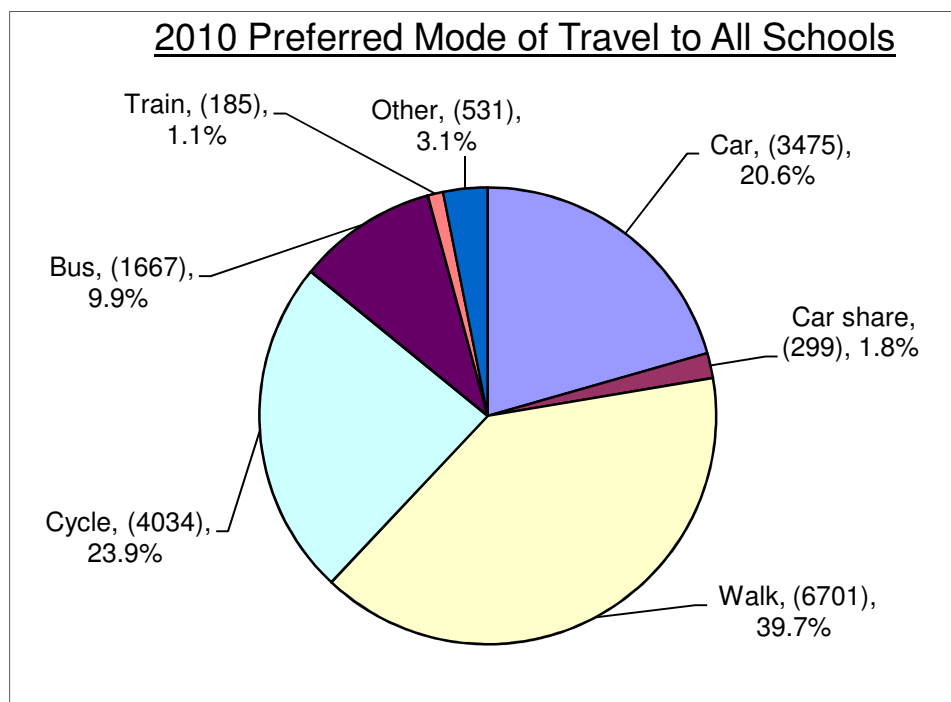


Figure 7: Preferred Mode of Travel to Oldham Schools

- 3.5.2 The comparison with the actual usual mode of travel as recorded by the school census provides an indication of the potential for shift to more active and sustainable modes, although it should be remembered that the preference expressed by the pupil might not be practical in their specific circumstances.
- 3.5.3 The key difference between 'actual' and 'preferred' modes is the scale of the pupils' reported preference for cycling. Adoption of the 'preferred' mode is likely to result in a significant reduction of car journeys but also of those completed on foot.

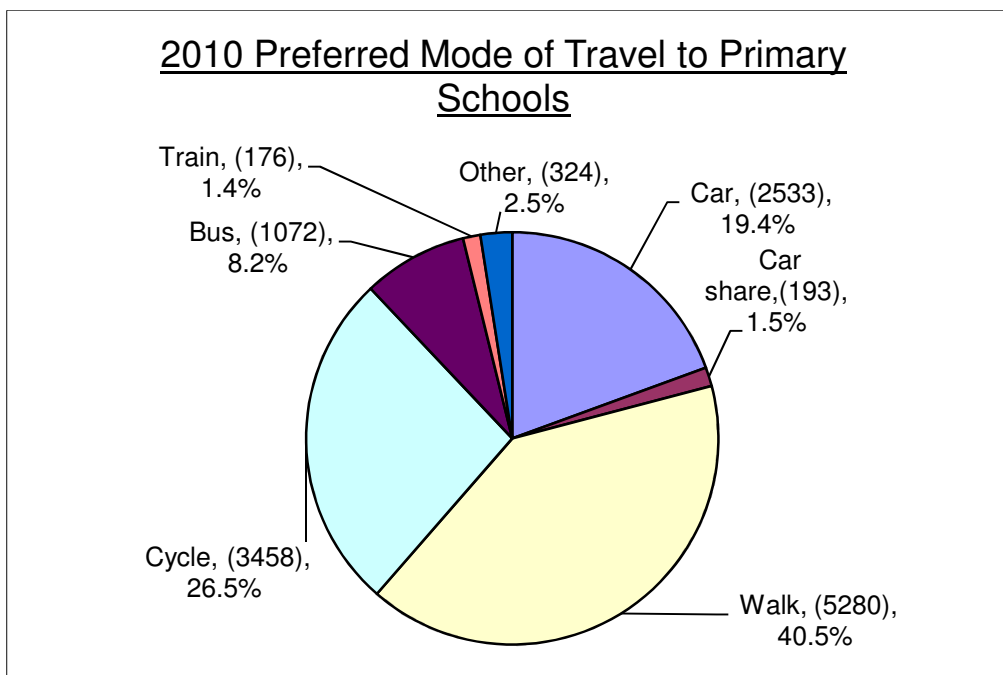


Figure 8: Preferred Mode of Travel to Oldham Primary Schools

3.5.4 For primary school pupils, cycling is again popular with reductions in walked and car journeys also evident in their preferences. It is perhaps reasonable to assume that whilst there is a desire to choose cycling over the car for a proportion of car journeys, some of the shift would be from walking.

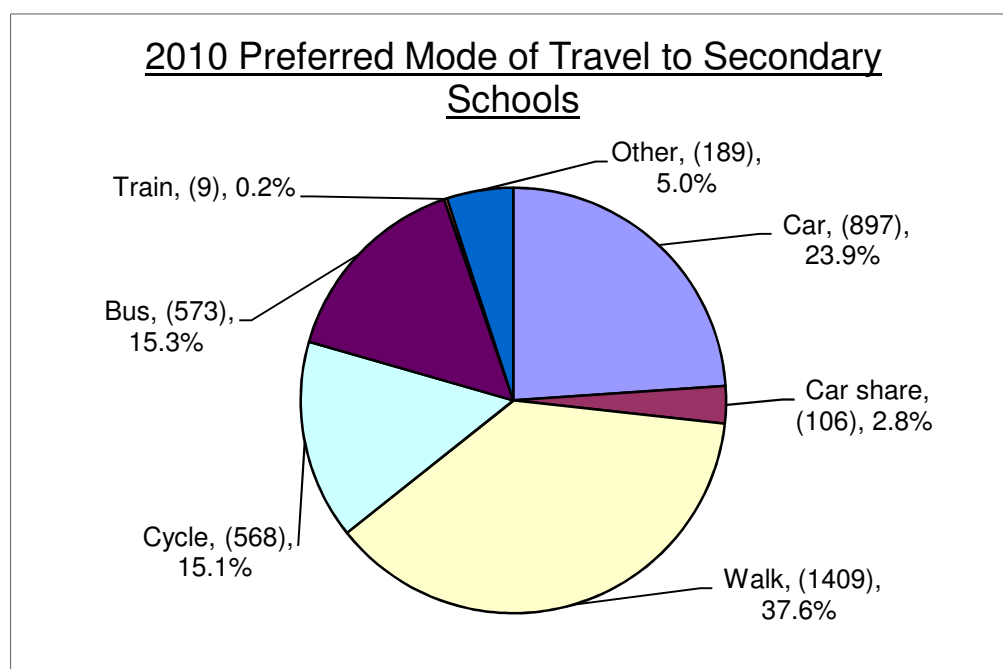


Figure 9: Preferred Mode of Travel to Oldham Secondary Schools

3.5.5 For secondary schools the sample is small, only 3951 from a population of 14175 (26%), reflecting the number and content of existing secondary STPs.

- 3.5.6 For secondary school pupils, many more would apparently choose to cycle than actually do so (15% and 0.5% respectively). However, the number stating a preference to travel by car is almost the same as the actual figure. Walking and bus travel would be reduced according to the stated preference.
- 3.5.7 The potential for shift away from the car indicated by the preferred mode of travel responses is difficult to estimate. Overall there is evidence that there is a suppressed demand for cycling as a mode of travel to school but, if this could be achieved, it might be at the expense of walking and bus travel as well as a reduction in the proportion of journeys made by car.
- 3.5.8 For many pupils, especially in the primary phase, their travel is not 'independent' in that they are accompanied to school. Whilst they may prefer an active mode of travel, such as cycling, it is not always their decision to make.

4 Pupil Postcode Data

4.1 Distribution of Pupils

- 4.1.1 The 2010 school census returns from Oldham's educational establishments were analysed to assess the distribution of pupils in relation to their school/college, based on home postcode data.
- 4.1.2 The distances were grouped into bands to assess the proportion of pupils within a reasonable walking or cycling distance of their school/college. The results for primary and secondary schools are shown separately as choice of mode changes with increasing independence in the secondary phase.

Table 3: Average Distance Travelled by Pupils/Students Attending Oldham Schools

	<0.5 Mile	0.5-1 Mile	1-2 Miles	2-5 Miles	>5 Miles
Overall	48.1%	22.2%	16.5%	8.6%	4.5%
Primary	66.8%	18.7%	8.9%	3.1%	2.6%
Secondary	21.4%	27.3%	27.4%	16.5%	7.4%

4.2 Potential for Walking to School

- 4.2.1 Overall, over 70% of pupils travel 1 mile or less to school. At around 20 minutes walk, this is considered a reasonable walking distance. The 2010 school census data indicates that 53.8% of pupils usually walk to school (Figure 4), indicating potential for an increase in this mode.
- 4.2.2 For primary phase pupils, over 85% live within 1 mile of their school. The school census returns in 2010 indicate that 60% of pupils walk to their primary school (Figure 5). For younger children in the Foundation Stage, 1 mile may be considered too far to walk but almost 67% of primary age pupils live within a half mile (10 minutes walk) of their school, indicating potential for an increase in walking as the usual mode.
- 4.2.3 The school census shows that secondary school pupils travel longer distances to their place of education, however, whilst the census indicates that 48.7% live within 1 mile of their school, only 43.2% walk (Figure 6).

4.3 Potential for Cycling to School

- 4.3.1 Overall, 16.5% of pupils live between 1 and 2 miles. This could be considered a reasonable cycling distance, although older pupils may be capable of cycling much longer distances. The 2010 school census returns indicated that only 0.3% of pupils in Oldham cycle to school. Whilst this data does not allow for variability in terrain, there would appear to be potential for an increase in this mode.

- 4.3.2 In the analysis of STPs and the responses to the 2010 online survey, the lack of off-road cycle routes was reported as a barrier to cycling to school. Parents of primary school pupils were particularly concerned about the safety of this mode. With 8.9% of primary pupils living between 1 and 2 miles from the school and only 0.1% reporting cycling as their usual mode there is scope for growth (Figure 5).
- 4.3.3 Over 27% of secondary pupils live within 1 and 2 miles and a further 16.5% live between 2 and 5 miles. Only 0.5% of pupils report cycling as their usual mode of travel (Figure 6). Although the terrain in the eastern part of the Borough may inhibit cycling, there would appear to be opportunities to promote this mode for the journey to school.

4.4 Travel from Longer Distances

- 4.4.1 Overall, 4.5% of pupils live more than 5 miles from their school. At this distance the viable alternatives to single passenger car travel are public transport and car-sharing.
- 4.4.2 The Council provides transport to school for eligible pupils (see Chapter 8). Greater Manchester Passenger Transport Executive (GMPTE) also offers promotions and concessions for those in full time education.
- 4.4.3 Car-sharing is not currently widely promoted in schools (see the 'Audit of Sustainable Travel Infrastructure' report) but does offer an alternative to single passenger car journeys over longer distances.

5 Road Safety

5.1 Injuries on the journey to school

5.1.1 The reported personal injury collision (PIC) data for Oldham for the years 2007-2009 inclusive was analysed to identify collisions involving at least one injury to a child or young person (age 19 and under). The data was further filtered to identify collisions and the number of injuries occurring on journeys to/from school/college by applying the following restrictions:

- School travel times of 07:30-09:30 (AM) and 14:30-17:00 (PM) only;
- Monday to Friday only; and
- School terms only.

5.1.2 Table 4 shows the total number of collisions and casualties and also provides an indication of injuries to those aged 16 and under and therefore in compulsory full-time education.

Table 4: Injuries to Children and Young People at School Journey Times, 2007-09

	At School Journey Times	All	% at School Journey Times
Number of PICs	139	529	26.2%
Number of All Casualties	203	868	23.4%
Casualties 19 and under	162	635	25.5%
Casualties 16 and under	133	420	31.7%
Number of Vehicles	206	848	24.3%

5.1.3 Nationally, the journey to and from school accounts for just under 20% of child casualties (AA, 2010). Whilst the figures quoted in Table 4 indicate a higher proportion in Oldham, it is accepted that the 'school journey times' specified in the analysis are generous and will include some injuries unconnected to the journey to school. Also many over the age of 16 may not be attending educational establishments.

5.1.4 Overall approximately 25% of injuries to the 19 and under age group on the roads in Oldham occur at school journey times. For injuries to the 16 and under age group this proportion is almost 32%.

5.2 Critical Locations

5.2.1 The distribution of PICs involving children and young people at school journey times is shown in Figure 10 and in Appendix 4. Slight injuries are shown by green circles and serious injuries by blue circles. There were no fatal injuries recorded during 2007-2009 inclusive.

5.2.2 There are no obvious 'clusters' of collisions but there is a clear distribution of injuries along main road routes such as Middleton Road, Ashton Road and Chadderton Way.

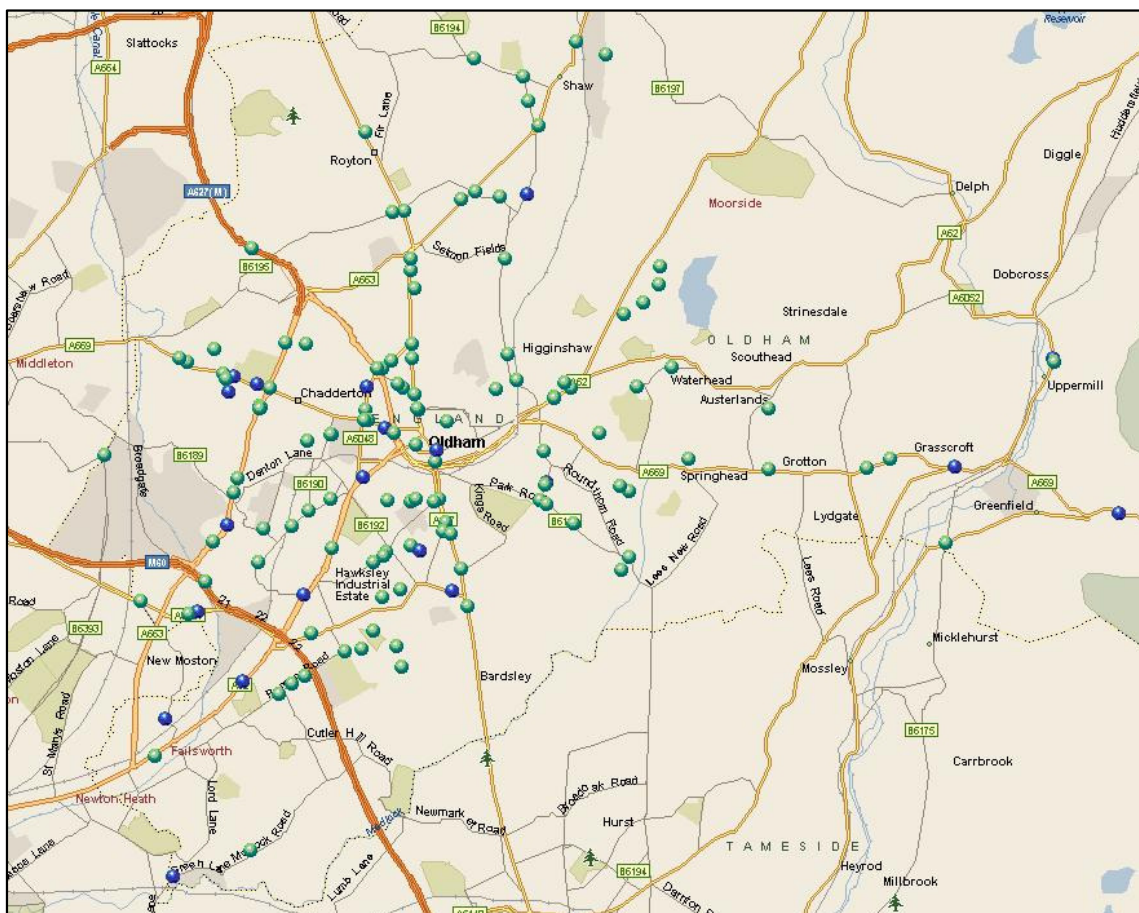


Figure 10: Locations of PICs to Children and Young People at School Journey Times (2007-2009)

5.2.3 The distribution of pedestrian injuries is shown in Appendix 5 and those for cyclists in Appendix 6. A more detailed analysis of these collisions would identify any potential for remedial measures.

5.3 Perception of Safety on the Route to School

5.3.1 From the analysis of the STPs available for schools in Oldham (see Chapter 6) and the results of the online survey undertaken in May 2010 (see Chapter 7) the greatest perceived road safety danger to pupils on the route to school is irresponsible parking, often by parents dropping off or picking up children. In Oldham 84% of schools identify this as an issue in their School Travel Plan.

5.3.2 The volume of traffic on routes around schools is also perceived as a threat to children on school journeys and therefore a barrier to choosing sustainable modes. Of the STPs reviewed, 70% reported the volume of traffic and resulting congestion as perceived barriers to walking and cycling.

- 5.3.3 The STPs did not necessarily record perceived dangers unrelated to road safety but fear of bullying, assault or abduction is potentially an issue when selecting mode of travel to school.
- 5.3.4 The DCSF has produced guidance addressing issues related to bullying on journeys, including those to/from school (DCSF, 2009). The guidance states:

“Fears about safety limit young people’s use of local amenities. While most children feel safe most of the time, there are those who fear they will be bullied on public transport or in the street, near school gates or on the journey home. The Tellus 3 survey (Ofsted 2008) found that 5% said they felt ‘very unsafe’ on public transport while 22% felt ‘a little unsafe’. Several children consulted for this guidance said bullying occurs on buses to and from school. Many also mentioned that it happens walking to or from school. In one survey, approximately half of the respondents at secondary age said it happened ‘in the street’.”



6 Issues Identified from School Travel Plans

6.1 Accessibility Issues/Barriers to Sustainable Travel

- 6.1.1 An analysis of the STPs produced by schools in Oldham was undertaken to assess the travel issues identified by each school community. Many schools shared key concerns, such as school-gate parking problems. Of the 109 STPs reviewed, 92 reported issues with parking, predominantly parents dropping off or collecting their children, whilst 76 identified volume of traffic on routes to and around the school as a key issue influencing choice of sustainable modes. The main issues, in order of priority, are shown in Table 5.

Table 5: Barriers to Sustainable Travel Identified from School Travel Plans

	Issue	No of Schools/ 109	% of Schools Identifying the Issue
1	Parking Around School Site	92	84.4%
2	Volume of Traffic	76	69.7%
3	Lack of Cycle Storage	40	36.7%
4	Lack of Pedestrian Crossings	31	28.4%
5	Lack of Cycle Paths	31	28.4%
6	Speed of Traffic	27	24.8%
7	Lack of Waiting Shelter for Parents	17	15.6%
8	Security of Cycle Storage	16	14.7%

- 6.1.2 Concern over the problems caused by irresponsible parking close to the school gate is very common. Suitable remedial measures may be identified in individual cases but the issue is one created by the number of parents who choose to bring their child to school by car. Facilitating a shift to more sustainable modes and thereby reducing the number of cars on the 'school run' provides a sustainable solution.

- 6.1.3 In many cases the volume of traffic on routes close to schools at school travel times is directly linked to the 'school run'. Although individual school-gate measures may be identified from specific site audits, the longer term solution is the reduction in the proportion of school journeys made by car.



- 6.1.4 Lack of cycle storage and the security of that storage which is available may, in part, have been addressed by individual schools in receipt of their School Travel Plan Grant. The individual site audits to be carried out as part of this work will identify gaps in provision at school level.
- 6.1.5 The lack of appropriate pedestrian crossing facilities on routes to school was identified by 31 schools. The majority of these were primary schools and concern over the lack of a School Crossing Patrol or vacancies at authorised sites was common. Gaps in provision identified by the Audit of Infrastructure are addressed in the Infrastructure Improvement Plan.
- 6.1.6 The Borough's cycle network continues to be developed and, where possible, gaps in provision identified by the Audit of Infrastructure will be addressed by this process.
- 6.1.7 Problems with excessive or inappropriate speed on routes to and around schools were a cause of concern for 21 schools. As some of the STPs reviewed were developed as early as 2004, many of these issues may have been addressed by the development of safety engineering or traffic management measures around schools, including extensive traffic calming in residential areas. Gaps in provision identified by the audit of infrastructure are addressed in the Infrastructure Improvement Plan.
- 6.1.8 Schools who identified the need for covered waiting areas for parents in their School Travel Plans may now have dealt with this issue utilising their STP Grant. Site audits and the online questionnaire provide an indication of the current situation.
- 6.1.9 In general there were few concerns relating to public transport although this was more evident in secondary STPs.

7 Online Survey Results

7.1 Survey Methodology

- 7.1.1 An online survey was undertaken to provide educational establishments with an opportunity to update information in their STPs. An email was sent to 120 establishments explaining the purpose of the survey and providing a link to the online questionnaire (Appendix 1).
- 7.1.2 To maximise the response rate, a second email 2 weeks later and telephone calls provided reminders to schools and did produce additional replies.
- 7.1.3 Responses were received from 77 establishments giving a response rate of 64%. The questionnaires were analysed to identify issues and barriers affecting sustainable travel choices and potential for improvement.

7.2 Accessibility Issues/Barriers to Sustainable Travel

- 7.2.1 The results were broadly consistent with the issues raised within the available STPs (Chapter 6) and are summarised in Figure 11.

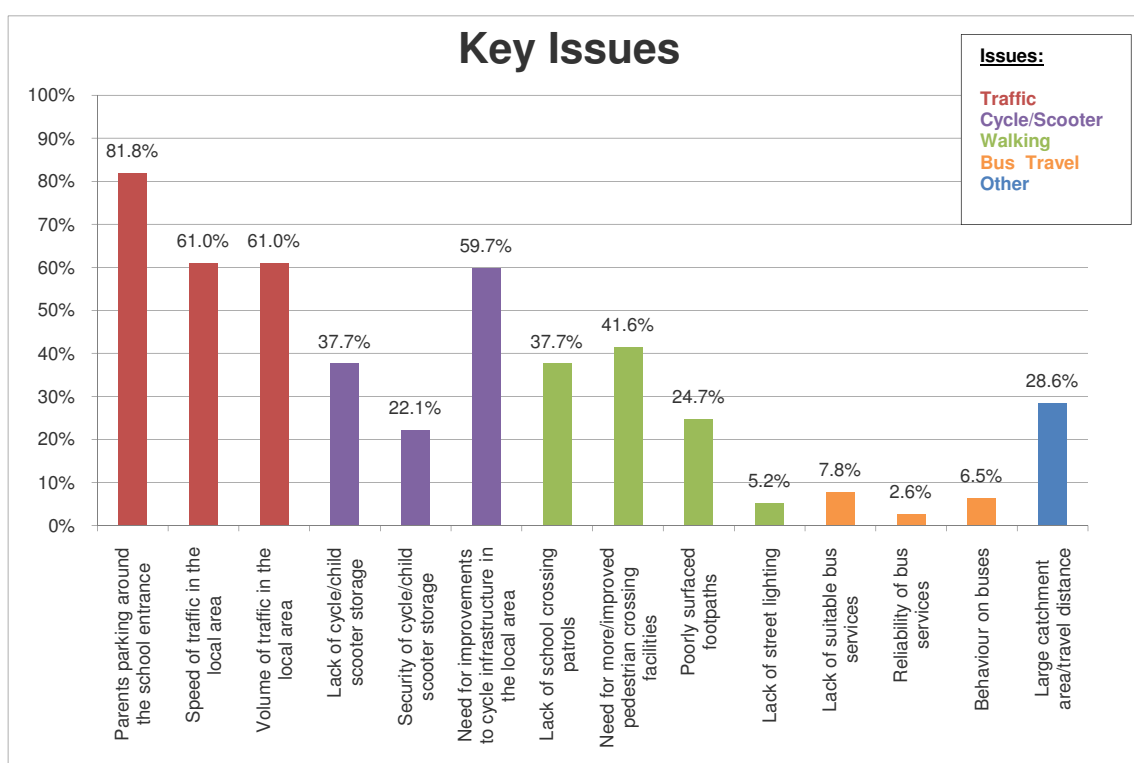


Figure 11: Key Accessibility Issues/Barriers to Sustainable Travel

- 7.2.2 Almost 82% of responses indicated that school gate parking was a significant problem affecting safe access to their site. Problems with the speed and volume of traffic on routes to and from school were also highlighted by 61% respectively.

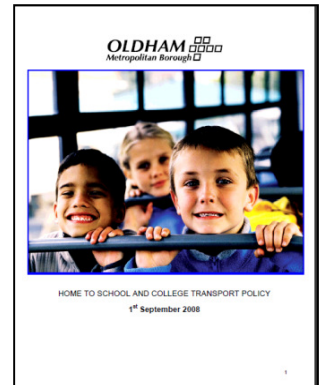
- 7.2.3 Over 59% of respondents indicated the need for improvements to cycling facilities in their area with 37.7% identifying lack of cycle/scooter storage. A perceived requirement for additional pedestrian crossing facilities was highlighted by 41.6% and, more specifically, the lack of a School Crossing Patrol was an issue for 37.7%.
- 7.2.4 Overall there was less concern with public transport issues, although this might be expected to be a predominantly secondary school issue. However, of the 14 secondary schools responding to the questionnaire, the only concern relating to public transport was 'behaviour on buses', highlighted by 5 schools.
- 7.2.5 The Audit of Infrastructure and Improvement Strategy will further clarify and address the needs identified in this document.

8 Home to School Transport

8.1 Home to School and College Transport Policy

8.1.1 Oldham Council's Home to School and College Transport Policy 2008 can be found on their website, www.oldham.gov.uk/college_transport_policy.pdf.

8.1.2 The policy provides an overview of the legislative background to supported school travel; *"Section 7 of the Education Act 1996, imposes a duty on parents to ensure their child receives efficient education, either by attendance at school or otherwise. Section 509 of this act states that, where it considers necessary, a Local Authority has a duty to arrange for the provision of home to school transport."*

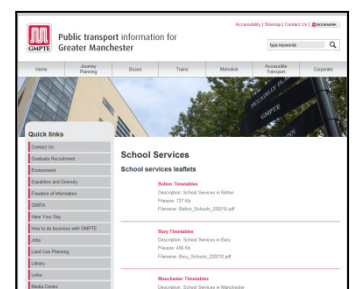


8.1.3 The policy also provides a summary of the general eligibility criteria; *"To be eligible for transport support a compulsory school age pupil must travel a distance of more than 2 miles if under 8 years of age, or 3 miles if 8 years or over, between home and school. Distance is defined as the distance between the child's home and school / college, using the nearest available safe short walking route."*

8.1.4 Pupils from low income groups and those with Additional Educational Needs may be eligible if they fall outside of the general criteria described above. Further details and contact information are available from the Oldham Council website.

8.2 School Bus Routes

8.2.1 A leaflet providing detailed timetables for the School Bus Routes in Oldham is provided by the Greater Manchester Passenger Transport Executive (GMPTE). This can be found on their website at www.gmppte.com/upload/library/Oldham_Schools_010310.pdf.



8.2.2 Services are provided and routes determined as established by the number of pupils eligible for supported school transport at each establishment (see Section 8.1). These services are reviewed annually in response to the projected pupil home address distribution and opportunities to provide additional services are constrained by funding requirements.

8.2.3 The review process should ensure that eligible pupils' needs are met by the service and there is alternative provision where required.

8.3 Concessionary and Discounted Fares

8.3.1 Information on concessionary and discounted tickets for pupils can be found on the GMPTE website, www.goto.org.uk/fares.php. The fares available for pupils aged 16 and under are described on the website:

- *“The **ID 16 card**’ is an ID proof of age only card which will ensure that the holder can travel at the current concessionary fare which is 80p per bus journey.*
- **System One** - *There are commercial products available, the most widely used of these are System One products. System One is the brand name for tickets owned by GMTL (Greater Manchester Travelcards Ltd) and these products are available for use on all operators. The current product for the 16 and under age group is the Junior Bus Saver which is a weekly or monthly ticket that can be used at any time within the period purchased. It costs £8.00 or £30.00 respectively and can be used on most bus services in Greater Manchester. System One products are available from GMPTE Travelshops located in Bus Stations across Greater Manchester. Full details can be found on the website. www.systemonetravelcards.co.uk.”*

8.4 Other Provided Transport

8.4.1 The Council provides transport for eligible pupils attending Special Schools and those with the appropriate statements in mainstream education. Approximately 160 routes by minibus, taxi and specially adapted vehicle are currently supported.

9 Post-16 Journeys

9.1 Post-16 Provision in Oldham

- 9.1.1 Post compulsory education and training is provided in a variety of settings in Oldham. 5 schools in the Borough provide Sixth Form education with an additional 8 establishments providing post-16 education and training opportunities. These settings are summarised in Table 6.

Table 6: Post-16 Provision in Oldham

	Establishment	Type
1	Blue Coat C of E School	Secondary School 6th Form
2	Croft End Equestrian Centre	Further Education/Training
3	Crompton House C of E School	Secondary School 6th Form
4	Hulme Grammar Schools	Independent School
5	Kickstart Oldham	Further Education/Training
6	New Bridge School	Special Needs School
7	Oldham City Learning Centre	Further Education
8	Oldham 6th Form College	6th Form
9	Oldham Training Centre	Further Education/Training
10	Our Lady's RC High School	Secondary School 6th Form
11	The Oldham College	Further Education College
12	The Rathbone Centre	Further Education/Training
13	YMCA Oldham	Further Education/Training

- 9.1.2 A map showing the locations of these settings is shown in Appendix 6.
- 9.1.3 Schools with post-16 provision record usual mode of travel as part of their annual school census response. Tertiary colleges and further education training establishments are not required to return this information. The latest available data on post-16 travel choices is from the 2009 census and is shown in Table 7.

Table 7: Post-16 Usual Mode of Travel to School (from School Census Data)

	Car	Car Share	Public Transport	Walk	Cycle	Other	Total
Number	204	22	612	172	3	0	1013
%	20.1%	2.2%	60.5%	16.9%	0.3%	0	100%

- 9.1.4 Although the sample does not include students at colleges or further education and training settings, it does provide an indication of how a significant proportion of post-16 sector travel is split by mode. Travel by moped or motorcycle does not appear to be reported separately in the data.

- 9.1.5 Over 60% of recorded post-16 travel to school is by public transport, perhaps in response to generally longer journey distance and greater personal independence. The small proportion of journeys by cycle suggests potential to increase this mode. The proportion of journeys made by car is similar to that recorded for secondary school pupils (20.1% and 20.8% respectively).

9.2 Supported Travel for Post-16

- 9.2.1 Oldham Council's policy relating to post-16 travel is available at www.oldham.gov.uk/oldham_annex_a_policy_summary_10-11.pdf.
- 9.2.2 The Council's Home to School and College Transport Policy describes post-16 eligibility for support; *"Students travelling to the nearest suitable school or college will have such travelling expenses refunded that are above the level of the first concessionary fare, i.e. students who have to travel to school/college on two buses will be able to claim for the second bus journey. All students pay the first concessionary fare in operation at the time. Consideration will be given to providing transport assistance to students with SEN and/or a disability using the same criteria as pupils of school age."*
- 9.2.3 Information on concessionary and discounted fares for post-16 students can be found on the GMPTE website www.goto.org.uk/fares.php. The website describes the options:
- ***"The Scholars Concessionary Permit allows one restricted journey per day between home and school/college for the current concessionary fare which is 80p. Application forms are available at schools and colleges (and must be authorised by them) and the permit can be issued at GMPTE Travelshops and GMPTE Online in Piccadilly Gardens for an administration fee of £5.***
 - ***System One*** - There are commercial products available, the most widely used of these are System One products. System One is the brand name for tickets owned by GMTL (Greater Manchester Travelcards Ltd) and these products are available for use on all operators. The current product for the 16-21 age group is the Young Persons Bus Saver which is a weekly, monthly or annual ticket that can be used at any time within the period purchased. It costs £12.75, £45 or £470 respectively and can be used on most bus services in Greater Manchester. System One products are available from GMPTE Travelshops located in Bus Stations across Greater Manchester. Full details can be found on the website. www.systemonetravelcards.co.uk.
- 9.2.4 School Sixth Forms, Oldham Sixth Form College and The Oldham College can provide support for travel by students in financial difficulties through the Learner Support Fund. Applications are subject to a means test.
- 9.2.5 Students who are eligible for support under the Council's policy can apply for a cycling allowance if they opt to use a bicycle. The amount payable is 80p per day (May 2010).

9.3 Barriers to Sustainable Travel for Post-16

- 9.3.1 The cost of travel may be an issue for some students pursuing post-16 education and training opportunities. Where students may have been eligible for free school bus transport in the secondary phase, the increase in cost post-16 may influence choice of mode. Potentially this may encourage active modes such as walking and cycling but for longer journeys motorised transport may become more attractive.
- 9.3.2 At 16, students will have the option of moped use and at 17 personal use of a car becomes possible. Given the perceived increase in independence conferred by these modes, sustainable alternatives should have significant cost advantages to remain attractive.
- 9.3.3 In the longer term, the opening of the tram link from Manchester to Rochdale through Oldham is likely to provide additional travel choice for this age group. A map of the Metrolink extension, including the proposed town centre link, is shown in Figure 12. Students choosing to travel from East Manchester or Rochdale to The Oldham College and Oldham Sixth Form College may benefit from this development.

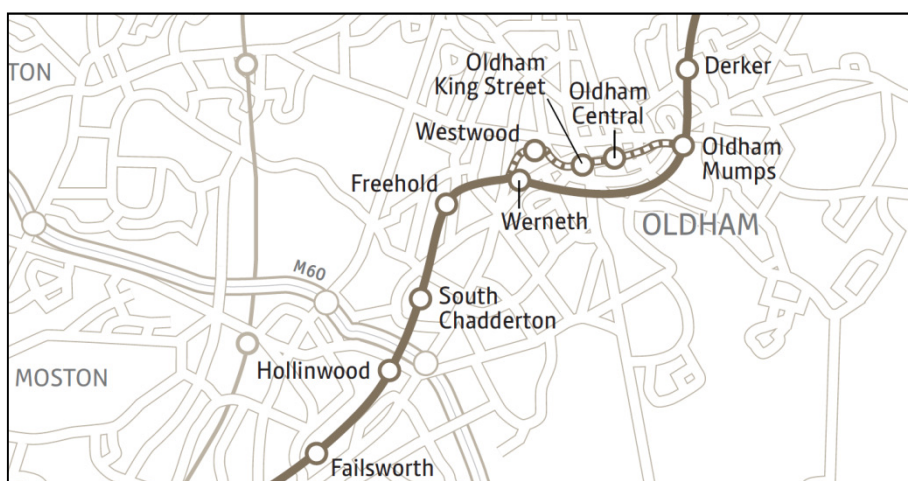


Figure 12: Extension to Manchester Metrolink System

10 Extended Schools

10.1 Extended School Provision in Oldham

10.1.1 'Extended Schools' is a government initiative that has been introduced into primary and secondary schools in Oldham during the last few years. It provides schools with additional funding to help children and young people gain the chance to develop their skills, confidence and personal relationships outside of formal education.

10.1.2 An 'extended school' is one that works with parents, outside agencies, teachers and students to create broader experiences for children and young people and a community approach to learning and development.



10.1.3 Information on Oldham's approach to Extended Schools can be found at www.oldham.gov.uk/full_service_extended_schools.htm. The core offer of Oldham Extended Schools is described as;

- CHILDCARE giving children a good start in their early years and supporting parents to benefit the whole family;
- VARIED MENU OF ACTIVITIES giving children and young people a choice of opportunities to enjoy and excel in outside the classroom;
- SWIFT AND EASY ACCESS working in partnership to ensure the well-being of all children and young people;
- PARENTING SUPPORT helping parents engage with their child's learning by offering support where needed; and
- COMMUNITY ACCESS schools opening their doors and becoming the heart of the community.

10.1.4 The extended schools clusters based on local communities/wards are:

- CHADDERTON [Chadderton South, Central and North]
- EAST OLDHAM [St. James, St Marys and Waterhead]
- FAILSWORTH AND HOLLINWOOD [Failsworth East, Failsworth West and Hollinwood]
- ROYTON AND SHAW [Crompton, Shaw, Royton North and Royton South]
- SADDLEWORTH AND LEES [Saddleworth North, Saddleworth South and Saddleworth West and Lees]
- WEST OLDHAM [Alexandra, Coldhurst, Medlock Vale and Werneth]

10.2 Barriers to Sustainable Travel for Extended Schools

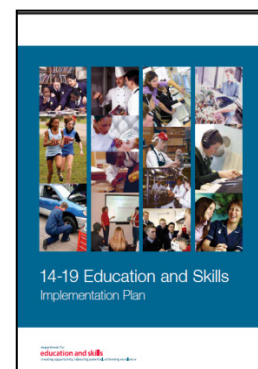
- 10.2.1 The Council's Home to School and College Transport Policy (2008) excludes providing transport for pre/after school clubs and activities; *"The Authority will not provide transport support for pupils attending provision at a school outside of the normal school hours. Parents/carers will be expected to transport their child themselves."*
- 10.2.2 In this context, pupils eligible for provided transport such as those attending Special Schools, those with additional needs and those travelling greater distances, may find it difficult to access after school activities. These pupils will, in many cases, rely on parents collecting them from after school activities, often by car.
- 10.2.3 Where pupils normally walk or cycle to school, there may be issues with parents being reluctant to allow children to travel unaccompanied outside of normal school journey times due to personal safety concerns.

11 14-19 Agenda

11.1 14-19 Educational Opportunities

11.1.1 In 2005 the DCSF published '14-19 Education and Skills: Implementation Plan'. This document set out '*a system where all young people have opportunities to learn in ways which motivate and stretch them*'.

11.1.2 A new qualification structure was developed, based on Diplomas, as an alternative to the more traditional GCSE system. The Implementation Plan envisaged that work towards these Diplomas '*could not be delivered by an individual school acting alone and nor could many colleges offer it in full. Therefore we must support every area to develop a system in which schools and colleges can offer more to young people through working together than they could on their own*'.



11.1.3 Several of the activities developed in Oldham do not require additional travel as they are E-learning based. However, in practice the effective delivery of the 14-19 agenda could require pupils to perhaps attend educational opportunities at a range of establishments and locations, possibly several miles apart.

11.2 Barriers to Sustainable Travel for the 14-19 Agenda

11.2.1 Oldham's Home to School and College Transport Policy excludes support for travel between educational establishments during the school day and states; '*This policy applies to travel arrangements from 'home to school' at the start of the day, and 'school to home' travel arrangements at the end of the day. It does not relate to travel between educational institutions during the school day*'.

11.2.2 The 14-19 agenda becomes difficult to promote where parents or schools bear the additional travel costs involved. Information on the concessionary fares options available can be found on the GMPTE website www.goto.org.uk/fares.php.

12 Building Schools for the Future (BSF)

12.1 Potential Sites

12.1.1 The Council website describes the BSF initiative as follows; *'The Building Schools for the Future (BSF) programme is the biggest single government investment in improving school buildings and facilities for over 50 years. It is a 10-15 year programme which aims to rebuild, renew or refurbish every secondary school across the country so that every young person and their community have access to 21st century facilities.'*

12.1.2 The BSF and Academies Programmes for Oldham were reviewed in July 2010 following reductions in the overall budget announced by government.



12.1.3 The proposals (August 2010) for secondary school development in Oldham include:

- A new Roman Catholic school at the site of the former Lower Radclyffe school; plus the refurbishment of North Chadderton school (both BSF schemes);
- New-build Oasis and Waterhead Academies, plus the new Oldham Academy North (to be located at the current Our Lady's school site, which will be upgraded).

12.2 Likely New Travel Patterns

12.2.1 Transport Assessments for the proposed new developments have been undertaken by Unity Partnership/Mouchel. These Transport Assessments include:

- An assessment of the expected travel patterns of students to the new school sites and an analysis of how this will differ from the current travel patterns;
- An assessment of the requirements for current bus routes and the additional routes required for the new school sites;
- An assessment of the opportunities and constraints for modal shift and in particular for increased walking and cycling to/from the new school sites; and
- An assessment of the necessary infrastructure interventions required to maximise opportunities for walking and cycling.

- 12.2.2 The Transport Assessments prepared include 'Opportunities & Constraints' Plans for walking and cycling to the new school sites, indicating potential infrastructure improvements required to support sustainable travel. If developed, these measures could also benefit other schools in each area and this can be reflected in future annual updates of the SMoTS.
- 12.2.3 Interim STPs for the proposed Oasis Academy, Waterhead Academy, New Roman Catholic School and North Chadderton School have been prepared by Unity Partnership/Mouchel to facilitate the planning process for these new school sites that were in the vanguard of the original BSF programme.

13 Primary Capital Programme

13.1 Description

- 13.1.1 The Primary Capital Programme aims to work towards closing the gap between education attainment levels across the Borough and aligning the supply of school places with demand.
- 13.1.2 The Primary Strategy for Change proposals for initial investment priorities were accepted by the Department for Children, Schools and Families. As part of this submission several proposals were put in place to extend existing schools, amalgamate two schools and refurbish others. Overall the number of primary school places in the Borough will increase.

14 Cross Boundary Travel

14.1 Travel from Neighbouring Areas to Oldham Schools

- 14.1.1 A map showing the origin postcodes of pupils travelling to Oldham schools from outside the Borough is at Appendix 9. This information relates to journeys to those schools that provided school census returns only.
- 14.1.2 The majority of pupils travelling from outside of the Borough are attending schools which allow them to be educated in their chosen faith. Roman Catholic and Church of England schools are the main attractors for non-Oldham families.
- 14.1.3 Schools close to the Borough boundary attract pupils from nearby areas, such as Manchester pupils attending South Chadderton School
- 14.1.4 Independent schools also attract pupils from outside the Borough. The provision of buses is sometimes funded by the school and supported by parents at these establishments.

14.2 Travel to Neighbouring Authorities by Oldham Pupils

- 14.2.1 School Travel Plan Advisors at each of Oldham's neighbouring authorities were asked for information on pupils travelling to schools in their areas from Oldham. No information is currently available from these sources but Oldham Council's Road Safety/School Travel Plan Team were consulted on likely movement of pupils from Oldham to nearby authorities.
- 14.2.2 There appears to be a significant number of children from the south of Oldham who travel into Tameside as pupils of St. Damien's RC Science College in Ashton under Lyne, otherwise there would seem to be little cross boundary travel from Oldham.

14.3 Barriers to Sustainable Cross-Boundary Travel

- 14.3.1 The provision of supported travel for pupils attending faith schools outside of their local authority area is at the discretion of their Local Education Authority (LEA).
- 14.3.2 In the Council's Home to School and College Travel and Transport Policy, support for travel is considered to; '*schools maintained by other LAs where Oldham has determined these as the designated schools for the pupils concerned*' but this is not a right.
- 14.3.3 Further provision may be made for children from low income groups; '*Children aged 11 years or over, from low income groups are eligible for transport support to a) a choice of schools between 2 and 6 miles of the child's home and b) to the nearest school preferred by reason of a parent's religion or belief between 2 and 15 miles from the child's home. Distances beyond 3 miles will be measured along road routes.*'

- 14.3.4 Other local authorities have their own policies, for example neighbouring Kirklees Council appears to support travel to faith schools as described in their Policy for Home to School Transport Arrangements 2008-09;
www.kirklees.gov.uk/community/education-learning/hometoschooltransport.pdf
- 14.3.5 The Kirklees policy states; *“Where a parent has expressed a preference for a school and that preference is based on the parent’s religion or belief, transport assistance will be offered if they meet the following criteria:*
- *Where children up to the age of eight years attend the nearest suitable school preferred on grounds of religion or belief, and live more than 2 miles, but not more than 15 miles from that school.*
 - *Where children aged 8 to 16 attend the nearest suitable school preferred on grounds of religion or belief, and live more than 3 miles, but not more than 15 miles from that school.*
 - *Pupils attending a denominational school outside of Kirklees will only be considered providing they meet the above criteria.”*
- 14.3.6 For pupils travelling across local authority boundaries, the distances travelled are likely to be greater than the average for pupils attending local schools. This, coupled with the difficulties in supporting school bus travel for cross-boundary journeys, suggests a significant reliance on the private car.

15 Assessment of Needs Summary

15.1 Identification of Travel and Transport Needs

- 15.1.1 In December 2006 the then Department for Education and Skills (DfES) published the Home to School Travel and Transport guidance booklet. This guidance states that *'Local Authorities should, in large part, base their assessment of children and young people's travel and transport needs on the data provided in school or college travel plans.'*
- 15.1.2 The 'Assessment of Pupil Travel and Transport Needs' in Oldham is firmly based on the barriers to sustainable travel choices identified within available STPs, supplemented and updated by the results of a May 2010 online survey of educational establishments in the Borough.
- 15.1.3 In addition an assessment of usual mode of travel data from the annual school census has been used to determine current travel choice. Road casualty data for the Borough has identified the scale of personal injury collisions at journey to school times and allowed an assessment of critical locations.
- 15.1.4 A review of current Council policies on Home to School and College Transport has provided context to issues relating to supported travel across a range of initiatives such as Extended Schools and the 14-19 Agenda.
- 15.1.5 The Audit of Infrastructure identifies gaps in provision linked to the needs highlighted in this document.

15.2 Key Barriers to Sustainable Travel

- 15.2.1 The topography of the Borough indicates the main population centres with a high density of schools, well served by public transport with generally flat terrain which would encourage cycling and walking.
- 15.2.2 The eastern part of the Borough is more rural in character and includes several Pennine villages. Here school catchments are larger in area and the distances travelled greater. The upland nature of this area would make cycling less attractive and walking less viable.
- 15.2.3 At present there are no rail services through the centre of Oldham but the introduction of trams on this route, providing regular services through the heart of the Borough and links to Manchester and Rochdale, may increase opportunities for choosing sustainable travel for some students (see Figure 12).
- 15.2.4 There was broad consistency between the barriers to sustainable travel choice identified in STPs and those reported in the online survey and these are summarised in Figure 9 in Chapter 7.

- 15.2.5 The issue of irresponsible parking around schools, often by parents dropping off or picking up pupils, is seen as the principal issue and the need to address this widespread problem appears to be a priority.
- 15.2.6 The need to reduce the speed and volume of traffic on routes to and from school is also seen as an important action to encourage the choice of sustainable modes. Much work has already been done to address this and is described in the Audit of Infrastructure.
- 15.2.7 With only a small proportion of journeys to school in Oldham made by cycle, there should be potential to increase this mode, especially given the stated preference for cycling at some schools. The needs identified in the STPs and survey questionnaires are a requirement for safer cycling routes and the need for additional storage at schools with a suppressed demand.
- 15.2.8 For walked journeys, the perceived need for improvements to crossing facilities is a priority. School communities appear to greatly value School Crossing Patrols and exhibit concern where authorised sites are vacant.
- 15.2.9 Wider personal safety issues, including the perceived threat of bullying on school journeys, are also seen as a barrier to choosing sustainable modes.

15.3 Gaps in the Data

- 15.3.1 The majority of the data required to complete this 'Assessment of Pupil Travel and Transport Needs' is available and has been utilised in the development of this report. Additional information from neighbouring authorities on Oldham pupils attending their schools should be collected to provide a more comprehensive assessment of cross-boundary travel.

16 References

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Appendix 1 – Online Schools Survey Questionnaire

Sustainable Modes of Travel Strategy (SMoTS) Questionnaire

* 1. What is the name of your school/establishment?

2. Can you please give us an indication of the key issues and barriers to sustainable travel at your establishment?

- | | |
|---|--|
| <input type="checkbox"/> Parents parking around the school entrance | <input type="checkbox"/> Need for more/improved pedestrian crossing facilities |
| <input type="checkbox"/> Speed of traffic in the local area | <input type="checkbox"/> Poorly surfaced footpaths |
| <input type="checkbox"/> Volume of traffic in the local area | <input type="checkbox"/> Lack of street lighting |
| <input type="checkbox"/> Lack of cycle/child scooter storage | <input type="checkbox"/> Lack of suitable bus services |
| <input type="checkbox"/> Security of cycle/child scooter storage | <input type="checkbox"/> Reliability of bus services |
| <input type="checkbox"/> Need for improvements to cycle infrastructure in the local area (cycle routes/lanes) | <input type="checkbox"/> Behaviour on buses |
| <input type="checkbox"/> Lack of school crossing patrols | <input type="checkbox"/> Large catchment area/travel distance |
| <input type="checkbox"/> Other (please specify) | |

(OPTIONAL) Details of issues/barriers:

3. Do you have any of the following within your site?

Cycle Parking Spaces (usually 2 spaces per stand)	Child Scooter Parking Spaces	Parent's Waiting Shelter	Showers for Cyclists	Lockers for Cyclists	Car Share Parking Spaces
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

On-site
infrastructure

Other (please specify)

(OPTIONAL) Details of on-site infrastructure:

4. Can you please tell us about the sustainable travel promotional activities that your establishment currently undertakes?

Encouraging Walking:

- ☐ Walking Bus
- ☐ Park & Stride
- ☐ Pedestrian Road Safety Training
- ☐ Walk to School Events
- ☐ Other (please specify)

Encouraging Cycling:

- ☐ Cycle Buddy Scheme
- ☐ Cycle Train
- ☐ Cycle to School Events
- ☐ Practical Cycling Training (e.g. Bikeability)
- ☐ Cycle Maintenance Events (e.g. Dr Bike)
- ☐ Cycle/Child Scooter Purchase/Loan Scheme
- ☐ Child Scooter Storage
- ☐ Child Scooter Training
- ☐ Other (please specify)

Encouraging Travel on Public Transport:

- ☐ Dedicated School Bus Services
- ☐ Bus Behaviour Agreement
- ☐ Consult with Public Bus Service Operators
- ☐ Independent Travel Training
- ☐ Other (please specify)

Encouraging Car Sharing:

- ☐ Preferential Parking Spaces
- ☐ Car Share Database
- ☐ Other (please specify)

General/Other Promotional Activities:

- ☐ Produce information/promotional material for parents, students and staff
- ☐ Actively promote the benefits of sustainable travel modes
- ☐ Consult with Police over road safety issues
- ☐ Student sustainable travel representative
- ☐ School debates on the topic of sustainable travel
- ☐ Road safety/sustainable travel within the curriculum
- ☐ Webpage containing sustainable travel information
- ☐ Other (please specify)

(OPTIONAL) Details of sustainable travel activities:

5. Does your establishment have any policies relating to sustainable travel?

- ☐ Cycling policies
- ☐ No parents parking on-site
- ☐ School gates locked at student arrival/departure times
- ☐ Agreement with parents relating to student behaviour on buses
- ☐ Other (please specify)

6. Does your establishment have a Travel Plan (e.g. School Travel Plan)?

- ☐ YES
- ☐ NO

Travel Plan

7. Are you actively implementing your Travel Plan?

☐ YES

☐ NO

8. Please provide details of any significant changes relating to sustainable travel since the production of your Travel Plan.

Sustainable Modes of Travel Strategy (SMoTS) Questionnaire

Can you please provide your contact details below:

Name:

Email

Address:

Phone

Number:

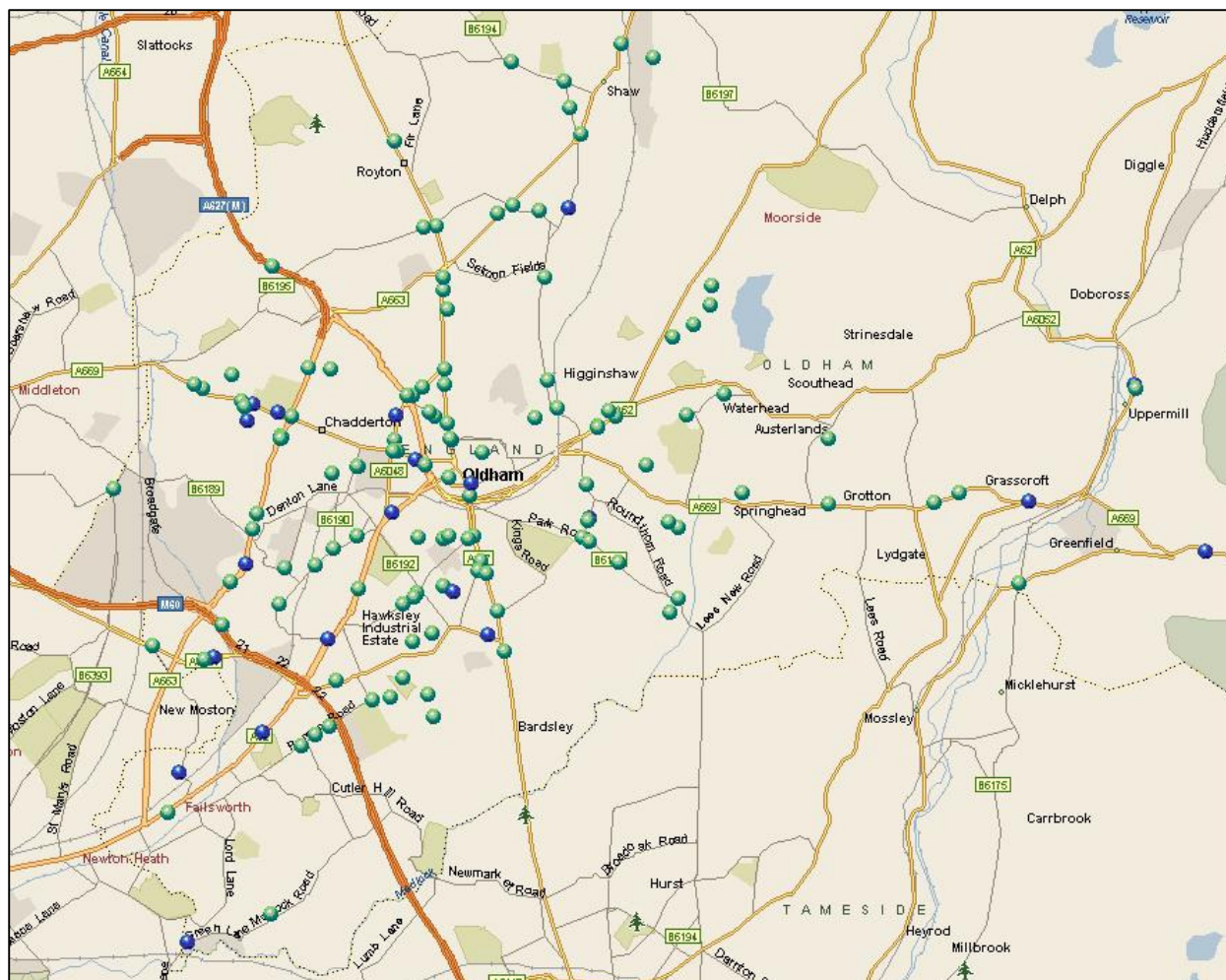
Appendix 2 – Proportion of Pupils Travelling by Car to Each School in Oldham



Appendix 3 – Personal Injury Collisions Involving Children and Young People (19 and Under) at School Journey Times

Appendix 3

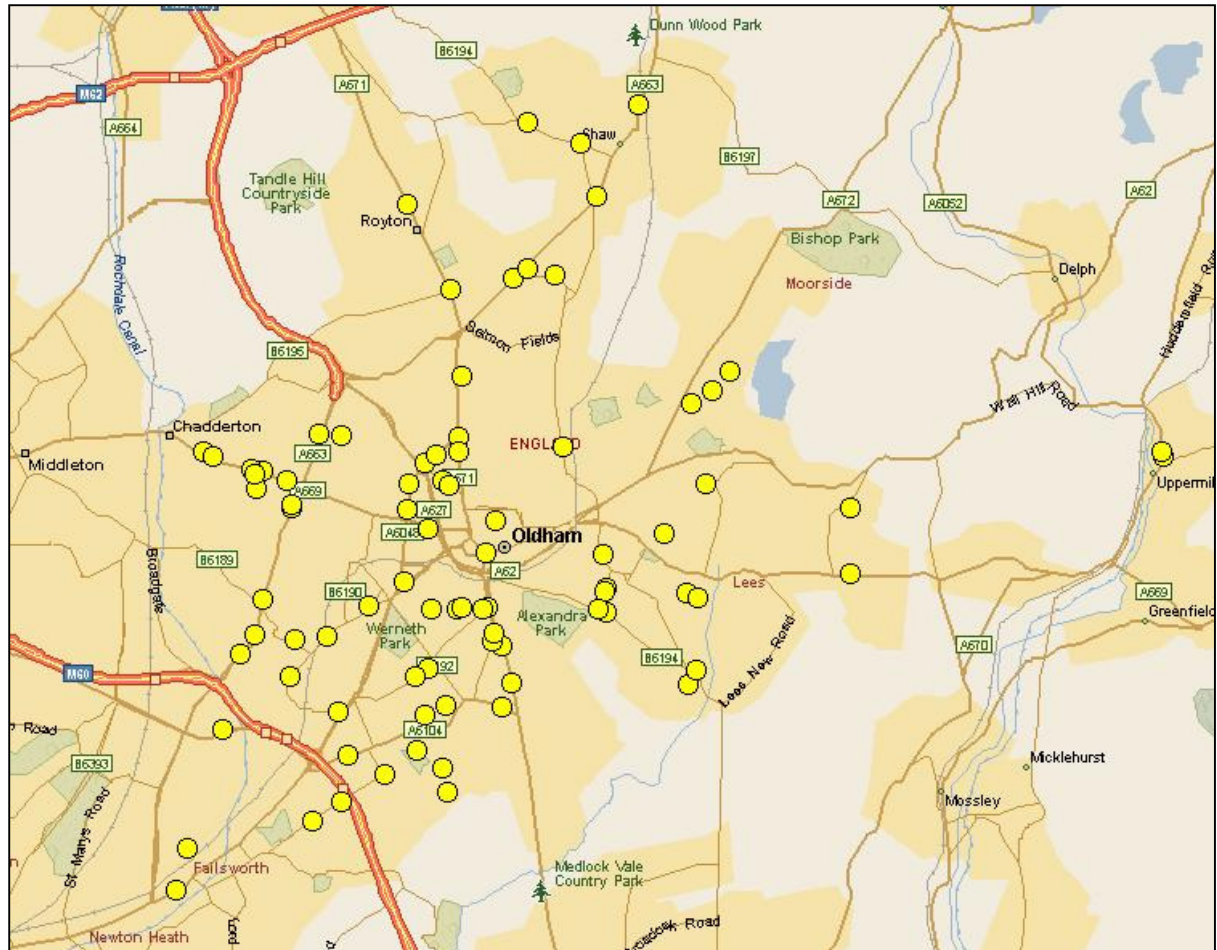
Location of Injuries to Pupils (19 and under) at School Journeys Times in Oldham
2007-2009



Appendix 4 – Pedestrians Age 19 and Under Injured at School Journey Times

Appendix 4

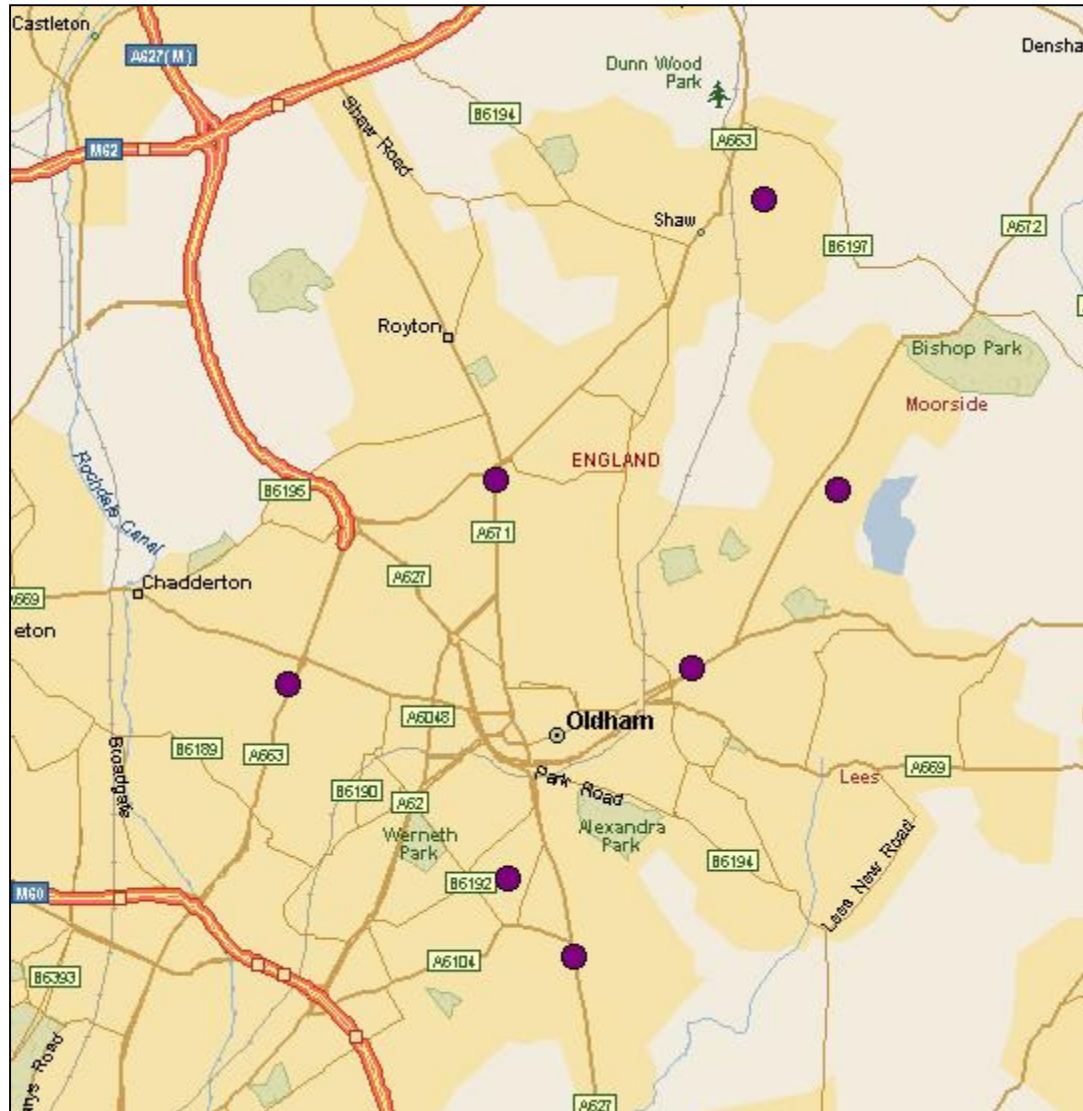
Location of Injuries to Pedestrians (19 and under) at School Journeys Times in Oldham (2007-2009)



Appendix 5 – Cyclists Age 19 and Under Injured at School Journey Times

Appendix 5

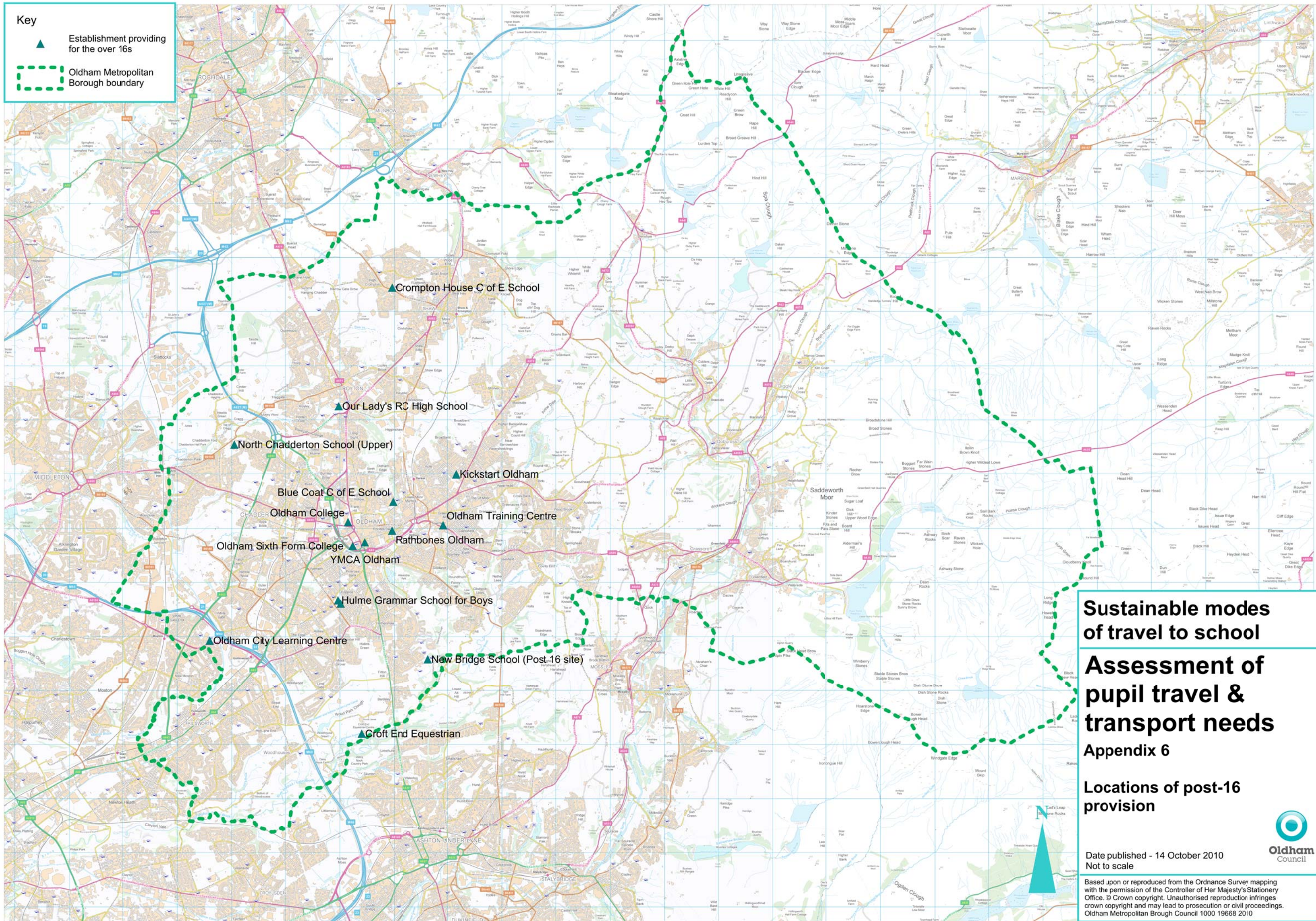
Location of Injuries to Cyclists (19 and under) at School Journeys Times in Oldham (2007-2009)



Appendix 6 – Locations of Post-16 Provision

Key

- Establishment providing for the over 16s
- Oldham Metropolitan Borough boundary



Sustainable modes of travel to school

Assessment of pupil travel & transport needs

Appendix 6

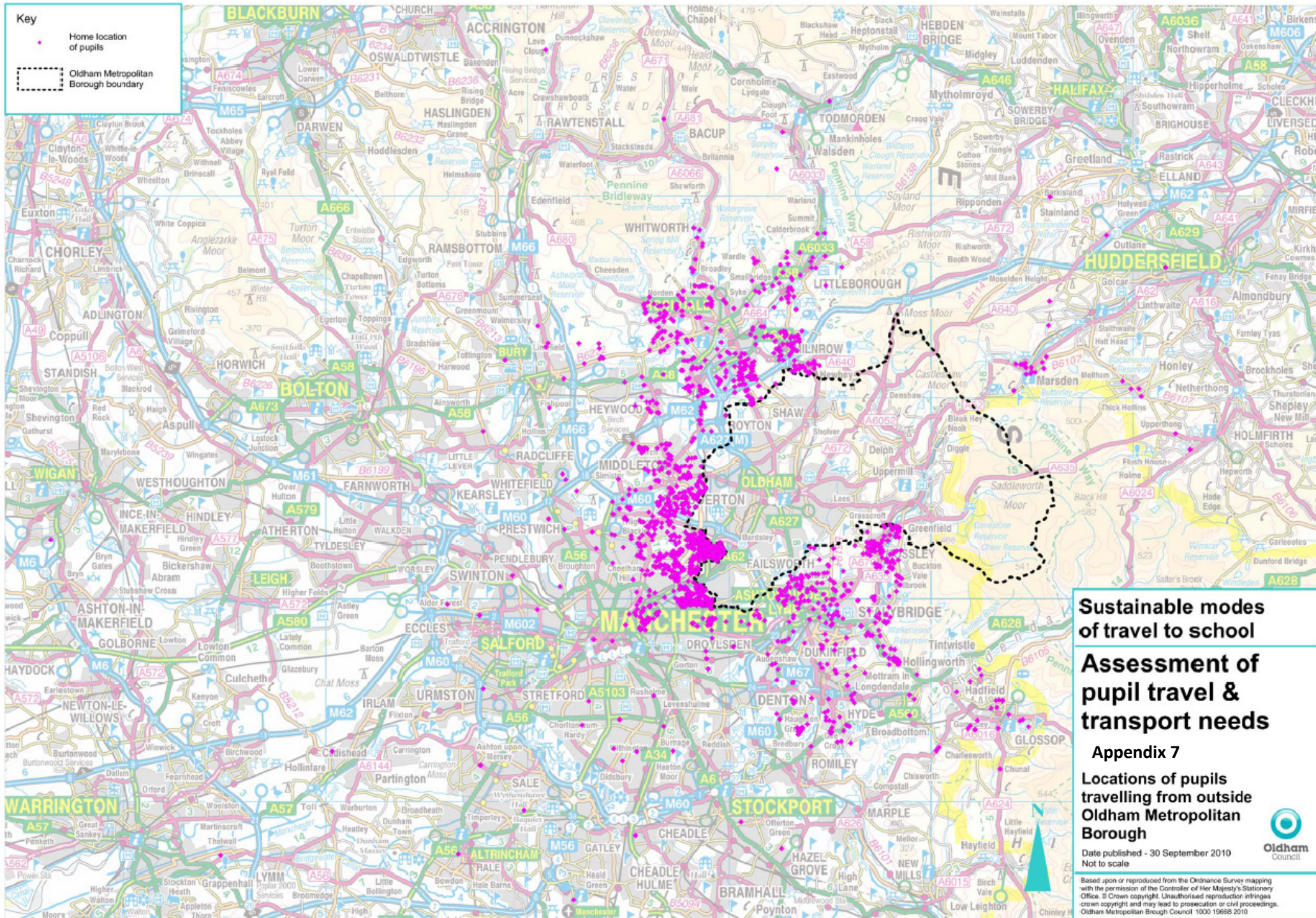
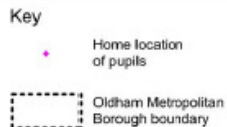
Locations of post-16 provision

Date published - 14 October 2010
Not to scale

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Appendix 7 – Locations of Pupils Travelling from Outside Oldham



Sustainable modes of travel to school

Assessment of pupil travel & transport needs

Appendix 7

Locations of pupils travelling from outside Oldham Metropolitan Borough

Date published - 30 September 2010
Not to scale



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Appendix 8 – Educational Establishments in Oldham Included in the Sustainable Modes of Travel Strategy

Oldham SMoTS Establishments

Establishment Name	DCSF Number	Phase	Type
Alexandra Park Junior School	2000	Primary	Maintained
Alt Primary School	2104	Primary	Maintained
Bare Trees Primary School	3506	Primary	Maintained
Beal Vale Primary School	2091	Primary	Maintained
Beever Primary School	2002	Primary	Maintained
Blackshaw Lane Primary & Nursery School	2058	Primary	Maintained
Blue Coat CofE School	4600	Secondary	Maintained
Breeze Hill School	4014	Secondary	Maintained
Broadfield Primary School	2095	Primary	Maintained
Buckstones Junior and Infant School	2085	Primary	Maintained
Burnley Brow Community School	2099	Primary	Maintained
Chadderton Hall Junior School	2061	Primary	Maintained
Christ Church CofE Primary School (Chadderton)	3341	Primary	Maintained
Christ Church CofE Primary School (Denshaw)	3011	Primary	Maintained
Clarksfield Primary School	2112	Primary	Maintained
Coppice Primary School	3505	Primary	Maintained
Corpus Christi RC Primary School	3358	Primary	Maintained
Counthill School	4001	Secondary	Maintained
Croft End Equestrian		Further	Further
Crompton House CofE School	4605	Secondary	Maintained
Crompton Primary School	2110	Primary	Maintained
Delph Primary School	2079	Primary	Maintained
Diggle School	2075	Primary	Maintained
East Crompton St George's CofE School	3355	Primary	Maintained
East Crompton St James CofE Primary School	3345	Primary	Maintained
Failsworth School	4023	Secondary	Maintained
Farrowdale House School	6014	Primary	Independent
Fir Bank Primary School	2069	Primary	Maintained
Firwood Manor Preparatory School	6017	Primary	Independent
Freehold Community Junior Infant and Nursery School	2008	Primary	Maintained
Friezland Primary School	2076	Primary	Maintained
Glodwick Infant and Nursery School	2047	Primary	Maintained
Grange School	4005	Secondary	Maintained
Greenacres Junior Infant and Nursery School	2010	Primary	Maintained
Greenfield Primary School	2077	Primary	Maintained
Greenfield St Mary's CofE School	3366	Primary	Maintained
Greenhill Primary School	2097	Primary	Maintained
Hathershaw College of Technology & Sport	4011	Secondary	Maintained
Hey-with-Zion Primary School	3012	Primary	Maintained
Higher Failsworth Primary School	3504	Primary	Maintained
Hodge Clough Infant and Nursery School	2049	Primary	Maintained
Hodge Clough Junior School	2048	Primary	Maintained
Holy Cross CofE Primary School	3393	Primary	Maintained
Holy Family RC Primary School	3400	Primary	Maintained
Holy Rosary RC Junior Infant and Nursery School	3328	Primary	Maintained
Holy Trinity CofE Dobcross Primary School	3009	Primary	Maintained
Horton Mill Community Primary School	2098	Primary	Maintained
Hulme Grammar Schools	6012	All ages	Independent
Kaskenmoor School	4015	Secondary	Maintained
Kickstart Oldham		Further	Further
Kingfisher Community Special School	7013	Primary	Special Needs
Kingsland School	1100	Other	PRU
Knowsley Junior School	2080	Primary	Maintained
Limehurst Community Primary School	2033	Primary	Maintained
Limeside Primary School	2017	Primary	Maintained
Littlemoor Primary School	2044	Primary	Maintained
Lyndhurst Primary and Nursery School	2012	Primary	Maintained
Mather Street Primary School	2054	Primary	Maintained
Mayfield Primary School	2034	Primary	Maintained
Medlock Valley Community School	2111	Primary	Maintained
Mills Hill Primary School	2052	Primary	Maintained
New Bridge School	7014	Secondary	Special Needs
North Chadderton School	4027	Secondary	Maintained
Oldham City Learning Centre		Further	Further
Oldham College	8001	College	College
Oldham Sixth Form College	8600	College	College
Oldham Training Centre		Further	Further
Our Lady's RC High School	4607	Secondary	Maintained
Our Lady's RC Primary School	3334	Primary	Maintained
Propps Hall Junior Infant and Nursery School	2071	Primary	Maintained
Radclyffe School	4028	Secondary	Maintained
Rathbones Oldham		Further	Further

Oldham SMoTS Establishments

Establishment Name	DCSF Number	Phase	Type
Richmond Primary School	2001	Primary	Maintained
Roundthorn Community Primary School	2022	Primary	Maintained
Royton and Crompton School	4022	Secondary	Maintained
Royton Hall Primary School	3507	Primary	Maintained
Rushcroft Primary School	2065	Primary	Maintained
Sacred Heart RC Junior Infant and Nursery School	3332	Primary	Maintained
Saddleworth High School	4026	Secondary	Maintained
Saddleworth Preparatory School	6015	Primary	Independent
South Chadderton School	4021	Secondary	Maintained
South Failsworth Community Primary School	2062	Primary	Maintained
Spring Brook School	7012	Primary	Special Needs
Springhead Infant and Nursery School	2078	Primary	Maintained
St Agnes CofE Primary School	3326	Primary	Maintained
St Aidan and St Oswald's RC School	3363	Primary	Maintained
St Anne's CofE (Aided) Primary School (Royton)	3353	Primary	Maintained
St Anne's CofE Lydgate Primary School	3007	Primary	Maintained
St Anne's RC Primary School	3401	Primary	Maintained
St Augustine of Canterbury RC High Specialist Humanities School	4606	Secondary	Maintained
St Chad's CofE Primary School	3008	Primary	Maintained
St Edward's RC School	3362	Primary	Maintained
St Herbert's RC School	3364	Primary	Maintained
St Hilda's CofE Primary School	3329	Primary	Maintained
St Hugh's CofE Primary School	3325	Primary	Maintained
St John's CofE Infant and Nursery School	3348	Primary	Maintained
St John's CofE Junior School	3347	Primary	Maintained
St Joseph's RC Junior Infant and Nursery School	3359	Primary	Maintained
St Luke's CofE Primary School	3342	Primary	Maintained
St Margaret's CofE Junior Infant and Nursery School	3333	Primary	Maintained
St Martin's CofE Junior Infant and Nursery School	3330	Primary	Maintained
St Mary's CofE Primary School High Crompton	3346	Primary	Maintained
St Mary's RC Primary School	3403	Primary	Maintained
St Matthew's CofE Infant School	3344	Primary	Maintained
St Patrick's RC Primary and Nursery School	3402	Primary	Maintained
St Paul's CofE Primary School	3503	Primary	Maintained
St Thomas CofE Primary School	3315	Primary	Maintained
St Thomas' Leesfield CofE Primary School	3351	Primary	Maintained
St Thomas Moorside CofE (VA) Primary School	3303	Primary	Maintained
Stanley Road Primary School	2109	Primary	Maintained
Stoneleigh Primary School	2094	Primary	Maintained
Thornham St James CofE Primary School	3010	Primary	Maintained
Thorp Primary School	2093	Primary	Maintained
Watersheddings Primary School	2027	Primary	Maintained
Werneth Primary School	3508	Primary	Maintained
Westwood Primary School	2108	Primary	Maintained
Whitegate End Primary and Nursery School	2064	Primary	Maintained
Woodhouses Voluntary Primary School	3005	Primary	Maintained
Yew Tree Community School	2113	Primary	Maintained
YMCA Oldham		Further	Further