



School Travel Strategy

Our Vision for School Travel in Greater Manchester

May 2025

Oldham Council
working for a co-operative borough

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Executive summary

We want more young people to choose to walk, wheel, scoot, cycle or use public transport to get to school and access further education.

Greater Manchester is transforming its transport system through the creation of the Bee Network, bringing walking, wheeling, cycling and public transport together as part of one, joined-up transport network. The Bee Network will provide young people with a more accessible, reliable, and affordable transport network that will allow more of them to travel sustainably to school and to access further education.

We - the Greater Manchester Combined Authority (GMCA), Transport for Greater Manchester (TfGM) and the ten GM local authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford, and Wigan) - want more young people to travel sustainably to school and to access further education:



To improve physical and mental health → 22% of reception aged children and 39% of Year 6 children are overweight or obese in Greater Manchester¹



To reduce pollution in the air → Children are more affected by air pollution because their organs and immune systems are still developing²



To help with the cost-of-living crisis → For families experiencing poverty and hardship, the cost of sending a child to school can add additional financial stress³



To reduce congestion → Taking children to school currently accounts for approximately 31% of traffic on GM roads during peak hours⁴



To help the environment → Transport accounts for 31% of Greater Manchester's carbon emissions⁵



To create safer and more attractive streets → 13% of those killed or seriously injured on Greater Manchester's roads are children⁶



To reduce the stress and challenge of having to do the school run



To enable young people to travel independently throughout their life → giving young people greater access to future learning opportunities and careers



And because it is what young people want⁷

¹ [National Child Measurement Programme, England, 2022/23 School Year - NHS England Digital](#)

² [Schools | Clean Air Greater Manchester \(cleanairgm.com\)](#)

³ [School sums what does going to school really cost families.pdf \(cpag.org.uk\)](#)

⁴ Greater Manchester Travel Diary Survey 2023

⁵ [2005-21-uk-local-authority-ghg-emissions-update-060723.xlsx \(live.com\)](#)

⁶ [Vision Zero - Greater Manchester Combined Authority](#)

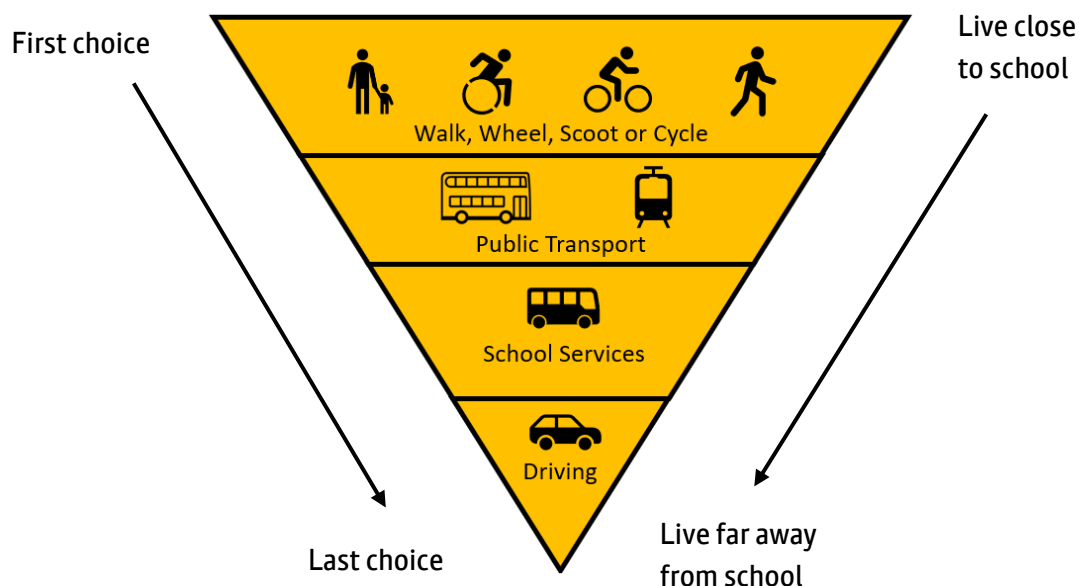
⁷ School Travel Strategy Consultation Report by Systra (2025)

This document sets out our vision and approach for how we will enable more young people to walk, wheel, scoot, cycle or use public transport to get to school and access further education. It is not a funded delivery plan, and the priorities and ambitions set out here are anticipated to require some additional funding to be delivered in full.

Prioritising sustainable travel

Historically, driving was prioritised over walking, wheeling, cycling and public transport, resulting in fewer young people being able to travel sustainably to school.⁸ We want young people, parents, guardians and carers to use the most appropriate travel option for their journey. Encouraging them to travel in a way that provides the greatest individual and societal benefits, as shown in the hierarchy below.

Hierarchy of School Travel Options



As the healthiest and most inexpensive forms of travel, walking, wheeling, scooting, or cycling should be the first choice for travelling to school or accessing further education for those who live a short distance away.

For those who live a little further away, general public transport services should be chosen, with school bus services providing a supportive role where public transport is not a viable option. Supporting existing public transport routes helps the whole community and is therefore preferable to dedicated school bus routes that need significant subsidy and only support school journeys.

In some cases, being driven may be the only practical way for pupils to travel to school or access further education, but this should be the last resort and only in a minority of cases.

⁸ [Made to move.pdf \(ctfassets.net\)](#)

Our vision



We want more young people to choose to walk, wheel, scoot, cycle or use public transport to get to school and access further education

Our ambition



By 2030 our goal is for 70% of primary school students in Greater Manchester to walk, wheel, scoot, or cycle to school, up from 63% (GMTRADS, 2021-23)

By 2030 our goal is for 80% of secondary school students in Greater Manchester to walk, wheel, scoot, cycle or use public transport to travel to school, up from 74% (GMTRADS, 2021-23)

By 2030 our goal is for 80% of further education students in Greater Manchester to walk, wheel, scoot, cycle or use public transport to access education, up from 66% (GMTRADS, 2021-23)

Our activities

Create safer streets around schools

Continue to deliver walking, wheeling and cycling infrastructure

Increase access to cycles and secure cycle storage

Support young people to become travel champions

Improve the customer experience on public transport

Make our network safe and secure

Create an integrated network

Engage schools and local communities



Introduction

How young people travel to school and to access further education matters. Every day, approximately 460,000 pupils travel to over 1,200 schools and further education establishments across our city region.⁹ 15% of all trips in Greater Manchester are to access education, and in the periods between 08:00-08:59 and 15:00-15:59 almost 48% of trips are education related.¹⁰

Safely and reliably taking young people to and from places of education is a key function of transport networks across the world. Done correctly, it can support greater inclusion, enhanced access to opportunities and better health for students. In our 2040 Transport Strategy¹¹ we identified the need to encourage more young people to walk and cycle to school in Greater Manchester, along with the need to better integrate school services into the wider transport network.

Who is responsible for school travel?

Local authorities' relationship with schools has changed significantly in the last two decades. The transition towards schools increasingly being run by multi academy trusts or independent governing bodies has meant local authorities increasingly coordinate rather than directly provide education in their area.¹²

Most schools now set their own admissions policy, independent of local authorities. This means that local authorities have less influence over which school a young person attends than they did in the past. While parental choice has grown, so too have school catchment areas, meaning pupils are travelling further to get to school.¹³ This has made it more challenging for young people to travel sustainably to school.

In certain limited circumstances local authorities must provide travel assistance. The Department for Education provides detailed guidance¹⁴ about when local authorities have a statutory duty to provide free school transport for children of compulsory school age:

- ➔ All children between 5 and 16 qualify for free school transport if they go to their nearest suitable school and live further than:
 - 2 miles (≈ 3.2km) from their school if they are under 8 years old
 - 3 miles (≈ 4.8km) from their school if they are 8 years old or older

⁹ [Search for schools, colleges and multi-academy trusts - Find school and college performance data in England - GOV.UK \(find-school-performance-data.service.gov.uk\)](#); [Schools, pupils and their characteristics, Academic year 2022/23 – Explore education statistics – GOV.UK \(explore-education-statistics.service.gov.uk\)](#)

¹⁰ [Greater Manchester Travel Diary Surveys | Bee Network | Powered by TfGM](#)

¹¹ [Greater Manchester Transport Strategy 2040 | Bee Network | Powered by TfGM](#)

¹² [Opportunity for all - Strong schools with great teachers for your child \(publishing.service.gov.uk\)](#)

¹³ [National Travel Survey: Travel to School factsheet \(publishing.service.gov.uk\)](#); [Children's travel to school—the interaction of individual, neighbourhood and school factors \(sciencedirectassets.com\)](#)

¹⁴ [Travel to school for children of compulsory school age \(publishing.service.gov.uk\)](#)

→ Families on low incomes (defined as in receipt of maximum Working Tax Credit or entitled to free school meals) if they are:

- Aged 8 to 10 years old and attend their nearest school which is at least 2 miles away ($\approx 3.2\text{km}$)
- Aged 11 to 16 years old and attend one of their three nearest schools that are between 2 to 6 miles away ($\approx 3.2\text{km} - 9.7\text{km}$)
- Aged 11 to 16 years old and attend their nearest preferred school on the ground of religion or belief, that is between 2 to 15 miles away ($\approx 3.2\text{km} - 24.1\text{km}$)

→ Children who attend their nearest suitable school and cannot be reasonably expected to walk there because of their special education needs, disability, or mobility issue.

This Strategy complements local authorities' statutory duties to provide travel assistance and does not replace them or fulfil them.

Dedicated school services

At present, TfGM provides dedicated school bus services to a number of schools across Greater Manchester even though there is no legal obligation to do so.¹⁵ School services have existed in Greater Manchester for many years, filling gaps in the public transport network where private operators have not provided a general bus service. Using ticketing data, it is estimated that approximately 5% of the secondary school population uses a dedicated school service to travel to school.

Although TfGM-provided school buses can technically be used by any member of the public, in practice, they are only used by students to travel to and from school. This means they exist as their own separate network. The introduction of bus franchising means we can now take a network-wide approach to public transport, adjusting general services to better connect schools. There is therefore an opportunity to review how school services could be better integrated into the wider Bee Network, allowing us to make the best use of available resources.

Travel for Children with Special Educational Needs & Disabilities (SEND)

Special educational needs and disabilities (SEND) travel requires a bespoke approach, tailored to individuals' unique needs and circumstances. Each of the ten Greater Manchester local authorities are responsible for the procurement and delivery of SEND transport for those students in their area who are eligible for travel assistance. Alongside this strategy, local authorities and TfGM are working together to explore opportunities to coordinate the provision of SEND transport in Greater Manchester better and support more young people to use mainstream transport when travelling to school.

¹⁵ Some schools do provide their own private school buses separately of TfGM.

Why now?

The Bee Network

Greater Manchester is transforming its transport system through the creation of the Bee Network, bringing walking, wheeling, cycling and public transport together. This means that there are new opportunities to create a joined up transport network which can better connect young people (and the people who work there) with their place of education and other key destinations.

Our Active Travel Mission

Walking, wheeling, scooting, and cycling are at the heart of our vision for the future of transport in Greater Manchester, forming a core element of the Bee Network. Our Active Travel Mission set out how we will enable more people to travel actively with a key priority being to make it safer and easier for pupils to walk, wheel, scoot and cycle to school.¹⁶

Vision Zero

Greater Manchester has declared its ambition to achieve Vision Zero, meaning we aim to eliminate all road fatalities and life changing injuries on Greater Manchester's roads by 2040.¹⁷ Making it safe for pupils to travel to school each day is crucial to more young people traveling to school actively or on public transport. Fewer vehicles taking young people to school also makes our roads and streets safer for everyone.

The Greater Manchester Baccalaureate (MBacc)

The Greater Manchester Baccalaureate, also known as MBacc, celebrates the technical pathways into employment at age 14, 16 and 18, providing an antidote to the education system being shaped around the needs of those pursuing the University route. It is designed to make the key decision points simple and reduce confusion for young people and parents and carers. It shows young people the subjects and qualifications that employers value, helping them access high quality jobs in our growing economy. Our transport network can support the MBacc by ensuring that transport isn't a barrier to young people taking advantage of the opportunities available to them.

We have an opportunity to create a transport system that better serves young people and makes travelling sustainably the first choice.

¹⁶ [Active Travel in Greater Manchester](#)

¹⁷ [Vision Zero - Greater Manchester Combined Authority](#)



The case for change

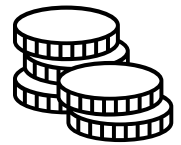
To improve physical and mental health

22% of reception aged children and 39% of Year 6 aged children in Greater Manchester were overweight or obese in 2022/23, higher than the national average, and just over a third of children are active for the recommended minimum of at least 60 minutes a day.¹⁸ As well as providing physical health benefits, travelling actively can help improve pupil's behaviour, concentration, and mental health.¹⁹



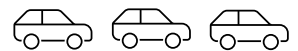
To help with the cost-of-living crisis

For families experiencing poverty and financial hardship, school travel costs can add additional financial stress.²⁰ Attractive and affordable alternatives must therefore be available. The need to drop off and collect children from school can limit economic opportunities; giving young people the ability to travel independently gives parents greater freedom to work or fulfil other caring duties.



To reduce congestion

Driving to school has a significant impact on congestion. Taking children to school accounts for approximately 31% of traffic on GM roads between 08:00-08:59 and 15:00-15:59.²¹ With congestion costing Greater Manchester businesses £1.7bn per year,²² promoting alternative ways to travel to school can help make journeys for all road users quicker and more reliable, stimulating economic growth through improved connectivity.



To create safer and more attractive streets

13% of those killed or seriously injured on Greater Manchester's roads are children, and they are most likely to be hurt as pedestrians.²³ Reducing the number of young people being driven to school will help make our streets safer. It will also make our communities and neighbourhoods more pleasant and liveable places. 74% of GM residents think that their streets are currently dominated by moving or parked motor vehicles.²⁴



¹⁸ [National Child Measurement Programme, England, 2022/23 School Year - NHS England Digital: Greater Manchester - #BeeWell \(beewellprogramme.org\)](#)

¹⁹ [HT briefing layoutvFINALvii.pdf \(publishing.service.gov.uk\): Investigation of the associations between physical activity, self-regulation and educational outcomes in childhood | PLOS ONE](#)

²⁰ [School sums what does going to school really cost families.pdf \(cpag.org.uk\)](#)

²¹ [Greater Manchester Travel Diary Survey 2023](#)

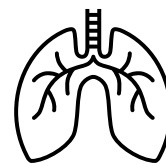
²² [Made to move.pdf \(ctfassets.net\)](#) (figure adjusted for inflation, 2025)

²³ [Vision Zero Strategy - Greater Manchester Combined Authority \(greatermanchester-ca.gov.uk\)](#)

²⁴ [Walking and Cycling Index 2023: Greater Manchester \(sustrans.org.uk\)](#)

To reduce pollution in the air

Children are more affected by air pollution because their organs and immune systems are still developing.²⁵ Reducing the number of private vehicle journeys taken to and from schools would therefore help reduce air pollution and improve children's health.



To help the environment

Transport is responsible for 31% of Greater Manchester's carbon emissions.²⁶ If we can support more young people to travel by active and zero emission modes it will contribute to Greater Manchester's target to be a carbon-neutral city region by 2038.



To better support care responsibilities

The school run can often cause additional stress and challenge for parents who face competing demands on their time.²⁷ Parents want to get their children to school quickly and efficiently, often as part of a longer journey into work, but our transport network has traditionally not been designed for these types of trips.²⁸



To enable future travel choices

Providing the option to travel to school actively or on public transport gives young people independence and helps develop a lifelong habit of travelling sustainably. Being able to travel independently enables young people to access future learning opportunities and careers, helping more young people to get high quality jobs and live a good life in Greater Manchester.



It's what young people want

Young people would prefer to walk, wheel, scoot or cycle to school. The consultation on the draft School Travel Strategy found that nearly half of students and their parents or guardians said they wanted to travel actively to school. In contrast only a tenth said they wished to be driven to school despite more than a third currently travelling to school by car.²⁹



²⁵ [Schools | Clean Air Greater Manchester \(cleanairmgm.com\)](https://www.cleanairmgm.com/schools)

²⁶ [2005-21-uk-local-authority-ghg-emissions-update-060723.xlsx \(live.com\)](https://www.greatermanchester.gov.uk/2005-21-uk-local-authority-ghg-emissions-update-060723.xlsx)

²⁷ Access and inclusion in Greater Manchester by Steer (2020)

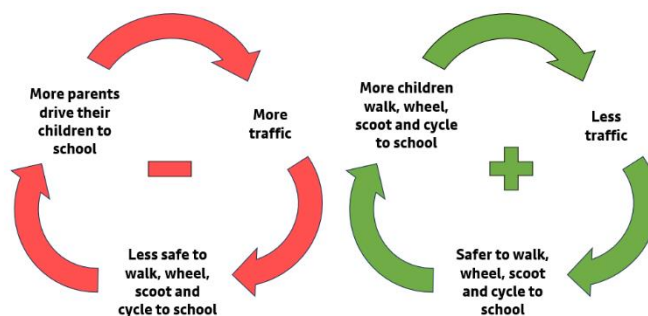
²⁸ [What Women Want Report 2023.pdf](#); Invisible Women by Caroline Criado Perez (2020)

²⁹ School Travel Strategy Consultation Report by Systra (2025)

Barriers to travelling sustainably to school

Road safety

Only 50% of GM residents say it is safe for children to walk to school and just 42% believe it is safe for children to cycle to school.³⁰ In our consultation, 39% of respondents said that they or their child were prevented from walking, wheeling, scooting or cycling to school as the roads felt unsafe.³¹ Until more parents and young people feel it is safe to walk, wheel, scoot or cycle to school, children will continue to be driven to school. This leads to a vicious circle of more traffic and less safe roads.



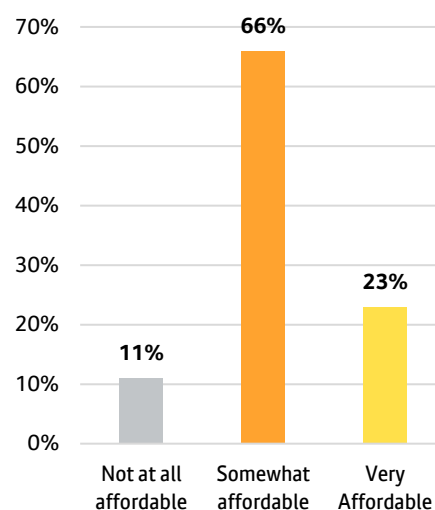
Accessibility

Young people, particularly those with a disability, say poor accessibility has prevented them using active travel and public transport.³² 10% of disabled people say that inaccessible transport is a barrier to their education.³³ The consultation and accompanying engagement sessions on the draft strategy found that public transport can be mentally, as well as physically inaccessible, with 7% of respondents saying public transport being mentally overwhelming was a barrier to them or their child using public transport.³⁴

Cost

Travelling to school can be one of the most significant costs of attending secondary school, along with buying uniform, shoes and bags.³⁵ Around a fifth of young people who use active travel “infrequently” cite cost and not having access to a bike (which may also be associated with cost) as reasons for not being able to travel actively. When surveyed, the majority of young people did however feel that public transport was either very affordable or somewhat affordable.³⁶ This does not mean that cost is not a barrier: for some families, the cost of travelling to school will be a significant proportion of their household budget.

To what extent do you think public transport is affordable?



National Youth Combined Authority Young Persons Transport Survey October 2022

³⁰ National Highways and Transport Network (NHT) Survey 2022

³¹ School Travel Strategy Consultation Report by Systra (2025)

³² NYCA Young Persons Transport Survey October 2022

³³ [The Transport Accessibility Gap \(motabilityfoundation.org.uk\)](https://motabilityfoundation.org.uk)

³⁴ School Travel Strategy Consultation Report by Systra (2025)

³⁵ [School sums: what does going to school really cost families.pdf \(cpag.org.uk\)](https://cpag.org.uk)

³⁶ NYCA Young Persons Transport Survey October 2022

Reliability and convenience of public transport

When asked in our consultation what prevented them or their child using public transport, public transport not being reliable was the number one barrier (28%), followed by not having a suitable route (26%) and public transport being overcrowded (19%).³⁷ In a separate survey 80% of 16 – 18-year-olds perceived bus frequency and availability as impacting their access to opportunities.³⁸

Safety on public transport

For under 16s in Greater Manchester who don't use public transport frequently, not feeling safe (while waiting at stops and when on public transport) was the key issue preventing them using public transport.³⁹ Whilst safety was not the highest ranked barrier, 12% of respondents to the consultation said that feeling unsafe on public transport was a barrier to using public transport.⁴⁰

Skills

Some young people are unable to travel sustainably as they do not have the knowledge or skills to do so. Just under a sixth of young people who use public transport 'infrequently' said that they didn't really know how to use public transport. While 1 in 10 of those who said they use active travel 'infrequently' said that they could not ride a bike.⁴¹

Parents, guardians and carers having to travel to work afterwards

Taking children to school as part of a longer journey means driving is often more convenient. Research focused on women's caring experiences found that women who trip-chain (make multiple stops) are less likely to use active travel, with 19% saying they are unable to walk children to school and then continue to work.⁴² The draft school travel strategy consultation found that parents or guardians being unable to travel to work or care duties was a barrier both to young people travelling to school actively (16%) and by public transport travel (9%).⁴³

Higher car ownership

More households in Greater Manchester now own a car, with low-income communities having seen the largest growth in car ownership. Between 2011 and 2021, the number of cars available for household use in Greater Manchester grew by 13%. If a household owns a car, it is more likely that a young person will be driven to school. The Greater Manchester Travel Diary Survey 2022 found that 30% of education trips are as a car passenger if a household owns at least one car. This figure drops to 4% for households without a car.

³⁷ School Travel Strategy Consultation Report by Systra (2025)

³⁸ [GMCA 20230127 Our Pass Evaluation \(greatermanchester-ca.gov.uk\)](#)

³⁹ Presentation by Greater Manchester Youth Combined Authority on National Travel Survey (2023)

⁴⁰ School Travel Strategy Consultation Report by Systra (2025)

⁴¹ NYCA Young Persons Transport Survey October 2022

⁴² [What Women Want Report 2023.pdf](#)

⁴³ School Travel Strategy Consultation Report by Systra (2025)

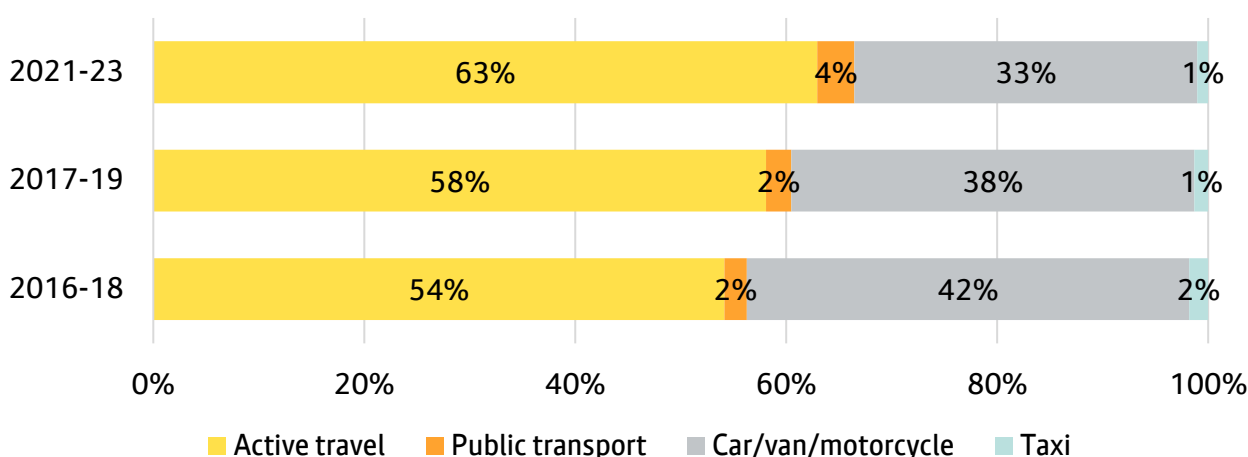
Current travel patterns

Using the Greater Manchester Travel Diary Survey (TRADS), we have estimated how children and young people travel to and from education. Due to yearly cohort changes, travel patterns vary more for education trips between years than other journey types; we have therefore averaged three years of data together to provide a more stable baseline.

Primary school

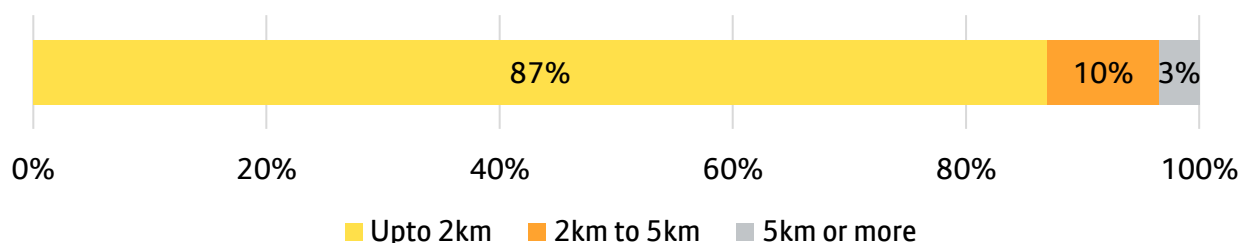
The results from TRADS show a positive year on year trend of more young people choosing to travel actively to school. Despite this progress, a third of primary school pupils are still being driven to school. Greater Manchester already meets the national target for 55% of 5 to 10 year olds to walk to school by 2025,⁴⁴ but this is a national target which also accounts for more rural areas where children might be expected to travel further to school. In Greater Manchester 87% of primary aged pupils travel less than 2 km (\approx 1.2 miles) to school, a distance for which we would expect active travel to be the first choice.

How do 5 to 10 year olds travel to school?



Greater Manchester Travel Diary Survey 2016-23

Distance travelled to school by primary age pupils



Greater Manchester Travel Diary Survey 2021-23

⁴⁴ [Cycling and walking investment strategy - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/90444/cycling-and-walking-investment-strategy.pdf)

To build on the progress we have made to date, we have set an ambitious goal of:

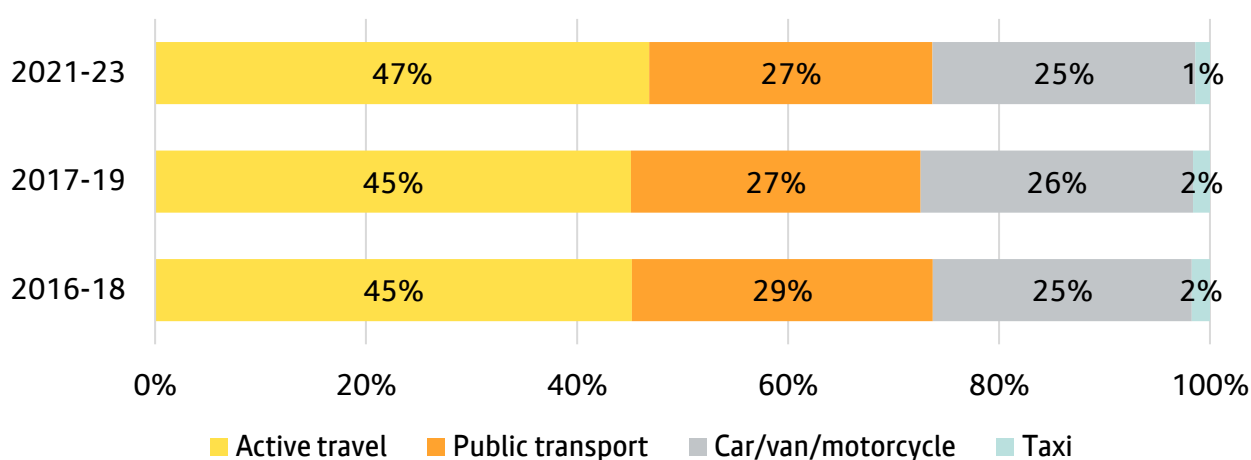
70% of primary school students in Greater Manchester walking, wheeling, scooting, or cycling to school by 2030

Secondary school

According to TRADS there appears to have been little progress in increasing the number of sustainable trips taken to secondary schools. There has been a slight increase in the number of young people travelling actively, but at the same time there has been a slight reduction in the number using public transport.

Although we cannot judge our progress against just one year's worth of results, in 2023 we did see a large increase in the number of young people being driven to school. However, in 2022 we saw a large jump in the number of young people travelling actively which reduced the following year, so this may just be a fluctuation in this year's data. It does though suggest that, unlike with primary schools, we are not seeing a trend of consistent growth in the number of sustainable trips to secondary school.

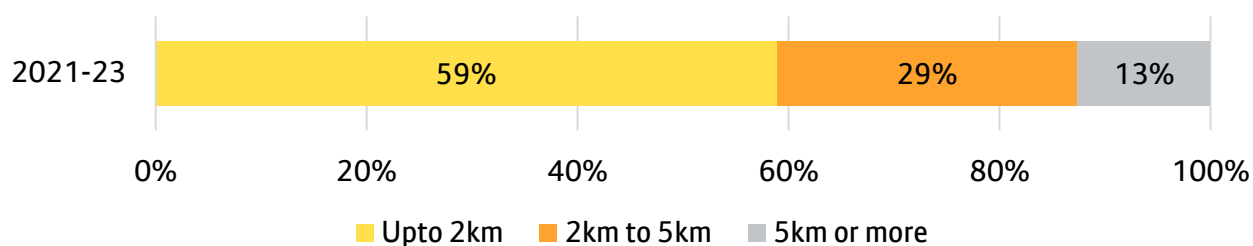
How do 11 to 16 year olds travel to school?



Greater Manchester Travel Diary Survey 2016-23

There is the potential for many more young people to travel actively to school. 59% of GM secondary school pupils live within 2km (≈ 1.2 miles) distance of their school, and a further 29% live within 5km (≈ 3.1 miles). As secondary school pupils tend to live further away from their school compared to primary school pupils, public transport has a greater role to play in helping young people travel to school sustainably. With nearly 9 in 10 pupils living within 5km of their school, public transport should be an attractive option for those who live too far away to travel actively.

Distance travelled to school by secondary age pupils



Greater Manchester Travel Diary Survey 2021-23

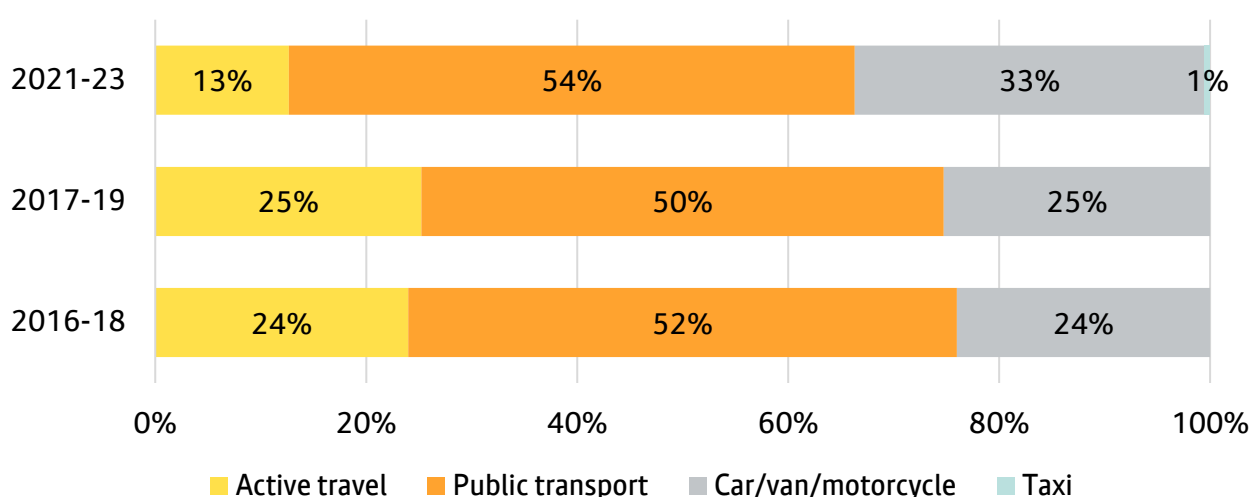
Given the limited progress to date, we believe that an enhanced focus on secondary school travel is needed. Therefore, we are setting ourselves the ambitious goal of:

80% of secondary school students in Greater Manchester to walk, wheel, scoot, cycle or use public transport to travel to school by 2030

Further education (16 – 18)

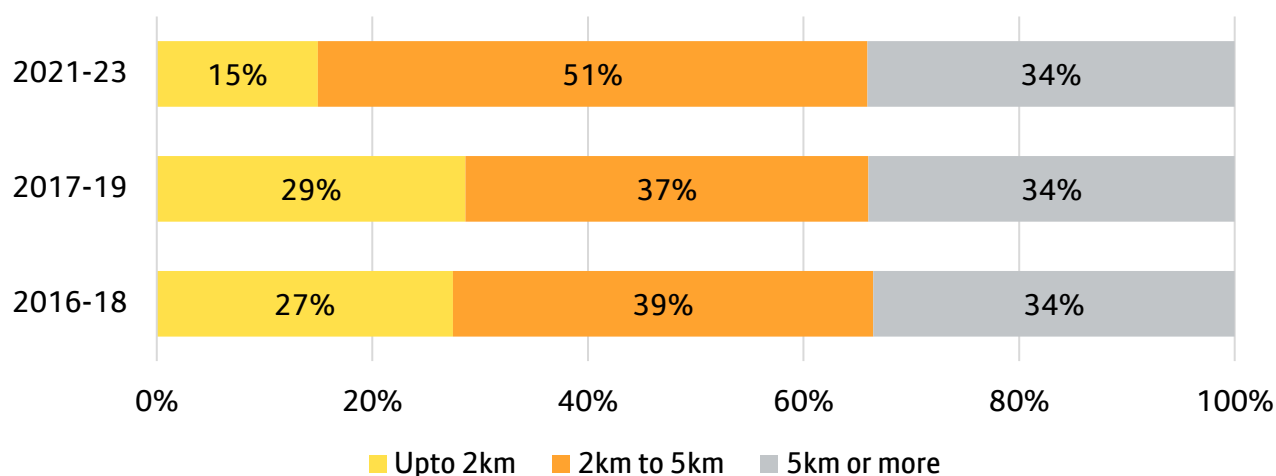
As there are fewer young people in further education compared to those at primary and secondary schools, the TRADS sample sizes are much smaller. It is therefore harder to provide a consistent story of how travel patterns have evolved as there is a greater variation in the results from year to year. Our data suggests that post-pandemic there has been a growth in the number of young people driving or being driven to access further education, alongside a large reduction in the numbers travelling actively. This could be linked to the increasing distances that young people are travelling to access further education, as shown below.

How do 16 to 18 year olds travel to access further education?



Greater Manchester Travel Diary Survey

Distance travelled to access further education



Greater Manchester Travel Diary Survey 2016-23

In 2019, Our Pass was introduced, allowing 16 to 18 year olds to travel for free on buses and access half price off peak tickets on Metrolink. We would therefore have expected a larger increase in public transport usage than is shown in the graph above. TRADS results from 2021 and 2022 do indicate that there was indeed a large increase in public transport usage, with around 60% of 16 to 18 year olds using public transport to access further education. However, this trend did not continue in the 2023 results, where only 40% of 16 to 18 year olds said they used public transport to access further education.

A separate survey asking how often Our Pass members used their pass provides a more positive picture, finding that 48% of pass holders used free and discounted public transport daily, while 30% used it three or more times per week. With 72% of 16 to 18 year olds holding an Our Pass membership, this would suggest that as a minimum over half of 16 to 18 year olds are using public transport either daily or frequently.

We believe further effort is required to enable more young people to access further education using sustainable modes. Therefore, we have set an ambitious goal of:

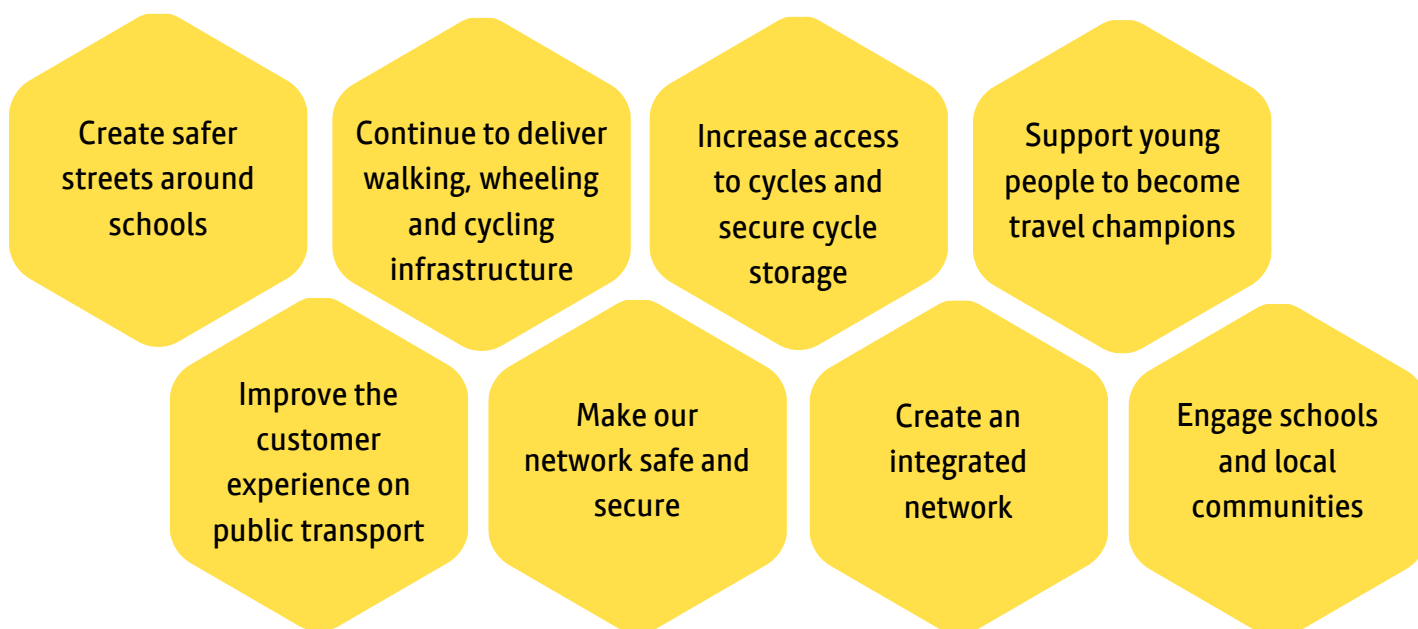
80% of further education students in Greater Manchester to walk, wheel, scoot, cycle or use public transport to access education by 2030

How we will improve school travel

We want more young people to choose to walk, wheel, scoot, cycle or use public transport to get to school and access further education. However, for many young people, this is not currently possible. If we are to achieve our ambitious goals, we must remove the barriers that are currently preventing young people travelling in a sustainable way.

We have identified eight overarching activities on which to focus our efforts. These eight activities are not the only solutions that exist and delivering them will require close collaboration with young people, parents, guardians, carers, schools, partner organisations, and communities.

Our activities





1. Create safer streets around schools

For parents to allow their children to walk, wheel, scoot, or cycle to school, they must feel that it is safe. Our Vision Zero Strategy sets the ambitious goal of eliminating all fatal and life changing injuries on Greater Manchester's roads by 2040.⁴⁵ This will not just make our streets safer but make it more attractive for people to travel and spend time on them.



Every school faces unique challenges; therefore, we need to have a range of measures that can be tailored to address a school's specific safety needs. Measures to make it safer to walk, wheel, scoot or cycle to school could include:

- School Streets
- Crossing points
- Travel training
- Traffic calming
- Road markings
- Parking restrictions
- Playful routes⁴⁶
- 20 mph speed limits
- Park & Stride
- Walk to School Challenge
- School crossing patrols
- Traffic enforcement
- Bollards
- Urban realm improvements

School Streets

School Streets involve closing the road outside a school during drop off and pick up time to reduce vehicle traffic. Essential access for residents and blue badge holders is maintained, but through traffic is restricted. Research has shown that School Streets can reduce the number of people driving to school by a third and reduce the risk of injury.⁴⁷ **TfGM will work with local authorities, schools and local communities to deliver, subject to funding, 100 School Streets by 2028.**

Experiences from across the country have shown that combining physical road safety improvements alongside behaviour change programmes that actively involve the school community are more effective in changing travel behaviours. Our evaluation of the school street pilots in GM have shown that in some cases the introduction of a school street on its own has displaced rather than removed traffic. **TfGM will therefore develop a pilot "Safer Routes to School" project to examine how physical and behavioural interventions can be introduced together to maximise their positive impacts.**

It has been through the dedicated work of schools, parents and volunteers that School Streets have been created. Having a safe space for children to travel to school should not however be reliant on a few dedicated people to enforce it and staff the barriers.⁴⁸ Some local authorities in GM now have the power to enforce moving traffic offences using ANPR cameras. **TfGM and local**

⁴⁵ [Vision Zero - Greater Manchester Combined Authority](#)

⁴⁶ For further information on Stockport's playful routes see [On The Way Play - An idea in progress by Civic and Social](#).

⁴⁷ [Gear change: a bold vision for cycling and walking \(publishing.service.gov.uk\)](#)

⁴⁸ [PowerPoint Presentation \(walkridegm.org.uk\)](#)

authorities will look to increasingly use cameras to enforce school streets where it is appropriate to do so, but being aware that other measures, such as physical barriers or paying volunteers, may be a more suitable alternative for some streets.



Case Study of Guardian Angels Primary School

Guardian Angels Primary School, in partnership with Bury Council, Living Streets and TfGM has introduced a school street to keep its pupils safe and encourage them to walk or cycle to school. As well as having a school street, the school takes part in WOW – the walk to school challenge from Living Streets. Since starting WOW, Guardian Angels Primary School active journey rates have increased by 15%.

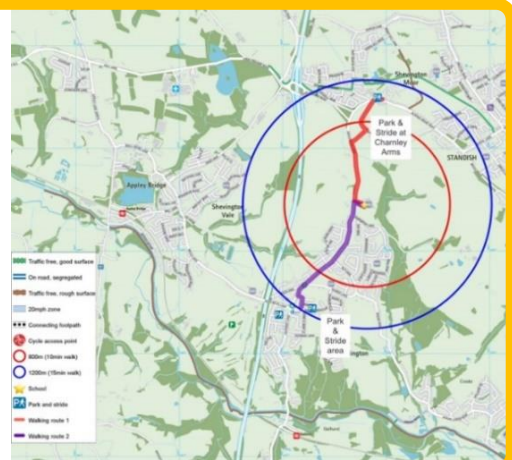
Parking

Illegal and inconsiderate parking on the road and pavement can make it unsafe for young people to walk to school, negatively affect local communities and block access for emergency vehicles, making it unsafe for all. To tackle the harm caused by pavement parking and irresponsible driver behaviour at school drop-off and pick-up time **we will advocate for local authorities to be given new powers to enforce pavement parking and explore how we can better use our existing powers to create safe spaces outside schools.**

Park & Stride offers a safer alternative to parking on the road or pavement near the school. Instead, parents drop off their children a short walk away at an agreed parking location, such as a nearby supermarket car park or a local community centre. Park & Stride should be used in conjunction with other school road safety measures and behaviour change initiatives, as on its own it is unlikely to result in a change in travel habits. Ultimately, the most effective way to make it safer to travel actively to school is for fewer parents to drive their children to school.

Case study of Shevington High School

Pupils at Shevington High School wished to make it safer to walk to school by reducing the number of cars being parked outside the school gate. Working with a local pub, the school created a park and stride scheme and asked parents and carers to take a parking pledge. To raise awareness pupils created posters, promoted it in school assemblies and gave out mock parking tickets to cars that continued to park outside the school gate. 38% of pupils now travel actively to school and 11% of pupils travel by park and stride regularly.



2. Continue to deliver walking, wheeling and cycling infrastructure

Greater Manchester has committed to building a world-class walking, wheeling, and cycling network that will link up communities and provide safe routes to schools and further education establishments. Creating a safe space to travel actively is one of the most effective ways to encourage more children and parents to travel actively.

Greater Manchester is leading the way in creating safe spaces to walk, wheel, scoot and cycle. TfGM and the ten local authorities have plans to build nearly 2,734 km of connected cycling and walking routes by 2038.⁴⁹ This includes delivering new crossings, safer junctions, more dropped kerbs, wider pavements and creating segregated spaces for vulnerable road users on busier roads. More is needed though. Only 50% of GM residents are currently satisfied that it is safe for children to walk to school, and just 42% believe it is safe for children to cycle to school.⁵⁰

Accessible neighbourhoods

Nearly two-thirds of all education trips are within or between local neighbourhoods.⁵¹ To encourage more young people to walk, wheel, scoot or cycle we therefore need to create neighbourhoods that are safer and more attractive places to be in. Alongside improving walking and wheeling routes, this means we need to create quieter and therefore safer streets. We will do this by **setting speed limits that reflect the risk and purpose of a road**, in line with the Streets for All approach⁵² and the Safe System approach as set out in the Vision Zero Strategy.⁵³



The new Chorlton Cycleway is a new segregated cycle lane (shown in dark blue), but it has enabled a much larger network (shown by dashed line) by providing a safe way to cross Chorlton Road.



Making local areas more accessible will include, where possible, the installation of segregated infrastructure for pedestrians and cyclists along busier roads. Installing new cycle lanes or crossings on busier sections also means people can use the quiet streets that lead up to it, creating even more safe walking and cycling routes (see picture). **Our wayfinding strategy⁵⁴ will explore how wayfinding can be used to encourage young people to use safe walking and cycling routes and raise awareness of nearby transport links.**

⁴⁹ (Public Pack) 14.12.2023 Bee Network Committee - Complete Pack Agenda Supplement for Bee Network Committee, 14/12/2023 14:00 (greatermanchester-ca.gov.uk)

⁵⁰ National Highways and Transport Network (NHT) Survey 2022

⁵¹ Greater Manchester Travel Diary Surveys | Bee Network | Powered by TfGM

⁵² Streets for All | Bee Network | Powered by TfGM

⁵³ Vision Zero Strategy - Greater Manchester Combined Authority (greatermanchester-ca.gov.uk)

⁵⁴ Currently in development

Safe crossing points and junctions

Having to cross a busy junction or main road can stop young people walking, wheeling, or cycling to school. At present, there are too many junctions within a five minute walk of a school that do not have a green man or dedicated pedestrian phases; instead, pedestrians must look for gaps in the traffic. This situation needs to be resolved as soon as possible. **Our aim is that every busy junction or main road within 400m of a school will have pedestrian facilities installed by 2032.**

Alongside installing new crossings, we are **adjusting the timings of existing crossings so that pedestrians do not have to wait as long to cross and have longer to cross the road**, reducing the worry that the lights will turn to green while picking up a dropped water bottle or toy.



Case Study of Bowker Vale Primary School

TfGM traffic engineers worked with Bowker Vale Primary School and Walk Ride Blackley to make it easier for children and parents to cross the road. The crossing outside the school was reprogrammed to reduce the maximum pedestrian waiting time. A TfGM traffic engineer joined the school's "Walk into the Weekend" event to explain the changes and show how the crossing works.

Identifying where to invest next

Given the limited budgets available for new infrastructure, TfGM and the ten local authorities must identify where investing our limited funds would have the greatest impact. To assist in doing this we have undertaken an audit of our current active travel network to find out what existing infrastructure meets Bee Network standards.⁵⁵ Some local authorities have also carried out or are planning to carry out their own assessments of how they can improve active travel access to schools.⁵⁶ These will be used to **develop a future school travel infrastructure programme which will focus on making the streets immediately outside a school and the surrounding area more attractive for walking, wheeling, scooting, and cycling.**

⁵⁵ [Active Travel in Greater Manchester 2024](#)

⁵⁶ [Oldham Active Schools | Oldham Council](#)

3. Increase access to cycles and secure cycle storage

Just over a quarter of households in Greater Manchester have access to a bike.⁵⁷ To give young people the opportunity to cycle to school we need to help more of them - and their parents, guardians and carers - gain access to a bike and have a secure place to store it at home and at school.

Access to cycles

We will provide greater access to cycles, adapted bikes and scooters by supporting schools to either set up their own bike library or partner with their nearest bike library. A bike library allows people to borrow a bicycle and try it out for a short loan period, either for free or for a small fee. Bike libraries are generally based in places such as community centres, schools, village halls or local business premises.

Refurbished bikes can provide a cheaper and more environmentally friendly alternative to buying a new bike. **We will therefore continue to work with charities and cycle shops to promote places that sell refurbished bikes.**⁵⁸

Secure cycle storage

Alongside providing access to cycles there is a need to provide secure storage (including storage for adapted cycles) at schools and colleges to give students the confidence that their bike is safe from theft. TfGM has provided grant funding to schools to enable them to install cycle parking provisions, but many houses and flats lack space to store cycles.⁵⁹ **We will therefore investigate how developer contributions and other funding streams can be used to install more cycle storage at schools and in the wider community.**



⁵⁷ [Active Travel in Greater Manchester 2024](#)

⁵⁸ [Get a bike - Access to bikes | TfGM Bee Active](#)

⁵⁹ [Active Travel in Greater Manchester 2024](#)

4. Support young people to become travel champions

People form travel habits and then stick to them. If we want young people to travel in a more active and healthy way, we need to encourage and support sustainable travel habits throughout their school career. We want to equip young people with the ability to not only travel to school, but to be able to access future opportunities and live a good life.

We want to develop a new education programme in partnership with schools and external organisations that will support young people throughout their school career, providing them with the skills and motivation to become lifelong travel champions. This will build on the current Modeshift STARS platform that is available to schools but will be enhanced to bring together all current programmes under one umbrella, like Transport for London have done with their Travel for Life education programme.⁶⁰

Young people and schools are currently approached by many organisations who wish to talk to them about how to travel sustainably. However, the training is often focused on just one aspect of travelling sustainably and fails to link up with previous training courses or talks. It can also be difficult for schools to identify who offers what and how they can apply. **We will work with our partners to put all our available resources, information, and funding opportunities in one place**, allowing schools to easily find and select the activities and training that they think would best suit their pupils needs.

Giving young people travel skills and knowledge

Knowing how to safely cross the road and navigate around your local area are the first steps to being able to travel independently later in life. We will therefore **ensure that every young person has learnt about road safety and has basic navigation skills before they go to secondary school.**

We want all young people to be able to ride a bike. Together TfGM, local authorities and partner organisations, such as Bikeability, Cycling UK and BikeRight provide training that covers a range of age groups and different skills, from how to ride a bike to how to fix it. Going forward, we will better coordinate our efforts to **enable every primary school student in Greater Manchester who wishes to do so, to learn how to ride and maintain a bike.**

It is our aim that **every young person in Greater Manchester will know how to travel by bus, tram, and train by the time they start their GCSEs.** Currently there are limited resources on



⁶⁰ [TfL STARS - Getting young London moving](#)

how to use public transport, even though for many young people the first time they travel on a bus is when they go to school. Some guidance is provided on the TfGM website and through the TravelSafe Partnership, but this tends to focus on how they should behave rather than how they can purchase a ticket or plan a journey. Some local authorities do provide travel training to help those who may struggle to travel independently on public transport to do so, but this is only available to those who qualify for assistance.⁶¹ **Focusing initially on support for SEND young people and their families, we will pilot a programme of bus visits to schools and develop an easy-to-use guide on the Bee Network website to help young people learn how to use public transport independently.**

Using the opportunity of fresh starts

It is difficult to break habits, but a change in circumstance forces us to actively consider how we travel, providing an opportunity to suggest alternatives and create new travel habits. Moving from primary to secondary school is a perfect example of a fresh start. Habits are quickly formed, so how a someone travels to school in their initial weeks will likely become their default travel behaviour. **We will work with schools and colleges to support young people during the transition between primary and secondary school, and secondary school to further education.**

Inspiring young people to travel differently

The best advocates for sustainable travel to school are young people themselves. Therefore, a key part of our future education programme will be working with young people to give them greater ownership over the activities and incentives that are provided to encourage more young people to walk, wheel, scoot, cycle or use public transport. We have already been working with young people to help them create and deliver their own campaigns. Primary school pupils have helped promote road safety by becoming Road Safety Champions and secondary school pupils have been championing sustainable travel by acting as Youth Travel Ambassadors for their school (pictured below). We want to build on these programmes and encourage even more young people to become travel champions.



Case study of Stretford High School

Stretford High School's Youth Travel Ambassadors ran a point based travel competition in school. Students who scored the most points for walking, wheeling, cycling, or using public transport to school won prizes. To celebrate the completion of the term long competition, they also organised a no car day with an official road closure to reduce congestion directly outside of the school gates. They have seen a 4% increase in students walking to school and a 6% decrease in car use.

⁶¹ [Travel training in Greater Manchester | Bee Network | Powered by TfGM](#)



Piccadilly
Yew Tree Road - Upper

WDS 339

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5. Improve the customer experience on public transport

Public transport in Greater Manchester is changing. Through the Bee Network, we are bringing buses, trams, trains, and active travel together. This will mean a more reliable, affordable, accessible and accountable public transport system that better serves young people. Accessing education is the most common purpose for bus trips, meaning students are a vital customer group.⁶² We have ambitious targets to grow patronage on our network. To achieve this, we must increase the number of young people using public transport and create a network capable of supporting this growing demand.



Reliable

Young people and their parents must be able to trust public transport to get them to and from school every day, on time. This means sticking to timetables or, on busier routes and Metrolink, running so frequently that you can turn up to a stop and get on a bus or tram without checking a timetable. Our aim is for **80% of buses to depart on time** (less than one minute early and five minutes late).

To achieve this, we will:

- Expect and require bus operators to meet high performance standards with contractual penalties if they fail to meet them.
- Maintain and increase bus priority infrastructure so that buses can quickly get to their destination without getting stuck in traffic.
- Deliver technology and signal upgrades to give priority to late running buses.
- Put in place systems to share road works information between highways authorities, TfGM and operators to minimise disruption and ensure pupils still arrive at school on time.

To offer young people greater certainty over where their bus is, the Bee Network app includes real-time bus tracking and we have plans to install information screens at 300 bus stops to display real-time departure information.

Affordable

We will provide a simpler and fairer ticketing system for young people. To make it as easy as possible for young people to use our network, we have removed the additional cost of having to change buses to get to school by introducing a new bus hopper fare. This means that young people will now be able to travel on multiple buses within an hour for the cost of a single ticket. **We will**

⁶² [Greater Manchester Travel Diary Surveys | Bee Network | Powered by TfGM](#)

explore how we can further simplify the ticketing system for young people. We will also make it easier for more young people to have access to affordable travel by exploring how we can **improve the application process for the igo card (5–16-years old), Our Pass (16-18 year olds) and other concessionary passes.**

We will encourage more young people to use the Bee Network app to plan their journey, track their bus and purchase their ticket in advance of travelling. By buying tickets in advance, parents can be certain that their child has bought their ticket and can't lose it. It also makes boarding quicker, helping to speed up journeys.

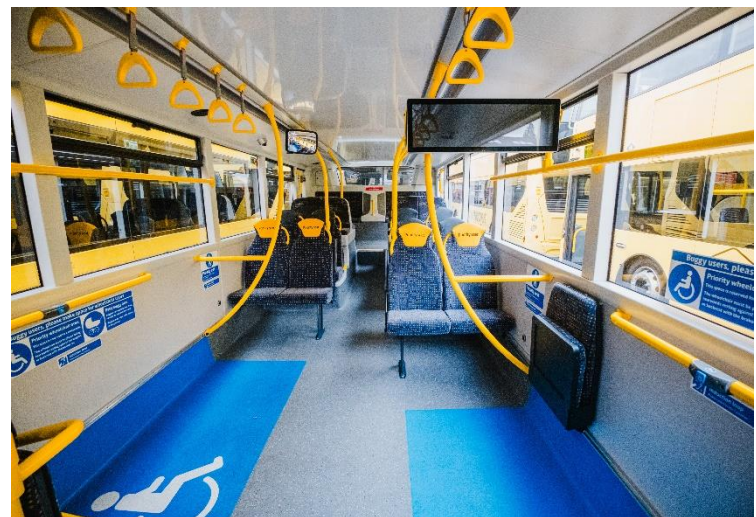


Our Pass

Our Pass is a concession for young people aged 16 to 18, making all buses in Greater Manchester free and halving the price of off-peak Metrolink day and weekend tickets. This has resulted in high growth in the number of young people using public transport in a relatively short period of time. Research into the impact of Our Pass has shown that 88% of young people felt that Our Pass has made it easier for them to take part in education and training. Young people also said it has helped them find and keep a job, supporting them in their transition from education to employment.

Accessible

To allow everyone to travel to school and college on public transport we are making our vehicles and stops more accessible. We are upgrading our buses, so that they have two spaces onboard for wheelchair users, hearing induction loops and audio-visual announcements as standard. In addition, we are upgrading 500 bus stops with raised kerbs and places to rest while waiting. Through driver training we are ensuring that drivers are aware of the different needs of their passengers and can assist where necessary.



Accountable

The Bee Network is run for the people of Greater Manchester and will be held to account by them. We actively encourage customers to rate their journey and use feedback to help identify issues and judge performance, with operators facing financial penalties if they fail to provide a high-quality service. Over time this will help improve our network and provide a better customer experience.

6. Make our network safe and secure

If more young people and their families are to use public transport it must feel and be safe. Greater Manchester Police (GMP) has made policing transport a priority for the force, treating the network as the conceptual 'eleventh district' of Greater Manchester. Through our TravelSafe Partnership, led by TfGM and GMP, we are addressing crime and anti-social behaviour on our network.

Encourage positive travel behaviour

We are working with schools through TravelSafe's Educational Outreach Programme to engage with young people about their behaviour on public transport, reaching tens of thousands of young people every year.⁶³ **We will continue to develop and resource our outreach programme of educational, reassurance and community-based activities. To reach young people and groups we may otherwise not be able to reach, we will collaborate with other agencies and charities.** Together we will seek to promote good travel behaviour and warn young people about the consequences of taking part in criminal or anti-social behaviour on our transport network.



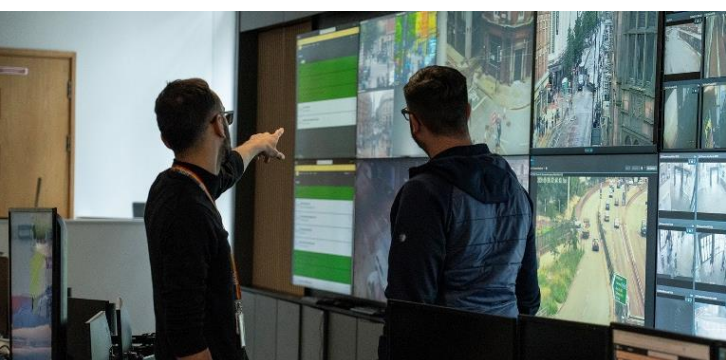
Case Study of Foundation 92

Foundation 92 uses a sports-based outreach programme to address some of the underlying and complex reasons for why a young person may misbehave. As part of their wider programme, they have been using a converted bus with a TV and games console to engage with young people who have been misbehaving in transport interchanges. By talking to them in a non-confrontational manner they can help the young person think about why they are behaving the way they are.

Deter and prevent unwanted behaviour

The TravelSafe Partnership is focused on addressing and deterring any instances of crime or anti-social behaviour on our network. TravelSafe Support and Enforcement Officers are deployed across GM daily to support passengers, answer customer queries, deter anti-social behaviour, and conduct ticket checks. This is in addition to uniformed and plain clothes police officers who regularly patrol the transport network.

⁶³ [TravelSafe Partnership Strategy 2022–2024](#)



By working closely with neighbourhood policing teams and other partners - including local authorities and community groups - we can draw on our collective insights to identify higher risk areas for crime or anti-social behaviour. Through our partnership approach we can then preventatively deploy TravelSafe and police resources to identified hotspots and risk areas on the transport network.

As part of our efforts to tackle sexual harassment and unwanted behaviours on our network we have run several educational campaigns. This has included campaigns on how to be an active bystander and an ‘#IsThisOK?’ campaign which encouraged men travelling on public transport to consider their own behaviour by highlighting the negative experiences that women and girls face, such as sexual harassment and unwanted sexual comments.⁶⁴ **We will continue to run educational campaigns focusing on preventing and deterring unwanted behaviours on our public transport network.**

Increase awareness of how to report incidents

If passengers encounter anti-social or unsafe behaviour they can quickly and discreetly report it via Greater Manchester Police’s LiveChat⁶⁵ or by calling 101 – or 999 in an emergency. We have added a link to TravelSafe’s Live chat feature on the Bee Network app, and all new and refurbished buses have charging points ensuring that, even with low battery, incidents can still be reported. **We will continue to raise awareness of LiveChat and we will include how to report incidents on public transport as part of our travel training offer for young people.**

Create safe drivers

While supporting young people to travel actively or use public transport is the primary focus of this strategy, we recognise that many young people in further education will be learning to drive. Once they pass, they may begin driving themselves and their friends to college. We want to make sure they are doing this safely. Those aged 16 to 24 years old make up a much larger percentage of those killed or seriously injured (KSIs) on GM’s roads compared to their share of the population (20% of KSIs versus 11% of GM’s population).⁶⁶

We wish to positively influence the behaviour of learner and novice young drivers and their passengers, helping to reduce their risk of being involved in a road traffic collision. **We will therefore continue to deliver and review our education offer for young drivers to ensure that we create a new generation of safe drivers.**

⁶⁴ [‘Active bystander’ campaign encourages passengers to look out for and challenge harassment and unwanted sexual behaviours on public transport; #IsThisOK? campaign expands onto public transport as part of campaign to tackle gender-based violence](#)

⁶⁵ [TravelSafe - Report via Livechat | Greater Manchester Police](#)

⁶⁶ [vision-zero-gm-strategy.pdf](#)

7. Create an integrated network

To provide young people with a reliable and convenient transport system we need to create an integrated network that better connects buses, trams, trains, active travel and school services together. Before the Bee Network and bus franchising, Greater Manchester was unable to plan its transport network in an integrated way. The introduction of a dedicated school service was often the only way we could ensure young people could travel to school, given our inability to alter the wider network.⁶⁷ Whilst filling gaps in this way provided an immediate solution to a school's connectivity problems, this case-by-case approach did not allow planners to take a strategic view of the whole network. Over time, this led to an uneven patchwork of services that did not interact with the wider public transport network and produced outcomes that could be perceived as unfair.

Schools with more pupils receiving free school meals are less likely to have a dedicated school service.

Schools with school buses = **28%** of pupils receive free school meals

Schools with no school buses = **35%** of pupils receive free school meals

All schools = **31%** of pupils receive free school meals

Dedicated school services require scarce driver and vehicle resource, which could be more efficiently utilised on general services that run throughout the day for the whole community. Improving the general bus network to better serve schools will give young people greater flexibility about where and when they travel (for example allowing them to go to after school or breakfast clubs) and improve the resilience of the network, providing alternatives if things go wrong or a service is missed.

Network planning guidelines

To create an integrated network we are undertaking a rolling programme of area-based network reviews. It is through the network review process that we will alter the design of our network to make it more useful and cater for the increased demand we aim to see. This could include increasing capacity, enhancing service frequency, and expanding coverage. Our preference will always be to make any adjustments to specific services or the wider network through the network review process.

Network reviews will be guided by the following principles. Our transport network should be:

- **Comprehensive** – because people need access to convenient transport at all times.
- **Simple** – because people need to find the network easy to understand and use.
- **Frequent** – because keeping waiting times low makes public transport more attractive.
- **Direct** – because public transport users value low journey times.
- **Reliable** – because people need to be able to depend on public transport.

⁶⁷ School services are subsidised bus services, paid for by local authorities through TfGM. Whilst technically open to the public, in practice TfGM provided school services are used only by pupils to travel to and from school.

- **Integrated** – because users need access to multiple journey choices.
- **Cost-effective** – because our network needs to be financially sustainable.

The future role of dedicated school services

As part of our work to create a simpler and more integrated network we will look to gradually incorporate existing school services into the general network through the network review process. As a general principle, our transport network should be available to all users, and therefore not consist of special services that only certain people can use.

Where school services do exist, they should enhance and support the wider transport network. This could mean for example that rather than running a bespoke school service with its own special route, a general bus service could be diverted to serve a nearby school at the start and end of the school day. Alternatively, an extra bus that starts or ends at a school could be added to an existing route to provide additional capacity.

Going forward, new school services will only be provided when there is an exceptional need to do so. Like general bus services, the provision of a school service must be consistent with our network principles and provide value for money. Whether a new bus service is needed to transport young people to school will be assessed against the Department for Education’s guidance on walking distances and maximum journey times.⁶⁸ We will also work with local authority education departments to support access to education where young people are unable to be placed at their closest school.

Where changes to school services occur, we will align them where possible with the new academic year and with wider timetable change dates, although there may be situations where adjustments are made at shorter notice due to operational issues. We will work closely with affected schools, parents, and elected representatives to raise awareness of their travel options and what the changes will mean for them.

If a school has a dedicated school service, it is expected that they will support us in our aim to create an integrated network and promote sustainable travel. Therefore, **from September 2028 we will expect all schools with dedicated school services to be accredited by Modeshift STARS or in the process of gaining accreditation.**⁶⁹ We will support schools in doing this, but the provision of school services must form part of a wider package of initiatives that are encouraging young people to travel sustainably to school. Schools will continue to be able to procure their own private school bus services separate of TfGM if they wish to do so.

⁶⁸ [Travel to school for children of compulsory school age \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

⁶⁹ Where a pupil is eligible for statutory assistance, they will continue to receive support regardless of whether their school is accredited with Modeshift STARS or not.

8. Engage Schools and Local Communities

If we are to encourage more young people to travel sustainably, we must work in partnership with schools, pupils, parents, guardians, carers, and local communities.

Schools and further education establishments

Schools and further education establishments play a crucial role in encouraging more young people to travel sustainably and can be one of the main beneficiaries. Travelling actively can help improve students' behaviour, concentration, and mental health, all of which have been linked to higher academic success.⁷⁰ Additionally, championing walking, wheeling, scooting, cycling and public transport can help schools and further education establishments be better neighbours by reducing parking-related complaints from residents. This all helps to make schools and further education establishments more attractive to prospective students, parents and guardians. Many schools and further education establishments want to help but face significant competing pressures. Therefore, **we will work with our partners to put all our available resources, advice, and funding opportunities in one easily accessible place.**



All schools in Greater Manchester can access Modeshift STARS for free, but few schools are currently taking advantage. Modeshift STARS is an accreditation programme that helps schools develop school travel plans and promote sustainable travel.⁷¹ A key part of gaining Modeshift STARS accreditation is undertaking annual 'hands up' surveys. Doing these surveys provides us with a valuable indicator of how we are doing in increasing the number of walking, wheeling, scooting, cycling and public transport trips. **We will therefore encourage more schools to apply for Modeshift STARS accreditation and identify what improvements can be made to make Modeshift STARS more attractive.**

Parents, guardians, carers and local communities

Travelling to school to drop off or pick up a child is often only one part of a parent or guardian's journey. This means that even if it is possible to travel sustainably to school, if there are limited onward options for the rest of their journey, driving to school may be the only option. Through the network review process we will therefore **consider how the transport network can better facilitate onward travel for parents, guardians and carers.** We will also explore whether

⁷⁰ HT_briefing_layoutvFINALvii.pdf (publishing.service.gov.uk); Investigation of the associations between physical activity, self-regulation and educational outcomes in childhood | PLOS ONE; Being Active Helps Students in School - Association for Physical Education - Association For Physical Education | P.E. (afpe.org.uk)

⁷¹ Education - Modeshift STARS

providing individualised journey plans for parents, guardians and carers could help them plan how to make their onward journey using active travel or public transport.

We will seek to create more opportunities and make it easier for local communities and voluntary groups to work with schools and young people. Local communities are leading the way in promoting walking, wheeling, scooting, and cycling to school. Whether that be installing a school street, running a bike bus, or helping schools engage with children and their families, without their help we cannot achieve our vision. **TfGM will provide guidance on how local groups can work in partnership with their local schools, covering subjects such as the process for creating a school street,⁷² and how to better promote the initiatives local groups are undertaking.**



Case Study of Manley Park Primary School's Bike Train⁷³

In partnership with Walk Ride GM and Manchester City Council, Manley Park Primary School has implemented a school street, creating a safe space outside the school. Alongside marshalling the barriers, parents and volunteers have come together to start a weekly bike train to school along two separate routes, with up to 50 parents and children taking part.

We want to support those who are best placed to engage with and work alongside their local communities. Advocates and groups that are embedded in their local area are often better positioned to provide the support needed to encourage people to try travelling actively. They can reach people that TfGM and local authorities may struggle to engage with and can more effectively identify the barriers faced by different communities.

Through implementing the activities set out in this strategy we aim to provide the foundations for communities and groups to build on. Only by working together can we hope to encourage more young people to choose to walk, wheel, scoot, cycle or use public transport to travel to school and access further education.

⁷² The Department for Transport have provided their own guidance on how to set up and manage a school street: [School Streets: how to set up and manage a scheme - GOV.UK](#)

⁷³ [Supporting School Streets in Whalley Range – Walk Ride GM](#)

Next steps

We want more young people to choose to walk, wheel, scoot, cycle or use public transport to get to school and access further education. This document has set out our vision for school travel in Greater Manchester, outlining why we need more young people to travel sustainably and how we will support more young people to do this.

It is our ambition that by 2030:

- **70% of primary school students in Greater Manchester** will walk, wheel, scoot, or cycle to school, up from 63% (GMTRADS, 2021-23)
- **80% of secondary school students in Greater Manchester** will walk, wheel, scoot, cycle or use public transport to travel to school, up from 74% (GMTRADS, 2021-23)
- **80% of further education students in Greater Manchester** will walk, wheel, scoot, cycle or use public transport to access education, up from 66% (GMTRADS, 2021-23)

Subject to securing the appropriate funding and resources, we aim to do this by:

Creating safer streets around schools

- TfGM will work with local authorities, schools and local communities to deliver 100 School Streets by 2028.
- TfGM will develop a pilot "Safer Routes to School" project to examine how physical and behavioural interventions can be introduced together as part of future interventions around schools and the wider area.
- TfGM and local authorities will look to increasingly use cameras to enforce school streets where it is appropriate to do so, but being aware that other measures, such as physical barriers or paying volunteers, may be a more suitable alternative for some streets.
- TfGM and local authorities will advocate for local authorities to be given new powers to enforce pavement parking and explore how we can better use our existing powers to create safe spaces outside schools.

Continuing to deliver walking, wheeling and cycling infrastructure

- Local authorities and TfGM to create safer streets by setting speed limits that reflect the risk and purpose of a road, in line with the Streets for All approach and Safe System approach as set out in the Vision Zero Strategy.
- TfGM will explore how wayfinding can be used to encourage young people to use safe walking and cycling routes and raise awareness of nearby transport links.
- Local authorities and TfGM to aim for every busy junction or main road within 400m of a school to have pedestrian facilities by 2032.
- TfGM will continue to adjust the timings of existing crossings so that pedestrians do not have to wait as long to cross and have longer to cross the road.

- Local authorities with support from TfGM to use the results from network audits to develop a school travel infrastructure programme focused on making the streets immediately outside a school and the surrounding area more attractive for walking, wheeling, scooting, and cycling.

Increasing access to cycles and secure cycle storage

- TfGM will support schools to either set up their own bike library or partner with their nearest bike library to provide more cycles, adapted bikes and scooters for young people.
- TfGM will continue to work with charities and cycle shops to promote places that sell refurbished bikes.
- Local authorities and TfGM to investigate how developer contributions and other funding streams can be used to install more cycle storage at schools and in the wider community.

Supporting young people to become travel champions

- TfGM, the GMCA and local authorities to work on developing a new education programme in partnership with schools and external organisations. Our new education programme will aim to:
 - Ensure that every young person has learnt about road safety and has basic navigation skills before they go to secondary school.
 - Better coordinate our efforts to enable every primary school student in Greater Manchester who wishes to do so, to learn how to ride and maintain a bike.
 - Provide every young person in Greater Manchester with the skills and knowledge to travel by bus, tram, and train by the time they start their GCSEs.
 - Support young people during the transition between primary to secondary school, and secondary school to further education.
 - Work with young people to give them greater ownership over what activities or incentives their school carries out to encourage more young people to travel sustainably.
- Focusing initially on SEND young people, TfGM and the GMCA will pilot a programme of bus visits and develop an easy-to-use guide on the Bee Network website to help young people learn how to use public transport independently

Improving the customer experience on public transport

- TfGM, bus operators, and local authorities (through their role as highway authorities), to work towards 80% of buses departing on time by 2030.
- TfGM to install information screens at 300 bus stops to display real time departure information to passengers.
- TfGM to explore how the ticketing system can be further simplified for young people and how the application process for the igo card, Our Pass and other concessionary passes can be improved.

- TfGM and bus operators to continue their upgrade programme of the bus fleet to make them more accessible.
- TfGM and local authorities to continue upgrading 500 bus stops to make them more accessible with raised kerbs and places to rest while waiting.
- TfGM and bus operators to provide driver training to ensure that drivers are aware of the different needs of their passengers and can assist where necessary.

Making our network safe and secure

- Travel Safe Partnership to continue to develop and resource our outreach programme of educational, reassurance and community-based activities.
- Travel Safe Partnership will collaborate with other agencies and charities to reach young people and groups we may otherwise not be able to reach.
- Travel Safe Partnership to adopt an intelligence led approach to identify and preventatively deploy resources to hotspots and higher risk areas on the transport network.
- Travel Safe Partnership to continue to run educational campaigns focusing on preventing and deterring unwanted behaviours on our transport network.
- Travel Safe Partnership to raise awareness of LiveChat and include how to report incidents on public transport as part of travel training for young people.
- Safer Roads Greater Manchester Partnership will continue to deliver and review our education offer for young drivers to ensure that we create a new generation of safe drivers.

Creating an integrated network

- TfGM will, through a process of ongoing area-based network reviews, consider how the network could be adjusted to better serve schools and gradually integrate school services into the wider network as appropriate.
- From September 2028, schools that receive school services will be expected to be accredited by Modeshift STARS or be in the process of gaining accreditation, this is to ensure that school services form part of a wider package of sustainable travel measures.

Engaging schools and local communities

- TfGM and the GMCA will work together to publicise what resources, advice, and available funding is available to schools in one place, so it is easier for schools to keep track of what is available to them.
- TfGM will encourage more schools to apply for Modeshift STARS accreditation and identify what improvements can be made to make Modeshift STARS more attractive.
- TfGM will consider through the network review process how the transport network can better facilitate parents' and guardians' onwards travel.
- TfGM will explore whether providing individualised journey plans for parents and guardians could encourage them to make their onward journey using active travel or public transport.

- TfGM and local authorities will seek to create more opportunities for local communities and voluntary groups to work with schools and young people to promote sustainable travel.
- TfGM will provide guidance on how local groups can work in partnership with their local school, such as the process for creating a school street, and how to better promote the initiatives local groups are already undertaking

Measuring our progress

Over the coming years we will work with our partners to deliver our ambitious School Travel Strategy for Greater Manchester. Our vision will not be delivered overnight but, through the activities that we have listed above, we aim to show a measurable increase in the number of young people travelling sustainably every year. We will publish our progress against our ambitions and activities through our annual travel reports.



Oldham Council
working for a co-operative borough