Sustainable Modes of Travel Strategy

Infrastructure Improvement Plan
Final Version 1
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local transport projects

Produced by Local Transport Projects Ltd on behalf of Oldham Council

Oldham Council

Infrastructure Improvement Plan (IIP)

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1 Introduction

1.1 Background

1.1.1 The Education and Inspections Act 2006 (DCSF, 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. This report outlines initiatives to improve Oldham's sustainable school travel infrastructure and forms part of the Council's overall SMoTS.

1.1.2 The results of the 'Assessment of Pupil Travel and Transport Needs' and the 'Audit of Sustainable Travel Infrastructure', including the gaps and barriers identified, form the basis of this strategy for improving the sustainable transport infrastructure so that it better meets the needs of children and young people in Oldham. This 'Infrastructure Improvement Plan' (IIP) considers both 'hard' and 'soft' measures and includes an Action Plan to guide infrastructure improvement, with an outline methodology for prioritising initiatives to provide value for money and effective modal shift.

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 (DfT, 2006) and to contribute to National Indicator NI 198 (Children Travelling to School – Mode of Transport Usually Used).

1.3 Development of the Infrastructure Improvement Plan (IIP)

1.3.1 This IIP has been developed using the information collected and analysed in the Assessment of Pupil Travel and Transport Needs (LTP, 2010a) and the Audit of Sustainable Travel and Transport Infrastructure (LTP, 2010b).

1.3.2 This IIP includes the following outputs:

- A methodology for developing options and prioritising actions;
- Criteria for prioritising schools/measures;
- A prioritised list of schools;
- A list of sustainable transport issues at Oldham schools;
- An Overall Action Plan/programme;
- A 'toolbox' of typical sustainable transport actions; and
- A pilot individual school SMoTS for the highest priority school.

2 Assessment of Pupil Travel and Transport Needs/Audit of Sustainable Travel and Transport Infrastructure

2.1 Role of the Assessment and Audit

2.1.1 The Assessment of Pupil Travel and Transport Needs forms the basis for development of the SMoTS, providing an analysis of existing travel patterns, identifying barriers to sustainable choices and the potential for shift to sustainable travel options.

2.1.2 The Assessment was based on a review of existing School Travel Plans, an on-line survey sent to all eligible educational establishments in Oldham, a review of existing policies and consultation with stakeholders.

2.1.3 Table 1 shows the key findings from the review of existing school travel plans, illustrating barriers to sustainable travel choices.

Table 1: 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%

2.1.4 There were 77 responses to an on-line survey completed in May 2010 and the key issues relating to sustainable transport identified by school communities are shown in Figure 1. These are discussed further in Sections 3 to 6.

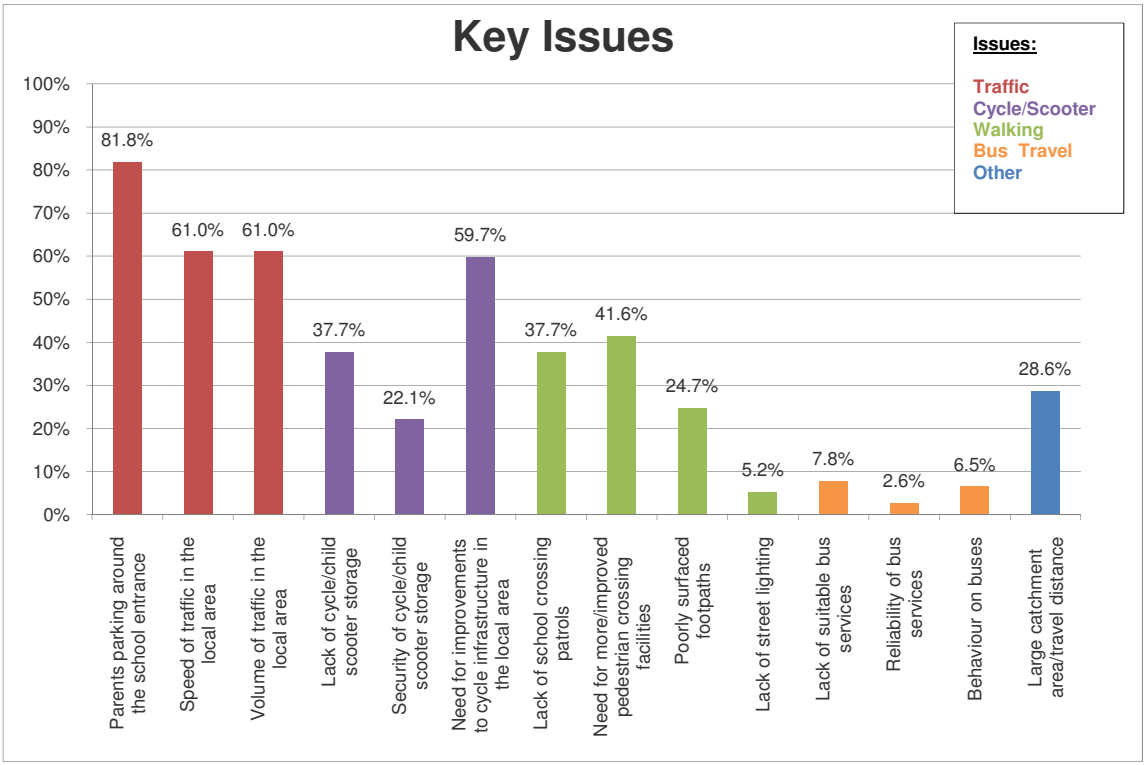


Figure 1: Key Accessibility Issues/Barriers to Sustainable Travel

2.1.5 The Audit of Sustainable Travel and Transport Infrastructure supporting sustainable travel in Oldham was completed from a wide range of sources, including specific site visits, and in consultation with stakeholder organisations and schools. This included both the 'hard' (highway infrastructure) and 'soft' (promotional) measures described in Chapters 3 and 4 of the Audit report (LTP, 2010b).

2.1.6 The barriers to sustainable travel choices and gaps in provision of supporting infrastructure identified by the Assessment of Pupil Travel and Transport Needs and Audit of Sustainable Travel and Transport Infrastructure have been used to develop this Infrastructure Improvement Plan. The IIP develops a method for prioritising measures to provide effective encouragement for alternatives to the car.

3 Pedestrian Journeys

3.1 Barriers to Walking to School

3.1.1 The 2010 School Census indicated that walking was the most popular mode of travelling to school in Oldham, with 53.8% of students choosing this method.

3.1.2 The key barriers to walked journeys identified by schools, parents and pupils relate to the problems caused by vehicles on the streets around school sites.

3.1.3 In both the review of School Travel Plans and the on-line survey the main barrier identified was 'parking at school', with over 80% of establishments highlighting this issue.

3.1.4 Volume and speed of traffic were also highlighted as inhibiting sustainable travel choice, even though much work has been completed in Oldham aimed at reducing the speed of vehicles near to schools and in residential areas.

3.1.5 As barriers to pedestrian journeys, a 'lack of pedestrian crossings' was mentioned in 28.4% of School Travel Plans and by 41.6% of respondents to the survey. Additionally 37.7% of survey responses mentioned a 'lack of School Crossing Patrols'.

3.1.6 Individual site audits identified problems with a lack of dropped kerbs and tactile paving, generally on routes to and around schools. Parking problems at several sites were exacerbated by worn or faded road markings and a lack of consistency in the restrictions implemented to protect school sites.

3.1.7 Identifying specific locations for improved pedestrian crossing facilities is difficult given that parents and pupils have developed varied strategies for avoiding crossing movements they consider dangerous, including choosing to drive to school.

3.1.8 The on-line survey identified participation in promotional activity to encourage pedestrian journeys. The results are shown in Figure 2.

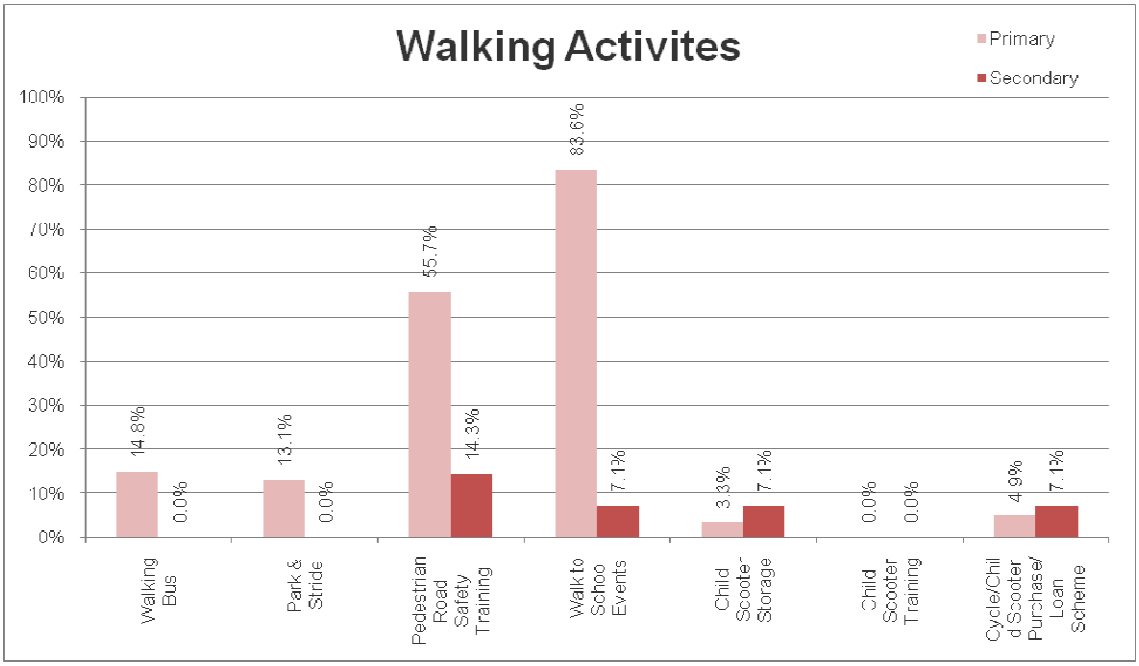


Figure 2: Walking Promotions in Oldham Schools

3.1.9 Walking Bus and Park and Stride projects are supported by 14.8% and 13.1% of Primary Schools respectively. Road safety training and Walk to School activities are better supported but there is little promotional work recorded in Secondary Schools.

3.2 Potential Improvements

3.2.1 **'Hard Measures':** To address the main issue identified by school communities, that of irresponsible parking close to schools, there is the potential for targeted maintenance of existing signs and carriageway markings and the introduction of a consistent approach to restrictions and enforcement at school sites.

3.2.2 The installation of School Keep Clear markings at all school pedestrian accesses, supported by the implementation of a standard Traffic Regulation Order prohibiting stopping, would provide consistency at all sites and facilitate an Oldham-wide educational campaign for drivers.

3.2.3 A programme of undertaking surveys of pedestrian crossing movements at sites identified by schools would establish if the appropriate criteria for the provision of a formal pedestrian crossing had been met.

3.2.4 A focused and concerted campaign to recruit to those School Crossing Patrol sites which are currently vacant and to survey sites identified by schools would help to address the perception that there is a lack of provision.

3.2.5 **'Soft Measures'**: There appears to be potential to increase the promotion of pedestrian journeys.

3.2.6 An increase in the number of Walking Buses operating in Oldham may be difficult to achieve as the review of School Travel Plans identified difficulties in recruiting volunteers.

3.2.7 Similarly the availability of suitable 'Park and Stride' sites may limit the potential for an expansion in the availability of this facility but schools could be encouraged to support this idea in partnership with local businesses with parking available. The production and distribution of a simple guide for schools may help to address this.

3.2.8 The use of 'pavement scooters' by younger children is recorded as walking in the School census. This mode offers significant potential for primary schools but the Audit of Sustainable Travel and Transport Infrastructure revealed little previous work in the promotion of scooters.

3.2.9 Walk to School promotions appear well supported in Primary Schools (83.6%) but the development of a promotional package specifically for Secondary Schools may increase participation in this phase. Links to the National Healthy School Standard and Eco School objectives may encourage engagement.

4 Cycle Journeys

4.1 Barriers to Cycling to School

4.1.1 The 2010 School Census indicated that overall only 0.3% of pupils chose to cycle to/from school and that even in secondary schools this was still less than 1%.

4.1.2 The main barriers identified in the analysis of School Travel Plans were related to perceived gaps in the infrastructure on the highway (cycle routes) and in schools (cycle parking, lockers). Table 1 shows the results, with 36.7% of schools indicating a lack of cycle parking and 28.4% a lack of safe cycle facilities on routes to and from their establishment.

4.1.3 In response to an online survey undertaken in May 2010, 60% of schools highlighted lack of dedicated cycle routes in their catchment area as a significant barrier to choosing this mode. Lack of cycle parking was perceived as an issue by 38% of schools.

4.1.4 Oldham Council has a long term strategy for developing the local network of cycle facilities but this is resource intensive and consequently challenging in the current financial climate. There are potential alternative sources of funding for on-site infrastructure, such as cycle parking and lockers, and the Council supports schools in bidding for this.

4.1.5 The on-line survey of schools identified participation in activities aimed at promoting cycling and the results are shown in Figure 3.

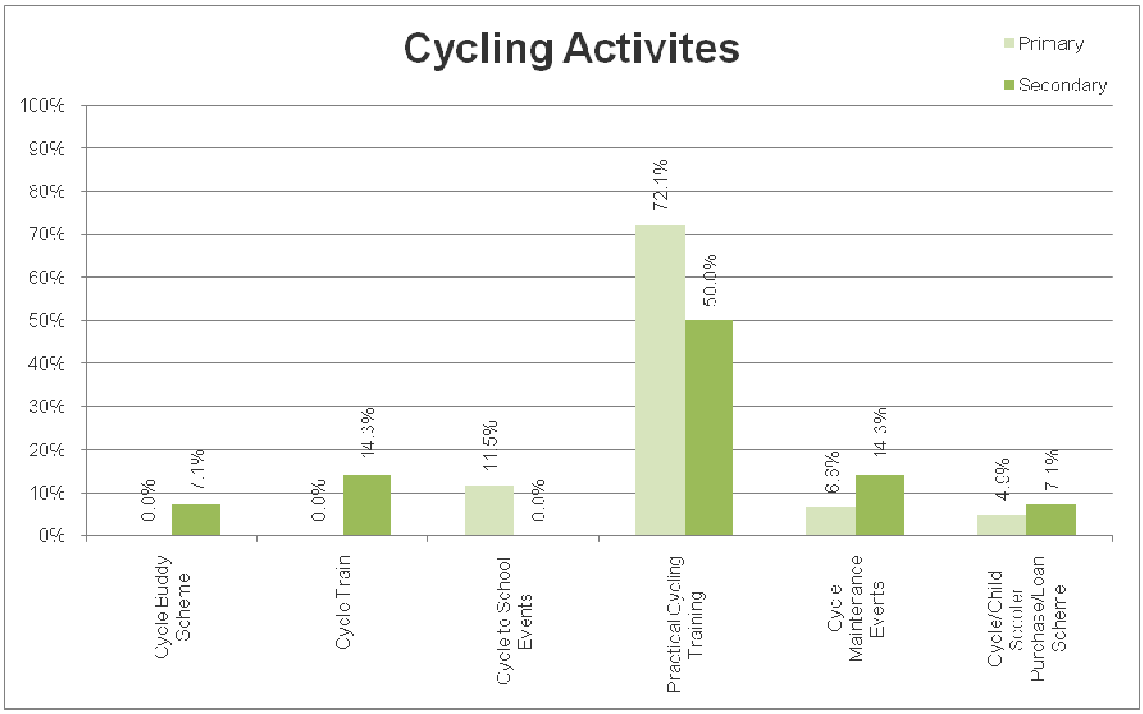


Figure 3: Cycling Promotions in Oldham Schools

4.1.6 Whilst support for road safety training is strong, with 72.1% of primary and 50% of secondary schools reporting involvement, there appears to be potential for increasing participation in activities aimed at encouraging cycling, such as 'Bike to School' events or cycle maintenance promotions.

4.2 Potential Improvements

4.2.1 **'Hard Measures':** To address the main issues identified by educational establishments (cycle routes and cycle parking) would require significant investment of resources over a long period.

4.2.2 The Council's long term programme for improving their network of cycle routes is described below;

"An investment of over £30 million is required to complete the Oldham Cycle Network and provide cycle routes that are accessible to everyone in the community. The completion of this network will ensure that every education establishment in the Borough will be linked to a high quality cycle network. Current estimates suggest that the completion of the Oldham Cycle Network will not be achieved before 2032 and therefore there will be issues in the short to medium term concerning the ability of students to be able to access education establishments safely on a bicycle. However, priorities are being given to creating the strategic traffic free cycle routes that link in to Oldham Town Centre providing high quality routes from Ashton, Lees and Chadderton." (OMBC, 2009)

4.2.3 Additional support could be provided for schools identified in the IIP Action Plan to bid for alternative funds to support on-site improvements in cycle parking and locker facilities.

4.2.4 **'Soft Measures'**: With limited participation reported in cycling activities, there appears to be potential to increase the promotion of cycling for the journey to school.

4.2.5 Some activities, such as the development of Cycle Trains, require the involvement of suitable volunteers and schools have identified the difficulty in achieving this. However there are activities, such as Bike to School events, which are relatively simple to organise and can help to encourage cycling for the journey to school. Those schools participating in the engagement process with identified need could be supported in the development of cycling promotions.

4.2.6 Improvements should initially focus on raising the profile of cycling in those areas of Oldham where the terrain and current infrastructure supports cycling and at those schools identified in the IIP Action Plan.

5 Public Transport Journeys

5.1 Barriers to Using Public Transport for the Journey to School

5.1.1 The 2010 School Census recorded less than 4% of primary school journeys made by bus but for secondary pupils this increased to over 28%. Many of these pupils are eligible for free transport and travel on dedicated school services. The high quality of the public transport network in Oldham provides some potential to increase use of this mode.

5.1.2 The analysis of available School Travel Plans and the results of the May 2010 on-line survey of Oldham schools showed few reported issues with the provision of public transport.

5.1.3 Only 7.8% of schools reported a lack of suitable services and 6.5% reported pupil behaviour on buses as barriers to choosing this mode.

5.1.4 Reflecting the difference in use between primary and secondary schools, the on-line survey indicated little involvement in public transport promotions for under-11s. Figure 4 shows the results of the on-line survey.

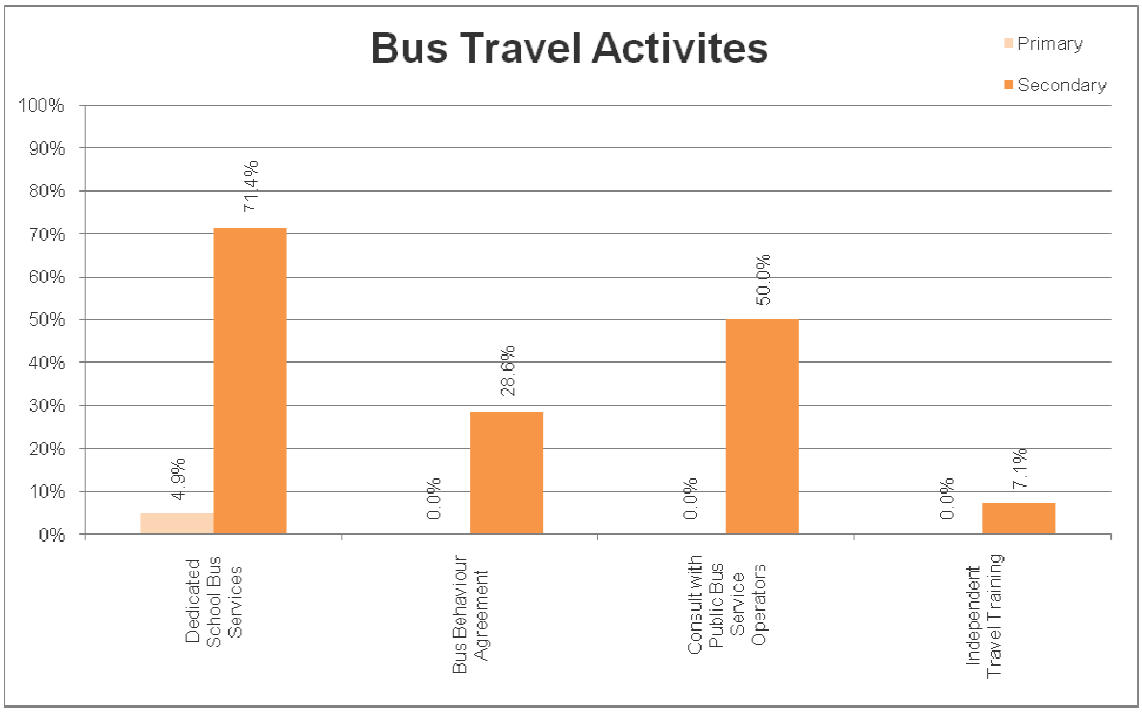


Figure 4: Public Transport Promotions in Oldham Schools

5.1.5 Over 70% of secondary schools have dedicated bus services and half consult with operators on the provision of services. Student Bus Behaviour Agreements are in place at 28% of secondary schools.

5.2 Potential Improvements

5.2.1 **'Hard Measures':** Both the analysis of School Travel Plans and the on-line survey did not show any issues with the provision of stops or shelters. Less than 1 in 10 responses indicated any problem with the availability of suitable services.

5.2.2 The extension of the Greater Manchester Metrolink system to Oldham and Rochdale may provide improved public transport links and services for some educational establishments in Oldham, particularly those based near to stops and in the town centre.

5.2.3 **'Soft Measures':** There may be limited potential to promote public transport for the journey to primary school but the introduction of a 'Buswise' type promotion, which focuses on the transition to secondary school, may help to encourage bus use and student behaviour.

5.2.4 For some of those with additional needs attending Special Schools, Independent Travel Training may help to facilitate use of public transport both for educational journeys and in a wider context.

6 Managing Car Use

6.1 Methods of Managing Car Use

6.1.1 **Car Share:** Car sharing or lift share, where a family shares their journey to school with another, is an effective method of reducing the number of vehicles travelling to educational sites and the pollution produced.

6.1.2 Often overlooked, there is also a significant potential to increase staff journeys to educational establishments through car sharing.

6.1.3 **Parking Restrictions**: The implementation of parking restrictions on the highway in areas around schools and educational establishments is often necessary to prevent obstruction of accesses and danger to pupils and parents.

6.1.4 On-site restrictions, such as restricting parking to staff and authorised visitors, or using a barrier or gate to restrict access, can also be used to manage car use.

6.2 Barriers to Managing Car Use

6.2.1 The 2010 School Census results indicated that less than 3% of journeys to school in Oldham involve car sharing. Only one school reported providing dedicated parking bays for those car sharing and just 4 reported active support for this mode.

6.2.2 In the on-line survey of schools over 80% reported that parking in the area around the school was perceived as a barrier to choosing sustainable modes of travel. This was seen as the main issue to be addressed and this perception was also evident in the analysis of School Travel Plans.

6.3 Potential Improvements

6.3.1 **'Hard Measures':** There would appear to be significant potential for encouraging staff to car share by providing dedicated car share parking bays on-site. This would also provide a positive message to parents.

6.3.2 The Audit of Sustainable Travel and Transport Infrastructure showed an inconsistent approach to protecting school accesses through the lack of on-street parking restrictions at some sites and there appears to be potential to address this on an Oldham-wide basis.

6.3.3 Signs and carriageway markings associated with existing restrictions should be subject to a programme of targeted maintenance to ensure that they are clear and capable of being enforced if required.

6.3.4 **'Soft Measures':** Support for a car-share database in individual schools would help to encourage parents to share their car journeys where there is no other alternative. This would result in reduced costs for families and a reduction in traffic and pollution associated with school journeys.

6.3.5 Whilst the majority of schools regularly remind parents about the dangers associated with irresponsible parking, consistency of approach would allow an Oldham-wide educational campaign to help manage parking in the vicinity of educational establishments. This could be supported by additional enforcement targeted at those schools identified in the IIP Action Plan.

7 IIP Action Plan

7.1 Scope

7.1.1 The IIP Action Plan has been developed within the following assumptions regarding the definition of its scope:

- The Action Plan should be developed within the context of achieving the greatest possible shift towards sustainable modes of transport, for the resources available;
- During the initial period of implementation at least, there will be restricted resources, limiting the scale of recommended actions;
- It will not be possible to address the issues identified at every school during the first 5 years of implementation;
- There is no policy guidance, beyond those relating to reducing car use on the school journey, to target any particular area of the Borough;
- There is no requirement to target any one educational phase in particular (primary, secondary or tertiary);
- Any measures identified should not have significant long term revenue commitments; and
- There is no requirement to implement schemes outside of Oldham Council's boundaries.

7.2 Relevant Current and Planned Complementary Activities

7.2.1 **School Travel Advisers/School Travel Plans**: During 2010-11, Oldham Partnership has commissioned the Council's Economy, Place and Skills Directorate to continue to provide support for the development and review of School Travel Plans. School Travel Advisers work with schools to provide advice and support and to help promote sustainable travel choices.

7.2.2 The programme includes helping schools to review and update their Travel Plans, where they are more than 3 years old, through the development of individual Sustainable Travel Strategies.

7.2.3 Promotion of sustainable travel in schools, delivered by the Unity Partnership on behalf of the Council, includes progressing the Engagement Programme by continuing support for those schools active in the first phase and developing a second phase to include a further 10 schools.

7.2.4 The WOW (Walk on Wednesdays/Walk Once a Week) programme is supported by the Council, prioritising primary schools with the lowest walking rates (less than 40% of pupils).

7.2.5 **Local Safety Schemes:** The Road Traffic Act 1988 imposes a duty on highway authorities to undertake studies into the incidence of personal injury collisions (PICs) on the roads in their areas and to implement appropriate measures to reduce the likelihood of PICs occurring. The Unity Partnership carries out this duty on behalf of Oldham Council, developing a recommended programme of Local Safety Schemes comprising engineering measures of various types including traffic signs, road markings, vehicle-activated signs, speed limit reductions, traffic calming, pedestrian crossings and parking controls.

7.2.6 The Local Safety Schemes programme, by reducing the risk of injury on Oldham's roads, provides general support for sustainable travel choices, particularly walking and cycling journeys.

7.2.7 **Integrated Minor Works programme**: Officers within Oldham Council and the Unity Partnership are asked each year to identify any commitments and to submit bids for new minor works schemes using a bespoke proforma designed to gather standard information for each scheme or type of scheme.

7.2.8 The annual minor works programme includes a range of highway projects that together target a range of LTP objectives, particularly around encouraging more sustainable forms of travel such as cycling, walking and public transport, including for journeys to school. The programme addresses a number of statutory duties, including:

- The duty to promote safe and sustainable travel to school under the Education and Inspections Act 2006; and
- The duty to take action to reduce the likelihood of PICs occurring.

7.2.9 The programme includes School Safety Zones and Safer Routes to School schemes which directly support sustainable travel choices for school journeys.

7.2.10 **Highway Maintenance Schemes**: Under the 1980 Highways Act the Authority has a legal requirement to allow safe passage of highway users through the Borough. Highway works are carried out by the Highway Services Operation team and other external civil engineering contractors. All construction works are carried out using the 2007 Construction, Design and Management Regulations.

7.2.11 Highway schemes are prioritised by using the following criteria:

- Data collected on road condition for A, B and C class roads;
- Unclassified road network data collected by the Highway Services Assets Team using visual inspection criteria and Department for Transport (DfT) rule sets;
- PIC data provided by the Unity Partnership Safety Engineering Team;

- Requests for service by members of the public and elected members; and
- Safety inspections carried out by Highway Network inspectors.

7.2.12 Over the next 4 years, an additional £10 million has been allocated to improving Oldham's highway network. This includes £25,000 for each ward to address key issues on unclassified roads. The programme is assessed against the Safer Routes to School programme to ensure mutual benefits where possible.

7.2.13 Maintaining the highway infrastructure, particularly footways and cycle facilities, contributes to sustainable travel choices for the journey to school.

7.3 Key Delivery Issues

7.3.1 The delivery of Oldham's Sustainable Mode of Travel Strategy for school journeys will be managed by the Senior Transportation Policy Officer. Several stakeholders will be involved in the implementation of the IIP Action Plan with the Council and Unity Partnership working together on the majority of actions.

7.3.2 Given current government policy, the key issue will be the availability of resources. By January 2011 the Council should have received an indication of funding available to implement their Local Transport Plan over the next 4 years and this will allow priorities to be set using the criteria described in this Chapter.

7.4 Criteria for Prioritising Schemes

7.4.1 Accepting that it will not be possible to address the perceived barriers to sustainable travel choices at every school during the initial 4 year implementation period, it is important to apply an objective and robust prioritisation process to identify an order in which to implement projects.

7.4.2 Several possible approaches for prioritising options were considered in detail and these different options are appraised in Appendix 1. There were potentially two themes, either **school-based**, where those educational establishments with the greatest potential to achieve shift away from the car were prioritised, or **measure-based**, where the most effective measures were applied where schools had identified an appropriate issue.

7.4.3 A predominantly 'school-based' approach is recommended, to achieve the greatest benefits in terms of modal shift. This uses school census data to identify and prioritise educational establishments with a high number of journeys by car AND a high proportion of students living within a viable walking/cycling distance. It also allows for cost effective Oldham-wide measures to be considered where a significant number of schools might benefit.

7.4.4 The detailed methodology used is shown in Appendix 2 and summarised below:

1. Rank all schools on the number of pupils travelling by single passenger car, producing separate lists for both primary and secondary schools.

2. Take all those in each list at least 5% above the average and rank them again based on the percentage of pupils within 1 mile for primary and 2 miles for secondary.

3. From this information a potential **number** of pupils to be targeted can be calculated and a priority list of schools produced, ranked on this basis.

4. Take the top 10 primary schools and top 4 secondary schools as the short lists for action. These lists could be further refined by giving priority to those establishments with approved Travel Plans or who are prepared to develop an individual SMoTS with agreed targets and Action Plan.

5. Assess the barriers to sustainable travel choices identified in the site report for each establishment on the short lists, agree an Action Plan with the school and, where resources allow, implement appropriate measures in the priority order.

6. Use the information from the Assessment of Pupil Travel and Transport Needs and Audit of Sustainable Travel and Transport Infrastructure to identify potential cost-effective, Oldham-wide actions and, where resources allow, implement them.

7.4.5 This methodology allows actions to be targeted at those individual schools where there is greatest potential for shift away from single passenger car for the school journey whilst retaining the flexibility to implement Oldham-wide mass actions if they address priority issues and are cost-effective.

7.4.6 The Audit of Sustainable Travel Infrastructure identified a number of issues to be addressed at each school site. Appendix 5 lists all the schools together with the key issues at each site.

7.5 Priority Schools

7.5.1 The criteria described in Section 7 and Appendix 2 has produced short lists of 10 primary and 4 secondary schools for action. These are shown, along with the background information, in Appendix 3 and summarised in Table 2. It will only be possible to identify specific measures for implementation once resources are allocated but it is intended that the site issues identified in the individual school site reports will provide the template for action.

Table 2: Priority Schools 2010-11

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	

7.5.2 It is considered that the development of individual school SMoTS will provide a focus for the ongoing participation of schools in the promotion of sustainable travel and provide an effective means to facilitate the specific identification of school based targets and action plans.

7.5.3 Section 8 includes the description of a pilot SMoTS for the highest priority primary school in Table 2, Bare Trees Primary School.

7.6 Priority Oldham-Wide Actions

7.6.1 The Assessment of Pupil Travel and Transport Needs and Audit of Sustainable Travel and Transport Infrastructure identified parking in the vicinity of school accesses as the perceived key barrier to sustainable travel. This was confirmed in both the analysis of School Travel Plans and the on-line survey of schools.

7.6.2 Individual site audits highlighted an inconsistency in providing restrictions to protect school accesses and a variable quality in the provision of signs and carriageway markings.

7.6.3 Within the likely availability of resources, the introduction of consistent school-gate parking restrictions and a programme of targeted maintenance of signing and markings at school sites appear to be the most cost-effective Oldham-wide measures for implementation.

7.7 Responsibility for Delivery/Summary of Measures

7.7.1 A table showing typical measures that might be implemented to address the barriers to sustainable travel choices and key issues and the responsible organisation is shown in Appendix 4. The overall responsibility for the management of the SMoTS, including the IIP Action Plan, is with the Council's Senior Transportation Policy officer.

7.8 Programme

7.8.1 Table 3 sets out a proposed programme for the implementation of the IIP Action Plan for 2010-11 priority schools and Table 4 gives an outline of how the programme will be developed.

Table 3: IIP. Programme for Implementation, 2010-11 Priority School

	Action	Approximate Cost	Target Date	Responsibility
Strategy Development				
1	Assessment of Pupil Travel and Transport Needs.	As part of Oldham SMoTS	Complete Sept 2010	Senior Transport Policy Officer (STPO)
2	Audit of Sustainable Transport Infrastructure.	SMoTS	Complete Sept 2010	STPO
3	Prioritise school locations based on standard methodology and produce ranked priority list of 10 primary and 4 secondary schools. (Listed in Appendix 3)	SMoTS	Complete Sept 2010	STPO
4	Produce a pilot individual school Sustainable Modes of Travel Strategy at one of the priority schools (in agreement with them) as demonstration project.	SMoTS	December 2010	STPO
5	Consider variation of Unity contract in respect of prioritised list of schools with which to engage to update their School Travel Plan with an individual SMoTS.	No additional cost	November 2010	STPO / Road Safety (RS)
6	Agree targets and actions as part of the individual SMoTS at participating priority schools.	No additional cost	March 2011	STPO/RS
Example Actions at Priority Schools (subject to agreement with school and availability of funding)				

	Action	Approximate Cost	Target Date	Responsibility
7	Implement scooter promotion at each priority Primary school, including the provision of storage and arranging awareness training.	£1,500/school. (Potentially 10 schools, total = £15,000)	April 2011 onwards	STPO/RS
8	If appropriate, implement cycle promotion at each priority secondary school including support for funding bids for storage if required, Bikeability Level 3 training and maintenance.	£2,000/school (Potentially 4 schools, total = £8,000)	April 2011 onwards	RS
9	Implement car-share promotion at each priority school, including marking multi-occupant parking bays for staff and providing information on school website/newsletter.	£500/school	June 2011	RS
10	Implement additional specific actions using 'toolbox' and as identified in each school Action Plan (resources permitting), linked to existing programmes of highway maintenance, integrated minor works and local safety schemes.		March 2012	STPO/RS /Traffic Management

Table 4: IIP. Programme for Implementation Beyond 2010-11 Financial Year

	Action	Approximate Cost	Target Date	Responsibility
	Strategy Development			
1	Annual review of Oldham SMoTS and place updated document on Council website.	Officer time	August 2011	STPO
2	Monitor travel to school at priority schools annually through School Census. Review individual action plans and targets.	Officer time	March 2012	STPO/RS
3	Prioritise school locations based on standard methodology and produce ranked priority list of 10 primary and 4 secondary schools.	Officer time	April 2012	STPO
4	Contact priority schools to seek their engagement in updating their School Travel Plan through the development of a SMoTS.	Officer time	May 2012	STPO/RS
5	Agree targets and actions as part of individual SMoTS at priority schools.	Officer time	June 2012	STPO/RS

7.8.2 This Action Plan, applied to the schools on the priority lists, will target **1675** primary school pupils who live within 1 mile of their school and currently travel by car and a further **1019** secondary school students who live within 2 miles and travel by car (source 2010 School Census).

8 Example School SMoTS Targets and Actions

8.1 Developing Targets

8.1.1 The prioritisation criteria set out in Section 7.4 has led to the list of schools shown in Appendix 3. The process ranks Bare Trees Primary School first amongst primary schools in Oldham.

8.1.2 Key to the implementation of the IIP is the development of individual school SMoTS. This allows specific targets and agreed actions to be developed for each priority school. This section sets out suggested SMoTS targets and actions using the data for Bare Trees Primary School as an example.

8.1.3 This example has been developed based on the survey questionnaire, site audit and school census return for Bare Trees Primary School.

8.1.4 The school census records **50%** of pupils living within 1 mile of the school and usually travelling by car, representing **271** individuals. As the overall aim of the Sustainable Modes of Travel Strategy is to achieve a reduction in school journeys by single passenger car then this represents the target group for effective infrastructure improvement.

8.1.5 In order to reduce the overall proportion of pupils travelling by car to Bare Trees Primary School to the Oldham average of 34%, approximately **87** pupils will need to shift to sustainable modes. Whilst this might be the long term aim, realistic milestone targets will be required to provide a focus for activity. The *suggested* targets are shown in Table 5. Further detailed discussion with the school would be required to verify and agree any targets and these are presented only as an example.

Table 5: Suggested SMoTS Targets for Bare Trees Primary School

	Baseline (2010 census)	2011 Census	2012	2013	2014	2015
% by car	56%	56%	53%	51%	49%	47%
Pupils*	304	304	287	276	266	255
*Based on number on roll at 2010 school census						

8.1.6 This would represent 49 pupils shifting from single passenger car journeys to more sustainable modes or potentially 98 car trips saved per day. Whilst it is difficult to directly calculate the CO2 saved by this reduction in car/taxi journeys, an estimate can be made based on the following information:

- Average distance travelled to school of 2.4km for pupils age 5-10 years (National Statistics on-line) www.statistics.gov.uk/cci/nugget.asp?id=1576;
- 98 journeys x 2.4 km = 235km saved each day;
- 190 days in an average school year x 235km = 44650km saved each year;
- CO2 produced by an average car of 167.2g/km (www.whatgreencar.com);
- CO2 saved each year = 44650km x 167.2g/km = approximately **7.5 tonnes**.

8.2 Developing a School Action Plan

8.2.1 The Assessment of Pupil Travel and Transport Needs and the Audit of Sustainable Travel Infrastructure provide an indication of the issues identified by the school and the current provision of supporting infrastructure.

8.2.2 The information received during development of Oldham's SMoTS reveals that Bare Trees Primary School has no cycle or scooter storage and that the 'School Keep Clear' markings outside the school are faded. Whilst this may form the basis of an Action Plan, further detailed discussion with the school would be required to identify any additional barriers to choosing sustainable travel and to agree the level of activity and support.

8.2.3 Other key issues identified from the Bare Trees site audit were parking on footways, faded 'School Keep Clear' markings at the Holly Grove pedestrian entrance, a lack of dropped kerbs and tactile paving in the area and faded signs on Eustace Road.

8.2.4 The audit report, school-gate map and walking catchment map for Bare Trees pupils are in Appendix 6.

8.2.5 An analysis of the mode of travel choice in Bare Trees' catchment area shows that pupils living north of Burnley Lane and those east of Victoria Street are most likely to be driven to school, despite living within a 15 minute walk of the site. This may indicate the need for improved crossing facilities on these roads to encourage walked journeys. In practice the reasons for parent/pupil travel choice in these areas would be explored in partnership with the school during the development of their SMoTS.

8.2.6 A suggested Action Plan, giving examples of what might be implemented to help the school achieve any agreed targets, is shown in Table 6. This would be further developed in partnership with the school.

Table 6: Suggested SMoTS Action Plan for Bare Trees Primary School

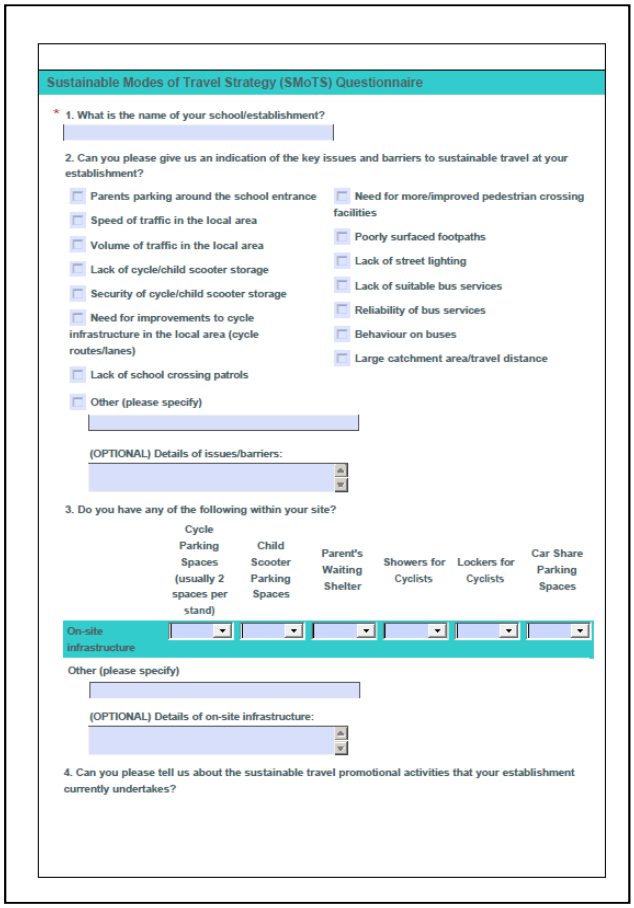
	Action/Description	Completion Date	Lead
1	Arrange for School-Keep-Clear markings to be remarked and signs to be cleaned/replaced	3 months	RS/TM
2	Introduce sustainable travel pages to school website, including information on car-sharing for staff and parents and links to appropriate websites	3 months	School
3	Implement scooter promotion, including awareness training and installation of storage unit	6 months	School/RS
4	Implement WOW (walk once a week) promotion supported by continuing pedestrian safety training	6 months	School/RS
5	Implement cycle promotion, including continuing Bikeability training and installation of storage (basic stands)	9 months	School/RS
6	Review school SMoTS targets and actions using school census data	12 months	School
7	Distribute newsletter to parents giving information on targets and performance and the benefits of choosing sustainable travel	15 months	School/RS

9 Consultation

9.1.1 A progress monitoring group chaired by the Council's Senior Transportation Policy Officer provided context and focus for the development of the IIP. Officers of the Council, the Unity Partnership, Greater Manchester Public Transport Executive (GMPTE) and other stakeholders were consulted as they were approached to assist in the process through the provision of background information and comments as part of the 'Assessment of Pupil Travel and Transport Needs' stage. A draft version of this IIP and Action Plan was circulated to stakeholders for comment.

9.1.2 Elected Portfolio Holders, Senior Officers of the Council and key stakeholders attended a briefing session held at the Civic Centre in July 2010.

9.1.3 Schools were consulted in the development stages through an on-line questionnaire sent to all educational establishments in Oldham. Those schools prioritised through the IIP will be engaged by officers of the Unity Partnership to develop individual SMoTS including specific actions and targets.


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?

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

(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
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?

Figure 5: School Survey Questionnaire

10 Summary

10.1 Infrastructure Improvement Plan (IIP)

10.1.1 The barriers to sustainable travel choices and gaps in provision of supporting infrastructure identified by the Assessment of Pupil Travel and Transport Needs and Audit of Sustainable Travel and Transport Infrastructure have been used to develop this Infrastructure Improvement Plan and to develop a method for prioritising measures to provide effective encouragement for alternatives to the car.

10.1.2 The IIP sets out a methodology for prioritising schools, based on the potential to produce a shift away from the car for school journeys (Appendix 2). Typical measures and responsibilities are shown in Appendix 4.

10.1.3 This IIP includes the following outputs:

- A methodology for developing options for prioritising actions;
- Criteria for prioritising schools/measures;
- A prioritised list of schools;
- A list of sustainable transport issues at Oldham schools;
- An Overall Action Plan/programme;
- A 'toolbox' of typical sustainable transport actions; and
- A pilot individual school SMoTS for the highest priority school.

10.1.4 A proposed programme for implementation of the IIP Action Plan is shown in Section 7.

10.2 General Recommendations

10.2.1 In addition to the delivery of the specific IIP Action Plan, it is also recommended that:

- Given the likely availability of resources, the introduction of consistent school-gate parking restrictions and a programme of targeted maintenance of signing and markings at school sites appear to be the most cost-effective Oldham-wide 'hard' measures for implementation;
- The Council's Local Safety Schemes and Minor Works programmes should be assessed each year to ensure common purpose with the SMoTS Infrastructure Improvement Plan;

- A review of the Council's planned Highway Maintenance schemes over the next 4 years should be carried out to identify any potential to address actions within individual SMoTS at priority schools and also the key issues identified at all schools;

- Where specific locations are identified by priority schools, pedestrian crossing/School Crossing Patrol surveys should be completed to establish the potential for improved crossing facilities;

- The programme for completion of the Oldham Cycle Network should be assessed annually to ensure common purpose with the IIP; and

- The Action Plan and method of prioritising schools described in Section 7 should be implemented.

11 References

- DCSF, 2006. “Education and Inspections Act” Department for Children, Schools and Families, April 2006.
- DCSF, 2009, “Safe from Bullying on Journeys”, Department for Children, Schools and Families, October 2009.
- DfT, 2006, ‘Updated guidance on the LTP Mandatory Indicator on Mode Share of Journeys to School’ Department for Transport, August 2006.
- LTP, 2010a, ‘Assessment of Pupil Travel and Transport Needs’. Local Transport Projects Ltd, September 2010.
- LTP2010b, ‘Audit of Sustainable Travel and Transport Infrastructure’. Local Transport Projects Ltd, September 2010.
- OMBC 2009. ‘Transport for Students age 16-19 in Continuing Education. Oldham Metropolitan Borough Council, 2009.

Appendix 1 – Options for Prioritising Actions

Appendix 1: Options for Prioritising Actions

	Option	Description / Approach	Advantages	Disadvantages
1	School Led	Rank schools to identify potential for modal shift then work down schools one by one to address issues.	• Focuses on those schools with high car use/ high proportion of pupils living within walking distance, therefore largest potential gains for LTP4/NI198 indicators. • School-specific, encourages ownership and engagement. • Allows programme to be tailored to available resources.	• Could miss the 'bigger picture' where mass action projects could provide widespread benefits
2	Cluster / Catchment Led	Rank clusters of schools to identify modal shift then work through one by one.	• Allows projects to be concentrated in specific areas. • Could be used to work with a 'family' of schools (secondary school and feeders).	• Geographical clusters may not be evident. • Clusters could include schools without significant potential to achieve modal shift.
3	Measure Led	Rank most successful measures for producing modal shift then work down schools requiring those measures.	• Focuses on putting resources into those measures which work best. • Can provide an Oldham-wide consistent approach.	• Solution led, not focused on specific school issues. • Potentially inflexible, looking at a small number of measures in a 'one-size fits all' approach.
4	Infrastructure Led	Rank schools based on current infrastructure (ie. those with existing school safety zones at the bottom).	• Engages those schools without significant school-gate infrastructure. • Popular with schools without school safety zones etc.	• Not based on potential modal shift. • Potentially expensive.
5	**Composite**	Rank schools to identify potential for modal shift (as 1) AND retain option of Oldham-wide action if identified from STPs/Site Audits.	• Focuses on those schools with high car use/ high proportion of pupils living within walking distance, therefore largest potential gains for LTP4/NI198 indicators.	• Potentially expensive (depending on mass-action measure applied.)

			• School-specific, encourages ownership and engagement. • Allows programme to be tailored to available resources. • Allows Oldham-wide issues (eg. school gate parking) to be addressed as a single project.	

Appendix 2 – School Prioritisation Methodology

Appendix 2: Oldham Council Sustainable Modes Of Travel Strategy

Infrastructure Improvement Plan

Schools Prioritisation Methodology

The proposed methodology allows the production a short list of 'high potential' schools. Each step reduces the number of schools to be assessed and the process can be tailored to the available resources.

	Step	Action	Notes
The Assessment of Pupil Travel/Transport needs and Audit of Infrastructure have identified Oldham-wide issues which might be treated as a mass-action.	**1**	Rank all schools based on the number of pupils travelling by car, using school census data and split into primary and secondary.	Excludes those educational establishments not returning usual modes of travel data.
	2	Take all those in each list at least 5% over the average and rank them again based on the percentage of pupils within 1 mile for primary and 2 miles for secondary. Initially take the top 10 primary and top 4 secondary.	The distances reflect viable walking journeys. The % over average and number of schools at the top of each list can be adjusted based on available resources.
	3	Prioritise based on the number of students targeted at each school.	The proportion of students affected and the number on roll will give an indication of the target number.
	This should provide a list of the primary and secondary schools with greatest potential to shift car journeys to active travel modes.		
	4	Priority within each short-list could be given to those with approved Travel Plans and/or those who are prepared to develop an individual SMoTS with agreed targets and Action Plan.	Could exclude educational establishments without TPs but may encourage them to develop a SMoTS.
	5	Assess the viability of addressing the barriers to sustainable travel identified in the TP/SMoTS and site audit for each school on the short list.	Potentially staff intensive but restricted to a very small number of schools.
	6	As resources allow, implement measures at the short listed schools as agreed in their SMoTS Action Plan.	Implementation can be tailored to the resources available.
	7	As resources allow, implement viable 'mass-action' measures Oldham-wide.	Issues identified in the Oldham SMoTS such as school-gate parking.

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Appendix 3 – Priority School List

Appendix 3: Infrastructure Improvement Plan. Priority Schools

	SCHOOL INFORMATION					DISTANCE TRAVELLED				PRIORITISATION			
Rank	**Est. Ref.**	**Establishment Name**	**Phase**	**Postcode**	**Total Pupils**	**Less than ½ mile**	**½-1 mile**	**Within 1 mile**	**Over 1 mile**	**Car**	**Car within 1 mile**	**Car over 1 mile**	**Target Number (primary)**
1	3506	Bare Trees Primary School	Primary	OL9 0DX	542	67.7%	26.1%	93.8%	6.2%	56.2%	50.0%	6.2%	**271**
2	3403	St Mary's RC Primary School	Primary	M35 0NN	450	48.3%	37.8%	86.1%	13.9%	72.0%	58.1%	13.9%	**261**
3	2062	South Failsworth Community Primary School	Primary	M35 0NY	465	58.9%	26.7%	85.6%	14.4%	52.3%	37.8%	14.4%	**176**
4	3363	St Aidan and St Oswald's RC School	Primary	OL2 5PQ	389	31.9%	43.2%	75.1%	24.9%	68.1%	43.2%	24.9%	**168**
5	2012	Lyndhurst Primary and Nursery School	Primary	OL8 4JD	470	82.9%	11.5%	94.5%	5.5%	40.3%	34.8%	5.5%	**163**
6	2052	Mills Hill Primary School	Primary	OL9 0NH	465	53.9%	17.3%	71.2%	28.8%	61.5%	32.7%	28.8%	**152**
7	3364	St Herbert's RC School	Primary	OL9 9SN	304	37.0%	46.0%	83.0%	17.0%	63.2%	46.2%	17.0%	**140**
8	2001	Richmond Primary School	Primary	OL9 6HY	533	81.1%	16.8%	97.9%	2.1%	26.9%	24.8%	2.1%	**132**
9	3508	Werneth Primary School	Primary	OL8 4BL	541	59.3%	38.6%	97.9%	2.1%	22.0%	19.9%	2.1%	**108**
10	2047	Glodwick Infant and Nursery School	Primary	OL4 1AJ	336	94.9%	3.6%	98.5%	1.5%	32.5%	31.0%	1.5%	**104**

	SCHOOL INFORMATION					DISTANCE TRAVELLED				PRIORITISATION			
Rank	**Est. Ref.**	**Establishment Name**	**Phase**	**Postcode**	**Total Pupils**	**Within 1 mile**	**1-2 miles**	**Within 2 miles**	**Over 2 miles**	**Car**	**Car within 2 miles**	**Car over 2 miles**	**Target Number (secondary)**
1	4011	Hathershaw College of Technology & Sport	Secondary	OL8 3EP	1008	72.7%	24.9%	97.6%	2.4%	29.1%	26.7%	2.4%	**269**
2	4028	Radclyffe School	Secondary	OL9 0LS	1386	41.5%	41.7%	83.2%	16.8%	35.5%	18.7%	16.8%	**259**
3	4027	North Chadderton School (Upper School)	Secondary	OL9 0BN	1549	53.5%	36.4%	89.9%	10.1%	26.3%	16.2%	10.1%	**251**
4	4022	Royton and Crompton School	Secondary	OL2 6NT	1170	45.1%	49.4%	94.4%	5.6%	26.1%	20.5%	5.6%	**240**

Appendix 4 – Typical Actions

Appendix 4: Typical Sustainable Transport Actions – 'Toolbox'

Mode	Key Potential Actions		Typical Key Issues Addressed	Outline Cost each/per school (£'000)	Responsibility	Promoting Walking	Promoting Cycling	Promoting Public Trans	Managing Car Use
Active Travel (Hard Measures)	AH1	Zebra crossing	Problems for pedestrians crossing busy road on school route	25	Unity Partnership Traffic Management Section (TM)	✓			
	AH2	Puffin crossing	Problems for pedestrians crossing busy road on school route	50	TM	✓			
	AH3	Toucan crossing	Problems for pedestrians and cyclists crossing busy road on school route	60	TM	✓	✓		
	AH4	School Crossing Patrol	Problems encountered by pedestrians crossing at school travel times	5/yr	SCP Section	✓			
	AH5	School Zone	Speed of vehicles, driver awareness, possibly parking and crossing issues	40	TM	✓	✓		✓
	AH6	20mph Zone	Speed of vehicles, driver awareness, possibly crossing issues	20	TM	✓	✓		
	AH7	Traffic Calming	Speed of vehicles, possibly crossing issues	80	TM	✓	✓		✓
	AH8	Off-road cycle tracks	Providing safe cycle routes to school	60	TM	✓	✓		
	AH9	On-road cycle lanes	Providing safe cycle routes to school	25	TM		✓		
	AH10	Cycle Parking / Storage	Security of cycles used for the school journey	5	School/TM		✓		
	AH11	Showers / Lockers	Reduces need to carry heavy books, provides facility for storage of helmets and water-	4	School		✓		

Appendix 4: Typical Sustainable Transport Actions – 'Toolbox'

Mode	Key Potential Actions		Typical Key Issues Addressed	Outline Cost each/per school (£'000)	Responsibility	Promoting Walking	Promoting Cycling	Promoting Public Trans	Managing Car Use
			proofs, allows student to change after cycling						
	AH12	Child Scooter Storage / Parking	Security of scooters used for school journey, removes the need for parents to carry scooters home after accompanied journey	1	Unity Partnership Road Safety/ School Travel Section(RS)	✓	✓		
Active Travel (Smarter Choices)	AS1	Walking Bus	Shared supervision for children walking to school	1/yr	RS	✓			
	AS2	Pedestrian Waiting Shelter	Provides communal waiting area for inclement weather	8	School/RS	✓			
	AS3	Pedestrian Road Safety Training	Improves confidence and safety of pupils walking to school	1/yr	RS	✓			
	AS4	Individual School SMoTS Strategy	Identifies specific school issues, seta targets for modal shift, identifies actions for addressing	1	RS	✓	✓	✓	✓
	AS5	School Travel Plan		1	RS	✓	✓	✓	✓
	AS6	Bikeability		1	RS		✓		
	AS7	Child Scooter Training		0.25	RS	✓	✓		
	AS8	Borough SMoTS		10	Oldham Council Senior Transportation Policy Officer	✓	✓	✓	✓
	AS9	Walk on Wednesdays (or similar)		5 (Borough)	RS	✓			
	AS10	Jofli the Bear Activity (or similar)		2(Borough)	RS	✓			
	AS11	Bike to School Week		2 (Borough)	RS		✓		
	AS12	Walk to School Week		5 (Borough)	RS	✓			
	AS13	Bike It			RS		✓		

Appendix 4: Typical Sustainable Transport Actions – 'Toolbox'

Mode	Key Potential Actions		Typical Key Issues Addressed	Outline Cost each/per school (£'000)	Responsibility	Promoting Walking	Promoting Cycling	Promoting Public Trans	Managing Car Use
	AS14	Dr Bike		0.25	RS		✓		
	AS15	National Healthy Schools Standard			Oldham NHSS Partnership	✓	✓		
	AS16	Eco Schools			Groundwork	✓	✓	✓	✓
	AS17	Sustainable schools			Groundwork	✓	✓	✓	✓
Pub Transport	PT1	Bus Stop		2	GMPTE			✓	
	PT2	Shelter		10	GMPTE			✓	
	PT3	Ticketing / Fares (Bus orRail)			GMPTE			✓	
	PT4	Provision of service information			GMPTE/RS/School			✓	
Managing Car Use	MC1	Car Share Bays		0.5	RS/School				✓
	MC2	Mandatory School Keep Clear Markings		0.5	TM	✓			✓
	MC3	Park & Stride			School/RS	✓			✓
	MC4	Car Share Club			School/RS				✓
	MC5	Car park management plan		0.5	School/RS				✓
	MC6	P2W Parking		1	School/College				✓
	MC7	Wider parking restrictions in area			TM				✓

Appendix 5 – List of Key Issues at Each School

Sustainable Modes of Travel Strategy
Infrastructure Improvement Plan (IIP)

Appendix 5 - Key issues identified

Alexandra Park Junior School, Oldham

- General lack of dropped kerbs and tactiles
- No School Keep Clear road markings on Brook Lane

Alt Primary School, Oldham

- General lack of dropped kerbs and tactiles
- Crooked guard rails outside school entrance
- Worn kerbstones - evidence of parking on footways o/s school
- Rotated school sign on east side of Alt Lane

Bare Trees Primary School, Chadderton

- Parking on footways
- Worn school warning sign plate & direction sign on Eustace Street
- Faded keep clear markings in Holly Grove
- No tactile paving at local crossing points in Holly Grove

Beal Vale Primary School, Shaw

- Non-prescribed School Keep Clear markings on Glebe St
- Nearby dropped kerbs on one side only on Salts St
- Footway pinch point between a bin and a post SE corner Glebe St/Salt St
- Commuter / commercial parking nearby in Glebe Street
- Narrow pedestrian access in Glebe Street

Beever Primary School, Oldham

- No zig-zag markings at pedestrian entrances - parking observed at Thames Street entrance
- Non-prescribed 20 zone roundel markings in Thomas St

Blackshaw Lane Primary & Nursery School, Heyside, Royton

- Some tactile crossings not aligned on access road west of school
- Parking on nearby footways in Blackshaw Lane
- Faded keep clear markings in Blackshaw Lane

Blue Coat C of E School, Oldham

- Non-prescribed "20 max" road marking may inhibit enforcement of speed limit
- Cars parked on footways in surrounding streets
- Worn road markings on Horsedge Street
- Cars parking on footways in school grounds
- No tactile paving at school entrance

Breeze Hill School, Salem

- Parking on verges in Gibraltar St
- General lack of tactiles

Broadfield Primary School, Oldham

- School safety zone signing incomplete. Signs needed Meldrum St/Boston St. Some zone entry signs missing and no exit signs on rear of zone signs

Buckstones Junior and Infant School, Shaw

- No tactile paving at local crossings in Delamere Avenue
- Parking on nearby footways on Scarr Lane

Burnley Brow Community School, Chadderton

- Carriageway in poor condition in places (e.g. Bamford Street)
- Worn & unauthorised carriageway markings
- No dropped kerbs near Burnley Lane
- Disabled bays now marked as staff bays in school grounds
- Parking on nearby footways in Eustace St
- No tactile paving at local crossings in Eustace Street

Chadderton Hall Junior School, Chadderton

- Unauthorised carriageway marking
- Signal / child crossing sign obscured by safety zone sign on Chadderton Hall Road
- Dropped kerbs on one side of Kirkhill Lane only.

Christ Church C of E Primary School, Denshaw

- Steps at the corner of the A6052 Delph Road and Huddersfield Road unsuitable for wheelchairs, prams or mobility impaired
- Narrow footways on Delph Road
- Parking on footways on Delph Road
- Fast moving traffic on the A6052 past the school's southern access
- No pedestrian crossings close to the school

Christ Church C of E Primary School, Chadderton

- Full kerb access to Crawley Way
- Parking on nearby footways in side roads off Denton Lane
- Gaps in dropped kerbs / missing tactiles on Denton Lane
- Signal / child crossing sign obscured by safety zone sign on Chadderton Hall Road
- Dropped kerbs on one side of Kirkhill Lane only.

Clarksfield Primary School, Oldham

- General lack of dropped kerbs

Coppice Primary School, Coppice

- Rough surfaces at back of Coppice school
- No pedestrian crossings on Chamber Road
- Parking on nearby footways / parking restrictions worn on Chamber Road
- No dropped kerbs or tactile at school entrances on Burlington Avenue

Corpus Christi RC Primary School, Chadderton

- Carriageway damage in some locations (e.g. Derby Street)
- Ongoing works and contractors vehicles at school
- General lack of dropped kerbs
- Missing 'School' plate on warning sign on Stanley Road
- Footways blocked by parked cars in short access road from Stanley Road

Counthill School, Moorside

- Damage to signing at junction of Counthill Road and Haven Lane
- Worn carriageway markings on Counthill Road
- Carriageway in poor condition on parts of Counthill Road
- Zig Zags not centered on pedestrian access on Counthill Road

Croft End Equestrian, Bardsley

- Nearesr bus stop is approximately 1km away from the site
- Centre is in a rural location
- No footpaths along Knott Lanes or leading into the site
- Not easily accessible on foot or by public transport along Knott Lanes

Crompton House C of E School, Shaw

- No pedestrian crossings over Rochdale Road
- General lack of tactiles

Crompton Primary School, Shaw

- General lack of tactiles

Delph Primary School, Delph

- Narrow footways on Denshaw Road
- Parking on footways on Denshaw Road

Diggle School, Diggle

- Narrow footways on Sam Road
- No pedestrian crossings close to the school on Sam Road

East Crompton St George's C of E School, Shaw

- General lack of tactiles
- Limited accessibility to school for pedestrians via Scarr Lane

East Crompton St James C of E Primary School, Shaw

- Parking on nearby footways on Salts Street
- General lack of tactiles

Failsworth School, Failsworth

- Parking on footway breaking up tactiles at informal raised table crossing on Brierly Avenue
- Parking on footways on Brierley Avenue
- Parking on footways within the school site

Farrowdale House School, Shaw

Fir Bank Primary School, Royton

- School sign obscured by telegraph pole at no.88 Grasmere Road
- General lack of tactiles

Firwood Manor Preparatory School, Chadderton

- General lack of tactiles
- Mounting height of some signs less than 2.1m on Broadway
- Swept path clearances in school grounds too short
- No pedestrian crossing provision over Broadway close to school

Freehold Community Junior Infant and Nursery School, Oldham

- General lack of dropped kerbs and tactiles
- Parking on nearby footways in Sidmouth Street

Friezland Primary School, Greenfield

- No footways on High Grove lane under bridge carrying Huddersfield and Manchester railway
- Narrow footways along High Grove Lane
- General lack of dropped kerbs and tactiles

Glodwick Infant and Nursery School, Oldham

- Signing turned around in Waterloo Street
- General lack of dropped kerbs and tactiles
- Damaged 'visirail' guardrailing at Pelican crossing on Glodwick Road
- Narrow gap in guardrailing and dropped kerbs not aligned across Pitt Street East

Grange School, Oldham

- Worn road markings in Alderson Street
- Parking on nearby footways on Westend Street
- General lack of tactiles

Greenacres Primary School, Oldham

Greenfield Primary School, Greenfield

- No 'School Keep Clear' markings at pedestrian entrance
- The footway on the corner of Greenridge Lane and Chew Valley Road is obsructed by a bolard and adjacent fencing
- General lack of dropped kerbs and tactiles

Greenfield St Mary's C of E School, Greenfield

- No footway on south side of Chew Valley Road o/s the school
- General lack of dropped kerbs and tactiles

Greenhill Primary School, Oldham

- School warning sign missing on Woodstock Street
- Extensive parking on footways in side roads off Harmony Street
- Tactiles on one side only - full height kerbs on other side of Harmony Street
- Tactiles not aligned on Woodstock Street
- No 20mph zone signs at drop-off on Woodstock Street

Hathershaw College of Technology & Sport, Hathershaw

- Only one pedestrian only entrance via Ashton Road, no unsegregated pedestrian access at 'main entrance' on Bellfield Avenue
- No formal paved pedestrian / cycle route to the site from the west

Hey-with-Zion Primary School, Lees

- General lack of dropped kerbs and tactiles
- Worn road markings on Rowland Way
- Worn signs on Medlock Way

Higher Failsworth Primary School, Failsworth

- No school warning signs
- General lack of dropped kerbs and tactiles
- Parking on footways on Stansfield Road

Hodge Clough Infant and Nursery School, Moorside

- Traffic signs obscured by foliage on Wilkes Street
- No dropped kerbs across vehicle access on Wilkes Street

Hodge Clough Junior School, Moorside

- Poor pedestrian access overall via Conduit Street
- No dropped kerbs in Conduit Street
- Steep and narrow footpath to pedestrian entrance in Conduit Street
- Very narrow pedestrian access in Conduit Street

Holy Cross C of E Primary School, Oldham

- Worn zig-zag markings on Malby Street
- Worn markings on speed cushions in Malby Street
- Non-prescribed 20 zone roundel markings in streets off Malby Street
- Parking on nearby footways in side streets off Malby Street

Holy Family RC Primary School, Oldham

- Steps on west side of Lime Green Road
- General lack of dropped kerbs and tactiles
- Worn zig-zag markings on Lime Green Road
- Obscured advisory cyclist sign on White Bank Road

Holy Rosary RC Junior Infant and Nursery School, Fitton Hill

- General lack of tactiles
- Worn road markings on Fir Tree Avenue

Holy Trinity C of E Dobcross Primary School, Dobcross

- General lack of dropped kerbs and tactiles
- No pedestrian crossings on Dobcross New Road or Woods Lane
- Narrow footways on Dobcross New Road bridge

Horton Mill Community Primary School, Glodwick

- Damaged guard rail
- General lack of dropped kerbs

Hulme Court (Boys Preparatory School), Oldham

- No pedestrian phase in nearby signals at Chamber Rd jct with Frederick St

Hulme Grammar School for Boys, Oldham

- No pedestrian phase at signals of Chamber Road and Frederick Street
- No segregated pedestrian accesses on Chamber Road
- No shelters at bus stops on Chamber Road or Frederick Street
- General lack of dropped kerbs and tactiles
- Some parking on footways on Frederick Street

Hulme Grammar School for Girls, Oldham

- No segregated pedestrian accesses on College Road
- No shelters at bus stops on Chamber Road or Frederick Street
- General lack of dropped kerbs and tactiles
- Some parking on footways on Frederic Street
- No pedestrian phase at signalised junction of Chamber Road and Frederick Street

Hulme Kindergarten, Oldham

- Rough carriageway surface near vehicle / pedestrian access
- No footway link from Newport Street / Wellington Road
- No directional signing to the school from Chamber Road

Kaskenmoor School, Hollinwood

- Some parking on footways on access road to school from Roman Road
- No pedestrian crossings over Roman Road
- School sign rotated out of position

Kickstart Oldham, Oldham

- No directional signs to the Kickstart building
- General lack of dropped kerbs and tactiles
- Shared pedestrian and vehicle access from Vulcan Street

Kingfisher Community Special School, Chadderton

- Non-prescribed 20 zone roundel markings on Foxdenton Lane
- General lack of dropped kerbs and tactiles

Kingsland School, Watersheddings

- General lack of tactiles

Kingsland School (Failsworth), Failsworth

- Pedestrian access from Dean Street not segregated
- General lack of tactiles

Knowsley Junior School, Springhead

- Worn road markings on Cooper Street
- Traffic signs obscured by foliage on Cooper Street

Limehurst Community Primary School, Oldham

- Drainage problem at drop-off facility on White Bank Road
- Steps on west side of Lime Green Road
- General lack of dropped kerbs and tactiles
- Worn road markings on Lime Green Road
- Signs obscured by foliage on White Bank Road

Limeside Primary School, Limeside

- Narrow footway between lighting column and overgrown hedge on Fourth Avenue
- Worn sign on Fourth Avenue
- Vandalised sign on Third Avenue
- Lack of dropped kerbs & tactile paving at road narrowing at the Third Avenue pedestrian entrance
- No 'school keep clear' markings around the western pedestrian & vehicular access on Fourth Avenue
- General lack of tactiles
- Parking on nearby footways on Ninth Avenue

Littlemoor Primary School, Oldham

- School warning sign turned around on Littlemoor Lane
- General lack of dropped kerbs and tactiles

Lyndhurst Primary and Nursery School, Oldham

- General lack of dropped kerbs and tactiles
- Zig Zags on Repton Avenue not centered on pedestrian access
- 'Park & Stride' signs indicate parking on nearby highway in Lyndhurst Road
- Traffic speeds appear high in Heron Street 20 Zone
- Parking on footways in area

Mather Street Primary School, Failsworth

- Damaged school warning sign in Mather Street
- Parking on footways in Mather Street

Mayfield Primary School, Derker

- Cars parked on footway on Mayfield Street
- General lack of dropped kerbs and tactiles

Medlock Valley Community School, Fitton Hill

- No tactile paving at school entrances on Deanshunt Road

Mills Hill Primary School, Chadderton

- General lack of tactiles
- Parking on nearby footways on Bay Tree Avenue

New Bridge School (11-16 site), Hollinwood

- No pedestrian crossings over Roman Road
- School sign rotated out of position
- Some parking on footways on access road to school from Roman Road

New Bridge School (Post 16 site), Fitton Hill

- Narrow gate controlling access to the only segregated pedestrian access
- General lack of dropped kerbs and tactiles

North Chadderton School (Lower School), Chadderton

- Tracks to rear of building indicate desire lines
- Limited accessibility to school for pedestrians; steps at southern gate
- Relatively narrow western footway on Broadway; lots of street furniture
- No pedestrian crossing provision over Broadway close to school
- 40mph 4 lane carriageway (Broadway) in front of school

North Chadderton School (Upper), Chadderton

- Non-prescribed "30 max" road marking may inhibit enforcement of speed limit
- Signal / child crossing sign obscured by safety zone sign on Chadderton Hall Road
- Dropped kerbs on one side of Kirkhill Lane only.

Oldham City Learning Centre, Chadderton

- No pedestrian crossings over Hollinwood Avenue within the vicinity of the Oldham City Learning Centre

Oldham College, Oldham

Oldham Sixth Form College, Oldham

- Potential conflict point where end of pedestrian zone meets car park exit north east of Oldham Way

Oldham Training Centre, Oldham

- Puffin with no zig zags at edge of carriageway on Lees Road
- Poor pedestrian accessibility from Lees Road
- Lack of dropped kerbs
- Parking on footways

Our Lady's RC High School, Royton

- Narrow pedestrian islands on Broadway

Our Lady's RC Primary School, Moorside

- Damaged School warning sign on Turf Pit Lane

Propps Hall Junior Infant and Nursery School, Failsworth

- Sporadic guard railing on Chestnut Grove and Rothwell Street
- General lack of dropped kerbs and tactiles
- Worn school sign on Clive Road
- Parking on footways on Clive Road

Radclyffe School, Chadderton

- Parking on nearby footways on Hunt Lane

Rathbones Oldham, Oldham

- Only one informal pedestrian crossing on Union Street anywhere near Rathbones
- General lack of dropped kerbs and tactiles

Richmond Primary School, Oldham

- Commuter / commercial parking nearby in Winterbottom Street
- General lack of dropped kerbs and tactiles

Roundthorn Community Primary School, Oldham

- Non-prescribed 20 zone roundel markings on Roundthorn Road
- Relatively high speed environment with the downhill approach to school on Roundthorn Road

Royton and Crompton School, Royton

- Parking on nearby footways on the southern side of Water Street
- No pedestrian priority over car park entrance from Blackshaw Lane

Royton Hall Primary School, Royton

- Parking on nearby footways on High Barn Road
- No pedestrian crossing provision over High Barn Street

Rushcroft Primary School, Shaw

- General lack of tactiles
- Parking on nearby footways on Trent Road

Sacred Heart RC Primary School, Derker

- General lack of dropped kerbs and tactile paving
- Narrow pedestrian access from Whetstone Hill Road

Saddleworth Preparatory School, Scouthead

- Some parking on footways on Huddersfield Road
- No pedestrian crossings close to the school on Huddersfield Road

Saddleworth School, Uppermill

- Limited accessibility for pedestrians
- Narrow footways on the eastern side of High Street

South Chadderton School, Chadderton

- No cycle lanes or other facilities on Hollinwood Avenue
- Long and unprotected crossing routes across Hollinwood Avenue; no safe crossing points or school crossing patrol
- General lack of dropped kerbs and tactiles
- No school warning signs

South Failsworth Community Primary School, Failsworth

- No school warning sign on Somerset Road
- General lack of dropped kerbs and tactiles
- Parking on footways on Paddock Lane

Spring Brook School, Oldham

- Tactile paving on Heron Street may be trip hazard at tapered kerbs
- General lack of dropped kerbs and tactiles
- Zig Zags on Repton Avenue not centered on pedestrian access
- 'Park & Stride' signs indicate parking on nearby highway in Lyndhurst Road
- Traffic speeds appear high in Heron Street

Springhead Infant and Nursery School, Springhead

- General lack of dropped kerbs with tactile paving
- Damaged School warning sign on Cooper Street

St Agnes C of E Primary School, Lees

- Rotated school sign on Lane Head Road
- Lack of footpath provision on Knowls Lane

St Aidan and St Oswald's RC School, Royton

- Non-prescribed 20 zone roundel markings on Roman Road
- Parking on nearby footways on Roman Road

St Anne's C of E (Aided) Primary School, Royton

- General lack of tactiles
- Adjacent to heavily trafficked roads (Broadway and Oldham Road)
- Narrow pedestrian islands on Broadway

St Anne's C of E Lydgate Primary School, Grasscroft

- Gaps in footpath provision on Burnedge Lane
- General lack of tactiles

St Anne's RC Primary School, Oldham

St Augustine of Canterbury RC High Specialist Humanities School, Oldham

- Parking on nearby footways on Chamber Road
- General lack of dropped kerbs and tactiles

St Chad's C of E Primary School, Uppermill

- Some parking on footways on Primrose Avenue & Sherbrooke Avenue
- Hilly for cyclists on roads around the school

St Edward's RC School, Lees

- Worn road markings on Medlock Way
- General lack of dropped kerbs and tactiles
- Worn signs on Medlock Way

St Herbert's RC School, Chadderton

- Parking on footway
- Bus stop on corner of Edward Street and Middleton Road - no TROs and no lay-by

St Hilda's C of E Primary School, Oldham

- Parking on fotoway on Ward Street
- No 20 zone signs at entrance to Ruskin Street from Chadderton Way
- Parking on nearby footways on Ward Street
- Worn signs and markings on Ward Street
- General lack of dropped kerbs and tactiles

St Hugh's C of E Primary School, Holts

- Only informal pedestrian crossing close to the school over Wildmoor Avenue

St John's C of E Infant and Nursery School, Failsworth

- General lack of dropped kerbs and tactiles
- No segregated pedestrian access from Church Street
- No school warning signs

St John's C of E Junior School, Failsworth

- Worn 'school keep clear' road markings on James Street
- Pedestrian access not well segregated on Kershaw Road
- General lack of dropped kerbs and tactiles, including at pedestrian access
- No school warning signs
- No 'school keep clear' markings around Kershaw Road access point

St Joseph's RC Junior Infant and Nursery School, Shaw

- Street furniture in footway on Oldham Road
- No pedestrian crossing provision over Oldham Road
- General lack of dropped kerbs and tactiles

St Luke's C of E Primary School, Chadderton

- General lack of dropped kerbs and tactiles
- Steep pedestrian access to footpath to south of school on Albion Street
- Parking on nearby footways on Albion Street

St Margaret's C of E Junior Infant and Nursery School, Hollinwood

- Worn road markings on Byron Street
- Poor disabled access at pedestrian entrances on Grammar School Road and Hive Street
- General lack of dropped kerbs
- Damaged and worn signs on Incline Road and Byron Street

St Martin's C of E Junior Infant and Nursery School, Fitton Hill

- No pedestrian crossing provision over St. Martin's Road
- General lack of dropped kerbs and tactiles
- No footway connecting the southern pedestrian access (adjacent to the vehicular access) and the St Martin's Road footway to proivde a segregated pedestrian access
- Gap in 'Kepp Clear' provisions at school frontage

St Mary's C of E Primary School High Crompton, Shaw

- School Safety Zone sign obscured by mini-rbt sign
- Non-prescribed 20 zone roundel markings in North Downs Road
- General lack of dropped kerbs and tactiles

St Mary's RC Primary School, Failsworth

- Gap in School Keep Clear markings on Clive Road opposite Chestnut Grove
- Parking on footways on Clive Road
- No crossing facilities on Clive Road

St Matthew's C of E Infant School, Chadderton

- Unauthorised carriageway marking
- Signal / child crossing sign obscured by safety zone sign on Chadderton Hall Road
- Dropped kerbs on one side of Kirkhill Lane only.

St Patrick's RC Primary and Nursery School, Oldham

- Damaged guardrail on Lee Street
- Stepped pedestrian access to school on Pembroke Street
- Non-prescribed 20 zone roundel markings on Lee Street and Bisley Street
- No pedestrian crossing provision over Lee Street

St Paul's C of E Primary School, Royton

- General lack of dropped kerbs and tactiles
- No pedestrian crossing provision over Middleton Road

St Thomas C of E Primary School, Werneth

- Parking on nearby footways in St Thomas's Circle

St Thomas' Leesfield C of E Primary School, Lees

- Parking on footways in Warrington Street

St Thomas Moorside C of E (VA) Primary School, Sholver

- General lack of dropped kerbs
- Incorrect tactiles outside the school

Stanley Road Primary School, Chadderton

- Missing 'School' plate on warning sign
- Ongoing works and contractors vehicles at school
- General lack of dropped kerbs and tactiles
- Missing 'School' plate on warning sign on Stanley Road
- Footways blocked by parked cars in short access road from Stanley Road
- Vehicles parked on footway outside of school and in contravention of zig-zags

Stoneleigh Primary School, Derker

- General lack of dropped kerbs and tactiles

Thornham St James C of E Primary School, Thornham

- General lack of dropped kerbs and tactiles
- No pedestrian crossing provision over Castleton Road

Thorp Primary School, Royton

- General lack of tactiles
- Parking on nearby footways in Denby Dale and Westerdale Drive

Watersheddings Primary School, Oldham

- Standing water collecting on footway
- Lack of tactile paving on Broadbent Road
- Parking on Broadbent Road footway

Werneth Primary School, Oldham

- Not clear if Coppice Street is 20mph Zone - no signs
- General lack of dropped kerbs and tactiles

Westwood Primary School, Oldham

- Parking on footway on Harold Street
- Road markings worn and incorrect on Plato Street
- General lack of dropped kerbs and tactiles

Whitegate End Primary and Nursery School, Chadderton

- Broadway very busy road for young children to cross
- Long and unprotected crossing routes across Hollinwood Avenue; no safe crossing points or school crossing patrol
- General lack of dropped kerbs and tactiles
- No school warning signs

Woodhouses Voluntary Primary School, Failsworth

- General lack of dropped kerbs and tactiles
- Parking on footways on Ashton Road and Medlock Road

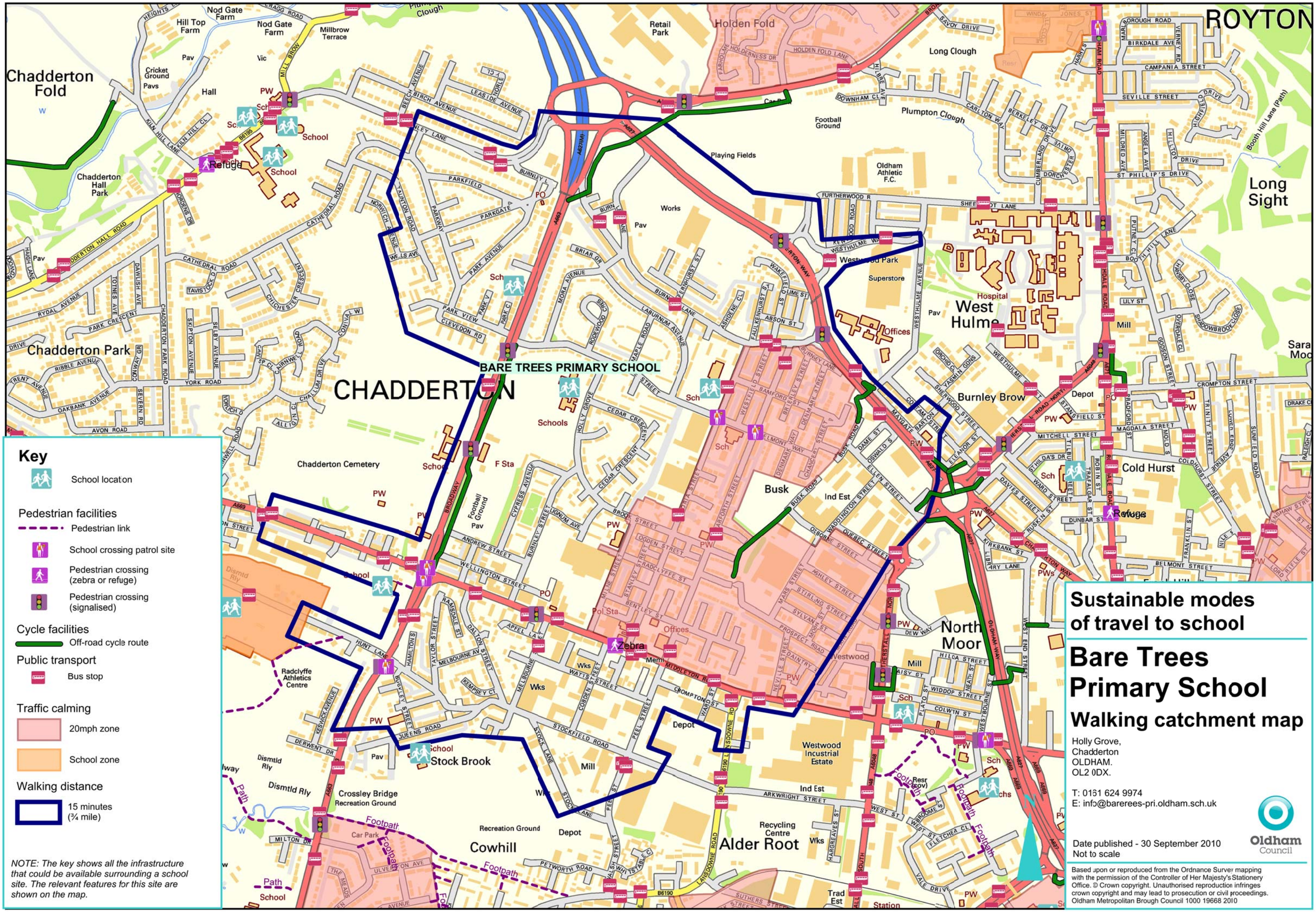
Yew Tree Community School, Chadderton

- No school warning signs
- Carriageways in need of repair on streets around school like Perth Avenue and Alcester Street
- Parking on footways in Alcester Street
- No 'school keep clear' markings on Alcester Street

YMCA Oldham, Oldham

- No nearby bus routes. Union Street bus stops labelled 'Not In Use'
- Broken tactiles on Brunswick Street
- No segregated pedestrian access

Appendix 6 – Audit Reports and Maps for Bare Trees Primary School



Key

- School location

Pedestrian facilities

- Pedestrian link
- School crossing patrol site
- Pedestrian crossing (zebra or refuge)
- Pedestrian crossing (signalised)

Cycle facilities

- Off-road cycle route

Public transport

- Bus stop

Traffic calming

- 20mph zone
- School zone

Walking distance

- 15 minutes (¾ mile)

NOTE: The key shows all the infrastructure that could be available surrounding a school site. The relevant features for this site are shown on the map.

Sustainable modes of travel to school

Bare Trees Primary School

Walking catchment map

Holly Grove,
Chadderton
OLDHAM.
OL2 0DX.

T: 0161 624 9974
E: info@barerees-pri.oldham.sch.uk

Oldham Council

Date published - 30 September 2010
Not to scale

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EUSTACE STREET

HOLLY GROVE

LILAC GROVE

TCB

LB

Bare Trees County Infant and Nursery School

Bare Trees County Infant and Nursery School

BARE TREES PRIMARY SCHOOL

Bare Trees Junior School

Mon-Fri 8am-5pm

Mon-Fri 8am-5pm

School warning & direction

Key

School location

Vehicular access (authorised persons only)

Pedestrian facilities

Pedestrian link

School crossing patrol site

Pedestrian crossing (zebra or refuge)

Pedestrian crossing (signalised)

Pedestrian access gate to school grounds

Pedestrian waiting shelter

Cycle facilities

Off-road cycle route

Cycle storage facility

Cycle access gate to school grounds

Public transport

Bus stop (numbers indicate bus routes)

Waiting & stopping restrictions

No waiting (yellow lines)

No stopping ('zig zags')

Traffic calming

20mph zone

School zone

Traffic calming feature

Traffic sign

NOTE: The key shows all the infrastructure that could be available surrounding a school site. The relevant features for this site are shown on the map.

Sustainable modes of travel to school

Bare Trees Primary School

School gate map

Holly Grove,
Chadderton
OLDHAM.
OL2 0DX.

T: 0161 624 9974
E: info@barerees-pri.oldham.sch.uk

Oldham Council

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Sustainable modes of travel to school

Bare Trees Primary School

Date published: 30/09/10

Address Holly Grove
Chadderton
OLDHAM

Postcode OL9 0DX

E-mail address info@baretrees-pri.oldham.sch.uk

Website

Telephone 0161 7708993

Head teacher Mr John Tobin

Ages 3 - 11 **Pupils** 540

Travel to school by car

Year	% by car
2010	56%
2009	50%
2008	100%

Oldham average: 34%
Primary *2010*

School site facilities

Activities

Road safety training

Walk to school promotions

Bikeability training

Safety measures on the road

School crossing patrol site(s)
serving key road crossings on the journey to school

Public transport

Bus stop nearby