

Medway Sustainable School Travel Strategy

2018 - 2023

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Foreword

Medway Council is pleased to present a five-year Sustainable School Travel Strategy [SSTS], which works towards every child in full-time education meeting their travel requirements.

Medway continues to serve as a local authority whereby parents are able to make an informed choice of educational opportunity for their child where access is supported by active travel and accessible highway infrastructure, and where public transport arrangements exist to enable every child to travel to fulfil their educational potential within an inclusive, safe and sustainable environment.

Taking children to and from school by car continues to be an increasing national problem that has a marked effect on peak hour traffic and may adversely influence the travel behaviour of future generations.

Over 47,000 children travel to and from school in Medway everyday and by comparison, Medway continues to perform above the national and southeast average for the percentage of pupils walking to school.

We recognise the need to give parents and children access to more travel options to encourage them away from relying on cars, where Medway has a lower percentage of children being driven to school compared to the national average and therefore good progress is being made locally.

This strategy will continue to build upon the success already achieved and to develop choices for children and young people to use sustainable travel alternatives, for the journey to and from school. It has been written to provide practical advice about the travel and transport choices available to our schools, and the variety of services and initiatives that the council and other local partners have to offer.

Delivering the targets set out within this strategy will be a challenge for Medway Council but we are committed to continuing to deliver real improvements in Medway over the life of the plan.



Councillor Andrew Mackness
Lead Member, Children's Services

Executive Summary

The vision of Medway's Sustainable School Travel Strategy [SSTS] is that every child can meet their travel requirements in order to fulfil their educational potential in a manner that is independent, safe and sustainable.

Taking children to and from school by car continues to be an increasing national problem that has a marked effect on peak hour traffic and may adversely influence the travel behaviour of future generations.

According to the Department for Transport [DfT] National Travel Survey in 2016, 51% of primary school children in Great Britain walked to school and a further 41% were driven to school in a car or van. For secondary school children, 39% walked to school, while 26% went by car or van. The mode of transport used varied by trip length according to the survey.

Over 47,000 children travel to and from school in Medway everyday and by comparison, Medway continues to perform above the national and southeast average for the percentage of pupils walking to school.

According to the 'mode of travel' school census data in 2017/18, 56.7% of pupils aged 5-10 in Medway walk, compared to 51.0% nationally. The number of children aged 5-10 travelling to school by car [including vans and taxis] also fairs better compared to the national picture, with 36.1% in Medway, compared to 41.0% nationally. For children aged 11-15, 21.8% travel to school by car in 2017/18 which is below the national picture [26%] and 51.6% walk in Medway compared to 39.0% nationally.

Medway will be investigating ways to benchmark among other local authorities to draw useful performance comparisons.

Active travel to school initiatives have contributed heavily towards a reduction in the number of children travelling to school by car in Medway, although it is recognised that congestion and air pollution levels significantly increase during the 'school run'. Consequently, this has led to a decrease in exercise amongst young people and therefore greater incidence of obesity and diabetes.

We recognise the need to give parents and children access to more travel options to encourage them away from relying on cars, and help support modal shift.

Here in Medway, as part of our Local Transport Plan and other strategic objectives, we have been working to promote and support the changes necessary to reduce car dependency and encourage sustainable modes of travel. The council also successfully secured £2.5m from the Government's Local Growth Fund [LGF] through the South East Local Enterprise Partnership to deliver a range of measures designed to improve and promote access to cycling in the Medway area.

The strategy recognises that in continued times of austerity local authorities have to do more with less, focusing on low-cost, high value measures. It aims to build on the success already achieved and to develop choices for children and young people to use sustainable travel alternatives, for the journey to and from school. It has been written with the intention to provide practical advice about the travel and transport choices available to our schools, and the variety of services and initiatives that the Council have to offer.

GLOSSARY

Active travel	An approach to travel and transport that focuses on physical activity (walking and cycling) as opposed to the car.
AQAP	Air Quality Action Plan
CSP	Community Safety Partnership
DfE	Department for Education
DfT	Department for Transport
KSI	Killed or seriously injured
LA	Local Authority
LEA	Local Education Authority
LTP	Local Transport Plan
Modal Shift	Modal shift is the change from one mode of travel to another that takes place over time
NTS	National Travel Survey
PCN	Penalty Charge Notice
PHE	Public Health England
SCP	School Crossing Patrol
SEN	Special Educational Needs
SID	Speed Indication Display
SJO	Safer Journeys Officer
SJT	Safer Journeys Team
SRTS	Safer Routes to School
SID	Speed Indicator Device
SSTS	Sustainable School Travel Strategy
SKC	School Keep Clear
STP	School Travel Plan
VAS	Vehicle Activated Sign
VMS	Variable Message Sign

Section 1 Version Control

Version	Changes	By	Date
0	Original Version	Unknown	31 August 2007
1	2009 Update	Steve Long	17 August 2009
2	2010 Update	Simon Harrington, Student Services Manager	18 August 2010
3	2011 Update	James Sutton, Safer Journeys Officer Su Negus, Principal Road Safety Officer	31 August 2011
4	2012 - 2017	James Sutton, Safer Journeys Officer	31 August 2012
5	2013 Update	James Sutton, Safer Journeys Officer Su Ormes, Principal Road Safety Officer	31 August 2013
6	2014 Update	James Sutton, Principal Road Safety Officer	31 August 2014
7	2015 Update	James Sutton, Principal Road Safety Officer	31 August 2015
8	2016 Update	James Sutton, Principal Road Safety Officer	31 August 2016
9	2018 – 2023	James Sutton, Principal Road Safety Officer	31 August 2018

Table 1

Section 2

Background & National Policy

There has been an increasing awareness of the links between education provision and transport, along with a greater environmental awareness and desire for activity both in terms of transport, education policies and provision. Therefore this strategy will continue to consider a number of key government policies and initiatives as outlined in this section. These present both an opportunity for active travel to school journeys to have a positive influence and contribution, and in some instances create considerable challenges.

- **Home to School Travel and Transport Guidance – July 2014**

This is statutory guidance from the Department for Education, published in July 2014 and last updated in December 2016. This means local authorities are under a duty to have regard to it when carrying out their duties in relation to home to school travel / transport, and sustainable travel.

This guidance is issued under duties placed on the Secretary of State by sections 508A and 508D of the Education Act 1996 (the Act). It deals with sections 508A, 508B, 508C, 509AD, and Schedule 35B of the Act which were inserted by Part 6 of the Education and Inspections Act 2006 (the EIA 2006).

Section 508A of the Act places a general duty on local authorities to promote the use of sustainable travel and transport. The duty applies to children and young people of compulsory school age who travel to receive education or training in a local authority's area. The duty relates to journeys to and from institutions where education or training is delivered.

Sections 508B and 508C of the Act make provision for local authorities to ensure that suitable travel arrangements are made, where necessary, to facilitate a child's attendance at school.

Official reference:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/445407/Home_to_School_Travel_and_Transport_Guidance.pdf

- **National Travel Survey 2016**

Results of the National Travel Survey 2016 were released by DfT in July 2017. This forms a household survey to provide a databank of personal travel information for England and updated on an annual basis.

The NTS contains the latest results and trends on how and why people travel with breakdowns by age, gender and income. It also contains trends in driving licence holding, school travel and concessionary travel. These statistics cover personal travel within Great Britain during 2016 by residents of England.

The National Travel Survey shows that in 2016:

- People made 774 trips on average, excluding short walks;
- People made an average of 954 trips, including short walks;
- The average distance travelled excluding short walks (6,396 miles) was 10% lower than in 2002;

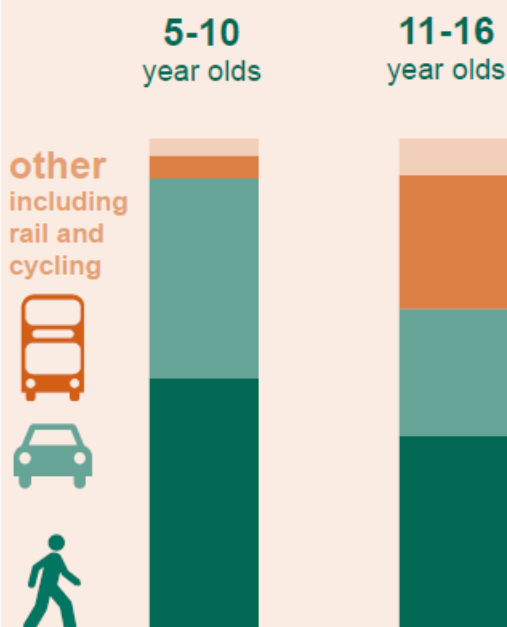
- Most of the trips people made were by car, either as a driver or a passenger (62%), or by walking (25%);
- 78% of the total distance people travelled was by car, either as a driver or a passenger.

The proportion of children that walk to/from school is lower for older children, with 51% of 5-10 year olds compared to 39% of 11-16 year olds. This reflects that older children travel further to school on average (3.2 miles on average compared to 1.5 miles). Likewise, 56% of 11-16 year olds travel to school accompanied by an adult compared to 94% of 5-10 year olds.

Looking specifically at how children (aged 5-16) travel to/from school, the most common mode of transport in 2016 is walking with 46% of trips, followed by car/van (34%). Since 2002, the proportion of trips where children walked to school has risen from 43% to 46% in 2016. Further details have been illustrated in Figure 1 below.

Travel to school [NTS0613]

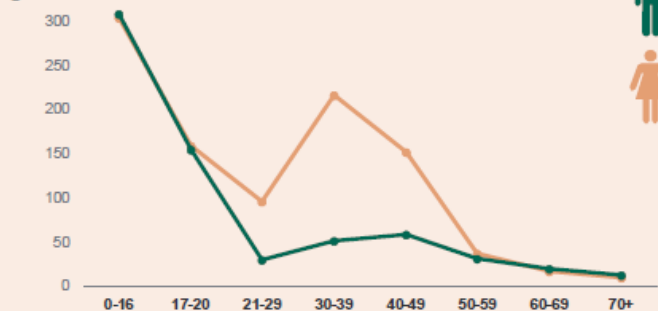
Children's main mode of travel to school by age group: 2016



51% of primary school children walked to and from school in 2016. 27% of secondary school children took the bus.

Age and gender [NTS0611, NTS0612]

Trips per person per year, including escort by age and gender: 2016



99 education/escort trips per year on average (11% of all trips by men in 2016)

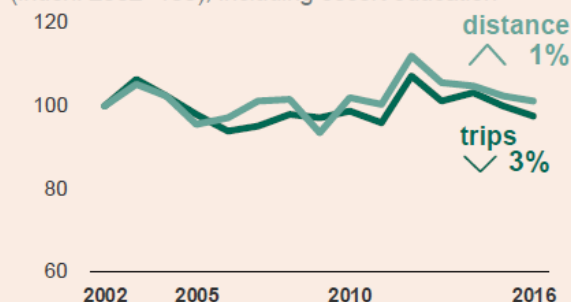
136 education/escort trips per year on average (14% of all trips by women in 2016)

304 miles per year for education/escort on average (4% of total distance by men in 2016)

338 miles per year for education/escort on average (6% of total distance by women in 2016)

Trends excluding short walks [NTS0403, NTS0404]

Trips and distance per person from 2002 to 2016 (index: 2002=100), including escort education



3.2 miles

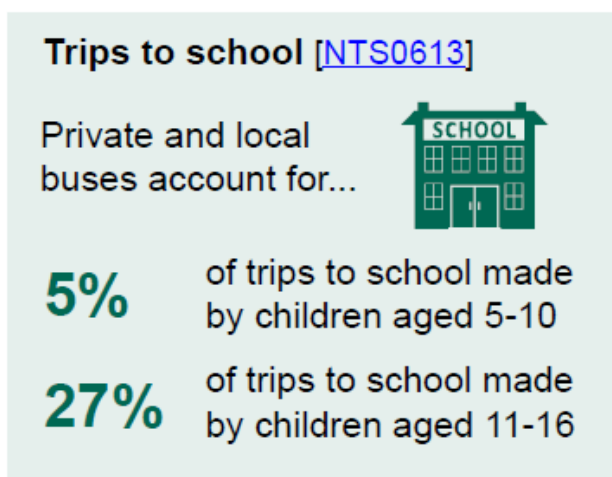
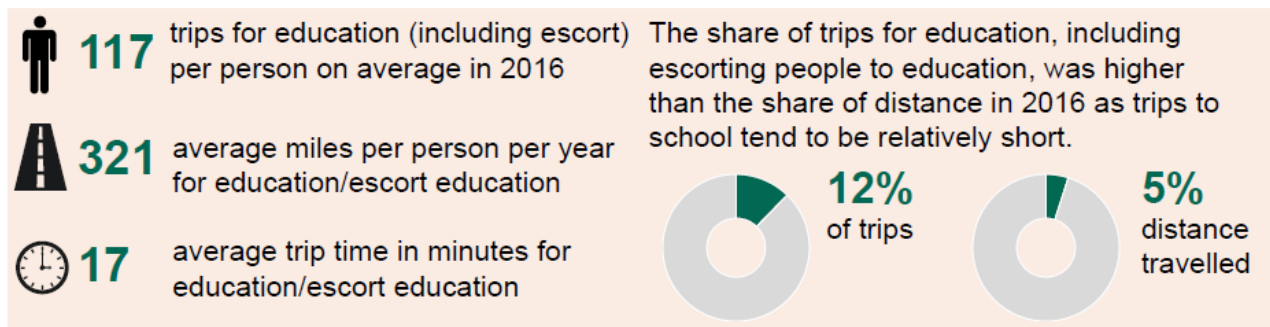
average length of an education trip - shortest of any main purpose

94% of 5-10 year olds are usually accompanied to school by an adult.



56% of 11-16 year olds are usually accompanied to school by an adult.





Trends in bicycle ownership, trips and miles

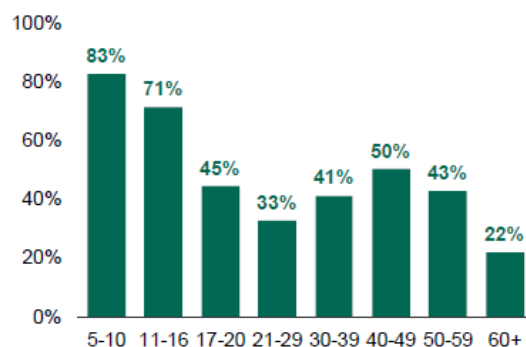


Chart 19: % of people with access to a bicycle: England, average of 2014-2016 [NTS0608]

Figure 1: Children's mode of travel to school by age group
REFERENCE: DfT – National Travel Survey: 2016

Primary vs Secondary education trips - 2016

- ▶▶ A higher proportion of children aged 5-10 walk to school, compared with children aged 11-16; 51% and 39% respectively.
- ▶▶ Only 5% of children aged 5-10 travel to school by bus, compared with 27% of children aged 11-16.
- ▶▶ These differences are likely to be due to older children travelling further to school than younger children on average; 3.2 miles vs 1.5 miles.
- ▶▶ Children aged 5-10 are far more likely to travel to school by car compared with older children; 41% vs 26%.
- ▶▶ Children aged 5-10 are far more likely to be accompanied to school by an adult than those aged 11-16; 94% vs 56%.
- ▶▶ Younger children are also less likely to be allowed to cross roads alone.

Official reference: <https://www.gov.uk/government/statistics/national-travel-survey-2016>

Please refer to section 3.2 of this strategy update for the latest breakdown in Medway's 'mode of travel' school travel figures.

- **Public Health Outcomes Framework 2016 to 2019**

The Public Health Outcomes Framework (PHOF) *‘Healthy lives, healthy people: Improving outcomes and supporting transparency’* sets out a vision for public health, desired outcomes and the indicators that help establish how well public health is being improved and protected.

The framework concentrates on two high-level outcomes to be achieved across the public health system and groups further indicators into four ‘domains’ that cover the full spectrum of public health. The outcomes reflect a focus not only on how long people live, but on how well they live at all stages of life.

The PHOF was refreshed in May 2016, whereby it was decided that some existing indicators and sub-indicators would be revised, replaced or removed. Public Health England began publishing data on the revised framework in August 2016, outlining indicators between 2016 and 2019. The next update will be made available on 7 August 2018.

A full list of indicators, including ‘1.10 Killed and seriously injured (KSI) casualties on England’s roads’, can be found in the PHOF collection via the web links below and identifies the need for safer roads to be linked to public health strategy, and existing government-backed initiatives, to increase "active travel" and physical activity.

Official references:

<https://www.gov.uk/government/collections/public-health-outcomes-framework>

<https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data>

- **NICE Guidance - Physical activity for children and young people**

The National Institute for Health and Care Excellence [NICE] guideline covers promoting physical activity for children and young people aged under 18 at home, preschool, school and in the community. It includes raising awareness of the benefits of physical activity, listening to what children and young people want, planning and providing spaces and facilities, and helping families build physical activity into their daily lives.

This guideline includes recommendations on:

- delivering a national campaign and raising awareness about physical activity;
- developing physical activity plans;
- planning the provision of spaces and facilities;
- responding to what children and young people want;
- multi-component school and community programmes;
- active and sustainable school travel plans;
- helping children and families to be active.

Official references:

<https://www.nice.org.uk/guidance/ph17>

<https://pathways.nice.org.uk/pathways/physical-activity>

- **Cycling and Walking Investment Strategy**

Published on 21 April 2017 following a public consultation, the 'Cycling and walking investment strategy':

- outlines the government's ambition to make cycling and walking a natural choice for shorter journeys, or as part of longer journeys by 2040;
- sets out the objectives and the aims that we will work towards, including a target for 55% of primary school children in England walking to school by 2025;
- details the financial resources available;
- includes a number of indicators that will help us understand how we are performing;
- sets out the governance arrangements that will be put in place and outlines actions that have already been taken, as well as actions planned for the future.

In September 2017 a public consultation was announced whereby those with an interest in improving safety of cyclists and pedestrians were invited to provide evidence, drawing on experience from the UK or other countries that can be used to shape future policy decisions. This call for evidence formed part of the wider consultation on road safety issues related to cycling - phase 2 of the Cycle Safety Review and ran from 9 March to 3 June 2018.

Official references:

<https://www.gov.uk/government/publications/cycling-and-walking-investment-strategy>

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/686419/cwis-safety-review-call-for-evidence.pdf

- **The Inclusive Transport Strategy: Achieving Equal Access for Disabled People**

The DfT Inclusive Transport Strategy was published on 25 July 2018 to create an inclusive transport system for disabled travellers.

The Strategy's core objectives are:

- Raising awareness of passengers' rights and ensuring better enforcement of existing legislation;
- Improving the training that all transport services staff receive;
- Improving information provision before and during journeys;
- Planning physical infrastructure changes to enable disabled people; and
- Ensuring inclusive design for the technologies and business models of the future.

As part of the Strategy, government have asked for local authorities to pause the development of new shared space schemes.

Official reference: <https://www.gov.uk/government/publications/inclusive-transport-strategy>

- **Our Solution for Active Children, Healthy Air and Safe Streets: A Living Streets Report**

For over 20 years, Living Streets has campaigned to enable more children to walk to and from school, having witnessed first hand the numerous associated benefits in providing an opportunity for children to be physically active, connect with their community and develop their independence and road safety skills. It is recognised that when more families walk

the school journey there are fewer cars on the road, helping tackle congestion, air pollution and traffic danger outside school gates. This report sets out Living Streets' vision for how government, local authorities and schools in England should work together to enable more children to walk, including 21 recommendations.

Official reference:

https://www.livingstreets.org.uk/media/3618/ls_school_run_report_web.pdf

- **Road Safety Statement: working together to build a safer road system**

Published in December 2015, this policy outlines the government's approach to improving road safety.

The government has a manifesto commitment to reduce the number of cyclists and other road users killed or injured on our roads every year. This 'British road safety statement' sets out the scope of forthcoming actions on:

- road safety management
- safer roads and mobility
- safer vehicles
- safer road users
- post-crash response

Despite the elevated risks for vulnerable road user groups, these modes of travel are recognised within the policy whereby Walking and cycling have clear health benefits, assisting obesity reduction and increased life expectancy, and environmental benefits.

Other items outlined within this statement include the government's commitment to:

- Review and develop our road safety educational materials for school aged children that can be used in schools at various stages of development and at key risk points, such as the transition from primary to secondary school.
- Provide providing cycle training to school children in order to give the next generation of cyclists the skills and confidence to cycle safely on local roads. In recognition of the importance of this, government will provide £50 million over the next four years to support Bikeability cycle training in schools. This funding will help to increase children's road awareness, encourage active travel and improve future motorists' empathy for more vulnerable road users. Recent research shows significant improvements in children's ability to perceive road hazards after Bikeability training. Since its inception, more than 1.5 million school children have received training through the Bikeability programme, and we expect to train a further 275,000 children during 2015/16.
- Pilot Bikeability Plus - a suite of additional modules designed to address specific barriers to cycling, drawn from best practice around England. This programme aims to ensure that children and families are given the opportunities, skills, support and guidance they need to make cycling part of their everyday life.
- Continue supporting Living Streets' 'Walk to School' programme through the Local Sustainable Transport Fund which encouraged more than 400,000 children to walk to and from school. School Route Audits enable pupils, their families and teachers to identify the barriers to walking to school that most concern them, which may include vehicle speeds or street lighting. Living Streets then works with the school,

local authority and other stakeholders to start the process of finding solutions together.

- Promote wider pedestrian safety including interventions targeted at older and vulnerable pedestrian groups. For instance, as part of the revision of the Traffic Signs Regulations and General Directions, due to come into force in 2016, we have made changes which should lead to more widespread introduction of more modern, safer pedestrian crossings.
- Fund in-depth new research to identify the best driver education, training and behaviour-change interventions for learner and novice drivers having recognised that young drivers face elevated collision risks. This study will consider new technological interventions in addition to traditional learning methods. We will also do more to understand young drivers' attitudes and to support increasingly targeted communications to high-risk groups, parents and peers.
- Publish a Cycling and Walking Investment Strategy which will set out plans for investment in safer cycling and walking infrastructure.

The road safety statement is intended to cover road safety policy as governed by the Department for Transport within Britain.

On 13 June 2018, DfT published a progress report, which summarised the progress made in implementing actions set out in the 2015 Road safety statement.

Official references:

<https://www.gov.uk/government/publications/road-safety-statement-working-together-to-build-a-safer-road-system>

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/719259/road-safety-statement-progress-report.pdf

- **Road safety powers and devolution: summary of responsibilities**

Published in December 2015, the guidance includes a summary of responsibilities for road safety policy and laws in the United Kingdom, to accompany the 'British road safety statement. This guidance summarises the elements of road safety policy and law that are covered by the British road safety statement. It outlines the responsibilities of local authorities, including the requirement by statute to promote road safety; to undertake collision/casualty data analysis and to devise programmes, including engineering and road user education, training and publicity that will improve road safety.

Medway's Sustainable School Travel Strategy can support schools, particularly where car use is particularly high and a need for road safety education is identified.

Official reference:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/485265/road-safety-powers-and-devolution.pdf

- **Modeshift 2018: Sustainable Travel Strategy**

Established in 2007 Modeshift is a not for profit membership organisation, funded by Local Authorities (LAs), businesses, charities and social enterprise organisations in the UK. Modeshift represents and supports sustainable travel practitioners, from a range of areas, whom work to promote and enable safe, active and sustainable travel for education and employment with the longer term aim of engendering wider travel behaviour change.

Using its position as a leading organisation in sustainable travel, Modeshift aims to be the centre of excellence for the promotion of sustainable travel choices in education, workplace and community settings by raising standards of industry delivery. This includes establishing a standard and level of implementation for travel plans, sharing best practice on the provision of travel choices information, and recognising excellence in the delivery of sustainable travel initiatives in schools and workplaces.

The purpose of the strategy is to set out a four year vision and direction for Modeshift that best serves its members and the need for more people to travel by more sustainable modes of travel more often. It also includes an outline of activities to enable the organisation to grow and encompass sustainable travel journeys for work and leisure.

Official reference: <https://www.modeshift.org.uk/files/modeshift-strategy.pdf>

- **National Planning Policy Framework**

Last updated on 24 July 2018, the revised National Planning Policy Framework sets out government's planning policies for England and how these are expected to be applied.

One of the sections within the strategy focuses entirely on the promotion of sustainable transport, where these issues should be considered from the earliest stages of plan-making and development proposals. This includes the need for a travel plan to be submitted alongside planning applications, which are likely to have significant transport implications, including those for new and expanded school facilities. The travel plan should promote safe walking and cycling routes, restrict parking and car access at and around schools, and include on-site changing and cycle storage facilities.

Official reference:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/728643/Revised_NPPF_2018.pdf

- **Active travel: a briefing for local authorities**

First published on 16 May 2016, this guide suggests a range of practical action for local authorities, from overall policy to practical implementation. It highlights the importance of community involvement and sets out steps for transport and public health practitioners in promoting the benefit of active travel.

Official reference:

<https://www.gov.uk/government/publications/active-travel-a-briefing-for-local-authorities>

- **Childhood obesity: a plan for action**

Last updated on 20 January 2017, this guidance outlines the government's plan for action to significantly reduce childhood obesity in England within the next 10 years by encouraging primary school children to stay active through supporting healthier choices.

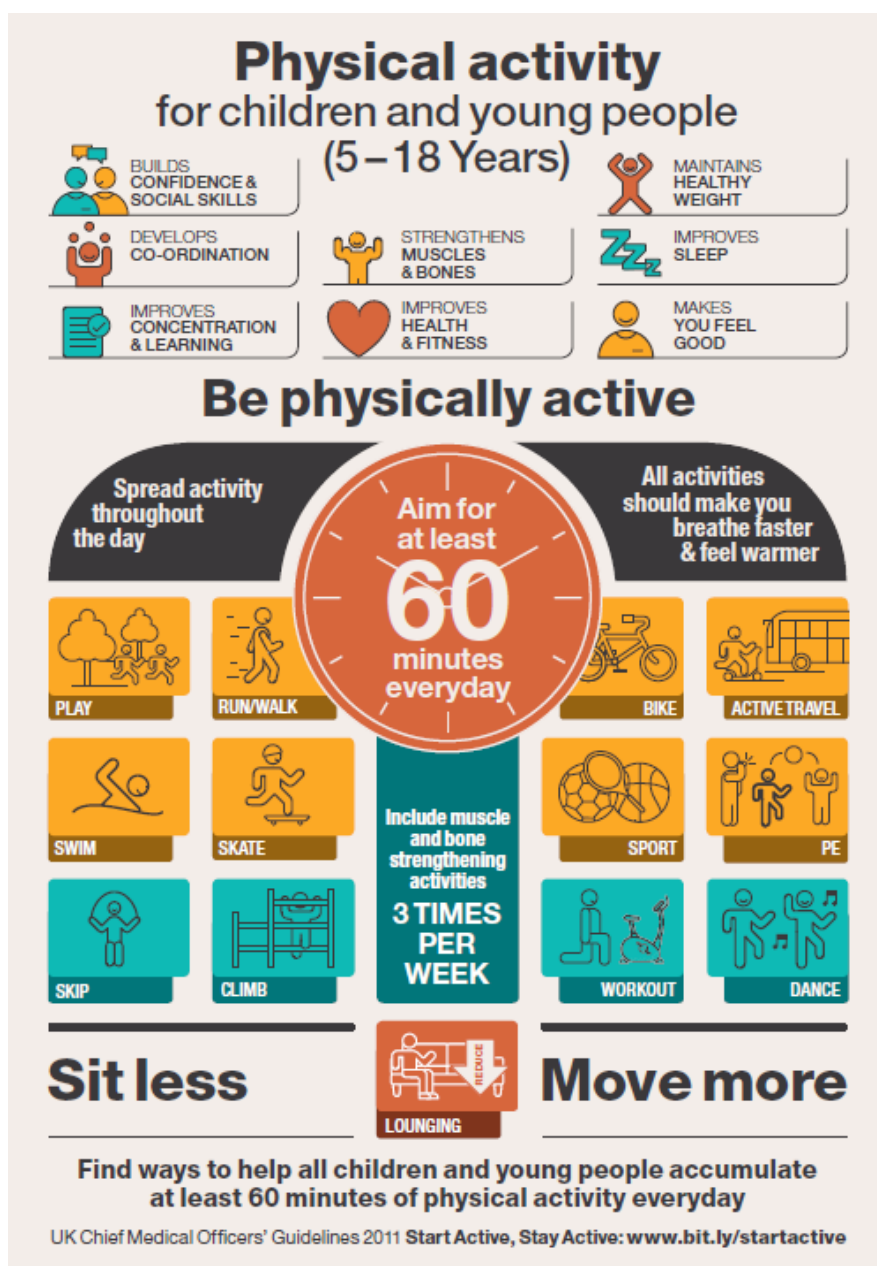
Including a target to increase the number of children walking to school as well as continued support for Bikeability cycle training for children.

Official reference:

<https://www.gov.uk/government/publications/childhood-obesity-a-plan-for-action>

- **Start active, stay active: report on physical activity in the UK**

The report from the 4 Chief Medical Officers in the UK is intended for the NHS, local authorities and a range of other organisations designing services to promote physical activity. This report is aimed at people who design and implement policies and programmes and includes an updated infographic outlining the physical activity benefits for children and young people [5-18 years].



Official reference:

<https://www.gov.uk/government/publications/start-active-stay-active-a-report-on-physical-activity-from-the-four-home-countries-chief-medical-officers>

- **Eco-Schools**

Eco-Schools is a global programme engaging millions of children across 67 countries, making it the largest educational programme in the world.

For more than 20 years Eco-Schools has been empowering children to drive change and improve their environmental awareness through the same simple seven-step process that has been used successfully across the world.

Eco-Schools improves pupils' skills, raises environmental awareness, improves the school environment and also creates financial savings for schools as well as a whole host of other benefits such as healthy living, transport and school grounds.

Official reference:

<https://www.eco-schools.org.uk/>

- **Briefing statement: Local action to mitigate the health impacts of cars**

The UK Faculty of Public Health has called for a major shift away from cars in favour of walking, cycling and public transport to reduce the health harms of road transport and improve population health. Improving the street environment to promote active travel and reduce car use can impact health measures such as overweight and obesity, physical inactivity, diabetes, fall injuries in over 65s, premature deaths due to cardiovascular disease and health related quality of life for older adults that local authorities are responsible for.

Official reference:

<https://www.fph.org.uk/media/1386/briefing-statement-impact-of-cars.pdf>

- **Free School Travel: funding allocations**

Updated in July 2018, this guidance outlines the amount of funding local authorities received for free school travel in each financial year from 2015 to 2019. Local authorities use this funding to pay for home-to-school travel for children from low-income families who go to school further from home than the statutory walking distances. For the 2014 to 2015 and 2015 to 2016 financial years, the Department for Communities and Local Government (DCLG) paid this funding to local authorities as part of the Local Services Support Grant. From the 2016 to 2017 financial year, funding is paid directly from DfE as a Section 31 grant.

Official reference:

<https://www.gov.uk/government/publications/extended-rights-to-free-school-travel--2>

- **National Child Measurement Programme**

Last updated in July 2018, The National Child Measurement Programme (NCMP) is a nationally mandated public health programme. It measures the height and weight of children in reception class (aged 4 to 5) and year 6 (aged 10 to 11), to assess overweight and obesity levels in children within primary schools.

The NCMP data can be used nationally to support local public health initiatives, and locally to inform the planning and delivery of services for children. The programme is recognised internationally as a world-class source of public health intelligence and holds UK National Statistics status.

The NCMP was set up in line with the government's strategy to tackle obesity and to:

- inform local planning and delivery of services for children
- gather population-level data to allow analysis of trends in growth patterns and obesity
- increase public and professional understanding of weight issues in children and be a vehicle for engaging with children and families about healthy lifestyles and weight issues.

Heights and weights are measured and used to calculate a Body Mass Index (BMI) centile. The measurement process is overseen by trained healthcare professionals in schools. It provides the data for the child excess weight indicators in the Public Health Outcomes Framework, and is part of the government's approach to tackling child obesity. Public Health England provides strategic leadership and support for this programme, and local authorities deliver it.

Official references:

<https://digital.nhs.uk/services/national-child-measurement-programme/>

<https://www.gov.uk/government/collections/national-child-measurement-programme>

For further information on the measures that Medway are proposing to promote health messages alongside sustainable travel, please see Section 9 'Time for Action'.

3.1 Challenges for School Travel

The challenge for active travel to school promotion is accessing schools, academies and other settings on an ongoing basis. In addition to resource pressures, it can be difficult to break into school curriculum time without a compulsory motivator.

Medway continues to work with educational settings [including schools, nurseries, pre-schools, playgroups, community groups, after-school clubs, etc] to support the development of road safety education and increase in active travel journeys made to and from school. This has been reflected in Medway's 2018-19 Service Plan priorities under the responsibility of Integrated Transport and Medway Air Quality Action Plan, as specified under section 4.2.

Active travel data continues to be collected and monitored by Medway Council on an annual basis via the 'mode of travel' school census collection [see Appendix 3], school travel plan survey updates and other active travel focus campaigns developed by the Safer Journeys Team. The various datasets gathered by the team provides the council with a means to target the schools that have demonstrated limited progression in terms of increasing levels of active travel journeys. This presents an ideal opportunity for the Safer Journeys Team to establish stronger working links with these schools, supporting their development.

Over 47,000 children travel to and from school in Medway everyday and by comparison, Medway continues to perform above the national average for the percentage of pupils both walking and those driven to school, despite an increase in car ownership and greater distances that pupils are required to travel.

Medway's mode of travel school census data – progress made in 2017/18

56.7% of pupils aged 5-10 walk to school in Medway, 5.7% higher than the national average;

36.1% of pupils aged 5-10 driven to school by car / van / taxi in Medway, 4.9% lower than the national average.

51.6% of pupils aged 11-15 walk to school in Medway, 12.6% higher than the national average;

21.8% of pupils aged 11-15 driven to school by car / van / taxi in Medway, 4.2% lower than the national average.

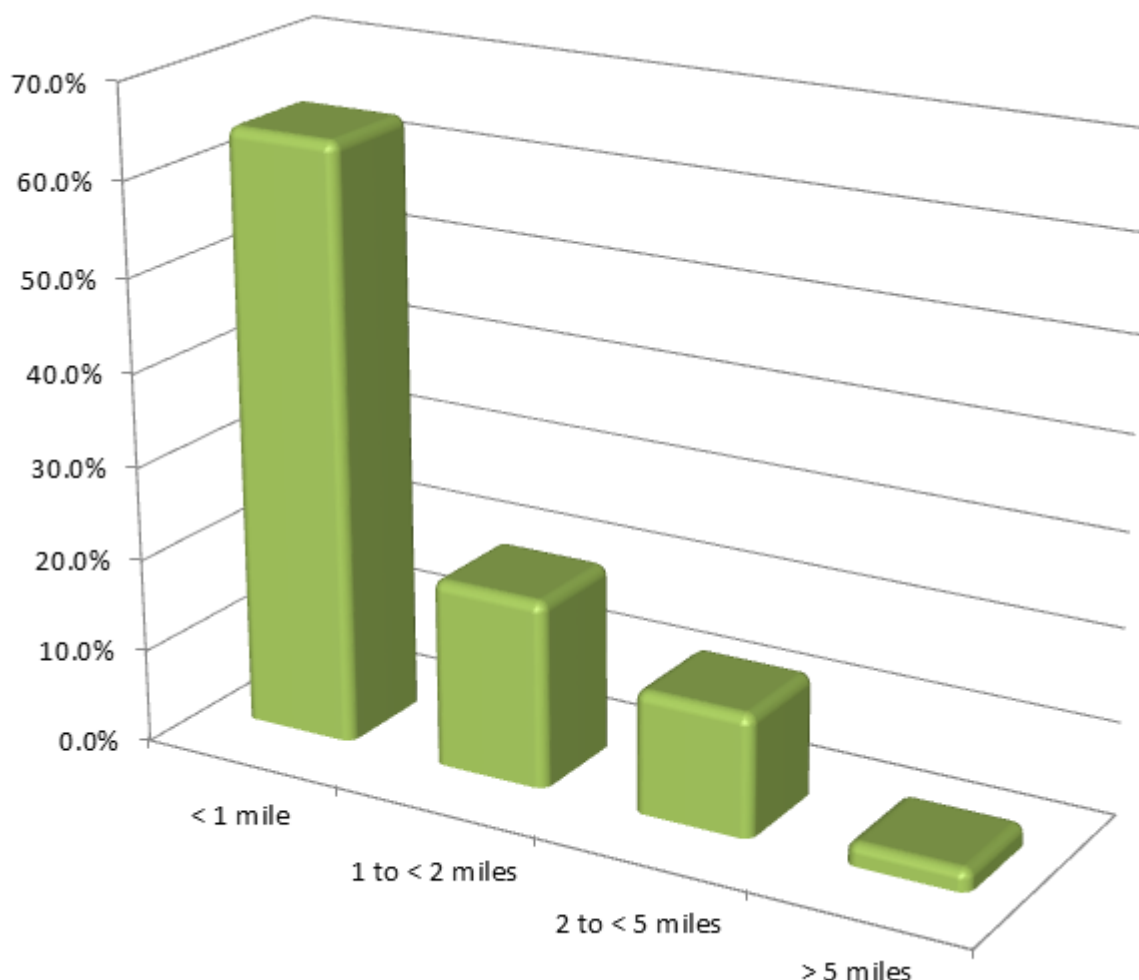
Cycle to school levels in Medway increased across the 11-15 age group from 1.0% in 2016/17 to 2.2% in 2017/18.

One of the challenges identified through the data involves the increasing distances that children are required to travel to school. According to the NTS for 2016, the average distance travelled by children aged 11-15 for education purposes remains at 3.2 miles, suggesting that as education trips get longer, more children are travelling to school by car, rather than by other active travel modes.

According to the 'mode of travel' census baseline data for Medway in 2017/18, 64.1% of children travel less than 1 mile from their school, 20.2% between 1 and 1.9 miles, 13.2% between 2 and 5 miles and 2.4% travel over 5 miles.

Therefore despite the national trend, there is still the potential for more journeys to and from school in Medway to be walked or made by other active travel modes based on the distances travelled in the school census data.

Figure 2: Percentage of Medway pupil school journeys by distance



REFERENCE: Medway Council - Mode of travel school census data – 2017/18

Every year people move into or out of Medway, from other local authorities in the UK and abroad. The number of people moving varies by age, and based on pre-school GP registration data, there is a net inward movement of children between birth and age 5.

This net inward movement of pre-school age children has fallen compared to 5 or 6 years ago, and has been more consistent over the past four years. However, there are a number of housing developments coming to completion and others due to start. This will provide more opportunities for families to move into Medway.

Table 2 shows the local authority cross border movement in and out of Medway by national curriculum year group. At primary age, a higher percentage of pupils living in Medway attend schools maintained by other local authorities than vice versa, but this reverses at secondary age. For Special school pupils the majority of children [96%] live and attend a school in Medway with a similar number travelling to and from Kent.

No. pupils residing in the LA	No. pupils attending schools maintained by the LA	% of pupils residing in other LAs attending schools maintained by the LA by year group												
		R	1	2	3	4	5	6	7	8	9	10	11	TOTAL
39,315	39,043	1.5	2.0	1.8	1.9	2.2	2.5	2.4	4.9	5.5	5.6	6.7	5.9	3.5

No. pupils residing in the LA	No. pupils attending schools maintained by the LA	% of pupils residing in LA attending schools maintained by other LAs by year group												
		R	1	2	3	4	5	6	7	8	9	10	11	TOTAL
39,315	39,043	3.1	3.7	3.1	3.8	3.5	3.7	3.5	5.1	4.5	4.6	5.5	6.6	4.2

Table 2 Local Authority cross border movement by national curriculum year group of state-funded school pupils in Medway
[Source: Department for Education, January 2016]

Cycling is an efficient, inexpensive, quiet, healthy and non-polluting sustainable form of transport, however encouraging a growth in cycling both nationally and on a local level is another challenge faced by many local authorities. Making sustainable travel options more attractive encourages people to leave the car at home. This reduces their carbon footprint and helps the UK reach its climate change goals. Motor vehicles create carbon emissions and other pollutants that damage the environment, add to climate change and reduce air quality for local residents. They can also cause congestion, delays, increased parking problems, and reduce road safety.

Sustainable travel is any form of transport that keeps damage to our environment and can be a valuable way of improving quality of life reducing congestion, improving air quality, enabling more exercise and enhancing local and large communities. Sustainable travel can also support the economy by increasing competitiveness and productivity. The Eddington study stated that the UK transport system should provide the right connections in the right places to support the journeys that matter to economic performance, but that delays and unreliability increased business costs, affected productivity and inhibited innovation. Growth in travel demand is densely concentrated on certain parts of the network at certain times of day. The challenge is therefore to improve the performance of the existing network, focusing on the most unreliable, congested and crowded sections in order to improve 'predictable end-to-end journey time' for travel to work, and for domestic and international business trips and goods movements.

Medway recognises that with limited funding to influence lifestyle change with regards to the school journey, it is important to continue working in partnership with other teams and organisations that share similar agendas, as highlighted in section 5.

The travel planning process is the fundamental mechanism for informing the development of our Sustainable School Travel Strategy and supports the delivery of wider policies. Policies have been included in Appendix 9 and detail some of the key findings and challenges related to modal shift towards sustainable travel modes.

The development of the strategy has provided information concerning the needs of our children and young people on the journey to school. The identification of these needs has enabled the development of a clear action plan outlining measures and initiatives, and

includes appropriate promotions that will be delivered to encourage sustainable travel to school. In delivering the action plan it is acknowledged that a number of barriers could potentially deter delivery. Whilst work will be undertaken to address these, it is important that the barriers are recognised and understood to reduce the risk of unachievable aspirations.

Other barriers to the delivery of the Strategy include:

- The increasing number of LEA schools in Medway now converting to Academy status [see Appendix 5] and therefore outside of the local authority control and no longer obliged to purchase council services. Consequently, this may have an impact on modal shift reflected through the school census data, as with other non-LEA establishments.
- Schools and community groups simply not engaging due to conflicting priorities;
- Lack of external funding incentives or budget source;
- Limited staffing levels within schools;
- In times of austerity allocation of funding is decision made at council level, including LTP funding sources. Therefore, the extent to which the Council may be able to deliver plans associated with this strategy has been impacted on by these outcomes;
- Changes to national MOT school census question: In July 2011, the decision was taken by the Department for Education (DfE) to discontinue the 'usual mode of travel to school' data collection in the School Census from 2012. Therefore the question no longer forms a compulsory part of the school census data collection; however, educational establishments in Medway are encouraged to continue completing the question via the Performance Intelligence and Safer Journeys teams in line with the annual school census returns.

Substantial growth as set out in Medway's Local Plan, increased demand for travel and the safety of the population is a continuing priority for the council, both for the citizens they serve and those who visit this historic area. A safer road network and use of the network are key objectives in fulfilling that priority. Considerable casualty reductions have been gained in previous years, specifically in the areas those killed or seriously injured. This enables us to build on these gains and further improve the safety of all road users. Certain road user groups and social groups in Medway are disproportionately represented in road traffic collisions. For example young people in Kent's more deprived areas have more than five times the risk of becoming a road traffic casualty.

Medway Council has the statutory duty to deliver road safety and it is a Council priority, contained within the current Local Transport Plan, to:

- Improve travel safety by road safety interventions, incorporating highway schemes, education, publicity, promotion and enforcement, safer routes to school projects and public safety initiatives.

This priority is delivered through a partnership with Kent Fire and Rescue Service, Kent Police, Kent and Medway Safety Camera Partnership, The Kent and Medway Road Casualty Reduction Partnership, Kent County Council and local schools.

3.2 The local picture – school travel in figures

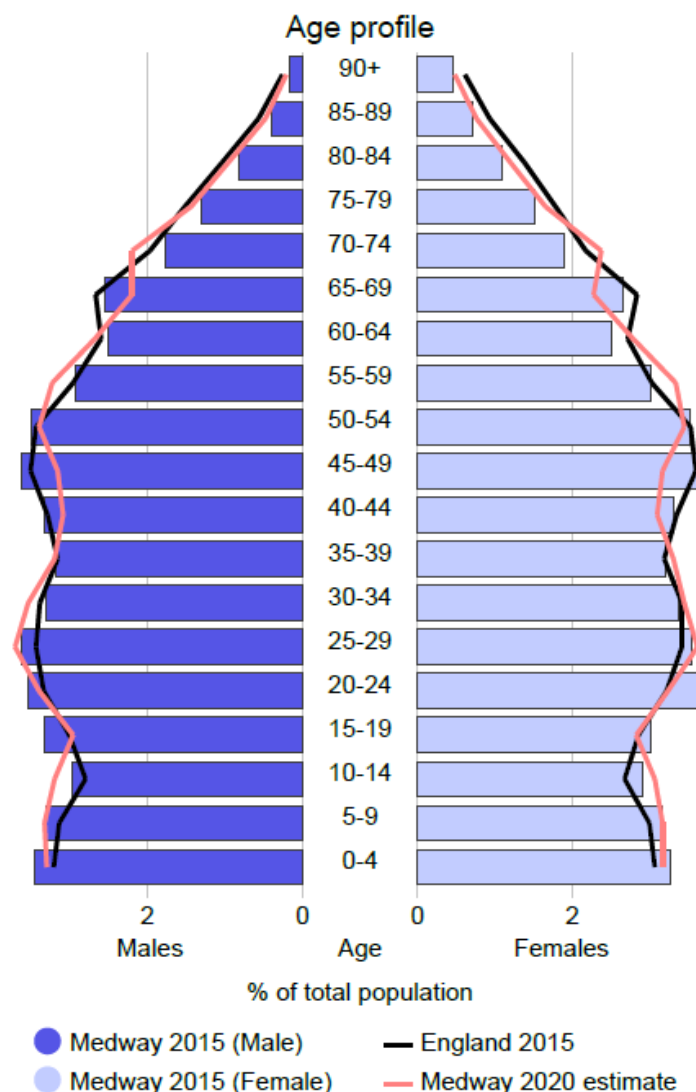
3.2.1 What is the local picture?

Medway is a large unitary authority within the Thames Gateway regeneration area. It is situated to the southeast of London, bounded to the north by the Thames Estuary, and to the south by the M2. It comprises the five towns of Chatham, Rochester, Gillingham, Rainham and Strood, including the Isle of Grain.

According to the Public Health England Health Profile for Medway in 2017, the population of Medway reached 276,000 in 2015, a 4.6 percent increase on the last Census figure in 2011 (263,900). Medway's population is expected to increase further and is projected to reach 291,000 by 2020.

Medway has a younger resident age profile than nationally, with a proportionally higher number of younger residents aged 0-14 and a smaller post working age population.

Figure 3: Medway population (%) 2015 by gender and age group



REFERENCE: Annual Population Survey, October 2014 to September 2015

https://www.medway.gov.uk/download/downloads/id/2352/2011_census_medway_population_2012.pdf

According to the PHE Profile for Medway in 2017, about 20.9% of Year 6 children were classified as obese, compared to the England average of 19.8%. Levels of excess weight in adults in Medway amounts to 65.6% in Medway compared to 64.8% annually and therefore reducing obesity levels is a local priority.

Rates of those killed and seriously injured [KSI] on roads in Medway covering the period 2012-15 [22.9 per 100,000 population] have improved further from the figure reported in the 2012 strategy [27.9 per 100,000 population] which covered the period 2008-10 and significantly better than the England average [38.5 per 100,000 population].

Based on casualty trend data in Medway between 2013 and 2017, peaks in injury collisions with regard to time of day, occur at 8:00am to 10:00am and 3:00pm to 7:00pm on weekdays; weekend collisions are less frequent and are more evenly spread across hours of the day. In terms of age group, pedestrians aged 0 to 16 were most frequently injured in collisions on weekdays between the hours of 3:00pm to 4:00pm, followed by 8:00am to 9:00am which represent school run times. Please see Appendix 7 for a full breakdown.

According to the latest dataset published by the National Statistics on behalf of the Department for Business, Energy and Industrial Strategy in June 2018, Medway's carbon dioxide emissions estimate [per capita Co2 emissions for the Local Authority area] is currently 3.3 tonnes per capita in 2016. This demonstrates a reduction of 36.5% [1.9 tonnes] compared to Medway's 2005 baseline. Of this, 35.6% is as a result of road transport. The main drivers of the decrease in UK emissions in 2016 were a change in the fuel mix for electricity generation, with a decrease in the use of coal and more use of gas and renewables.

Medway currently has the combined fourth lowest carbon dioxide emissions in the entire South East region, closely behind Gosport Council in Hampshire, Hastings and Eastbourne Councils in East Sussex.

According to the Index of Deprivation [ID] released in September 2015 by the Department for Communities and Local Government, Medway is ranked 118th most deprived Local Authority of 326 in England in the latest index. This is a relatively worse position than in the previous index in 2010, when Medway was ranked 136th most deprived of 325.

While Medway has many areas which fair relatively poorly on income and employment deprivation - the two major themes in the multiple index – crime stands out as a particular weakness, with Medway ranking 53rd most deprived Local Authority in England for crime. After that, 'education, skills and training' has a ranking of just 86th most deprived.

There has been a relative improvement in the 'Living Environment' since the 2010 index, with six less neighbourhoods in the most deprived 20% and four less areas in the most deprived 10%.

This deprivation theme falls into two sub-themes: The 'indoors living environment' measures the quality of housing, while the 'outdoors living environment' contains measures of air quality and road traffic accidents. A total of forty-four areas are ranked in the 20% most deprived nationally for air quality and road traffic accidents.

Growth in car ownership in Medway grew by more than 24% between 1991 and 2001 to stand at around 120,000 vehicles, increasing to 133,000 cars or vans according to the 2011 Census. The proportion of households in Medway owning or being able to access 1 car or van is the same as the national average (43.0%) with 78% of households in Medway Council having one or more cars or vans according to the 2011 Census. Overall,

Medway has one of the highest levels of car and van ownership in the country, ranking 29 out of 348 local authorities. The Medway average is 1.3 per household.

Over 47,000 children travel to and from school in Medway everyday and by comparison, Medway continues to perform above the national and southeast average for the percentage of pupils walking to school.

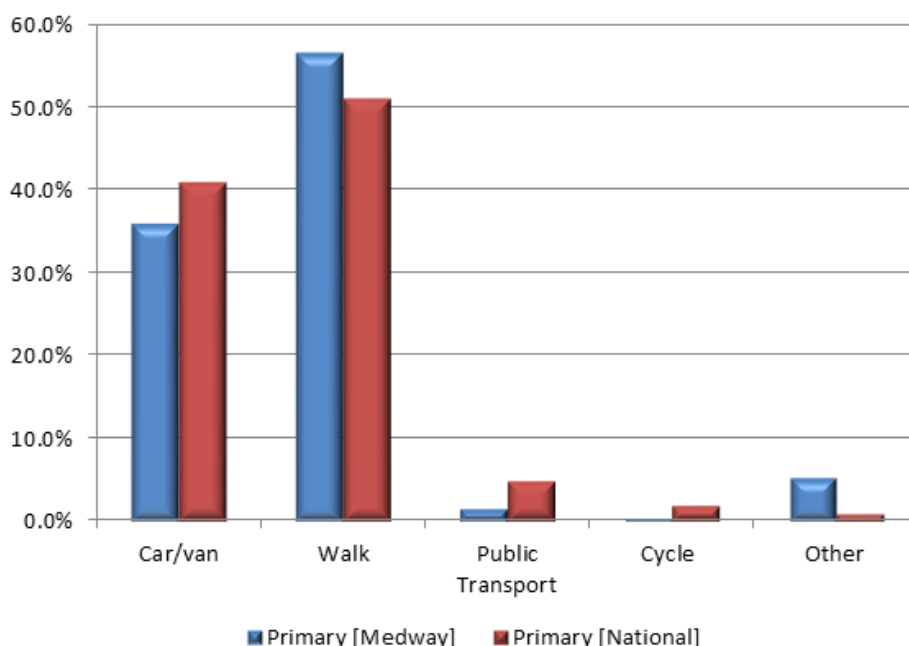


Figure 4a ‘Mode of travel’ comparisons – Children 5-10 [Medway Vs National] 2017

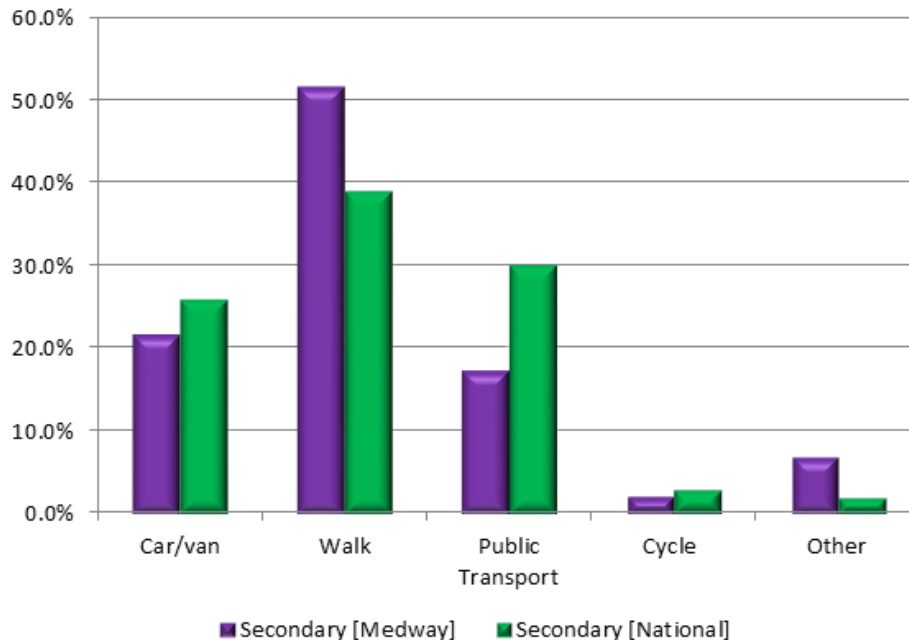


Figure 4b ‘Mode of travel’ comparisons – Children 11-15 [Medway Vs National] 2017

According to the ‘mode of travel’ school census data in 2017/18, 56.7% of pupils aged 5-10 in Medway walk, compared to 51.0% nationally. The number of children aged 5-10 travelling to school by car [including vans and taxis] also fairs better compared to the national picture, with 36.1% in Medway, compared to 41.0% nationally. For children aged 11-15, 21.8% travel to school by car in 2017/18 which is below the national picture [26%] and 51.6% walk in Medway compared to 39.0% nationally.

3.2.2 Pupils by school type in 2017/18

The total number of pupils attending Medway schools in 2017/18 is set out in the table below.

School Type	Pupil Totals [No.]	Pupil Totals [%]
Nursery [Under 5]	1,683	3.5
Primary [Aged 5-10]	24,257	51.2
Secondary [Aged 11-15]	15,767	33.3
Sixth Form [Over 16]	3,279	6.9
Independent [Various ages]	765	1.6
Special [Various ages]	1,641	3.5
TOTAL	47,392	100.0

Table 3 Pupils by school type in 2017/18
[REFERENCE: Medway Council School Census returns, January 2018
& GOV.UK Get Information about Schools]

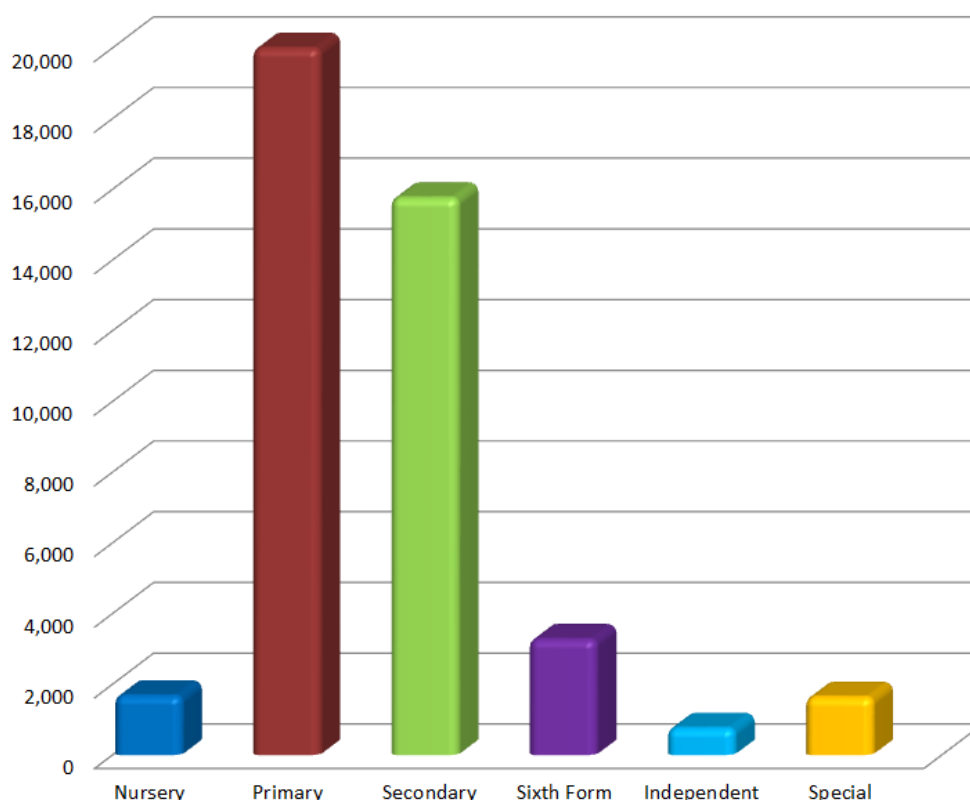


Figure 5: Number of pupils in Medway by school type 2017/18

In August 2018, there were a total of 109 school establishments in Medway, which included 8 independent establishments. The total numbers of schools by type is set out as follows:

- ***LEA maintained – Infant Community [8]***
- ***LEA maintained – Junior Community [4]***
- ***LEA maintained – Primary Community [7]***
- ***LEA maintained – Infant Controlled [1]***
- ***LEA maintained – Primary Controlled [1]***
- ***LEA maintained – Primary Aided [9]***
- ***LEA maintained – Secondary Aided [1]***
- ***Academy – Infant [6]***
- ***Academy – Junior [7]***
- ***Academy – Primary [35]***
- ***Academy – Secondary – Selective [6]***
- ***Academy – Secondary – Non-selective [9]***
- ***Special – Academy [3]***
- ***Special – Community [1]***
- ***Special – Free School [1]***
- ***Pupil Referral Unit [1]***
- ***Alternative Provision [1]***
- ***Independent [8]***

Medway currently has 65 Academies in place [compared to 17 in 2012 and 48 in 2016] and now accounts for almost 60% of the compulsory education settings within the local authority area. Some of these have included new academy builds and others having transferred directly to academy status either independently or under the sponsorship of a local academy trust. As of the time of writing, there are no further school establishments scheduled to transfer to academy status in 2018. A breakdown of academy and non-LEA settings is listed in Appendix 4.

In addition, there are 35 independent day-nursery providers in Medway, 60 pre-school settings and a further 40 school based nurseries, totalling 3,725 children. There are also a number of further education establishments in Medway as well as the 'Universities at Medway' campus incorporating the University of Greenwich, University of Kent and the Canterbury Christchurch University. Other establishments include the Mid Kent College, University for the Creative Arts and Medway UTC [University Technical College]. The increasing number of further education establishments and changes in the number of schools that have now transferred to Academy status in Medway continues to change the context in which this strategy exists, as levels of independently run schools and academy trusts in Medway increase and consequently, the number of journeys required by students to be made between these educational settings and campuses. This also applies to selective secondary school education in Medway, whereby students are required to travel between sites.

A reconfiguration of council services for very young children and their families was proposed to Cabinet in April 2016, to reflect changing statutory duties, government policy, local priorities, and the financial position of the authority over the coming four years. This included a reorganisation of the management and governance of Medway's Children's Centres, now comprising of four Children and Family Hubs which are supported by nine Children and Family Wellbeing Centres based within Medway primary school settings. There is also work being done in the community and in people's own homes to assist the council in meeting their duties to reduce inequality by helping the most vulnerable children and families with a focus on safeguarding and early help, school readiness and attainment, and alignment with child health services.

3.2.3 Current travel patterns

Medway Council continues to collect data on the mode of travel that children usually use on the journey to and from school annually through the School Census. With reference to this data source, the modes of travel used by Medway pupils between 2006/07 and 2017/18 are illustrated in the following charts. An increasing number of schools choose not to provide their pupil mode of travel data as part of the school census and therefore alternative information sources and/or data collection methods may be considered in future. See Appendix 2 for numerical breakdown.

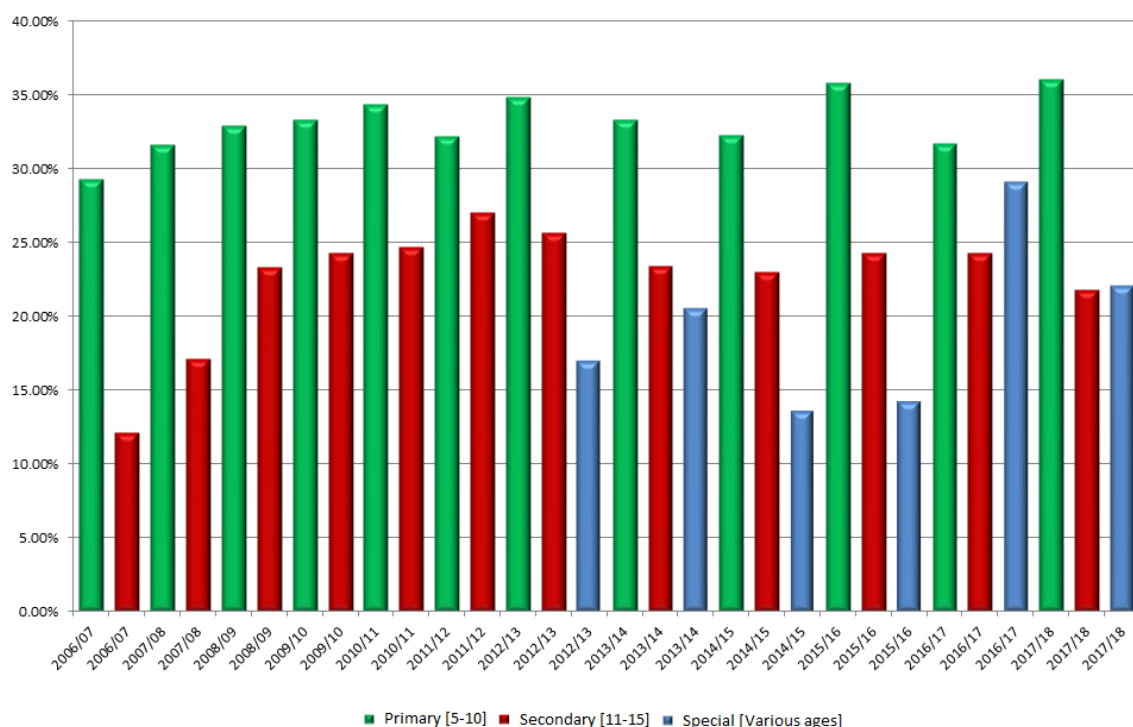


Figure 6a - Car use in Medway [including vans and taxis]

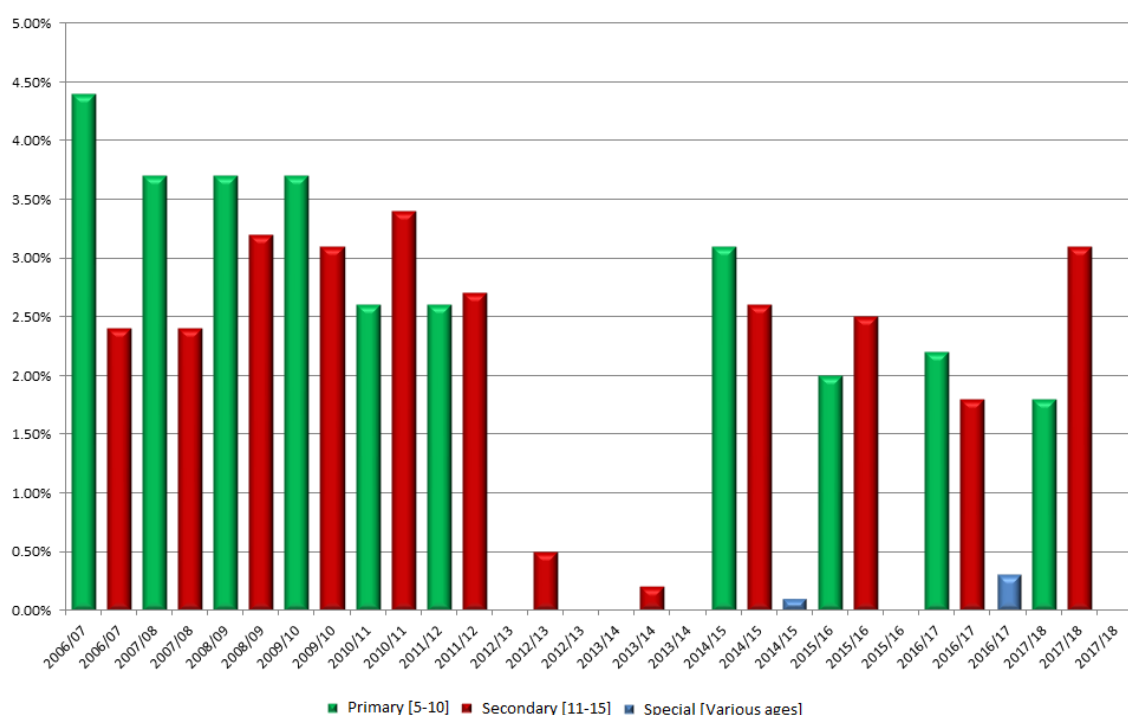


Figure 6b – Car Share

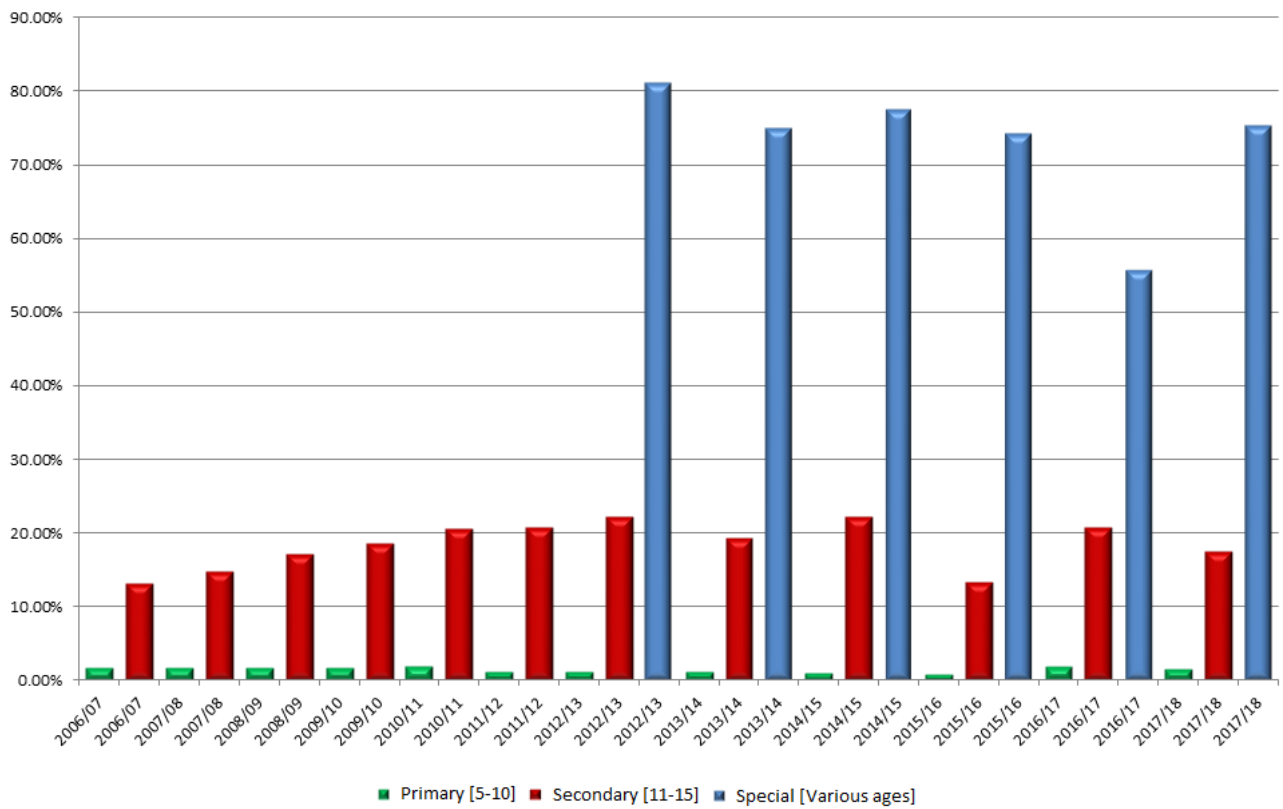


Figure 6c – Public Transport

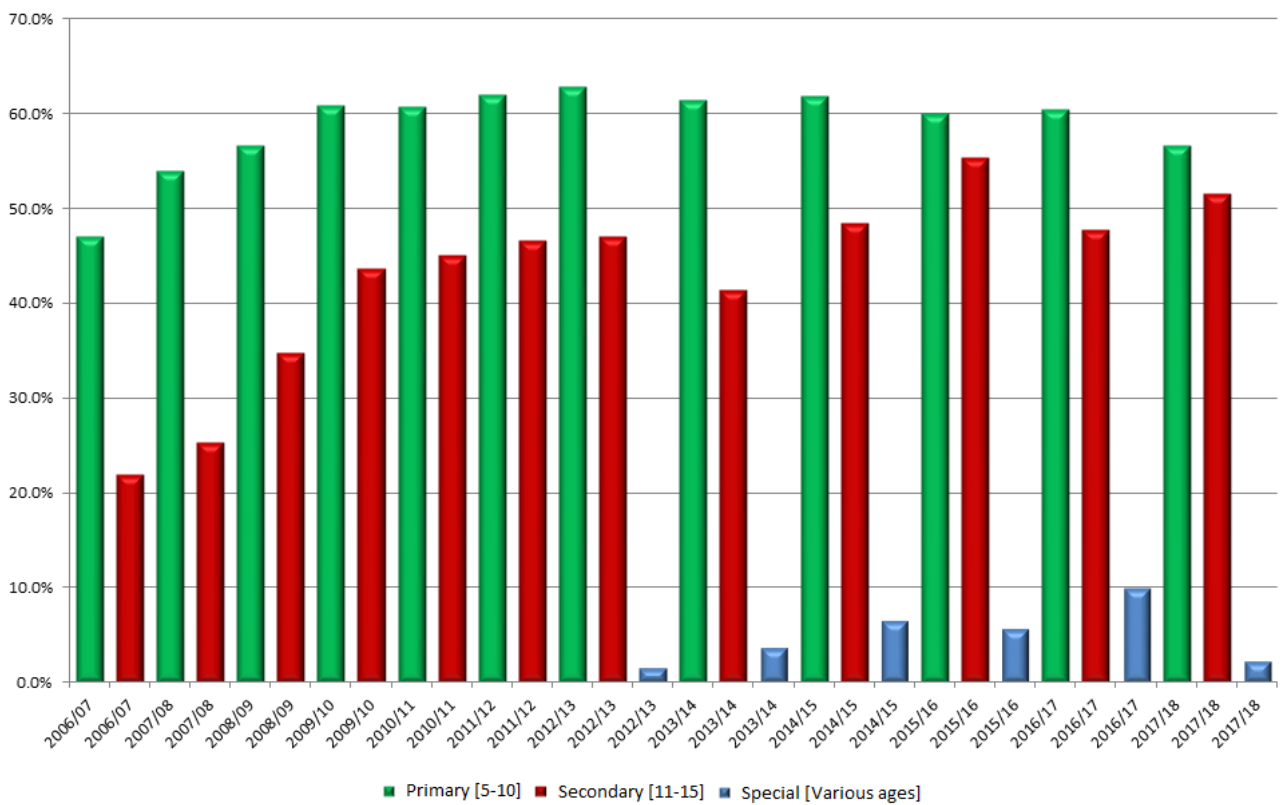


Figure 6d - Walking

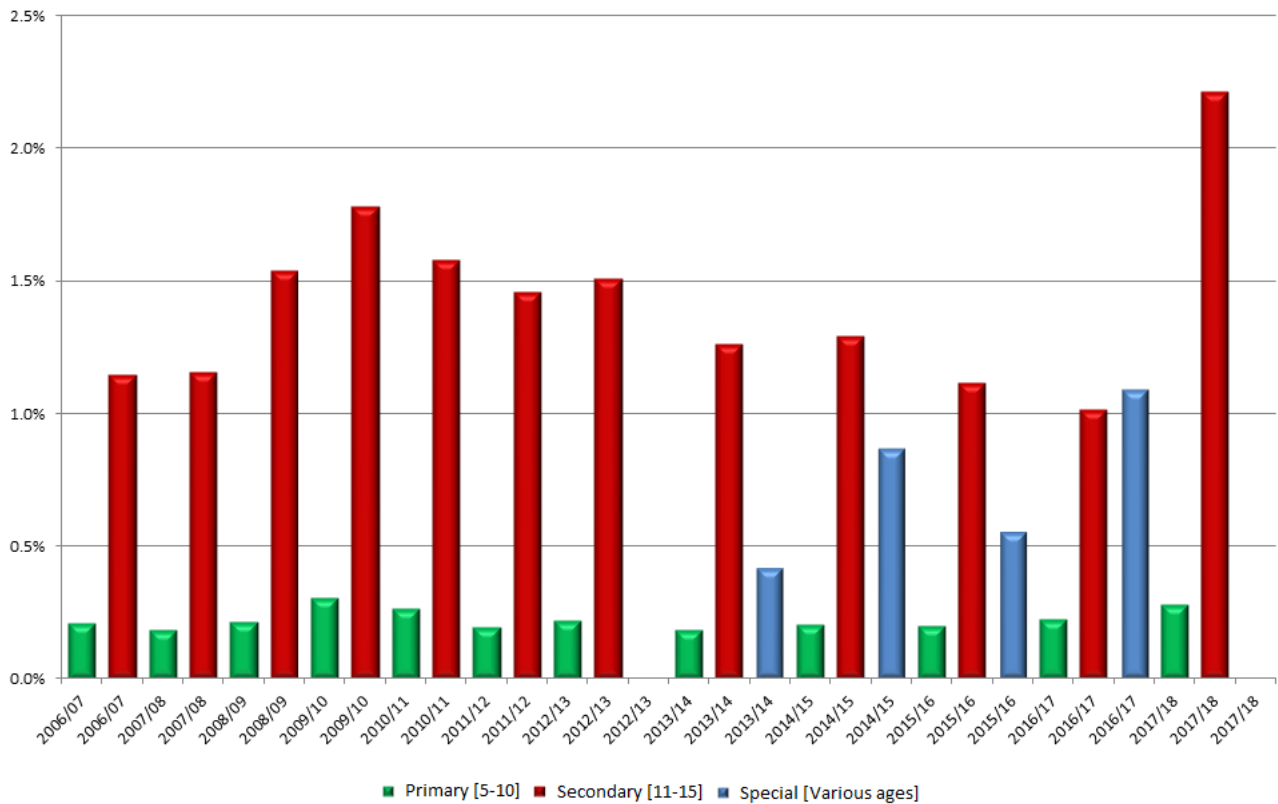


Figure 6e - Cycling

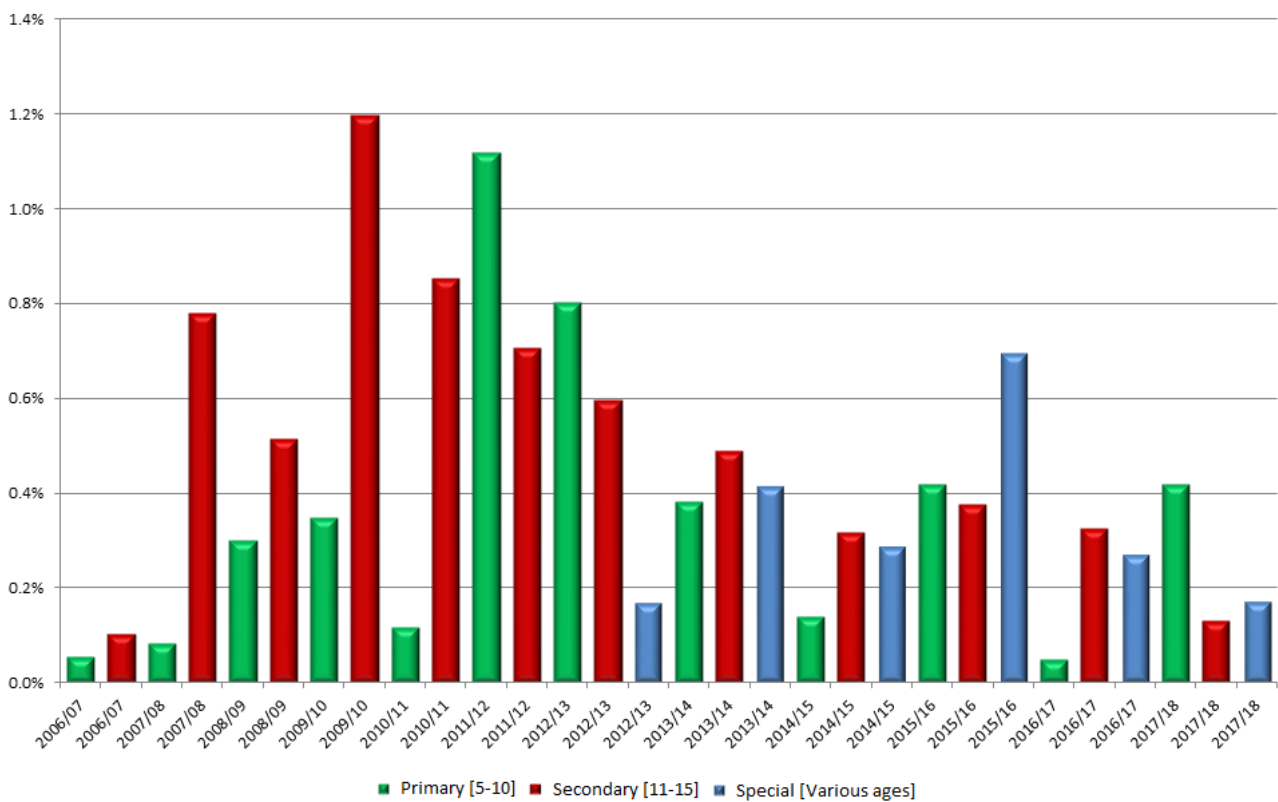


Figure 6f - Other

PLEASE NOTE: -

1. Information reflected in the above tables includes pupils attending LEA maintained schools & academy settings, as opposed to independent establishments;
2. Data listed for 2006/07 – 2010/11 has been verified and approved by the Department for Transport [DfT];
3. The annual 'mode of travel' [MOT] question no longer forms a compulsory part of the school census data collection, however, educational establishments in Medway are strongly encouraged to continue completing the question by the Council's Performance & Intelligence and Safer Journeys Teams.
4. Consequently, the data listed between 2011/12 to 2017/18 has been verified by Medway Council, as opposed to the DfT. See Appendix 3 for school-level data breakdown.
5. Reasons for the fluctuation in total pupil numbers represented in the MOT data between 2007-2018 include:
 - *An decreasing number of schools completing the question over time;*
 - *The number of academy transfers taking place and therefore no compulsory requirement for an establishment to be represented;*
 - *Initially the census data only included schools with an approved travel plan in place and 50% of non-STP schools;*
 - *Establishments are no longer obliged to complete the census question.*

3.2.4 Key issues to consider from local perspective

By taking into consideration the information included within this section, a number of challenges and issues are identified as follows:

- The differences in catchment area according to location of a school [urban/rural setting], type of school [LEA/Academy/Independent] resulting in longer distances to travel to school;
- Increasing number of pupils attending schools in Medway, including those represented in the school census data;
- The low level of public transport use compared to the national average and the potential to increase the percentage of families having access to primary and secondary schools by public transport/walk;
- How to increase modal shift by improving upon the levels of walking on the journey to school as reflected in the annual 'mode of travel' school census data collection, particularly secondary school establishments;
- Methods to acquire mode of travel data from the schools and academies that no longer provide this information, including the eight independent Medway school establishments, to provide depth greater consistency within the school census data.

4.1 Our vision for school travel

It is the Medway's intention that the Medway Sustainable School Travel Strategy continues to link to the overarching priorities set out in other Council policies and plans, many of which have already been referenced in the previous strategy rewrite [Medway SSTS 2012-17] and subsequent annual updates.

As the majority of primary and secondary schools have now converted to Academy status, both nationally and in Medway, there is an ongoing need to refocus funds and resource in order to ensure that positive working relationships are maintained and that our schools continue to work to encourage an active travel ethos within their community.

Academies continue to be included within the annual 'mode of travel' school census question in Medway, providing a consistent data source and benchmark for monitoring and promoting active travel journeys within each school community.

Please reference Appendix 4 for a list of the latest Academy and non-LEA establishments in Medway.

To support the increase in active travel uptake within Medway, road safety education and safer routes to school initiatives continue to be delivered within schools, colleges and other educational settings under the remit of the Safer Journeys team, to equip our young people with the necessary road safety skills and knowledge to be responsible and safer road users.

A Road Safety education menu was issued to all schools in Medway during 2017/18, listing the various road safety initiatives and lessons offered to schools. During the academic year, 228 primary schools classes in Medway received road safety education, totalling 6,955 pupils in Key Stages 1 and 2. Under 5's Road Safety education delivery within Medway nursery and pre-school settings totalled 308 children across 21 sessions between May and June 2018.

A total of 17 Medway schools and Mid Kent College received 'A Licence to Kill?' [L2K] road safety theatre in education between November 2017 and January 2018, comprising of 2,180 Medway students. The campaign aimed at reducing the number of killed and seriously-injured crashes involving young drivers received a prestigious award. Partner representatives were presented with a Kent High Sheriff Award in a ceremony held in March 2018, which included Medway Council's Road Safety Team, Kent County Council, Kent Police, Kent Fire & Rescue and South East Coast Ambulance Service.

A further 18 schools in Medway [1,271 pupils in years 5 and 6] received an in-car safety initiative known as the Seatbelt Sled between April and July 2018. The initiative aims to increase knowledge and awareness of personal in car safety, to explore why children might not use seat belts, who should take responsibility for safety in the car and thing that pupils can do to be safer in the car through discussion and practical demonstration. At the end of each session, pupils were asked to complete a questionnaire. Based upon a sample survey of 300 pupils, 97% said they would always wear a seatbelt on car journeys in the future [compared to 40% prior to the intervention] and 93% were aware of the laws concerning seatbelts and child restraints.

The council works in partnership with the Kent and Medway [KM] Charity Team to promote and support schools in developing active travel to school initiatives. According to the latest figures for the end of June 2018, Medway had a total of 34 active Walking Bus routes in place, with 616 children participating and benefiting from the walk to and from school.

An additional 114 classes in Medway signed up to the Super 'WOW' [Walk on Wednesday] initiative during the 2017/18 academic year, involving approximately 3,420 children. By September 2017 a total of 15 Medway schools signed up to the initiative with approximately 4,616 children from Medway involved, a 35% increase compared to the previous academic year.

Active travel initiatives have significantly reduced the number of school journeys by car in Medway with 54,446 car journey savings made in Medway between September 2017 and June 2018 according to figures generated via the KM Charity Team school data portal. This accounted for 20% of the overall number of car journeys removed during the academic year across the whole of Kent, Bexley and Bromley. Likewise the number of walked to school journeys made in Medway between September 2017 and June 2018 totalled 130,496 and attributed to 21.3% of the overall number across Kent, Bromley and Bexley councils. Medway Council also received further recognition at the KM Partnership Awards in February 2018 in celebration of the council's long-term partnership commitment towards promoting the walk to school scheme.

Medway continue to promote the national Walk to School focus campaigns in May and October, encouraging schools to compete for the highest percentage of walks over the duration. In October 2017, during the International Walk to School Month campaign, the Council's Safer Journeys Team encouraged primary and secondary schools in Medway to compete for the highest percentage of walks over the campaign period. As a result 2,237 car journeys were removed from Medway's roads by the participating primary schools.

In May 2018 during National Walk to School Week, 26 schools in Medway participated in the Walk2Count Challenge. As a result, 18,669 walked journeys were made by pupils attending Medway schools during the campaign week based on data collected via the KM Charity Team from the participating schools; Burnt Oak Primary in Gillingham won the primary school category [86.8% walked], Greenacre Academy in Walderslade won the secondary school category [75.1% walked] and for the first time, Cliffe Woods Primary were recognised as 'most improved school' [80.7% walked] having achieved a percentage increase of 50.8% compared to a previous result.



**ABOVE: Walk 2 Count Challenge winners' presentations – June 2018
Burnt Oak Primary, Gillingham [left] & Greenacre Academy, Walderslade [right]**

The council continues to support schools across Medway in the development School Travel Plan [STP], providing each school community with a voice in terms of their concerns or suggestions in relation to the school journey and the opportunity to set targets in addressing these items. Approximately 90% of all schools in Medway have previously developed a STP and continues to serve as a condition in conjunction with school planning applications where there is a significant impact to travel arrangements to and from the school premises.

The council also provides a School Crossing Patrol service to school communities in Medway where there is a justified need, with 32 School Crossing Patrols currently in place to assist with safer routes to school as part of the school journey.

Cycling is an efficient, inexpensive, quiet, healthy and non-polluting sustainable form of transport, however encouraging a growth in cycling both nationally and on a local level is another challenge faced by many local authorities and can be achieved through education in schools and physical measures such as cycle paths in making sustainable travel options more attractive and encouraging people to leave the car at home. This reduces their carbon footprint and helps the UK reach its climate change goals.

The Council's Safer Journeys Team worked closely with schools in Medway in delivering Bikeability training. There are three associated levels, each designed to improve practical cycling skills. Levels 1, 2 and 3 take trainees from the basics of balance and control, all the way to planning and making an independent journey on busier roads. In 2017/18, 1,043 children in Medway received Bikeability Level 1 and 2 courses. An additional 190 Bikeability Balance places were delivered to Medway pupils in Key Stage 1, which forms one of the DfT Bikeability Plus modules delivered in Medway and holiday courses were offered to children in August 2018.

It is also recognised that Scooter use continues to prove a popular mode of travelling to and from school and therefore ensuring that our children are equipped with the necessary control skills including starting, stopping and maneuvering is something that the Safer Journeys Team address through offering a Scooter Skills initiative for Key Stage 1 pupils. The initiative was delivered to 12 Medway schools between March and July 2018, totalling 542 children in Key Stage 1 [compared to 138 children in 2017, a percentage increase of 292.8%].

The Council also work with schools to promote active travel focus campaigns, including Sustrans' 'The Big Pedal' campaign, which encouraged schools register nationally to compete for the greatest number of pupils, staff and parents cycling or scooting to school between 23 April and 4 May 2018. Medway's Safer Journeys Team encouraged schools in Medway to take to two-wheels by travelling actively in helping to reduce the number of car journeys to and from school. Two of the participating schools in Medway achieved 14th and 16th place nationally for the percentage of students cycling and scooting to school over the campaign duration. The participating Medway schools were one of 1,608 schools [513,443 participating pupils] from across the UK that made 989,414 total journeys by bike and scooter.

The Safer Journeys Team continue to work in partnership with schools and the Parking Enforcement team in addressing congestion and irresponsible parking through visits to coincide with school drop-off and collection times, during which the yellow-line restrictions in the school vicinity are enforced. Information pertaining to the number of penalty charge notices [PCN's] issued during these visits are then fed back to the Safer Journeys Team on a monthly basis. Equipped with this information, the Safer Journeys Team inform the

relevant schools of the date[s] of the enforcement visit and the number of PCN's issued and target the relevant schools to work with Medway Council to address the congestion concerns outside the school by participating in a nine-week Zigzag banner campaign.

The message banners serve as a reminder to drivers to park responsibly, or walk, through displaying a series of message banners outside the school over a nine-week duration to help discourage irresponsible and illegal parking outside our schools during key school drop-off and collection times. Safer Journeys work closely with Parking Enforcement in line with the campaign, advising the schools involved to allow enforcement visits to be targeted to help reinforce the keep clear message.

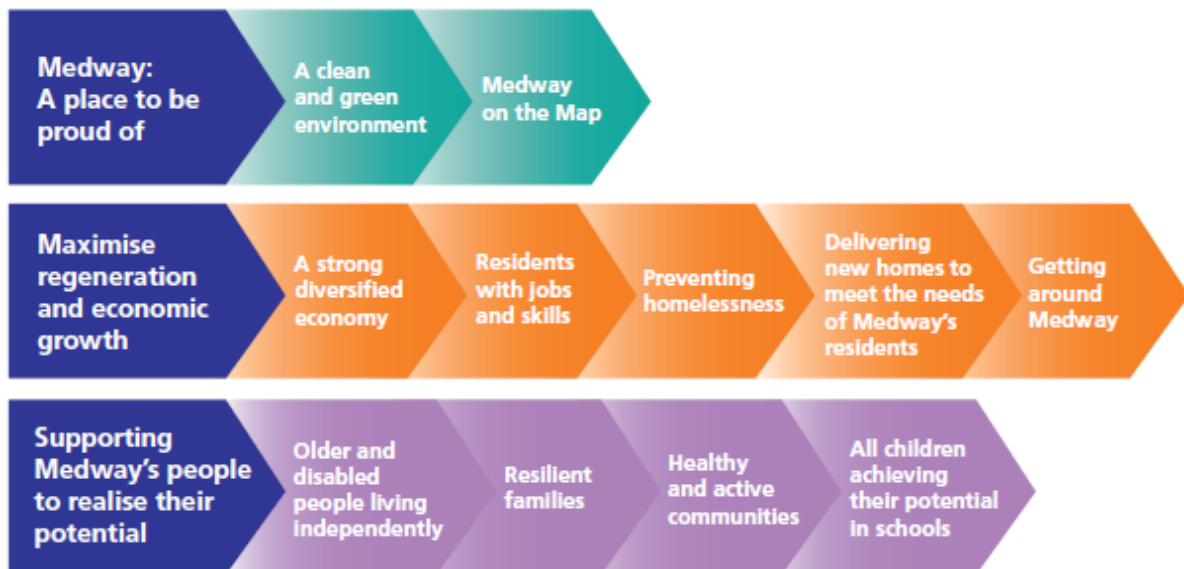
Medway's Safer Journeys Team continue to have a working agreement with the Public Health Team in recognition of shared objectives in encouraging families to travel more actively on the school journey and reducing road casualties, particularly involving drink driving and raising the awareness of the effect that alcohol can have on an individual.

4.2 Targets and Objectives

It is the Medway's intention that the Sustainable Schools Travel Strategy [SSTS] continues to link to the overarching priorities set out in other Council strategies and plans, as follows:

Medway's Council Plan 2016-17 to 2020-21

The council has three areas, chosen by elected members, which serve as the key priorities in this strategic business plan and align with Medway's active travel aims, including:



Official reference: https://www.medway.gov.uk/downloads/file/2145/council_plan_2017-18

Medway Local Transport Plan (LTP) 2011-26

Medway's LTP commits to improving access to sustainable transport. This includes the promotion of walking to ensure that people can move around safely and supporting sustainable transport for children going to school. The LTP seeks to deliver five overarching priorities:

- *support economic growth;*
- *reduce carbon emissions;*
- *promote equality of opportunity;*
- *contribute to better safety, security and health;*
- *improve quality of life and a healthy natural environment.*

Official reference:

https://www.medway.gov.uk/downloads/file/1995/local_transport_plan_2011-2026

Medway Council - Integrated Transport Service Plan 2018-19

Under objective 2:

- Prepare a new Road Safety Action Plan, to focus on the planning and delivery of road safety engineering and education;
- Promotion and development of Walking Buses and other active school travel initiatives.

Medway's Road Safety Action Plan 2015 - 2018

Medway's Road Safety Action Plan sets out how Medway Council plans to meet its challenging road casualty reduction targets and provides a revised Action Plan for the next three-year period. NOTE: Action plan due for a full review in 2019.

Local government is the main delivery agent of road safety; local authorities have a statutory duty under section 39 of the 1988 Road Traffic Act, to "take steps both to reduce and prevent accidents"; actions include:

National Walk to School Week & Walk to work week will be supported with the delivery of Medway's 'Walk to Count Challenge'. Furthermore Walk to School Month (October) will see 'Hedgehog Hikers' and the 'Social Netwalk' active travel campaigns take place throughout Primary and Secondary schools in Medway.

Walking Bus initiative – working in partnership with KM Charity Team to deliver a variety of walking schemes for school children to participate in including Walking Bus training and route assessments.

School Travel Plans – A school community based action plan to promote safer journeys to school and active travel. Promote active travel and safer school journeys through supporting schools in the creation and development of new and existing travel plans.

Zig-Zag Banner Campaign – aimed to reduce inconsiderate parking outside of the school gates. Delivery of message banners and supporting information to schools, combined with Parking enforcement visits and feedback from monthly PCN breakdowns issued to illegally parked drivers.

Life & Death – joint initiative with KFRS, neighbourhood policing and parking enforcement regarding access out of schools, inconsiderate parking campaign.

Promotion of National and local Cycling events; The Big Pedal (March) and the Medway Big Ride.

Bikeability - Assess the newly acquired service and how best to take it forward.

Medway 'mode of travel' school census data. Continue to collect, monitor and analyse school travel trends and target education, initiatives accordingly.

Medway's Air Quality Action Plan

The AQAP outlines a number of measures aimed at improving local air quality by reducing levels of nitrogen dioxide to acceptable levels. Medway has published its proposed measures to improve local air quality. These include:

- Promoting cycling and walking and associated initiatives;
- Promotion of car sharing;
- Encouraging greater use of public transport;
- Promotion of health awareness and air quality issues;
- Procurement of low emission vehicles;
- Travel planning to reduce the number of journeys;
- Improving emissions from vehicles.

Official reference: https://www.medway.gov.uk/downloads/download/276/air_quality

Medway's Cycling Action Plan 2016-18

This action plan sets the framework for encouraging cycling in Medway. It brings together the varied initiatives being delivered with the common objective of contributing to improving the health and well being of residents and visitors, together with reducing congestion and helping the local economy in Medway. The action plan builds on the initiatives delivered through the previous Cycling Action Plan for Medway adopted in 2006.

To further develop a cycling culture in Medway, the objectives of Medway's Cycling Action Plan are to:

- a) Provide safe, attractive and useful facilities that deliver journey time and safety improvements for cyclists by expanding and improving the cycle network.
- b) Contribute to improving the health of people who live and work in Medway by increasing physical activity. Increased physical activity not only improves physical and mental health, it also delivers long term savings to the National Health Service and social care through improved health in later life.
- c) Contribute to growth in the local economy by making the local road network operate more efficiently during periods of congestion.
- d) Provide support to target users of the cycle network.
- e) Contribute to improving air quality (particularly in declared Air Quality Management Areas) by making the local road network operate more efficiently.
- f) Contribute to reducing social isolation by encouraging more local people to become involved in cycling club activities.

Official reference: https://www.medway.gov.uk/downloads/file/1029/cycling_action_plan

Medway Local Plan 2012 - 2035

The Local Plan sets out a vision for future development in Medway to ensure that the needs of the area are met through a number of policies and proposals.

The new Local Plan, Future Medway, will replace the 2003 Medway Local Plan and cover the period up to 2035 providing for the number of homes and jobs and supporting infrastructure such as transport, health facilities and parks that the area and its growing population need over time.

Subject to outcomes of an independent examination by a planning inspector, Medway's Local Plan will be adopted in 2020.

Official reference:

https://www.medway.gov.uk/info/200149/planning_policy/519/future_medway_local_plan

DRAFT: Joint Health and Wellbeing Strategy for Medway 2018-23

This health and wellbeing strategy provides a high-level framework for improving health and wellbeing in Medway and is built upon the evidence presented in the Joint Strategic Needs Assessment (JSNA).

The strategic vision is that the lives of all people in Medway 'will be as full, meaningful and healthy as possible' to be achieved through making Medway a place where people are enabled and encouraged to look after themselves and others, services are accessible and delivered equally well across the area. This vision will be delivered by focussing on five key themes. The strategy influenced by the views of local residents and professionals in Medway and will be used to inform commissioning across the health and care system. The

vision will be delivered by focussing on five key themes, including theme 1: Giving every child a good start, which recognises that this is essential for the future success of Medway and the health and wellbeing of people in Medway and references this strategy directly.

Improving health and wellbeing is a shared responsibility between statutory and voluntary organisations and the people of Medway themselves. The private sector and local businesses also have a key role to play. People expect to take some responsibility for their health and wellbeing but they also expect local agencies to play their part by developing services and an environment which supports and enables them to do this. All partners have a vital role in making sure public resources are used effectively to promote health and wellbeing and to support high-quality services in order to make sure that all the people of Medway enjoy the best possible health and wellbeing for as long as possible.

Official reference: <http://www.medwayjsna.info>

We recognise the positive impact that our objectives and targets can have on other policies. There are clear links between the objectives of this strategy and others, which seek to improve the physical fitness of our children, by encouraging families to travel more actively. There is also the opportunity to improve community safety and personal security by delivering appropriate initiatives and measures that overcome the often perceived risks of using sustainable travel, therefore this strategy aims to contribute towards improving children's health and wellbeing.

Medway's Sustainable Community Strategy [2010-26]

This strategy sits alongside the Local Development Framework and reflects changes in Medway and its national, regional and global context. It also takes a longer-term view, reflecting the long-term nature of many of the issues facing the area.

In environmental terms this will mean ensuring development takes place, taking account of environmental constraints and appropriate infrastructure measures. This will include:

- *Applying integrated land use principles to minimise the need for travel;*
- *Reducing carbon footprint;*
- *Developing on brownfield land;*
- *Improving access to leisure facilities;*
- *Connecting areas of green space with safe walking and cycling routes;*
- *Reducing traffic congestion;*
- *Conserving the diversity of habitat;*
- *Reducing waste and increasing energy efficiency.*

It will also mean encouraging behaviour change about the sustainable use of resources.

The priorities relevant to this strategy are:

- *Improve transport and connectivity;*
- *Ensure good public transport links to new developments and improved links to existing neighbourhoods; and*
- *To provide more opportunities for walking and cycling.*

Official reference: <https://democracy.medway.gov.uk/mgconvert2pdf.aspx?id=4551>

Medway Council Education Travel Assistance [SEN] Policy 2018

All local authorities have a statutory duty to have in place arrangements for the provision of education travel assistance for children and young people (mainstream and SEN) who meet the published eligibility criteria.

The Education Travel Assistance Policy is developed within a national legal framework that sets out what local authorities must do to facilitate travel to school and sets out eligibility criteria for granting that support.

The standard (basic) eligibility criteria for entitlement to receive education travel assistance are that:

- The child must live more than the minimum eligible statutory walking distance for the child's age from the school being attended, as detailed below:

For children of compulsory school age and under eight years old – the school attended must be more than two miles from the home address.

For children aged eight and over – the school attended must be more than three miles from the home address.

- The school attended must be deemed the nearest qualifying school to the home address.

Official reference:

https://www.medway.gov.uk/downloads/file/2583/education_travel_assistance_policy_2018

Medway Community Safety Partnership Plan 2016-2020

The Medway Community Safety Plan is a rolling four-year document, which explains how the Community Safety Partnership (CSP) plans to tackle community safety issues that matter to Medway's diverse communities. This plan is reviewed on an annual basis, using information provided by a wide range of organisations and captured in a strategic assessment, to ensure that current and emerging concerns can be taken into account by the CSP. The purpose of this plan is to set out how the public agencies in Medway, along with the voluntary and community sectors and local people themselves, can further work together.

One of the priorities outlined within the plan aims to:

Reduce the Number of People Killed or Seriously Injured in Road Traffic Collisions.

The target for all Road Safety actions (including modal shift) is to reduce the number of killed and seriously injured by 40% by 2020 based on the 2004-08 average with progress tracked on an annual basis.

Official reference:

https://www.medway.gov.uk/downloads/file/2546/medway_community_safety_partnership_plan_2016

AWAITING COUNCIL APPROVAL: Medway School Place Planning Strategy 2018-2022

Although there is no longer a statutory requirement for Local Authorities to have a School Organisation Plan, it was decided by Cabinet that having such a strategic plan will enable the Council to establish a framework for school organisation decisions to ensure an appropriate supply of school places linked to school improvement.

It is now considered that with the changing education landscape that a plan was no longer needed in the same format as the previous version. The new Strategy will take an overarching view of school place planning and school organisation and will be complemented with annual reviews highlighting action taken, emerging need and making recommendations to ensure a sufficient supply of good quality school places is maintained when and where needed. The first annual review will be presented in the autumn of 2018.

The School Organisation principles guide decision making in a clear and consistent way so that the Council complies with its statutory duty to provide sufficient good school places. The core of these principles ensures that any changes to schools are based upon improving schools and raising standards.

To continue the excellent outcomes from the previous School Organisation Plan, the School Place Planning Strategy will aim to:

- Ensure sufficiency of school places
- Expand “good” or “outstanding” Ofsted rated schools
- Expand popular and successful schools
- Work collaboratively with all stake holders when adding additional provision
- Ensure schools provide safe and appropriate environments

Official reference: <https://democracy.medway.gov.uk/mgconvert2pdf.aspx?id=42050>

A Better Medway

A Better Medway is the face of health improvement services in Medway, provided by NHS Medway and Medway Council, including specialist support, advice, programmes and resources to help people living or working in Medway improve their health and well-being.

One of the core themes includes ‘Getting Active’ and links to the health benefits of increased physical activity, maintaining fitness, including travelling to school sustainably.

Official reference: https://www.medway.gov.uk/info/200221/a_better_medway

A number of objectives have been developed to help deliver school travel in Medway and to address the school travel challenges identified in Section 3 and compliment the priorities of other Council strategies [where relevant] as summarised in this section:

1. Reduce the levels of car use on the journey to school based on ‘mode of travel’ school census data for children aged 5-10 and 11-15;
2. Increase the number of children using all forms of sustainable travel and transport on the journey to school;
3. Improve accessibility to schools by walking, cycling and public transport;
4. Reduce negative environmental and health impacts of travel.

Section 9 presents each objective along with a series of actions and key associated outcomes to support the strategy.

Major traffic growth in the area will lead to increased demand for travel and the safety of the population is a continuing priority for the council, both for the citizens they serve and those who visit the area.

A safer road network and use of the network are key objectives in fulfilling that priority. Considerable casualty reductions have been achieved in previous years, specifically in those killed or seriously injured. This enables us to build on these gains and further improve the safety of all road users.

We recognise the positive impact that our objectives and targets can have on other policies. Encouraging more walking and cycling on the journey to school can achieve this. There is also the opportunity to improve community safety and personal security by delivering appropriate initiatives and measures that overcome the often perceived risks of using sustainable travel, therefore this strategy aims to contribute towards improving children's health and wellbeing.

4.3 Monitoring and Evaluation of targets

The targets will be reviewed annually and progress published along with any updates to the strategy from August 2019. The council will continue to monitor 'mode of travel' and work to reduce the proportion of schools journeys by car annually in line with the school census data collection. Where this is not possible, other forms of consultation will also be applied, including STP surveys and other school travel related activities, such as the Walk2Count Challenge [see Appendix 5] and community drop-in sessions. The results will be included within the strategy, and also in successive progress reports or their equivalent.

Section 5

Who are we working with?

5.1 Our key partners

The partnership between the council and our schools is fundamental in the development of successful School Travel Plans and the promotion of safer, sustainable and healthier travel to school. We are unable to deliver this work in isolation and recognise the importance of working with internal county council teams together with external partners and organisations. The following grids demonstrate who we are, and will need to be, working with to deliver this strategy.

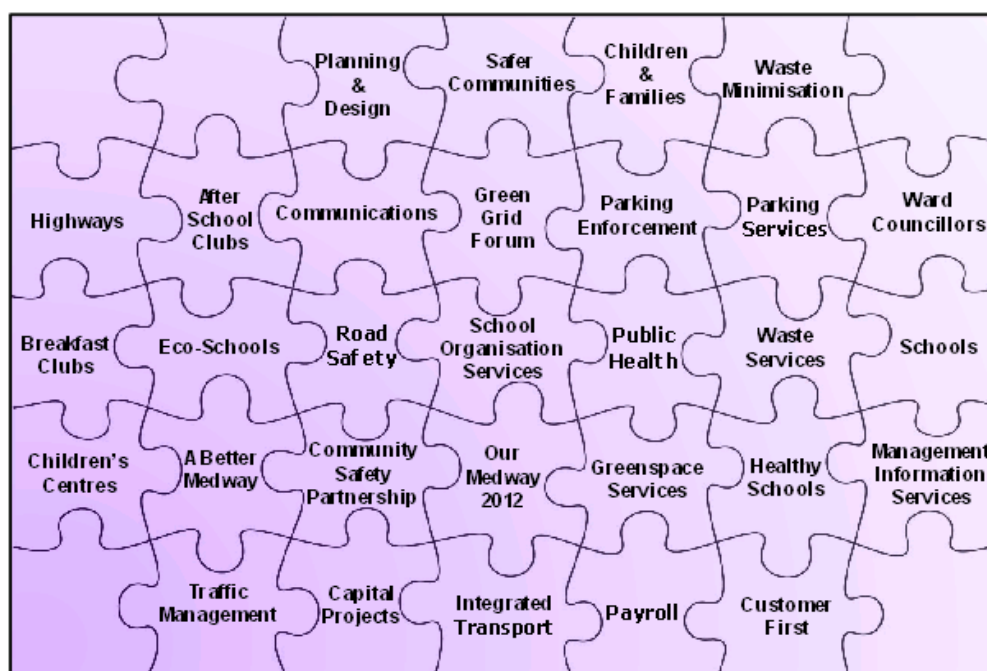


Figure 7a: Our internal partnerships

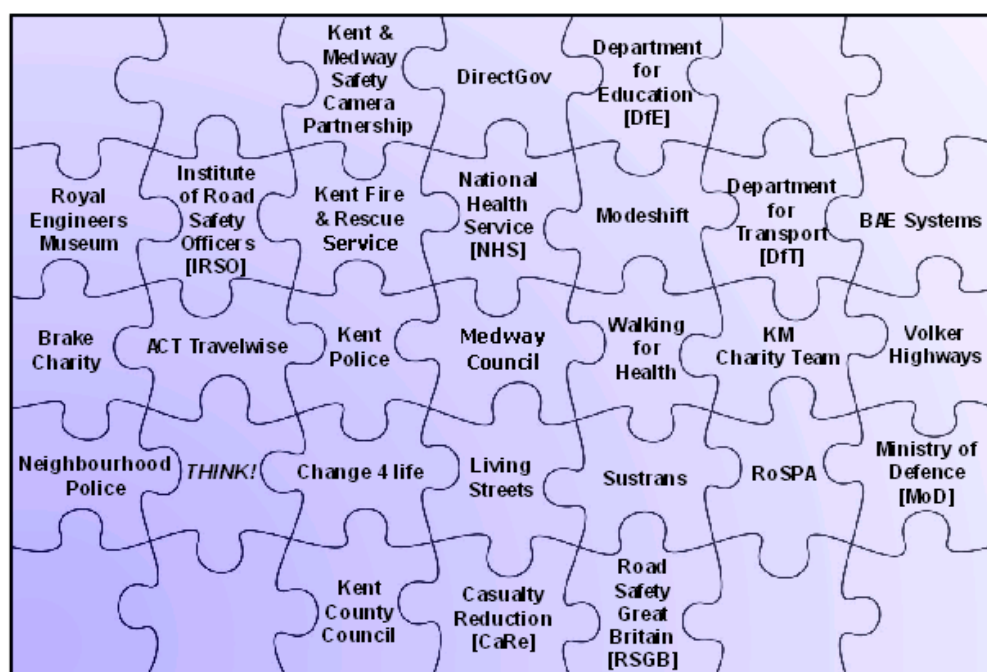


Figure 7b: Our external partnerships

5.2 Working with school communities

The development of School Travel Plans [STP's] at Primary, Secondary, Special and Independent schools in Medway provide the ideal opportunity for consultation with children and young people about the ways in which they travel to and from school.

By establishing detailed information about how they currently travel to school and how they would like to travel to school, pupils have the opportunity to directly influence improvements to the journey to school. The information from these consultations has helped to inform the development of this strategy, particularly providing information relating to children's needs on their school journey.

The council's Road Safety Team work with individual schools to tailor their school travel and road safety educational needs, with pupils often playing a key role in gathering travel data. School Council members take responsibility for carrying out 'hands-up' surveys of the travel modes used by fellow pupils to get to and from school. They also highlight problems to making more sustainable journeys such as a lack of safe crossing places for walkers or difficult access to bus services. This information is reported through each STP and provides a key component in the development of the overall strategy, especially by contributing to the needs.

Schools are encouraged to review their travel choices through the STP on an annual basis and the information from these reviews will continue to be used in future updates to this strategy.

Data is also collected through the completion of the 'mode of travel' question asked alongside the school census in schools and academies in January each year, where every child is asked how they usually travel to school. This data is also used to measure how children are travelling to school in Medway.



**Figure 8: Medway Big Ride Together – Cycling Festival
[June 2018]**

In addition to consultation with children and young people, we recognise that the views of parents and teaching staff, as well as other key stakeholders – local residents and transport providers – are also important and these are sought via the STP process. The use of surveys, questionnaires and community drop-in sessions ensures that important views and opinions on issues surrounding school journeys are obtained and ultimately addressed within the strategy.

5.3 Working with our partners

As shown in section 5.2, we continue to engage with a number of internal and external partners in the development and delivery of this strategy. An example of recent partnership working can be seen below.

CASE STUDY – KM PARTNERSHIP

Medway Council's Road Safety Team has worked successfully in partnership with the KM Charity Team for over 15 years to develop active travel to school initiatives in Medway, including the Walking Bus, Walk on Wednesday 'WOW', Green Footsteps and other local activities held in conjunction with national walk to school focus campaigns.

The aim of the initiatives are to reduce the number of car journeys to school both for environmental reasons and to maximise the benefits of active travel, including increased physical activity, road safety skills and to tackle obesity.



**ABOVE: KM walk to school winners presentations, including 'Wowzer' mascot
[Credit: Kent Messenger newsgroup]**

A Walking Bus is a fun, healthy, safe and sustainable way of travelling to school involving children and volunteers walking in a group along a set route, picking up or dropping off "passengers" at specific "bus stops" on their journey to and from school.

They can be easy to set up and must have a minimum of two adults per route (often staff or parents); an adult 'driver' at the front of the bus to and a "conductor" at the back of the bus, ensuring that a ratio of one adult to every six children is met.

Younger children and babies transported in pushchairs or buggies may join the walking bus if accompanied by their parent or carer, however they will count towards the adult to child ratio. We also encourage parents and carers to become walking bus volunteers if allowing their children to actively participate.

Everyone on the walking bus is expected to wear a high-visibility tabard, available in several colours. Adults involved are also police-checked and all routes approved by the council following a risk assessment.

School communities in Medway are finding that they can benefit from the positive effects that the walking bus has in enhancing road safety awareness skills among children, as well as health and environmental benefits.

As part of the Walking Bus initiative, the Council's Safer Journeys Team provide the following services:

- Advise Medway schools and After School Clubs [ASC] throughout the process of setting up - implementation of a Walking Bus;
- Support schools with initial Walking Bus parent meeting;
- Undertake Road Safety training for all new Walking Bus adult volunteers [including provision of Medway Walking Bus guidelines];
- Serve as a point of contact for all schools and ASC within Medway;
- Risk assessment and monitoring of all proposed Walking Bus routes in Medway*;
- Electronic plotting of all active Walking Bus routes;
- Maintain Walking Bus database;
- Produce a detailed monthly list of all proposed Walking Bus schools;
- Assist with school deliveries of Walk to School materials;
- Represent Medway Council in all publicity and promotional events.

Walking buses are good for children's health because they provide a valuable source of exercise, and they encourage children to walk and talk with their friends on the journey to and from school. Successful walking bus schemes can help to reduce road congestion around schools at peak times. Recent research also suggests that walking buses can help children improve their road safety skills and prepare them to travel independently.



ABOVE LEFT: KM Walk to School – schools presentations [July 2018];
ABOVE RIGHT: Walking Bus activity in Medway
[Credit: Kent Messenger newsgroup]

According to figures for the end of June 2018, Medway had a total of 34 active Walking Bus routes in place, with over 616 children participating and benefiting from the walk to and from school. An additional 114 school classes in Medway signed up to the Super 'WOW' (Walk on Wednesday) initiatives, with approximately 3,420 children from Medway taking part. By September 2017 a total of 15 Medway schools signed up to the initiative with approximately 4,616 children from Medway involved, a 35% increase compared to the previous academic year.

A celebration event staged at Leeds Castle in Maidstone revealed that the KM Walk to School campaign has achieved 617,320 active travel journeys during 2017/18.

In February 2018, Medway Council were presented with an award in recognition of the successful long standing walk to school partnership held with the KM Charity Team at the annual KM Partnership Awards.

KM Walk to School Charity continues to work with Medway Council in providing these schemes which has helped remove more than a quarter of a million vehicles from Kent, Medway and Bexley's roads during the 2017/18 academic year. The services also saw a reduction in harmful carbon emissions equivalent to 10 times the weight of Big Ben.



ABOVE: KM walk to school presentations [Credit: Kent Messenger newsgroup]

Schools and other educational settings across Medway are encouraged to get involved with the services which provide incentives to keep children engaged with their walking including stickers, trophies and prizes such as ice skating tickets.

Children involved with the initiatives benefit from a healthier lifestyle as well as gaining vital road safety skills, whilst schools enjoy safer gates and significantly lower levels of traffic congestion, plus reductions in air and noise pollution.

Simon Dolby, chief executive at the KM Charity Team which organises green travel schemes, said: "The development of Walking Bus services in Medway is fantastic, and something we look forward to further building armed with the support of Medway Council. We would like to congratulate them on their partnership award win and thank them for many years of service."

The award is in recognition of Medway Council's partnership commitment towards promoting the walk to school scheme.

Cllr Phil Filmer said: "With the support of the KM Charity over the last 10 years we have worked hard to promote active travel throughout Medway and are delighted to receive this award to celebration our success to date. We look forward to continue this partnership to see an even bigger increase in the number of people choosing to walk, scoot or cycle to school in an effort to significantly reduce our carbon footprint and continue to work with our young road users in a bid to keep them active and safe."

Interest from schools and local partners continues, suggesting that it has helped raise awareness and coincides with the wider aims of the various partners involved.

Other examples of effective local partnership working include 'A Licence to Kill?' road safety theatre in education, community safety partnership events including road safety education activities, School Crossing Patrol and Bikeability events, school parking interventions and ongoing collaboration with 'A Better Medway' through promoting active travel in the media in line with relevant initiatives and focus campaigns.



**Figure 9: Above left - L2K Kent High Sheriff Partnership Award [March 2018];
Above right - Annual School Crossing Patrol Team Building [July 2018]**

Section 6

Travel and transport needs of our young people

6.1 Why have we assessed need?

A key part of developing the strategy has involved understanding what travel and transport needs our children and young people have in relation to the school journey. A need could be anything from providing pedestrian skills enabling children to confidently walk to school to providing a pedestrian crossing to enable safer crossing.

The reason we require this information is in order to help us include initiatives and measures within the strategy that are appropriate to the needs that the schools have identified.

6.2 How have we assessed need?

This has largely been based on the data provided in School Travel Plans, National Walk to School Week/Month feedback, the 'mode of travel' data collection and associated safer routes to school scheme development. As highlighted previously, travel plans and the school census include a wealth of good quality data collected from school communities concerning the journey to school.

Approximately 90% of all schools in Medway now have School Travel Plans in place, and we continue to encourage the development of travel plans with LEA and non-LEA schools.

Therefore the findings of the needs assessment are representative of the schools within the Medway LA boundary. Schools with approved travel plans are listed alphabetically in Appendix 1 according to school type and the needs expressed through individual STP's are regularly used in consideration for SRTS and minor work schemes. We have presented the information according to the age of children and the schools that they are attending including SEN establishments, because we recognise that school travel needs may differ according to age and educational need.

6.3 What types of need have been identified?

The identified needs will be specific to the school location but when comparing schools, similar types of engineering measures/initiatives are often highlighted. These include:

- | | |
|--|---|
| - <i>Cycle/Scooter Storage</i> | - <i>Traffic lights and controlled crossing facilities such as pelican;</i> |
| - <i>Cycle Lanes/Safe Cycle Routes</i> | - <i>Zebra crossings</i> |
| - <i>Pedestrian Shelters</i> | - <i>Traffic Calming Measures</i> |
| - <i>Improvements to road signage</i> | - <i>Parking Restrictions</i> |
| - <i>Footway extensions and improvements</i> | - <i>Improved lighting</i> |
| - <i>Reduction in Speed Limits</i> | - <i>One way streets</i> |

A number of schools also request the need for additional road safety education training [cycle training, child pedestrian training], guidance with developing walk to school initiatives such as the Walking Bus, the implementation of reward based initiative schemes and more unique requests for promotional work concerning safer and sustainable travel to school. The SJT currently deal with these needs and requests involving Bikeability training by the Integrated Transport team.

6.4 How has this data been used?

The information generated through consultation, risk assessment and safety audit is used to identify where initiatives and schemes of work can be targeted and delivered, together with the requests for transport infrastructure [i.e. bus stops and crossings] and how these can be considered.

This information has been used to develop an 'Action Plan', which is set out in Section 8 of the Strategy (pages 33-34).

The needs assessment data will be a contributory factor by the council to prioritise funding through the measures identified by schools.

6.5 Assessment of future needs

School travel plan requests are reviewed ad-hoc and this information will feed into the update of the needs assessment and factored into future revisions of this strategy.

Information will also be utilised from SRTS consultations including community drop-in sessions, the 'mode of travel' data collected locally, Walk to School Week/Month information and feedback, Medway Health Profile [published annually], DfT National Travel Survey, Medway Index of Deprivation [ID], Public Health strategies and associated reports generated through our partnership links.

Schools will continue to be encouraged to undertake more detailed questionnaires to improve the quality of the needs assessment data, and to ensure that the needs of the wider school community are also assessed.

Section 7

Our Services and Initiatives

Safer and sustainable travel and transport is promoted to schools in Medway through a series of services, initiatives and measures.

Walking, cycling, car sharing and the use of public transport all play a key role in contributing to this, therefore these will be the key focus of this strategy.

Appendix 1 demonstrates the initiatives and training that each school is currently participating in to promote safer and sustainable travel to school. This could include whether a particular school has developed a STP and the walk to school initiatives they are engaged in.

Detailed information about all the services, initiatives and measures we offer can be found in appendix 5 *Active Travel Provision*.

This information has helped to inform us of the current provision of measures and initiatives that we offer to schools and to establish how schools are engaging with the Council. It also assists the Council in prioritising future work.

Section 8

Time for Action

8.1 Action Plan

Table 4 sets out the targets and associated initiatives taking place, including timescale for implementation and responsibilities. These contribute towards the overall aim of this strategy and link back to the objectives set out in Section 4.2.

Objective 1: Reduce the levels of car use on the journey to school based on annual 'mode of travel' data for children aged 5-10 and 11-15 Objective 2: Increase the number of children using all forms of active travel and transport on the journey to school				
Action	Initiative	Intended outcomes	Timescale	Responsibility
<p>1. All schools coming into contact with the Council's SJT to have a revised travel plan in place by July 2019 [NOTE: This includes schools with planning applications in place.</p> <p>2. Reduce the percentage of car journeys made to school from 31.7% to 29.0% by 2019/20 measured by all methods of travel journey data capture [mode of travel question, travel plan surveys and KM Charity data capture]</p> <p>3. Target schools with a high level of Penalty Charge Notices during school drop-off and collection time.</p> <p>4. Engage with 15 schools demonstrating little to no modal shift progress based on school census data over a five-year period.</p> <p>5. Increase the number of schools participating in the local walk to school challenges held during the National 'Walk to School' campaigns in May and October, from 26 schools in May 2018 to 30+ schools by October 2019.</p> <p>6. Increase the number of active travel journeys made during the academic year for schools signed up to KM walk to school initiatives from 130,496 in 2017/18 to 132,00+ in 2018/19.</p> <p>7. Maintain school travel links with schools that no longer complete the annual 'mode of travel' to school question issued by Medway Council.</p>	<p>Work with schools and academies in Medway to advise in the development of their STP, including surveys and schools with a travel plan condition attached to a planning application.</p> <p>School with a STP in place to undertake a review, including a detailed questionnaire to pupils, parents and staff to improve the quality of the needs assessment data and identify modal shift opportunities.</p> <p>'Mode of travel' school census data to be used as the main data comparison source.</p> <p>Identify schools with unsatisfactory levels of active travel uptake and target accordingly.</p> <p>Maintain regular contact with schools and request confirmation as to whether or not a school will be participating.</p> <p>Invite schools to participate in active travel initiatives / road safety education at least 3 times per year.</p> <p>Report monthly PCN figures obtained via the Parking Enforcement team to the relevant schools as a reminder to parent drivers not to park illegally on school keep clear restrictions.</p> <p>Continue to offer active travel resources/road safety education to increase school engagement levels.</p> <p>Improve the data collection methods through which schools must submit their walk to school data, including incentives for the winning school[s].</p> <p>Organise postcode plot diagrams and target the school identified with the need to increase levels of active travel.</p> <p>Continue to monitor Walking Bus and walk to school initiative uptake on a quarterly basis.</p> <p>Invite non-Walking Bus schools and pre/after schools clubs to develop a Walking Bus and existing schools the opportunity to increase number of volunteers and available routes.</p> <p>Contact all Medway school settings at the beginning of each term to offer SJT services.</p> <p>Establish 'mode of travel' dataset for schools choosing not to complete the question in line with the school census data collection, by issuing school travel surveys on an annual basis.</p>	<p>Healthier and fitter children.</p> <p>Less congestion and improved air quality on the roads particularly close to schools.</p>	<p>October 2019</p>	<p>Safer Journeys Team.</p> <p>Working in partnership with both internal and external partners.</p>

Objective 3: Improve accessibility to schools by walking, cycling and public transport				
Action	Initiative	Intended outcomes	Timescale	Responsibility
<p>1. Publish Medway's Sustainable School Travel Strategy via Council website.</p> <p>2. Establish stronger links with related Council policy as outlined within this strategy.</p>	<p>Upload Medway SSTS 2018 – 2023 onto the Medway Council website.</p> <p>Signpost public to web based maps displaying transport infrastructure in Medway.</p> <p>Signpost users to web based information on footpaths, cycle routes and buses serving individual schools 'Which bus goes to my school?'</p> <p>Promote existing websites, including Arriva, 16-19 travel, route planners, etc.</p> <p>Identify how parents/carers prefer to access information around school travel.</p> <p>Issue parent questionnaire surveys to establish how they access school travel information and how they would prefer to access such information in future.</p> <p>Identify gaps/opportunities around the schools participating in road safety education and active travel initiatives.</p>	<p>Increase in journeys to school by active travel modes.</p> <p>Social inclusion.</p> <p>Improved access to other services.</p> <p>Healthier, fitter children.</p> <p>Increased awareness of active travel provision.</p>	September 2018	<p>School Organisation Team</p> <p>Safer Journeys Team.</p> <p>Working in partnership with Integrated Transport Service, including Highways.</p>

Objective 4: Reduce negative environmental and health impacts of travel				
Action	Initiative	Intended outcomes	Timescale	Responsibility
<p>1. Promote CO2 emission savings in Medway related to road transport.</p> <p>2. Target active travel opportunities associated with all types of journey in collaboration with Public Health.</p> <p>3. Promote new research promoting the benefits of active travel to school.</p> <p>4. Publish active travel updates linked to Medway's Air Quality Action Plan.</p>	<p>Embed air quality links within road safety education, STP development and active travel delivery.</p> <p>Identify opportunities within the Public Health collaborative working agreement, including health walks, workplace travel, community/educational engagement events, Medway Healthy Weight Summit, etc.</p> <p>Include relevant research findings within subsequent active travel to school strategy updates, council website, social media, national forums including Road Safety GB and Modeshift, KM Charity publications including the Big Green Footprint Report.</p> <p>Include within Road Safety portfolio of achievements and consider PR opportunities.</p>	<p>Encourage school communities to take greater ownership and target a modal shift towards active travel over car use.</p> <p>Maximise publicity opportunities around improved health and air quality linked to active travel.</p>	Ongoing from September 2018	Safer Journeys Team

Table 4 - Action Plan

8.2 Promotion of the strategy

To ensure that local communities in Medway are aware of the information available concerning school travel, the strategy will be promoted through various local sources, including:

- Family Information Service;
- Medway Council website;
- School admissions reference;
- Schools, academies and Children and Family Hubs in Medway;
- Medway Schools Forum;
- Through partnership opportunities and community events where relevant.

Section 9

Monitoring the Strategy

9.1 How often will the strategy be monitored and reviewed?

Schools are encouraged to review their STP's at least every two years. The information gathered from these reviews, including relevant national and local policy updates will be utilised in future updates of this strategy. This is to ensure that the strategy reflects the actual needs of pupils and young people in Medway.

Pupil data is also collected through the participation of local active travel initiatives, often held in conjunction with national focus campaigns. Data is also collected through the completion of the 'mode of travel' question asked in line with the annual school census data collection in Medway schools and academies in December/January each year, where every child is asked how they usually travel to school. In addition, 'Independent Schools' are encouraged to participate in a hands-up survey when possible to establish the usual mode of travel on the journey to school.

This data forms the basis of many of the school travel targets outlined within this strategy and important in establishing the effectiveness of the associated actions, initiatives and measures. This information will continue to be included in future reviews of the strategy, with progress updates reported annually.

9.2 Where will updated content be published?

The updated strategies will continue to be published via the council website.

9.3 When will the next review take place?

The next full review of the strategy will be undertaken in August 2024, with annual progress updates reported in the interim.

9.4 What will the review consist of?

This will include a review of the action plan and updates will be incorporated as appropriate. The strategy will continue to align with Medway's LTP [2011–26] and Council Plan [2016/17 – 2020/21].

9.5 Who will be responsible for the review and update of the strategy?

The review of the strategy will be the responsibility of the School Organisation and Student Services team; however continued support from partners in Road Safety/ Integrated Transport Service will be essential for the successful implementation of the strategy.

Future reviews of the strategy will continue to incorporate any changes in government policy in relation to school travel and transport policy.

Section 10 Contacts

If you would like to speak to Council officers for advice on school travel, road safety education admissions, home to school transport and other related activities, please use the following contact details:

Team/Organisation	Enquiries	Contact
Integrated Transport	Road Safety Traffic Management Street works & traffic signals Public transport & accessibility Cycling	01634 333333
Road Safety Team	School Travel Plans Active travel initiatives Road Safety Education/Training School Crossing Patrols Young Driver Education Safer Routes to School schemes Bikeability – Level 1 & 2 Bikeability Balance	
Public Health Team	A Better Medway Volunteer Health Walks Volunteer Cycle Rides	
Parking Enforcement Team	CCTV school enforcement	
Student Services Team	Schools Active Travel Strategy School Transport Provision Schools Admissions	

Table 5 – Useful contacts

Alternatively, you can visit the following websites to find additional information and contact details:



www.medway.gov.uk/roadsafety



www.facebook.com/tfmedway



www.twitter.com/tfmedway



www.abettermedway.co.uk

Appendix 1

Active Travel Provision in Medway Schools / Academies [August 2018]

PRIMARY SCHOOL/ACADEMY	SCHOOL TRAVEL PLAN	WALKING BUS TO/FROM SCHOOL [2015-18]	WALK ON WEDNESDAYS/ ACTIVE BUG [2008-18]	WALK 2 COUNT CHALLENGE [2010-18]	WALK TO SCHOOL MONTH CHALLENGE [2009-18]	ZIGZAG BANNER CAMPAIGN [2009-18]	BIKEABILITY [2015-18]*	SCHOOL CROSSING PATROL SITES [2018]
All Faiths' Primary	X						X	
All Saints C E Primary	X		X	X	X	X	X	X
Allhallows Primary	X		X	X	X		X	
Balfour Infant	X	X	X	X	X	X		X
Balfour Junior	X	X	X	X		X	X	
Barnsole Primary	X	X		X		X	X	X [2 sites]
Bligh Primary	X	X	X	X	X	X	X	
Brompton Westbrook Primary	X					X		
Burnt Oak Primary	X	X	X	X	X		X	X
Byron Primary	X	X	X		X	X	X	X [2 sites]
Cedar Children's Academy	X		X	X	X	X	X	X
Chattenden Primary	X			X	X	X	X	X
Cliffe Woods Primary	X			X			X	X
Crest Infant	X	X	X	X	X	X		
Cuxton Infant	X			X	X			
Cuxton Junior	X			X	X		X	
Deanwood Primary	X		X	X	X	X	X	
Delce Academy	X	X		X	X	X	X	
Elaine Primary	X					X		X
English Martyrs' RC Primary	X	X	X	X	X	X	X	X
Fairview Primary	X		X	X	X	X	X	X
Featherby Infant	X		X	X	X			
Featherby Junior	X		X			X	X	
Gordon Children's Academy	X	X	X		X	X	X	X
Greenvale Infant	X		X	X	X			

Halling Primary	X			X	X	X	X	X
Hempstead Infant	X		X			X		X
Hempstead Junior	X		X	X	X	X	X	
High Halstow Primary	X		X	X	X		X	
Hilltop Primary	X	X	X	X			X	
Hoo St Werburgh Primary	X	X	X	X	X	X	X	X
Horsted Infant	X		X		X	X		
Horsted Junior	X		X			X	X	
Kingfisher Primary	X		X				X	
Lordswood Primary	X		X	X	X		X	X
Luton Infant	X				X	X		
Luton Junior	X			X				
Maudene Primary	X	X	X	X	X	X	X	X
Miers Court Primary	X				X	X	X	
Napier Primary	X	X		X	X	X	X	X
New Horizons Primary								
New Road Primary	X	X	X		X	X		
Oaklands Primary	X		X		X	X	X	X
Oasis Academy: Skinner Street	X	X		X		X	X	
Parkwood Infant	X		X			X		
Parkwood Junior	X					X		
Phoenix Junior Academy	X	X		X	X		X	
Riverside Primary	X					X	X	
Saxon Way Primary	X	X					X	X
St Andrew's Independent Primary	X	X	X	X	X		X	
St Augustine's RC Primary	X		X	X	X	X	X	
St Benedict's RC Primary	X		X	X	X	X	X	X
St Helen's CE Primary	X						X	
St James' CE Primary	X		X	X	X	X		
St John's CE Infant	X		X	X	X	X		
St Margaret's Troy Town CE Primary	X		X	X	X	X		
St Margaret's CE Junior	X			X	X	X	X	
St Margaret's Infant	X		X		X	X		
St Mary's RC Primary	X	X	X	X	X	X	X	X [3 sites]

St Mary's Island CE Primary	X			X			X	
St Michael's RC Primary	X		X	X		X	X	
St Nicholas CE Infant	X	X	X	X	X			
St Peter's Infant	X		X			X		
St Thomas More RC Primary	X		X	X	X			
St Thomas Canterbury RC Primary	X	X				X	X	
St William of Perth RCP Aided	X			X	X		X	
Stoke Community Primary	X					X	X	
Swingate Primary	X					X		
Temple Mill Primary	X			X	X		X	
Thames View Primary	X	X	X	X	X	X	X	X
The Pilgrim CE Primary	X			X		X	X	X [2 sites]
Twydall Primary	X			X	X	X	X	
Wainscott Primary	X	X	X	X	X	X	X	
Walderslade Primary	X	X	X	X	X		X	X
Warren Wood Primary	X		X	X	X	X	X	X
Wayfield Primary	X		X	X	X		X	
Woodlands Primary		X					X	

**Also includes Bryony, Meredale and Silverbank Park PRU.*

Appendix 2a

Medway 'mode of travel' school census data summary 2007-11 [DfT approved]

	Car (including vans and taxis)	Car Share	Public Transport	Walking	Cycling	Other	Unclassified (Not supplied, Missing)	Total number of pupils
2006/07 data								
Aged 5-10	5,480	938	311	8,774	39	10	3,108	18,660
Aged 11-15	2,117	205	2,290	3,840	201	18	8,854	17,525
All Ages	7,597	1,143	2,601	12,614	240	28	11,962	36,185
2007/08 data								
Aged 5-10	5,786	811	319	9,889	33	15	1,456	18,309
Aged 11-15	2,914	416	2,506	4,330	197	133	6,586	17,082
All Ages	8,700	1,227	2,825	14,219	230	148	8,042	35,391
2008/09 data								
Aged 5-10	5,935	670	309	10,245	38	54	803	18,054
Aged 11-15	3,911	532	2,869	5,828	258	86	3,277	16,761
All Ages	9,846	1,202	3,178	16,073	296	140	4,080	34,815
2009/10 data								
Aged 5-10	6,001	662	296	10,965	55	63	0	18,042
Aged 11-15	4,000	508	3,056	7,178	293	197	1,232	16,464
All Ages	10,001	1,170	3,352	18,143	348	260	1,232	34,506
2010/11 data								
Aged 5-10	6,159	475	336	10,888	47	21	0	17,926
Aged 11-15	3,998	549	3,330	7,292	255	138	603	16,165
All Ages	10,157	1,024	3,666	18,180	302	159	603	34,091

	Car (including vans and taxis)	Car share	Public Transport	Walking	Cycling	Other
2006/07 data						
Aged 5-10	35.2%	6.0%	2.0%	56.4%	0.3%	0.1%
Aged 11-15	24.4%	2.4%	26.4%	44.3%	2.3%	0.2%
All Ages	31.4%	4.7%	10.7%	52.1%	1.0%	0.1%
2007/08 data						
Aged 5-10	34.3%	4.8%	1.9%	58.7%	0.2%	0.1%
Aged 11-15	27.8%	4.0%	23.9%	41.3%	1.9%	1.3%
All Ages	31.8%	4.5%	10.3%	52.0%	0.8%	0.5%
2008/09 data						
Aged 5-10	34.4%	3.9%	1.8%	59.4%	0.2%	0.3%
Aged 11-15	29.0%	3.9%	21.3%	43.2%	1.9%	0.6%
All Ages	32.0%	3.9%	10.3%	52.3%	1.0%	0.5%
2009/10 data						
Aged 5-10	33.3%	3.7%	1.6%	60.8%	0.3%	0.3%
Aged 11-15	26.3%	3.3%	20.1%	47.1%	1.9%	1.3%
All Ages	30.1%	3.5%	10.1%	54.5%	1.0%	0.8%
2010/11 data						
Aged 5-10	34.4%	2.6%	1.9%	60.7%	0.3%	0.1%
Aged 11-15	25.7%	3.5%	21.4%	46.9%	1.6%	0.9%
All Ages	30.3%	3.1%	10.9%	54.3%	0.9%	0.5%

Appendix 2b

Medway 'mode of travel' school census data summary 2011- 2018

	Car (including vans and taxis)	Car share	Public Transport	Walking	Cycling	Other	Unclassified (Not supplied, Missing)	Total number of pupils
2011/12 data								
Aged 5-10	7,086	576	247	13,649	42	246	148	22,004
Aged 11-15	5,214	526	4,051	9,096	284	138	192	19,501
All Ages	12,300	1,102	4,298	22,745	326	384	340	41,505
2012/13 data								
Aged 5-10	7,984	0	260	14,350	50	183	260	22,847
Aged 11-15	4,310	84	3,704	7,898	253	100	423	16,772
Special	100	0	476	9	0	1	1	587
All Ages	12,394	84	4,440	22,257	303	284	684	40,206
2013/14 data								
Aged 5-10	7,820	0	254	14,452	43	90	856	23,514
Aged 11-15	4,345	46	3,594	7,696	234	91	2,570	18,576
Special	149	0	541	26	3	3	0	722
All Ages	12,314	46	4,389	22,174	280	184	3,426	42,812
2014/15 data								
Aged 5-10	7,172	692	212	13,720	45	31	289	22,161
Aged 11-15	4,122	462	3,963	8,694	231	57	387	17,916
Special	94	1	536	45	6	2	8	692
All Ages	11,388	1,155	4,711	22,459	282	90	684	40,769
2015/16 data								
Aged 5-10	6,183	344	137	10,345	34	72	142	17,257
Aged 11-15	1,876	192	1,020	4,265	86	29	238	7,706
Special	103	0	534	41	4	5	33	720
All Ages	8,162	536	1,691	14,651	124	106	413	25,683
2016/17 data								
Aged 5-10	6,564	453	381	12,519	46	10	720	20,693
Aged 11-15	2,321	170	1,992	4,573	97	31	386	9,570
Special	107	1	205	36	4	1	14	368
All Ages	8,992	624	2,578	17,128	147	42	1,120	30,631
2017/18 data								
Aged 5-10	4,918	242	211	7,735	38	57	432	13,633
Aged 11-15	1,169	169	937	2,769	119	7	199	5,369
Special	129	0	440	13	0	1	1	584
All Ages	6,216	411	1,588	10,517	157	65	632	19,586

NOTE: In July 2011, the decision was taken by the Department for Education (DfE) to discontinue the 'usual mode of travel to school' data collection in the School Census from 2012 [REFERENCE: ICES Bulletin No. 50, see <http://www.education.gov.uk>].

Although the annual 'mode of travel' question no longer forms a compulsory part of the school census data collection, educational establishments in Medway will be asked to continue completing the question via the Management Information and Safer Journeys teams. Therefore the above information summarises the census returns received by Medway schools and academy establishments between 2011-2018 [no longer verified by DfT]. This does not include nurseries or other independent establishments in Medway.

Appendix 3a

‘Mode of travel’ school census breakdown for 2017/18
[School level data – Primary]

[illegible]

Halling Primary School	270	0	122	2	0	0	0	0	0	1	66	79
Hempstead Infant	NO DATA	-	-	-	-	-	-	-	-	-	-	-
Hempstead Junior	354	1	221	1	0	0	1	0	0	0	0	130
High Halstow Primary	209	0	108	4	1	0	0	0	0	2	0	94
Hilltop Primary	421	0	80	2	0	0	0	0	0	0	125	214
Hoo St Werburgh Primary and Marlborough Centre	503	0	107	5	1	51	0	0	0	0	0	339
Horsted Infant	180	0	79	3	0	0	14	0	0	0	0	84
Horsted Junior	244	0	111	2	2	0	29	0	0	0	0	100
Kingfisher Community Primary	NO DATA	-	-	-	-	-	-	-	-	-	-	-
Lordswood School	399	0	175	0	3	0	0	16	0	0	0	205
Luton Infant	294	13	67	3	0	0	0	0	0	1	0	210
Luton Junior	350	2	73	1	0	0	0	3	1	0	0	270
Maundene	411	1	73	51	0	0	1	0	0	0	75	210
Miers Court Primary	421	0	156	4	0	0	0	0	0	0	0	261
Napier Primary and Nursery	577	9	118	7	2	0	1	2	1	0	1	436
New Horizons Primary	NO DATA	-	-	-	-	-	-	-	-	-	-	-
New Road Primary	352	3	33	8	0	0	1	0	0	0	0	307
Oaklands Primary	NO DATA	-	-	-	-	-	-	-	-	-	-	-
Oasis Academy Skinner Street	NO DATA	-	-	-	-	-	-	-	-	-	-	-
Park Wood Infant	272	0	81	4	1	0	0	0	4	0	0	182
Park Wood Junior	322	0	98	0	0	0	0	0	1	0	0	223
Phoenix Junior Academy	NO DATA	-	-	-	-	-	-	-	-	-	-	-
Riverside Primary	NO DATA	-	-	-	-	-	-	-	-	-	-	-
Saxon Way Primary	NO DATA	-	-	-	-	-	-	-	-	-	-	-
St Augustine's RC Primary	204	3	124	8	0	0	0	0	0	0	0	69
St Benedict's RCP School	210	1	140	0	2	0	0	0	0	0	0	67
St Helen's CE Primary	199	0	27	34	0	0	0	0	0	0	0	138
St James' CE Primary	168	0	15	0	0	50	0	0	0	0	0	103
St John's CE Infant	NO DATA	-	-	-	-	-	-	-	-	-	-	-
St Margaret's at Troy Town CE Primary	NO DATA	-	-	-	-	-	-	-	-	-	-	-
St Margaret's CE Junior	309	3	131	0	0	0	0	0	0	0	0	175
St Margaret's Infant	322	0	105	1	0	0	0	2	1	0	20	193
St Mary's Catholic Primary	470	0	113	36	0	0	1	0	1	0	0	319

St Mary's Island CE Primary	420	0	147	6	3	0	0	2	0	1	0	261
St Michael's R Primary	453	0	141	6	0	0	1	3	0	0	6	296
St Nicholas CE Infant	NO DATA	-	-	-	-	-	-	-	-	-	-	-
St Peter's Infant	NO DATA	-	-	-	-	-	-	-	-	-	-	-
St Thomas More RC Primary	NO DATA	-	-	-	-	-	-	-	-	-	-	-
St Thomas of Canterbury RC Primary	264	3	190	9	4	0	0	0	0	0	0	58
St William of Perth RC Primary	211	1	119	8	1	0	2	0	0	0	0	80
Stoke Community Primary	NO DATA	-	-	-	-	-	-	-	-	-	-	-
Swingate Primary	654	0	265	0	2	0	0	0	0	0	0	387
Temple Mill Primary	NO DATA	-	-	-	-	-	-	-	-	-	-	-
Thames View Primary	482	0	264	0	0	0	0	2	1	1	0	214
The Pilgrim CE Primary	221	0	92	1	0	0	0	0	0	0	0	128
Twydall Primary and Nursery	NO DATA	-	-	-	-	-	-	-	-	-	-	-
Wainscott Primary	NO DATA	-	-	-	-	-	-	-	-	-	-	-
Walderslade Primary	211	0	79	5	0	0	0	0	0	0	0	127
Warren Wood Primary	NO DATA	-	-	-	-	-	-	-	-	-	-	-
Wayfield Primary	NO DATA	-	-	-	-	-	-	-	-	-	-	-
Woodlands Primary	NO DATA	-	-	-	-	-	-	-	-	-	-	-

PLEASE NOTE: The schools listed with 'NO DATA' under the 'ROLL COUNT' column did not complete the annual 'mode of travel' school census question in 2017/18 and therefore not all pupils are represented.

Appendix 3b
‘Mode of travel’ school census breakdown for 2017/18
[School level data – Secondary]

SCHOOL/ACADEMY NAME	ROLL COUNT	BUS NOT KNOWN	CAR	CAR SHARE	CYCLE	DEDICATED SCHOOL BUS	OTHER	PUBLIC SERVICE BUS	TRAIN	TAXI	UNKNOWN	WALK
Brompton Academy	1323	3	145	21	21	21	3	36	5	8	2	1058
Chatham Grammar for Girls	691	108	152	48	4	35	0	137	71	0	1	135
Fort Pitt Grammar	NO DATA	-	-	-	-	-	-	-	-	-	-	-
Greenacre Academy	NO DATA	-	-	-	-	-	-	-	-	-	-	-
Holcombe Grammar	NO DATA	-	-	-	-	-	-	-	-	-	-	-
Medway UTC	NO DATA	-	-	-	-	-	-	-	-	-	-	-
Rainham Mark Grammar	1053	6	373	4	35	23	1	161	15	3	0	432
Rainham School for Girls	NO DATA	-	-	-	-	-	-	-	-	-	-	-
Sir Joseph Williamsons Mathematical	NO DATA	-	-	-	-	-	-	-	-	-	-	-
St John Fisher Catholic	824	0	176	0	3	0	0	133	34	12	196	270
Strood Academy	NO DATA	-	-	-	-	-	-	-	-	-	-	-
The Howard	1478	51	299	96	56	11	3	70	17	1	0	874
The Hundred of Hoo	NO DATA	-	-	-	-	-	-	-	-	-	-	-
The Robert Napier	NO DATA	-	-	-	-	-	-	-	-	-	-	-
The Rochester Grammar	NO DATA	-	-	-	-	-	-	-	-	-	-	-
The Thomas Aveling	NO DATA	-	-	-	-	-	-	-	-	-	-	-
The Victory Academy	NO DATA	-	-	-	-	-	-	-	-	-	-	-
Walderslade Girls'	NO DATA	-	-	-	-	-	-	-	-	-	-	-

PLEASE NOTE: The schools listed with ‘NO DATA’ under the ‘ROLL COUNT’ column did not complete the annual ‘mode of travel’ school census question in 2017/18 and therefore not all pupils are represented.

Appendix 3c
‘Mode of travel’ school census breakdown for 2017/18
[School level data – Special]

SCHOOL/ACADEMY NAME	ROLL COUNT	BUS NOT KNOWN	CAR	CAR SHARE	CYCLE	DEDICATED SCHOOL BUS	OTHER	PUBLIC SERVICE BUS	TRAIN	TAXI	UNKNOWN	WALK
Abbey Court School	145	1	34	0	0	95	0	0	0	14	0	1
Bradfields School	289	0	29	0	0	232	1	1	0	16	1	9
Danecourt School	150	0	34	0	0	111	0	0	0	2	0	3
Inspire Free Special School	NO DATA	-	-	-	-	-	-	-	-	-	-	-
Rivermead School	NO DATA	-	-	-	-	-	-	-	-	-	-	-

PLEASE NOTE: The schools listed with ‘NO DATA’ under the ‘ROLL COUNT’ column did not complete the annual ‘mode of travel’ school census question in 2017/18 and therefore not all pupils are represented.

Appendix 4

Academies and non-LEA establishments in Medway

School	Type	Trust/sponsor
All Faiths Primary	Primary	The Thinking Schools Academy Trust
All Saint's CE Primary	Primary	Medway Anglican Schools Trust
Allhallows Primary	Primary	The Williamson Trust
Balfour Junior	Junior	Fort Pitt Thomas Aveling Academies Trust
Barnsole Primary	Primary	Barnsole Primary Trust
Bligh infant	Infant	Barnsole Primary Trust
Bligh Junior	Junior	Barnsole Primary Trust
Brompton Westbrook Primary	Primary	The Westbrook Trust
Byron Primary	Primary	The Westbrook Trust
Cedar Children's Academy	Primary	The Thinking Schools Academy Trust
Chattenden Primary	Primary	Peninsula Gateway Academy Trust
Cliffe Woods Primary	Primary	Cliffe Woods Primary School
Cuxton Infant	Infant	Primary First Trust
Cuxton Junior	Junior	Primary First Trust
Deanwood Primary	Primary	The Howard Academy Trust
Delce Academy	Primary	The Castle Trust
Elaine Primary	Primary	Inspire Partnership Multi Academy Trust
Featherby Infant	Infant	Maritime Academy Trust
Featherby Junior	Junior	Maritime Academy Trust
Gordon Infant	Infant	The Thinking Schools Academy Trust
Gordon Junior	Junior	The Thinking Schools Academy Trust
High Halstow Primary	Primary	The Williamson Trust
Hilltop Primary	Primary	Greenacre Academy Trust
Hoo St Werburgh Primary	Primary	Rivermead Inclusive Trust
Kingfisher Primary	Primary	The Griffin Schools Trust
Lordswood Primary	Primary	The Griffin Schools Trust
Maundene Primary	Primary	Inspire Partnership Multi Academy Trust
Mierscourt Primary	Primary	The Howard Academy Trust
Napier Primary	Primary	The Kemnal Academy Trust
New Horizons Primary School	Primary	The Thinking Schools Academy Trust
Oasis Academy: Skinner Street	Primary	Oasis Trust
Phoenix Junior Academy	Junior	Fort Pitt Thomas Aveling Academies Trust
Riverside Primary	Primary	RMET
Saxon Way Primary	Primary	The Griffin Schools Trust
St James' CE Primary	Primary	The Williamson Trust, Rochester Diocese
St John's CE Infant	Infant	Medway Anglican Schools Trust
St Margaret's CE Junior	Junior	Medway Anglican Schools Trust
St Margaret's Infant	Infant	The Westbrook Trust
St Margaret's Troy Town CE Primary	Primary	Pilgrim Multi Academy Trust

Stoke Community Primary	Primary	The Williamson Trust
Temple Mill Primary	Primary	The Howard Academy Trust
Thames View Primary	Primary	The Howard Academy Trust
The Pilgrim CE Primary	Primary	Pilgrim Multi Academy Trust
Twydall Primary	Primary	RMET
Walderslade Primary	Primary	Rivermead Inclusive Trust
Warren Wood Primary	Primary	Greenacre Academy Trust
Wayfield Primary	Primary	Primary First Trust
Woodlands Primary	Primary	The Academy of Woodlands

School	School type	Trust/sponsor
The Hundred of Hoo Academy	All-through	The Williamson Trust

School	School type	Trust/sponsor
Brompton Academy	Secondary non-selective	University of Kent Academies Trust
Chatham Grammar School for Girls	Secondary selective	University of Kent Academies Trust
Fort Pitt Grammar Girls	Secondary selective	Fort Pitt Thomas Aveling Academies Trust
Greenacre School	Secondary non-selective	Greenacre Academy Trust
Holcombe Grammar School	Secondary selective	The Thinking Schools Academy Trust
Medway UTC	University Technical College	Medway UTC Ltd
Rainham Mark Grammar School	Secondary selective	RMET
Rainham School for Girls	Secondary non-selective	The Kemnal Academy Trust
Robert Napier School	Secondary non-selective	Fort Pitt Thomas Aveling Academies Trust
Sir Joseph Williamson's Mathematical School	Secondary selective	The Williamson Trust
Strood Academy	Secondary non-selective	Leigh Academies Trust
The Howard School	Secondary non-selective	The Howard Academy Trust
The Rochester Grammar School	Secondary selective	The Thinking Schools Academy Trust
The Thomas Aveling School	Secondary non-selective	Fort Pitt Thomas Aveling Academies Trust
Victory Academy	Secondary non-selective	The Thinking Schools Academy Trust
Walderslade Girls School	Secondary non-selective	Walderslade Girls School

School	School type	Trust/sponsor
Bradfields	Secondary special	Bradfields Academy
Danecourt	Primary special	Barnsole Primary Trust
INSPIRE Free Special School	Secondary special	Parallel Learning Trust
Rivermead	Secondary special	Rivermead Inclusive Trust

School		Trust/sponsor
The Rowans	Alternative provision	The Inspiring Change Trust

School	School type	Age Range
Blue Skies, Chatham	Independent secondary special	11 to 25
Bryony, Rainham	Independent primary	2 to 11
King's School, Rochester	Independent all through	3 to 18
Meredale Independent Primary, Rainham	Independent primary	4 to 11
Rochester Independent College, Rochester	Independent secondary	11 to 21
St Andrew's School, Rochester	Independent primary	3 to 11
The GFC School, Gillingham	Independent secondary	11 to 16
Trinity School and College, Rochester	Independent special	6 to 25

*[Source: GOV.UK Get Information About Schools, August 2018]

Appendix 5

Active travel provision

Public Transport

Free school transport (age 5 to 16)

Children who attend their nearest qualifying school from their home address and live over the minimum distance are eligible for free home to school transport. If the child is under eight years old the minimum distance is two miles and if the child is over eight years old the minimum distance is three miles.

The walking distances are measured by the shortest available walking route and may take into account public footpaths and public rights of way. The shortest available route is one along which a child, accompanied if necessary, can walk with reasonable safety to school.

Eight and 11-year-olds from low-income families will also qualify if they live more than two miles from their nearest appropriate school. Eleven-year-olds or older from low income families will also qualify if they live more than two miles (but not more than six miles) from one of their three nearest appropriate schools. Low income families are defined as where children are eligible for free school meals or where their parents receive the maximum level of Working Tax Credit; proof of this will need to be provided.

Post-16 transport to education and learning

Once a young person continues their education into Year 12 and 13 (Sixth Form or college), Medway Council can no longer subsidise the cost of travel passes or provide free travel.

Whilst young people are now required by law to be engaged in education, employment or training up to the age of 19, the compulsory school age remains 16. Local Authorities do not have a statutory duty to provide home to school/college transport free of charge for learners aged 16 to 19 in the same way as they do for primary and secondary aged pupils up to the end of Year 11. Subsidised post-16 transport is, therefore, a discretionary provision. All students aged 16-19 (Year 12-14) who require assistance travelling to school or college will be required to pay a contribution towards the total cost of travel. This applies regardless of whether they are living in the parental home. The termly cost covers two terms September to December; January to March and April to July; the contribution will be reviewed annually.

Medway Council works with the Medway Post 16 Transport Partnership of schools, colleges and other organisations to plan and deliver travel arrangements for post 16 learners. Further details are published within Medway's Post-16 Travel Assistance statement, which details the support available for Medway learners over compulsory school age, aged 16-18, who are engaged in learning or training and those continuing on courses that started their programme of learning before their 19th birthday. It also includes information for young people with learning difficulties and/or disabilities up to the age of 25 in education and training.

Further information:

https://www.medway.gov.uk/info/200166/getting_to_school/624/school_transport_for_students_over_16

Medway Youth Pass

This scheme entitles all young people who live in Medway to apply for and receive a photo-card that lasts for three academic years or until the young person becomes sixteen years old (whichever is sooner). Young people aged between sixteen and eighteen are also entitled for this scheme and will receive a photo-card that lasts to the end of the academic year in which they become eighteen. The scheme provides for young people to pay half the adult fare for a single journey at all times when travelling on local bus services. To qualify the journey must start in Medway and can be to any destination in Medway or Kent, as long as any change of bus takes place in Medway. Medway Youth Passes are not valid on the subsidised yellow bus routes (MY buses) run by Medway Council or with companies that already offer a child fare.

Before applying for a Medway Youth Pass, parent/carers should verify with the appropriate bus company that the pass can be used on the relevant service/route and whether there is a more cost effective method to obtain a ticket from the bus company.

Yellow Bus Scheme (MY buses)

Medway Council operates a series of bus services which supply school buses for pupils living in certain parts of Medway to travel to certain Medway secondary schools at a reduced cost than public transport.

Rail travel

Students aged between 16 and 25 can purchase a railcard from National Rail, which can provide 1/3 off rail fares.

The 16-19 Bursary Fund

A bursary fund may also help pay for essential education-related costs for those aged between 16 to 19 and studying at a state school or college in England (not a university) and on a training course.

Care to Learn

The Care to Learn scheme can help with childcare costs while studying for those aged under 20 at the start of their course. The scheme is available for publically funded courses in England.

CitizenCard

Medway Council encourages the use of the CitizenCard, which confirms your age and identity. The Citizen card also provides various discounts and benefits.

Vacant Seat Payment Scheme (VSPS)

Children who do not qualify for free home to school transport assistance may apply for a vacant seat on a hired school vehicle, if one operates on the required route, at a cost. It is important to understand that should a vacant seat be granted it might be withdrawn at any time if it is subsequently required by a child who is eligible to receive free home to school transport assistance, or if the transport used is withdrawn from service.

Travel training

Travel training gives people with special educational needs or disabilities the confidence and skills to travel on buses and trains. Help can also be provided for walking routes. Being able to travel on public transport is a key life skill. It lets you make choices about how you live, go about your daily life and fulfil your potential.

Training can be individually tailored to the needs of the young person and include aspects like:

- confidence in using buses or trains
- personal safety
- how to use timetables and buy tickets
- road safety, including how to cope with traffic on major roads
- what to do when things go wrong (e.g. the bus is late) and
- money skills

Medway Council will offer Travel Training to support young people to access independent travel where families and carers consider this to be appropriate to their needs.



Arriva buses

Details on Arriva bus fares are available by clicking on the link below. They operate school services throughout Medway.

Further information:

https://www.medway.gov.uk/downloads/file/1849/medway_arriva_bus_network

Nu-Venture buses

Operate bus services in Kent and Medway. Bus timetables are available by clicking on the following link <http://www.nu-venture.co.uk/page4.html>.

Other bus operators

For further information about the other bus operators and services serving schools and colleges within Medway, please click on the links below.

https://www.medway.gov.uk/info/200161/travel/516/bus_timetables/3

<https://11-19travel.info/region2.html?areald=2>

Rail Tickets

Medway is served by railway stations at Rainham, Gillingham, Chatham, Rochester and Strood on the main lines, Cuxton and Halling on the Medway Valley Line which links Strood to Maidstone West and Tonbridge.

For rail services, use the Southeastern website or National Rail Enquiries:

<http://www.southeasternrailway.co.uk/>

<http://www.nationalrail.co.uk/>

Traveline

The following websites provide useful information on public transport routes, times and fares nationally, including a journey planning tool:

<http://www.travelinesoutheast.org.uk>

Walking

School Travel Plan [STP]

This is a communication tool; a comprehensive document produced, supported by, and involving the whole school community that sets out a package of measures for reducing the number of car trips to school, and improving children's health and safety on the school journey.

Therefore, we encourage children to walk and cycle to school where it is safe to do so. Currently, 53.7% of children aged 5-15 walk to and from school, and through this strategy we will seek to further increase this number.

The Council also promotes cycling to school and there is the potential to increase this; the 'mode of travel' to school data collected locally suggests that 0.8% of children aged 5-15 use bicycles as their usual mode of travel to school and provides a useful data source for schools to feed into their STP updates.

The bus also has an important contribution to make to the objectives of the STP and, where appropriate, improved school bus services will be promoted to encourage greater use, along with improvements in infrastructure and waiting facilities.

Approximately 90% of all schools in Medway have developed an STP to date. Although there is no longer a national target for schools to complete a STP, they are still used by the council as a reference tool and can be adapted by schools as a framework to build upon their active travel initiatives and road safety education activities.

The Council encourage schools to develop and review their plans approximately every two-years, as the document is intended to reflect the voice of the school community, ensuring that all pupil journey needs are considered. Staff and other key groups should also be considered as part of the plan.

The STP also forms a condition outlined within planning policy guidance, where there is a need for a travel plan to be submitted alongside planning applications, particularly where there are transport implications arising as a result.

What are the main aims of an STP?

- Reduce the number of journeys made by car;
- Ease congestion and reduce pollution;
- Improve children's health through increased exercise;
- Develop road safety awareness and skills;
- Promote the use of alternative transport to the car; and
- Reduce any dangers on the journey to and from school.

What measures are likely to be included in an STP?

- Walking Buses;
- Pedestrian Skills training;
- School crossing patrols
- Bikeability training;
- The creation of safer routes to school;
- Car sharing schemes.

Further details about these initiatives and others offered by the Council have been outlined in this section.

For further information about STP's and sustainable travel initiatives, contact: Safer Journeys Team via 01634 333333 or travel.safety@medway.gov.uk.

Walking Buses

The Council supports primary schools, pre-schools and after school clubs to develop Walking Bus routes in partnership with the Kent and Medway [KM] Charity Team, helping to reduce the number of local car journeys to schools.

A Walking Bus is a fun, healthy, safe and sustainable way of travelling to school involving children and volunteers walking in a group along a set route, picking up or dropping off "passengers" at specific "bus stops" on their journey to and from school.

They can be easy to set up and must have a minimum of two adults per route (often staff or parents); an adult 'driver' at the front of the bus to and a "conductor" at the back of the bus, ensuring that a ratio of one adult to every six children is met.

Younger children and babies transported in pushchairs or buggies may join the walking bus if accompanied by their parent or carer, however they will count towards the adult to child ratio. We also encourage parents and carers to become walking bus volunteers if allowing their children to actively participate.

Everyone on the walking bus is expected to wear a high-visibility tabard, available in several colours. Adults involved are also police-checked and all routes approved by the council following a risk assessment. School communities in Medway are finding that they can benefit from the positive effects that the walking bus has in enhancing road safety awareness skills among children, as well as health and air quality benefits.

Latest figures for the end of June 2018 indicate that 34 Walking Bus routes operate throughout Medway, with 616 children participating in the initiative. Numbers are expected to increase further from September 2018.

As part of the Walking Bus initiative, the Council's Safer Journeys Team provides the following services:

- Advise Medway schools and After School Clubs [ASC] throughout the process of setting up - implementation of a Walking Bus;
- Support schools with initial Walking Bus parent meeting;
- Undertake Road Safety training for all new Walking Bus adult volunteers [including provision of Medway Walking Bus guidelines]*;
- Serve as a focal point of contact for all schools and ASC within Medway;
- Risk assessment and monitoring of all proposed Walking Bus routes in Medway*;
- Electronic plotting of all active Walking Bus routes;
- Maintain Walking Bus databases [contact details, stages of development and training spreadsheet];
- Produce a detailed monthly list of all proposed Walking Bus schools;
- Assist with school deliveries of Walk to School materials;
- Represent Medway Council in all publicity and promotional events.

*** AN ESSENTIAL ELEMENT WITHIN MEDWAY COUNCIL'S LIABILITY INSURANCE.**

Walking buses are good for children's health because they provide a valuable source of exercise, and they encourage children to walk and talk with their friends on the journey to and from school. Successful walking bus schemes can help to reduce road congestion around schools at peak times. Recent research also suggests that walking buses can help children improve their road safety skills and prepare them to travel independently.



Walking Bus at Fairview Primary School, Rainham

Further details:

Medway Council – www.medway.gov.uk/roadsafety;

KM Charity Team – www.kmcharityteam.co.uk/walktoschool.

Walk on Wednesday [WOW]

The official walk to school initiatives of Walk on Wednesday and Active Bug have now been merged to create a new scheme which is adapted each year – for the 2018/19 academic year it will be called Super WOW.

This incorporates the best elements of both the previous schemes. For the 2018-19 academic year, two additional initiatives can be accessed by schools using green travel; Road Safety Skills Tests and Green Champions. This means your school will receive three schemes for the price of one.

Families are encouraged to walk to and from school on Wednesdays. Children and parents do not travel as part of a formal walk to school scheme like a walking bus, they walk on their own.

Full resources for each class are supplied along with WOW passport tally cards for each child where they can fix special stickers they are given every time they walk to school on a Wednesday.



The KM Walk to School Team can provide schools with an optional trophy so that at the end of each week the class with the largest numbers of walkers can be presented with the trophy by the school's head teacher in assembly.

Each week the trophy will be presented to the class with the most walkers. Children that complete sufficient walks during the year are presented with certificates.

The initiative works best if mention is made of WOW in every newsletter issued to parents by the school. Schools will see the number of walkers rise each week and this provides positive encouragement to parents to switch from car to foot power. Additional newsletters are provided by the charity to send home in the children's book bags to reinforce this message.



Throughout the year, there are various challenges and competitions held to encourage children and parents to walk to school, where children can win free entry vouchers to local attractions and story-time sessions with celebrities such as Mister Maker, who could visit your school to read a story to the children in the winning class as well as the whole school.

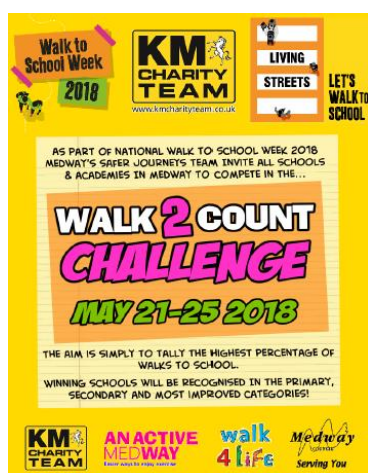
In Medway, 114 classes signed up to the Active WOW initiative during the 2017/18 academic year, involving approximately 3,420 children. By September 2017 a total of 15 Medway schools signed up to the initiative with approximately 4,616 children from Medway involved, a 35% increase compared to the previous academic year.

National Walk to School Week/Month [May and October]

All schools in Medway are invited to take part in the National Walk to School Week and Month campaigns in May and October, encouraging the school community to walk to school as many times as possible during the focus week or month.

Parents of pupils that live considerable distances from school, are encouraged to park away from the school site and then walk the remainder of the way with their children.

To help facilitate this initiatives such as 'Park and Stride' can help schools to identify an area, such as a nearby car park, where parents can either safely leave their children with appointed volunteers who then escort them to school similar to a walking bus, or parents can walk the short distance with their children to school.



Walk2Count Challenge [May]

The initiative serves as a local focus activity and comprises of a one-week challenge held during the National Walk to School Week campaign, encouraging all primary and secondary schools [including staff and academies] to tally the highest percentage of walks over the duration. To date 189 schools in Medway have participated in the challenge since 2010.

In May 2018, the Council's Safer Journeys Team promoted the campaign to Medway schools in partnership with Living Streets and the KM Charity Team.

In total, 26 schools competed; Burnt Oak Primary in Gillingham won the primary school category [86.8% walked], Greenacre Academy in Walderslade won the secondary school category [75.1% walked] and for the first time, Cliffe Woods Primary were recognised as 'most improved school' [80.7% walked] having achieved a percentage increase of 50.8% compared to a previous result.

Further details: <http://www.kmcharityteam.co.uk/walktoschool/walk2count/>



**Figure 10: Walk 2 Count Challenge school presentations – June 2018
Cliffe Woods Primary [left] & High Halstow Primary [right]**

Hedgehog Hike Challenge & The Social Netwalk [October]

The initiative serves as a local focus activity and comprises of a three-week challenge, held in conjunction with the National Walk to School Month campaign in October, encouraging all primary and secondary schools [including academies] to tally the highest percentage of walks over the duration. As a result 2,237 car journeys were removed from Medway's roads in October 2017 by the participating primary schools.



School community drop-in sessions

Community drop-in sessions are offered to schools as a means of engaging with parents and the wider school community to gather their feedback and to encourage the uptake of active travel initiatives and provision of road safety education. Other teams, including Parking Enforcement and Traffic Management are also invited to support these sessions.

School Crossing Patrols

The Council also provides School Crossing Patrol [SCP] service, with 32 officers in operation throughout schools in Medway. [NOTE: Information correct at the time of writing]. Our SCPs do a vital job in seeing children across the road at often the last and most vulnerable point of their journey. They are also eyes and ears protecting children from danger near schools. SCPs are not a statutory duty and remain a permissive function, carried out at the discretion of the Highway Authority - Medway Council. The responsibility for any child's safety on the way to and returning from school is that of the parents or carer.

The council manages the SCP service and oversees the following functions:

- Helps advertise and recruit a new SCP;
- Trains and monitors new and existing SCPs;
- Takes on the role of daily liaison with the SCP;
- Ensures the SCP does not deviate from the supplied uniform or alter the equipment supplied, or patrol at a site not approved by Medway Council.
- Risk-assesses a new site, ensuring the necessary Highways measures are undertaken [include annual assessment];
- Manages any reports from the school and/or patrol, including drive throughs, uniform requests, re-training, etc;
- Advises schools in all matters relating to the service;
- Reviews and publishes policy, handbook and procedure.



Contact –
Safer Journeys Team – 01634 333333 or crossing.patrol@medway.gov.uk;
Medway Council website: www.medway.gov.uk/roadsafety.

Cycling / Two-wheels

Bikeability – Levels 1 and 2



The Council continues to provide providing Bikeability courses to school children in Medway in order to give the next generation of cyclists the skills and confidence to cycle safely on local roads. In recognition of the importance of this, government provided £50 million over a four year period [2016/17 - 2019/20] to support Bikeability cycle training in schools. This funding will help to increase children's road awareness, encourage active travel and improve future motorists' empathy for more vulnerable road users. Recent research shows significant improvements in children's ability to perceive road hazards after Bikeability training.

Since its inception, close to 2.5 million school children have received training through the Bikeability programme, with further children to be trained during 2018/19.

There are three Bikeability levels and Medway Council currently offers levels one and two:

- **Level one** (basic skills) resources and assessment are available to all primary schools and are recommended for pupils aged seven to 11 years.
- **Level two** courses (basic on road training) are available for groups of pupils aged 10 years and older in all schools and are provided free of charge. These courses can also be carried out during the school holidays and for other children's organisations (for example Brownies and Cubs).

All courses are accredited to meet the requirements of the National Standard to give participants the skills to keep them and other road users safe. Medway Council's policy is to offer cycle training to all children from Year 6 onwards. The training is free of charge and takes place over two full-days. Most of this training is done in school time and where possible summer holiday courses are offered.

Training takes place within the school setting and also on the road where the children, wearing high visibility jackets, are taught observation, signals and all the manoeuvres to help keep them safe. The students should have a good ability to ride a bike and some road knowledge before attending the course.

In 2017/18, 1,043 children in Medway received Bikeability Level 1 and 2 courses, with additional holiday courses offered to children in August 2018.

Schools will be encouraged to continue setting cycling initiatives and provisions in their travel plan aims and objectives.

Bikeability Balance

Since 2017, the Council has offered schools in Medway with a new Bikeability Plus module for children in Key Stage 1 known as Bikeability Balance.

Bikeability Balance is an initiative to inspire children in Reception and Year 1 to take to two wheels and comprises of four 45 minute sessions delivered to groups of 10 children at a time. It includes a series of school-based sessions that aims to give children the basic balance and co-ordination skills they will need to learn to ride a bike. It involves fun games carried out on balance bikes (bikes without pedals) to develop handling and awareness. It provides children with a positive early experience of being on two wheels and gives them the skills that they will need to take part in Bikeability Level.

Bikeability research has found that 40% of 6 year olds are unable to ride a bike. Part of the reason for this is that children often get stuck using a bike with stabilisers or a tricycle, and are unable to progress easily to using a bike without stabilisers. By using balance bikes with no pedals, Bikeability Balance sessions focus on developing balance, rather than the ability to pedal. Achieving this helps children make the transition to using a bike with pedals.

Other benefits of Bikeability Balance include learning gross motor skills which can accelerate other types of learning and improving early years fitness.

In 2017/18, an additional 190 Bikeability Balance places were delivered to Medway pupils in Key Stage 1.

Scooter Skills

It is recognised that Scooter use continues to prove a popular mode of travelling to and from school and therefore ensuring that our children are equipped with the necessary control skills including starting, stopping and maneuvering is something that the Safer Journeys Team address through offering a Scooter Skills initiative for Key Stage 1 pupils. In total, 1,314 Key Stage 1 pupils in Medway have received the initiative since the 2015/16 academic year, with 542 children from 12 schools having received Scooter Skills between March and July 2018.

The Big Pedal

A national campaign led by Sustrans and promoted locally via Medway Council's Safer Journeys Team. On each day, schools competed for the highest percentage of pupils, staff and parents cycling or scooting to school.

As a result, 31.05% of pupils attending Wayfield Primary School in Chatham travelled by bike or scooter and 30.86% of pupils attending St Mary's Island CE Primary School in Chatham. Within the secondary school categories, Greenacre Academy in Walderslade achieved 14th place nationally. Bradfields SEN Academy in Chatham closely followed in 16th place nationally for the percentage of students cycling and scooting to school over the campaign duration.

In view of these achievements, photo presentations took place at the 4 Medway schools on Monday 11 June to coincide with the Medway Cycling Festival and the National Bike Week campaign launch. Councillor Howard Doe will present framed certificates to the 2 Medway primary schools and Councillor Phil Filmer to the 2 Medway secondary schools.

NOTE: The participating Medway schools were one of 1,608 schools [513,443 participating pupils] from across the UK that made 989,414 total journeys by bike and scooter.



Medway Big Pedal Presentations – June 2018

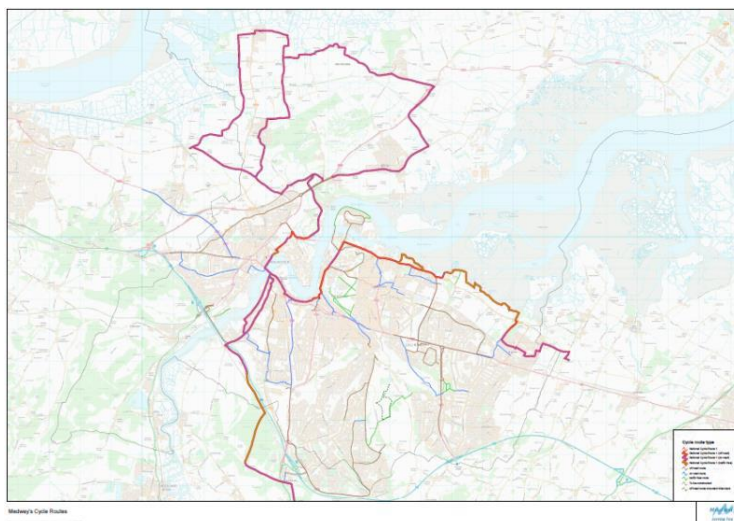
Top row: Councillor Howard Doe presenting certificates to St Mary's Island CE Primary & Wayfield Primary, Chatham

Bottom row: Councillor Phil Filmer presenting certificates to Greenacre Academy, Walderslade & Bradfields Academy, Chatham

Medway Cycle route map

The Local Growth Fund investment made within the Medway Cycling Action Plan has allowed opportunity for the local cycle network to expand and link up with longer distance routes, including those which form part of the National Cycle Network.

An updated Medway cycle route map has been created for 2018. In addition all new or amended cycle routes have been uploaded and are available via Council's GIS mapping service.



SRTS schemes

When schools develop travel plans engineering measures including road crossings, pavements and cycle routes are often requested. In order to achieve the best possible use of limited funding, it is necessary for each request to be assessed and prioritised.



Contact - Safer Journeys Team – 01634 331399 or travel.safety@medway.gov.uk;
Medway Council website: www.medway.gov.uk/roadsafety.

Road Safety Education

Each academic year, a Key Stage 1 and 2 Road Safety education menu is issued to all schools in Medway listing the various road safety initiatives and lessons offered by the council's Safer Journeys Team to schools, from practical pedestrian training to topics including opposites, speed, distractions, sequencing, transition and conspicuity.

Road Safety education was delivered to a total of 6,955 primary school children in Medway [228 classes, 39 schools] between September 2017 and July 2018. Under 5's Road safety education delivered in Medway nursery and pre-school settings to 308 children across 21 sessions between May and June 2018.

Y4/5/6 - Conspicuity
A classroom based lesson dealing with being seen and crossing the road during the winter.
Duration: one hour.

Bikeability

Reception/Y1 - Bikeability balance
A series of school-based sessions that aim to give children the basic balance and co-ordination skills they will need to ride a bike. It involves fun games carried out on balance bikes (bikes without pedals) to develop handling and awareness.

Y5/6 - Bikeability
Training takes place at your school. Generally over two and a half days. The first session is in the playground, and if Level 1 is achieved training continues on the road. **Up to 8 pupils per course age 10+.** Schools can book more than one course.

Safer Journeys Team contacts for further information and learning resources

Contact:
Paul Binnie 01634 331832
paul.binnie@medway.gov.uk

Bikeability contact:
Hazel Blackburn 01634 331112
bikeability@medway.gov.uk

Visit:
www.medway.gov.uk/roadsafety

  [tfmedway](https://twitter.com/tfmedway)

KS1 and KS2

Road Safety Education

Free lessons for your school

2018 / 2019



Medway
Serving You

Children's Traffic Club

This is a successful, award winning road safety programme for three and four-year-olds. It was set up to provide a structured way for parents and carers to teach their 3 to 4 year old children basic road safety skills, in a fun and interactive way. The SJT are able to provide schools and Children's Centres in Medway with Traffic Club resource packs, including a DVD, interactive board game and road safety hand puppets where stocks permit.

NOTE: If your child has special educational needs (SEN) and they would like to participate in the initiatives and schemes we offer, please either contact your child's school, email travel.safety@medway.gov.uk or telephone 01634 333333 for a discussion.

Driving to school?

Medway Car share

Car sharing is when two or more people travel together. Medway carshare is a simple way to reduce the costs of fuel and parking, cut congestion and pollution and cut the stress of driving.

This website, run by Medway Council, is a free service available to everyone. It links drivers and passengers who make similar journeys. You do not even have to be a car driver or own a car to use the service. As Medway carshare is part of the liftshare network, you can search for longer journeys outside Medway as well.



Families could also consider this for the school journey or could have more informal arrangements by sharing with another family from their child's school. For further information or to register, see <https://liftshare.com/uk/community/medway> or https://www.medway.gov.uk/downloads/download/122/medway_carshare. Includes a cost savings calculator.

Parking near schools

If you are dropping off or collecting children near schools it is important to park as safely as possible so that you don't cause a hazard for pedestrians, other drivers or for people living in the area. In some cases this may mean parking some distance away and walking to the school with your children.

If you are concerned about incidences of dangerous parking outside of your school, please email details to the Safer Journeys Team at travel.safety@medway.gov.uk who will then notify the Parking Enforcement team.

Zigzag Banner campaign

This campaign is conducted within the Road Safety team, where the overall aim is to limit congestion outside the school gates during peak drop-off and collection times, through the use of message banners, particularly where illegal parking on the School-Keep-Clear [SKC] markings is an ongoing issue.

It also provides opportunity to educate the pupils and parents on the dangers of parking on the SKC markings and highlights the benefits of parking further away from the school.

This initiative involves three stages. Each stage involves a different message banner to be displayed on your school railings over a three-week period, near to the School-Keep-Clear restrictions. The banners serve as a polite reminder to drivers not to park in the immediate vicinity of a school.



Figure 15: Zigzag message banners on display at a participating Medway school

Medway Council's Parking CCTV enforcement vehicle supports the initiative by prioritising their enforcement visits to schools participating in the banner campaign.

Park and Stride

The Council recognise the fact that some children need to be driven to school, particularly if they live outside reasonable walking distance or catchment. Even the most regular walkers occasionally need to take the car, especially after school if going on to do something in a different place. However there are alternatives to being driven from front door to school gate.

'Park & Stride' is an initiative that operates in a similar way to the park & ride schemes throughout many areas of the country. The main difference with 'Park & Stride' is that parents are encouraged to park away from the school [usually in a designated area] and then walk the remainder of the journey with their children. This provides the ideal opportunity for those children that perhaps have never been given the option to walk to school.

The main aim of 'Park & Stride' is to promote road safety through reducing the amount of traffic congestion outside your school at peak times of the day. This in turn creates a safer area for children walking to and from school.

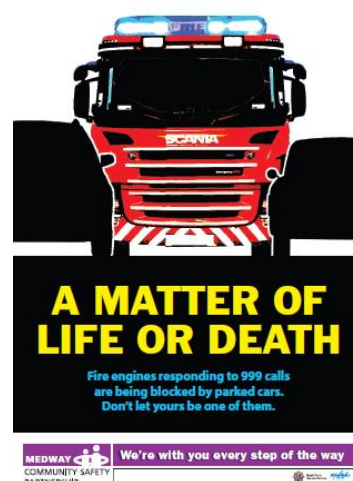
Benefits for those taking part in the initiative include:

- *Increased exercise levels in children;*
- *Promotes active travel, healthy living and tackling obesity issues;*
- *Research suggests increased activity improves concentration levels in children;*
- *Children walking at least part of the way have additional opportunity to learn essential road safety and personal safety skills;*
- *Parents can save time by avoiding congestion at the school gates and ease the pressure of finding a parking space;*
- *Increased opportunity for parents and children to socialise with others on the school journey;*
- *Reduces congestion directly outside the school and therefore creates a safer environment for people to travel;*
- *Contributes towards reducing pollution levels;*
- *Encourages children to walk when previously not an option;*
- *Children are able to walk with their family, friends or even form a walking bus from the park and stride site.*

Contact - Safer Journeys Team – 01634 331399 or travel.safety@medway.gov.uk.

‘Life or Death’ schools access initiative

This is a partnership initiative between Medway Council and Kent Fire and Rescue Service involving a fire appliance turning up unannounced to demonstrate the importance of maintaining a clear access in the vicinity of a school, particularly during drop-off/collection time where congestion levels are high. Includes an accompanying leaflet issued to drivers and encourages the school community to generate further discussion around the issue.



Seatbelts and child restraints

Making sure your child is travelling safely and legally in an appropriate car seat is not easy - there are a number of factors to consider before you begin. If you have a child under the age of 14 years, the law states it is the driver's responsibility to ensure the use of a correctly fitted and suitable car restraint. When friends and relatives transport your child; they take on this legal responsibility.

Find out which type of car seat or restraint is appropriate for your child's age, size or weight. Avoid buying a car seat restraint just because it was on-sale or friends have it and it looks safe. The restraint is only safe if it fits in YOUR car with YOUR child. Unfortunately the majority of car seats and restraints are not universal and need to be treated just as if you were buying a new integral engine component part.

The law was changed in 2006 to ensure any child under the age of 12 years or under 135cms tall must use an appropriate child restraint when travelling in any car, van or goods vehicles.

The following table provides details of the legal requirements regarding the use of child restraints in vehicles.

	Front seat	Rear seat	Who is responsible?
Driver	Seat belt must be worn if available.	N/A	Driver
Children under 3 years old	Correct child restraint MUST be used.	Correct child restraint MUST be used. If not one is available in a taxi, then the child may travel unrestrained in the rear.	Driver
Children aged 3 and above, until they reach EITHER their 12th birthday or 135cm in height	Correct child restraint MUST be used.	<p>Where seat belts fitted, correct child restraint MUST be used.</p> <p>MUST use adult belt if the correct child restraint is not available in three scenarios:</p> <ul style="list-style-type: none"> - In a licensed taxi or private hire vehicle; - For a short distance for a reason of unexpected necessity; - Two occupied child restraints prevent fitment of a third. <p>In addition, a child 3 and over may travel unrestrained in the rear seat of a vehicle if seat belts are not available.</p>	Driver
Child over 135cm, or 12 to 13 years	Seat belt MUST be worn if available.	Seat belts MUST be worn if available.	Driver
Adult passengers [i.e. 14 years and over]	Seat belt MUST be worn if available.	Seat belts MUST be worn if available.	Passenger

Legal Requirements for Child Restraints in vehicles, REFERENCE: DfT

Seatbelt Sled initiative

This educational tool allows passengers to experience force, up to five times their body weight, similar to that of a 5-7 mph crash. The initiative aims to increase knowledge and raise awareness of the consequences of not wearing seatbelts through discussion and practical demonstration to understand how to check that seatbelts are correctly fitted. The target audience is 9 to 11 year olds and is delivered to year groups 5 and 6.

At the end of the session, pupils are asked to complete a questionnaire. Based upon a previous survey of 300 pupils, 97% said they would always wear a seatbelt on car journeys in the future [compared to 40% prior to the intervention] and 93% were aware of the laws concerning seatbelts and child restraints.



The initiative was delivered to an additional 18 schools in Medway [1,271 pupils in upper Key Stage 2] between April and July 2018.

Contact - Safer Journeys Team – 01634 331832 or travel.safety@medway.gov.uk

Coning-off initiative

The coning-off initiative has been carried out in Medway during national “Walk to School Week and Month” campaigns to provide schools, parents and the wider community with a glimpse of what the roads can look free of traffic, opening up other possibilities of travel to them, and a greater overall feeling of a safer area outside of the school gates.



Areas outside of schools are coned off to restrict parking to help demonstrate that parking away and walking for a few minutes can be healthier and safer as well as reducing carbon emissions and traffic congestion, which in turn will contribute to improving the vitality and viability of the local economy.

Speed Indicator Device [SID]

When driving to school you may notice SID in your community. If he gave you a smile then you were keeping to the speed limit.

A SID is set up at the roadside and provides a non-confrontational warning to drivers, warning them of their approaching speed via an LED display and putting social pressure on them to decrease their speed when required.

Contact - Safer Journeys Team – 01634 331399 or travel.safety@medway.gov.uk.



Appendix 6

Medway Air Quality Action Plan – Active travel

Measure No.	Measure	EU Category	EU Classification	Organisations involved and Funding Source	Planning Phase	Implementation Phase	Key Performance Indicator	Reduction in Pollutant / Emission from Measure	Progress to Date	Estimated / Actual Completion Date	Comments / Barriers to implementation
15	Promoting and monitoring cycling and walking	Promoting Travel Alternatives	Promotion of cycling	Medway Council Safer Journeys Team	Ongoing	Ongoing	Medway mode of travel data	1%	*See supplementary information.	Ongoing	-
16	Develop and continue walk or cycle to school scheme and events	Promoting Travel Alternatives	School Travel Plans	Medway Council Safer Journeys Team	Ongoing	Ongoing	Number of schools participating	-	*See supplementary information.	Ongoing	-
22	Develop and improve school travel plans	Promoting Travel Alternative-s	School Travel Plans	Medway Council Safer Journeys Team	Ongoing	Ongoing	Number of schools with active travel plans	-	90% of all schools in Medway have previously developed a school travel plan, and there is a continued requirement to produce these in accordance with planning applications that impact upon the travel and transport needs associated with school journeys.	Ongoing	Relies on significant changes occurring that require planning permission

****Promotion of Cycling and Walking – 2018 update***

Walking Bus – At the end of March 2018, the number of children participating on the Walking Bus initiative in Medway was 610, across 35 routes. An additional 114 school classes in Medway signed up to the Super 'WOW' (Walk on Wednesday) initiatives, with approximately 3,420 children from Medway taking part. By September 2017 a total of 15 Medway schools signed up to the initiative with approximately 4,616 children from Medway involved, a 35% increase compared to the previous academic year.

Cars off the road - Active travel initiatives have significantly reduced the number of school journeys by car in Medway with 54,446 car journey savings made in Medway between September 2017 and June 2018 according to figures generated via the KM Charity Team school data portal. This accounted for 20% of the overall number of car journeys removed during the academic year across the whole of Kent, Bexley and Bromley. Likewise the number of walked to school journeys made in Medway between September 2017 and June 2018 totalled 130,496 and attributed to 21.3% of the overall number across Kent, Bromley and Bexley councils.

National Walk to School Week 2018 – The Council's Safer Journeys Team promoted the campaign to Medway schools during May in partnership with Living Streets and the KM Charity Team. Local focus activities included the 'Walk2Count Challenge', encouraging schools to compete for the highest percentage of walks over the duration. In total, 26 schools competed; Burnt Oak Primary in Gillingham won the primary school category [86.8% walked], Greenacre Academy in Walderslade won the secondary school category [75.1% walked] and for the first time, Cliffe Woods Primary were recognised as 'most improved school' [80.7% walked] having achieved a percentage increase of 50.8% compared to a previous result.

Sustrans The Big Pedal, 23 April – 4 May 2018 - A national campaign led by Sustrans and promoted locally via Medway Council's Safer Journeys Team. On each day, schools competed for the highest percentage of pupils, staff and parents cycling or scooting to school. Two of the participating schools in Medway achieved 14th and 16th place nationally for the percentage of students cycling and scooting to school over the campaign duration. The participating Medway schools were one of 1,608 schools [513,443 participating pupils] from across the UK that made 989,414 total journeys by bike and scooter.

Bikeability 2017/18 - The Council's Safer Journeys Team worked closely with schools in Medway in delivering Bikeability training. There are three associated levels, each designed to improve practical cycling skills. Levels 1, 2 and 3 take trainees from the basics of balance and control, all the way to planning and making an independent journey on busier roads. In 2017/18, 1,043 children in Medway received Bikeability Level 1 and 2 courses. An additional 190 Bikeability Balance places were delivered to Medway pupils in Key Stage 1, which forms one of the DfT Bikeability Plus modules delivered in Medway.

International Walk to School Month - In October 2017, during the International Walk to School Month campaign, the Council's SJT encouraged primary and secondary schools in Medway to compete for the highest percentage of walks over the campaign period. As a result 2,237 car journeys were removed from Medway's roads by the participating primary schools.

Scooter Skills have been delivered to 12 Medway schools between March and July 2018, totalling 542 children in Key Stage 1 [compared to 138 children in 2017, a percentage increase of 292.8%].

Road Safety education has been delivered to a total of 6,955 primary school children in Medway [228 classes, 39 schools] between September 2017 and July 2018. Under 5's Road safety education delivered in Medway nursery and pre-school settings to 308 children across 21 sessions between May and June 2018.

School Crossing Patrol service – 33 School Crossing Patrols employed across 42 recognised sites now operating throughout Medway.

Medway Cycling Festival – The Council's Road Safety Team supported a Big Ride Together cycling event at The Strand in June 2018 to coincide with the national cycling focus week, including Bikeability education delivery and promotion of Medways new cycle routes via large scale mapping.

The 'Transport for Medway' Facebook page now includes regular updates from the Traffic Operations Room and information relevant to our Integrated Transport service, with 160 unique user likes in June 2018. The Twitter platform has achieved a wider audience since, with a total of 1,264 followers.

Appendix 7

Medway Community Safety Partnership - Action Plan 2018 - Road Safety

Commitment to Safeguarding and Improving Services

We aim to be innovative about how we communicate with residents and businesses, working together to ensure we meet all residents' needs. We will aim to investigate different initiatives that will help Medway become a healthier and safer place to live.

Objective	What we have done so far	What we will do	Q1 Report
Efficiencies	Medway Council's Road Safety Team run a comprehensive cycle training programme, for year 6 pupils, teaching safe responsible riding on the road and discourages anti social cycling.	There will also be wider road safety education delivery within early years settings, through to sixth form/colleges across Medway.	<p>BIKEABILITY Bikeability / Bikeability Balance courses delivered in Medway between 1 April 2017 and 31 March 2018, including 22 Level 1 places, 1,201 Level 1&2 combined [Year 6] and 190 Bikeability Balance places [Key Stage 1].</p> <p>THE BIG PEDAL 2018 [23 April – 4 May] A national campaign led by Sustrans and promoted locally via Medway Council's Safer Journeys Team. On each day, schools competed for the highest percentage of pupils, staff and parents cycling or scooting to school. As a result, two schools in Medway achieved 14th and 16th place nationally within their respective categories for the percentage of students cycling and scooting to school over the campaign duration.</p> <p>KEY STAGE 1&2 - ROAD SAFETY EDUCATION Road safety education delivered to 1,146 Key Stage 1 and 2 pupils [38 classes] in Medway between April and June [not including Seatbelt Sled in-car safety initiative]. A further 272 pupils in Key Stage 1 received Scooter Skills education during the quarter.</p> <p>EARLY YEARS ROAD SAFETY EDUCATION Under 5's Road safety education delivered in Medway nursery and pre-school settings to 308 children across 21 sessions between May – June 2018.</p> <p>SEATBELT SLED Sessions taking place between April - July 2018 [Thursday's only] and targeted to upper KS2 pupils. A total of 18 Seatbelt Sled bookings were delivered, comprising of 1,271 pupils.</p> <p>THINK BIKE Road safety campaign to raise awareness of 2 wheeled vehicles (P2W and Pedal). Repeated between May – July 2018, including over 20 highly visible roadside boards depicting the message: "Think Bike", "Think Biker" and "Biker Think". The boards are placed at key sites across Medway where crashes between cars and motorcycles/bicycles have occurred. Additional VMS screen captions in place in line with the campaign, including "Look Once, Look Twice, Save a Life, Think Bike" to highlight this message to drivers.</p> <p>YOUTHS ON PUSH BIKES Local partnership meeting held on 23 April at the Road Safety Experience to discuss issues and partnership opportunities to address this issue. Kent Police, KFRS and Medway Council's Road Safety Team to consider educational opportunity later in the year.</p>

Appendix 8

Medway Road Safety Action Plan

The council's Safer Journeys Team commits to:

- Develop an annual delivery plan for coordinated Education, Training and Publicity activities – linked to the Council's actions and encouraging partners and stakeholders to link with these.
- Ensure that road safety information and resources are easily accessible to all at any time, all year round.
- Encourage active travel and raise the awareness to all road users about how to travel around Medway in the safest, healthiest and most environmentally friendly way.
- Undertake a fluid-working ethos that allows bespoke interventions to change road user behaviour and encourage safer road use, to take place when required.
- Establish further active travel contacts to further the promotion of sustainable travel.
- Work cohesively with other stakeholders (both internally and externally) - including the delivery of a joint program of works with both the Public Health Team and Parking Team.
- Encourage positive learning opportunities with customers, linked to road safety education.

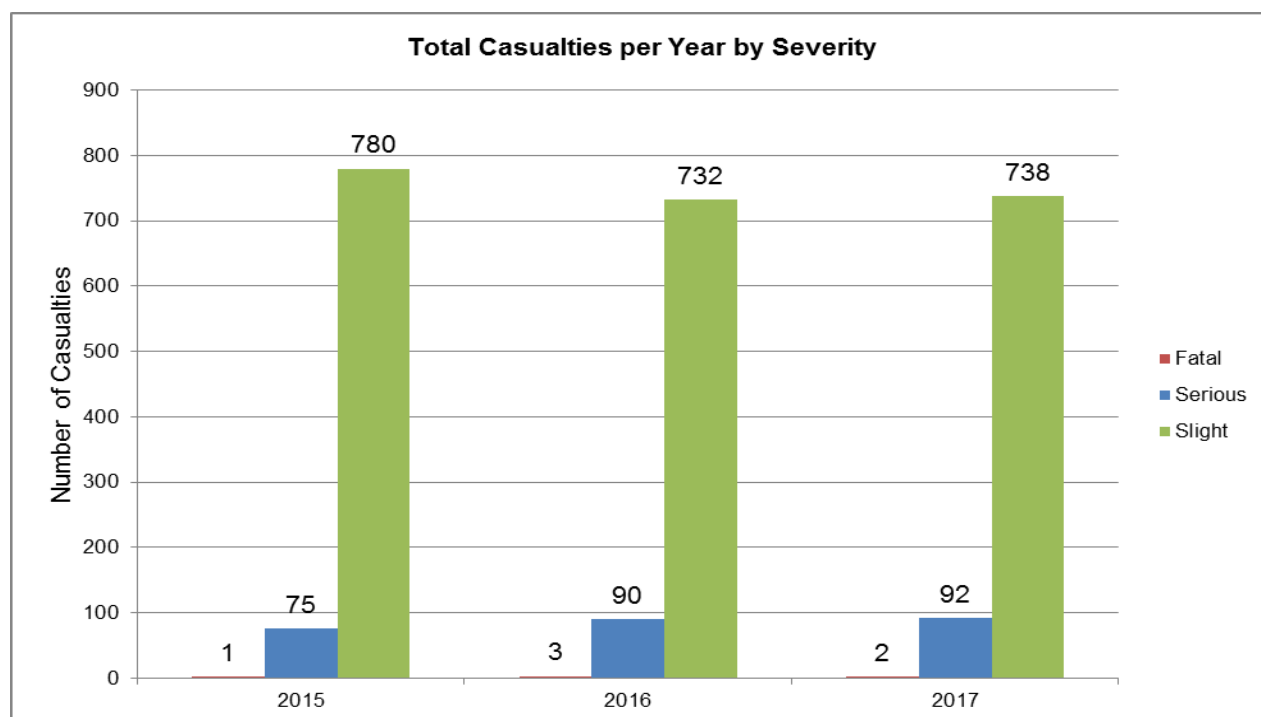


For further details, see: www.medway.gov.uk/roadsafety

Appendix 9

Total casualties in Medway by age, road user, severity & time

In 2017, casualties of Road Traffic Collisions in Medway totalled 832 compared to 825 in 2016 and 856 in 2015. There is very little difference between fatal, serious and slight casualties of 2016 compared with 2017 figures. Since 2015 however, there has been a decrease of 5% in slight casualties and an increase of 22% in serious casualties, which may be due to a difference in the accident severity reporting system CRASH implemented nationally by the police.



In 2017 there were 94 Killed or Seriously Injured casualties and 93 in 2016 respectively, as seen in the table below, where KSI casualties have been grouped by road user casualty class and age.

Total KSI Casualties by Casualty Class and Age Group per Year																
Casualty Class	Age Group															
	0 to 4		5 to 15		16 to 19		20 to 29		30 to 59		60+		Unknown		TOTAL	
	2017	2016	2017	2016	2017	2016	2017	2016	2017	2016	2017	2016	2017	2016	2017	2016
Pedestrian	3	2	5	8	2	4	4	7	12	7	3	8	0	0	29	36
Pedal Cyclist	0	0	4	6	0	2	3	0	6	2	0	0	0	0	13	10
PTW Rider	0	0	0	0	4	4	8	11	7	9	0	2	2	0	21	26
Pillion Passenger	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Car Driver	0	0	0	0	1	0	6	1	8	8	6	4	0	0	21	13
Car Passenger	0	0	2	0	1	1	0	1	3	0	3	3	0	0	9	5
Goods Driver	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
Goods Passenger	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
PSV Passenger	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
TOTAL	3	2	11	14	8	11	21	20	37	28	12	18	2	0	94	93

Based on casualty trend data in Medway between 2013 and 2017, peaks in injury collisions with regard to time of day, occur at 8:00am to 10:00am and 3:00pm to 7:00pm on weekdays; weekend collisions are less frequent and are more evenly spread across hours of the day.

All casualties of all injury collisions in Medway between 2013 and 2017, by time of day and day of the week								
	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total
Midnight - 00:59	20	4	8	1	4	5	14	56
01:00 - 01:59	13	2	0	2	2	5	9	33
02:00 - 02:59	5	0	2	1	1	4	10	23
03:00 - 03:59	5	1	3	0	5	0	9	23
04:00 - 04:59	4	2	2	0	2	4	1	15
05:00 - 05:59	2	3	2	1	4	3	6	21
06:00 - 06:59	6	7	9	8	11	16	8	65
07:00 - 07:59	7	19	30	18	27	19	9	129
08:00 - 08:59	6	54	53	56	34	38	12	253
09:00 - 09:59	8	25	36	28	23	24	13	157
10:00 - 10:59	13	30	24	22	15	18	16	138
11:00 - 11:59	23	29	16	20	20	19	22	149
12:00 - 12:59	27	25	20	20	29	18	29	168
13:00 - 13:59	31	26	22	25	30	36	34	204
14:00 - 14:59	23	20	20	28	29	28	27	175
15:00 - 15:59	22	34	35	48	44	49	42	274
16:00 - 16:59	20	43	41	37	36	40	30	247
17:00 - 17:59	16	49	56	47	43	55	30	296
18:00 - 18:59	18	29	29	43	33	43	25	220
19:00 - 19:59	17	20	21	18	31	35	28	170
20:00 - 20:59	13	15	16	17	13	17	20	111
21:00 - 21:59	9	13	12	18	22	19	15	108
22:00 - 22:59	7	18	7	8	11	13	16	80
23:00 - 23:59	8	10	6	5	4	16	13	62

In terms of age group, pedestrians aged 0 to 16 were most frequently injured in collisions on weekdays between the hours of 3:00pm to 4:00pm, followed by 8:00am to 9:00am which represent school run times.

Pedestrian casualties aged 0 to 16 of all collisions in Medway between 2013 and 2017, by time of day and day of the week								
	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total
Midnight - 00:59	0	0	0	0	0	0	0	0
01:00 - 01:59	0	0	0	0	0	0	0	0
02:00 - 02:59	0	0	0	0	0	0	0	0
03:00 - 03:59	0	0	0	0	0	0	0	0
04:00 - 04:59	0	0	0	0	0	0	0	0
05:00 - 05:59	0	0	0	0	0	0	0	0
06:00 - 06:59	0	0	0	0	0	0	0	0
07:00 - 07:59	0	0	2	0	2	0	0	4
08:00 - 08:59	0	6	9	9	4	4	0	32
09:00 - 09:59	0	1	2	0	0	0	0	3
10:00 - 10:59	1	0	0	0	0	0	1	2
11:00 - 11:59	0	0	0	2	1	0	1	4
12:00 - 12:59	1	0	0	2	1	3	1	8
13:00 - 13:59	3	0	1	3	2	3	1	13
14:00 - 14:59	1	1	2	2	1	1	6	14
15:00 - 15:59	4	7	9	10	8	12	0	50
16:00 - 16:59	0	6	5	4	2	3	2	22
17:00 - 17:59	1	2	5	2	0	5	1	16
18:00 - 18:59	1	1	2	3	2	1	2	12
19:00 - 19:59	1	0	0	0	1	3	2	7
20:00 - 20:59	0	0	0	1	2	1	1	5
21:00 - 21:59	0	0	0	0	0	0	1	1
22:00 - 22:59	0	0	1	0	0	1	0	2
23:00 - 23:59	0	0	0	0	0	0	0	0