



**Rutland**  
County Council

**Sustainable Modes of Travel Strategy (SMoTS)**  
**Getting Rutland to School**

**September 2023**

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## Abbreviations

- LA - Local Authority
- LTP - Local Transport Plan
- CWIS - The Cycling and Walking Infrastructure Strategy
- DfT – Department for Transport
- ITT – Independent Travel Training
- KSI – Killed or Seriously Injured
- LCWIP – Local Walking and Cycling Plan
- MoT – Mode of Travel
- NO<sub>2</sub> - Nitrogen Dioxide
- ROW – Rights of Way
- ROWIP – Public Rights of Way Implementation Plan
- RSP - Leicester, Leicestershire, and Rutland Road Safety Partnership
- SMoTS - Sustainable Modes of Transport Strategy
- SSPAN - School Sports and Physical Activity Network



## Chapter 1: Introduction to Rutland County Council's Sustainable Modes of Travel Strategy (SMoTS)

### 1.1 Background

This Strategy sets out what we will do to enable as many children and young people as possible to travel safely for education by sustainable and active modes. Contributing to the physical and emotional wellbeing of Rutland's young people by setting patterns of safe, active travel which will continue into later life, while improving the quality of the local environment.

Rutland County Council already has a comprehensive package of measures in place to meet its responsibility to improve the sustainable transport network and to promote its use. These include the promotion of Modeshift STARS and support for schools to complete an online travel plan, the delivery of active travel campaigns and road safety training for pedestrians and cyclists.

Whilst we have good baseline data, we will require further data from schools yet to be engaged in STARS; ensuring we integrate findings about perceptions of safety, transport, and accessibility into future works.

We will continue to collaborate with schools and interested stakeholders to ensure safe and sustainable access to schools and colleges through the implementation of demand-led infrastructure and supporting schools to gain increasing levels of Modeshift STARS accreditation.

The **Education and Inspections Act 2006** defines sustainable modes of travel as:

*"...those that the Local Authority considers may improve the user's physical wellbeing, the environmental well-being of all or part of the LA's area, or a combination of the two".*

Rutland County Council interprets this as walking, cycling, scooting, travelling by bus or train, and car-sharing.

Clause 63 of the Act places a general duty on Local Authorities to promote sustainable travel for the journeys to and from school for all children, up to the age of 19 (or 21 for those with special needs). This includes those living in Rutland as well as those travelling into Rutland from outside the borough to attend educational or training establishments.

Under the legislation there are four things the Local Authority must do/carry out, as follows:

- 1) An **assessment** of the travel and transport needs of children and young people
- 2) An **audit** of the sustainable travel and transport infrastructure within the authority that may be used when travelling to and from, or between schools / institutions.
- 3) A **strategy** to develop the sustainable travel and transport infrastructure within the authority so that the transport and travel needs of children and young people are better catered for. (In force April 2007.)
- 4) The **promotion** of sustainable travel and transport modes on the journey to, from, and between schools and other institutions.

The assessment and audit are detailed in chapters 3, 4 and 5, with the results forming the basis of this strategy. How we will continue to promote sustainable travel for school journeys is detailed in our action plan (chapter 6).

There are various other Education Acts that have set legal duties which stipulate the support that should be offered to pupils in terms of travel for education. These are summarised below and underpin Rutland County Council's school travel policies.

### **Education Act 1994 / 1996 and updated guidance 2002**

**Further detail on guidance for Local Transport Authorities can be found here [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/575323/Home\\_to\\_school\\_travel\\_and\\_transport\\_guidance.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/575323/Home_to_school_travel_and_transport_guidance.pdf)**

Local authorities' statutory duties in order to comply with their home to school transport duties local authorities must:

- Promote the use of sustainable travel and transport.
- Make transport arrangements for all eligible children.
- 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.

There are five main elements to the duty which local authorities must undertake:

- an assessment of the travel and transport needs of children, and young people within the authority's area.
- an audit of the sustainable travel and transport infrastructure within the authority's area that may be used when travelling to and from, or between schools/institutions.

- a strategy to develop the sustainable travel and transport infrastructure within the authority so that the travel and transport needs of children and young people are best catered for.
- the promotion of sustainable travel and transport modes on the journey to, from, and between schools and other institutions; and
- the publication of Sustainable Modes of Travel Strategy.

## 1.2 Rutland in Context

- Population: Latest data indicates that in mid-2020 Rutland's population was 41,000. The population of Rutland is relatively sparse with just 106 persons per square kilometre compared to 311 persons per square kilometre for the East Midlands and 89 and 102 persons per square kilometre for Herefordshire and Shropshire respectively (two of our nearest statistical neighbours).<sup>1</sup>

Between 2012 and 2037 there is a predicted growth in households of 110%<sup>2</sup> which could alter the demographic profile, potentially increasing the number of young families and commuters residing in Rutland. Within the county we have an ageing population – by 2037 it is anticipated that approximately 35% of our residents will be 65 or over.<sup>3</sup>

- There are twenty mainstream schools in Rutland with a mix of academy and non-academy. Three secondary schools, seventeen primary schools, three SEN schools and three independent schools.

At the end of 2021 there were 7972 pupils attending school in Rutland<sup>4</sup>

- *Car ownership/multiple car ownership levels*

There were 22,800 licensed cars and 1,100 licensed motorcycles in Rutland as of 2020. 13.6% of households in Rutland own 3 or more private vehicles.

- Although pockets of deprivation exist, the county is generally affluent. For many the car is an affordable and convenient mode of travel, and the Authority is working to encourage these users to switch to more sustainable modes such as walking, cycling, and using public transport.
- This strategy and associated work are integral to Rutland's Local Transport Plan 4- Moving Rutland Forward; contributing to the vision of supporting a high level of health and wellbeing, and the theme of 'Learning in Rutland: helping our residents reach their full potential'.
- Geography of Rutland - The geography of Rutland also impacts on travel choice: There is no one dominant settlement acting as the core of the transport networks. This has resulted in complex transport interactions so that, for many children, their choice of transport to school is restricted. To

<sup>1</sup> [ONS 2020](https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalesandnorthernireland)

[www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalesandnorthernireland](https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalesandnorthernireland)

<sup>2</sup> [ONS Future of aging populations by area](https://www.ons.gov.uk/visualisations/nesscontent/dvc325/small%20multiple%20maps/wrapper.html)

<https://www.ons.gov.uk/visualisations/nesscontent/dvc325/small%20multiple%20maps/wrapper.html>

<sup>3</sup> Ibid

<sup>4</sup> <https://explore-education-statistics.service.gov.uk/find-statistics/school-pupils-and-their-characteristics>

help address these issues, the Council has in place several transport policies and associated work programmes to improve the viability of sustainable travel in Rutland. This Strategy will build on these existing proposals and develop new initiatives where necessary to increase the proportion of pupils travelling to school or college by sustainable modes.

## Chapter 2: Policy Background; SMoTS in Context

### 2.1 Introduction

*Almost half of all primary school children, and almost a quarter of secondary school children, are driven to school, a figure which has more than trebled in the last 40 years. School active travel could therefore play a greater role in preventing obesity and supporting healthier weight. As of 2021/22, 20.1% of Reception aged children and 30.2% of Year 6 children are overweight or obese in Rutland<sup>5</sup>. The school run creates pollution, congestion, and danger – around schools and on the wider road network.<sup>6</sup>*

We can see from this statement that the journey to school cuts across themes and policy areas, from public health, sustainability, education, and transport. The information below provides the context within which Rutland promotes safe and active travel to school.

### 2.2 Links to National Policy

#### 2.2.1 Transport

Although the requirement to develop a SMoTS is a direct result of the Education and Inspections Act 2006, it also fits well with a number of other Government initiatives such as the Government's 2017 **Cycling and Walking Investment Strategy (CWIS)** which aimed to make cycling and walking the natural choice for shorter journeys or as part of a longer journey, and more recently **Gear change: a bold vision for walking and cycling 2020**. Gear Change details the government's plans for increasing walking and cycling, by creating better streets for cycling and people, and putting cycling and walking at the heart of transport, place making and health policy.

#### 2.2.2 Education

##### **Relationships Education, Relationships and Sex Education (RSE) and Health Education (2020)**

From September 2020 schools must provide health education which emphasises the positive two-way relationship between good physical health and good mental wellbeing, and the benefits to mental wellbeing of physical exercise and time spent outdoors. Including, the importance of building regular exercise into daily and weekly routines and how to achieve this; for example, walking or cycling to school, a daily active mile, or other forms of regular, vigorous exercise.

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<sup>5</sup> Public Health Outcomes Framework, Office for Health Improvement and Disparities

<sup>6</sup> Gear Change: a bold vision for walking and cycling (2020) Department for Transport p.11

The guidance states that Secondary school pupils should know:

- the positive associations between physical activity and promotion of mental wellbeing, including as an approach to combat stress.
- the characteristics and evidence of what constitutes a healthy lifestyle, maintaining a healthy weight, including the links between an inactive lifestyle and ill health, including cancer and cardiovascular ill-health.<sup>7</sup>

### 2.2.3 Health

#### **National Healthy Schools Rating Scheme - guidance for schools July 2019**

The Healthy Schools Rating Scheme is a self-assessment tool designed to help schools improve the health and wellbeing of their pupils. Schools are encouraged to determine how well they are promoting healthy eating and physical activity by completing a self-assessment and receiving a bronze, silver, or gold award based on their answers. Food education, food served in the school, time spent on physical education and participation in active travel schemes are the key areas of assessment.

*“People in the UK are around 20% less active now than in the 1960s. If current trends continue, we will be 35% less active by 2030.”<sup>1</sup>*

*‘Walking and cycling are good for our physical and mental health. Switching more journeys to active travel, including journeys to and from school, can improve physical activity levels, quality of life and the environment. This section of the scheme therefore considers the steps schools are taking to encourage active travel among their pupils.’<sup>8</sup>*

#### **Promoting healthy weight in children, young people, and families: A resource to support local authorities. (Public Health England 2018)**

The highways guidance section of this resource states: *‘Local authority travel planners have a key role in creating an environment that promotes sustainable and active travel. Prioritising walking, cycling and public transport can help meet many of the key health, economy, and environment priorities of local authorities:*

- *improving air quality and road safety*
- *reducing carbon emissions*
- *addressing congestion and increasing productivity due to improved journey time reliability*
- *supporting the local economy and promoting economic growth and regeneration*
- *improving access to employment*
- *improving social cohesion and social capital*
- *improving mental and physical health*
- *reducing avoidable injuries.’<sup>9</sup>*

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<sup>7</sup> Statutory guidance Relationships Education, Relationships and Sex Education (RSE) and Health education.(2020) p.37

<sup>8</sup> [Healthy Schools Rating Scheme](#) - guidance for schools July 2019. p.5

<sup>9</sup> [Promoting healthy weight in children, young people and families](#): a resource to support Local Authorities (2018) Public Health England. p.67

The guidance highlights ‘opportunities for action’ to support healthy weight, including ‘Focus on converting short car trips to active travel and public transport’.

### **Physical activity guidelines 2020: UK Chief Medical Officers Report (Department of Health and Social Care)**

This guidance highlights that children and young people (5 to 18 years) should engage in moderate-to-vigorous intensity physical activity for an average of at least 60 minutes per day across the week. *‘This can include all forms of activity such as physical education, active travel, after-school activities, play and sports.’*<sup>10</sup>

Children and young people should aim to minimise the amount of time spent being sedentary, and when physically possible should break up long periods of not moving with at least light physical activity. These guidelines specifically list *‘Bike, walk and active travel’* as ways that we can help children and young people accumulate an average of at least 60 minutes of physical activity per day across the week.

The journey to school is a way that parents can build short bursts of physical activity into their day. The guidance for adults (19 to 64 years) states: *‘For good physical and mental health, adults should aim to be physically active every day. Any activity is better than none, and more is better still. Adults should aim to minimise the amount of time spent being sedentary, and when physically possible should break up long periods of inactivity with at least light physical activity.’*<sup>11</sup>

#### **2.2.4 Safety**

### **Road Safety Statement 2019: A Lifetime of Road Safety Moving Britain Ahead**

This statement highlights that *‘what we learn, what we are exposed to and how we behave at a young age can remain with us all our lives; and bad habits and bad road behaviour once formed are hard to correct. Our goal as a nation should be to prevent these habits forming in our young people in the first place, by education, training and demonstrating what we think are the appropriate messages and behaviours through a lifelong learning approach to road safety for everyone.’*

It goes on to state that *‘Enabling children to walk or cycle to school in a safe and healthy environment is good for their health, good for the environment, good for air quality and good for social inclusion. As stated in the Cycling and Walking Safety Review, by 2040 the Government aims to have a world where a 12-year-old can cycle and walk safely on our streets; this Statement further reinforces that commitment. But that in turn underlines the need to create both the right infrastructure and the right culture of road safety.’*

Rutland’s school travel programme encompasses road safety education and aims to support our children from a very early age to understand how to behave safely on and around roads. As well as the audit of infrastructure undertaken in the development of this strategy, we are also undertaking detailed assessments of routes to school to inform the creation of appropriate infrastructure to make the government’s 2040 aim for 12-year-olds a reality for Rutland.

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<sup>10</sup> [UK Chief Medical Officers' Physical Activity Guidelines](#) p.24

<sup>11</sup> [UK Chief Medical Officers' Physical Activity Guidelines](#) p.33



## 2.3 Links to Local Policy

### 2.3.1 Transport

#### Modeshift STARS

Modeshift STARS is both an online travel planning tool and national accreditation scheme funded and supported by the DfT. Schools are rewarded for promoting and facilitating safe and active travel.



Rutland STARS was launched in January 2021, and dedicated support to get accredited was offered to all schools across the spring and summer terms. A level of STARS accreditation means schools have a 'travel plan', which is a requirement for planning permission, as well as contributing to congestion relief / reduction on the roads around schools making roads safer for pedestrians and cyclists. It also contributes to Healthy Schools accreditation and Eco-Schools awards.

#### Local Transport Plan 4 - Moving Rutland Forward 2019-2036

The vision set out in Rutland's LTP4 is to deliver a transport network and services that:

- facilitate delivery of sustainable population and economic growth
- meet the needs of our most vulnerable residents.
- support a high level of health and wellbeing (including combating rural isolation)

The five themes of Moving Rutland Forward are:

Population growth:	Working in Rutland:	Learning in Rutland:	Living in Rutland:	Visiting and enjoying Rutland:
planning and meeting the needs of a growing Rutland	meeting the needs of new and existing Rutland businesses, their customers, and their workforce	helping our residents reach their full potential	helping Rutland residents to access essential services and supporting health and wellbeing	helping tourists, visitors, and residents to access and enjoy Rutland's towns, villages and countryside

While this SMOtS and its action plan are key to the third LTP4 theme, 'learning in Rutland', by enabling and supporting access to education and training; its outcomes will also contribute to all themes and realisation of the wider vision.

**By providing the facilities and skills required to support active travel** we will reduce the number of cars on the school run and increase the number of active journeys.

**By reducing the number of cars** on the school run we are creating space on the network for a growing population, tourists, visitors, and journeys for work; as well as helping to maintain the level of good air quality that Rutland currently has.

**By increasing the number of active journeys**, we are directly supporting the physical health and mental and emotional wellbeing of pupils not only now but also into adulthood.

### Post 16 transport policy statement 2023-24

A subsidised bus fare is currently available for post 16 journeys for education to encourage participation and prevent transport being a barrier to young learners.

Students are currently eligible for transport assistance if they fulfil the following criteria:

- They are a Rutland resident.
- They are 16, 17 or 18 prior to the September the application is being made.
- The college providing the course is not more than 8 miles outside the Rutland County boundary.
- The course desired is not available at a college closer to home.
- They live more than three miles away from college.

*“Almost half of all primary school children, and almost a quarter of secondary school children, are driven to school”*  
*Gear Change: a bold vision for walking and cycling (DfT 2021 p.18)*

### Home to school travel and transport policy

In some cases, the Council has a legal obligation to provide suitable free school transport. Free home to school transport is provided for pupils who meet all the following criteria:

- Live in Rutland
- Are of compulsory school age (5 to 16 years), but extended in Rutland to include 4-year-olds.
- Attend their qualifying primary or secondary school.
- Live over 2 miles from school if below the age of 8, and over 3 miles away from school if aged between 8 and 16 (statutory walking distances)

If they do not qualify for free school travel based on the criteria above, they may be able to pay for a place on school transport if spaces are available. When we allocate any spaces, children and young people who live in Rutland and siblings of entitled students will be given priority. Any spaces left will then be allocated on 'first come, first served' basis.

## **SEN School Transport Policy 2017**

Travel assistance is provided for children with a statement of SEN who attend a special school or unit which has been designated by the Local Authority as the nearest appropriate school that meets the needs of the child and where the distance between home and school is more than 2 miles.

Travel assistance is provided for pupils aged 8-16 years with a statement of SEN who attend a special school or unit which has been designated by the Local Authority as the nearest appropriate school that meets the needs of the child and where the distance between home and school is more than 3 miles.

The needs of pupils are reviewed at least once per year, and transport provision- including transport assistants, modes, and routes, amended accordingly.

### **2.3.2 Public Health**

#### **Rutland Health & Wellbeing Board Joint Health & Wellbeing Strategy 2022-27.**

The 2022 strategy set out six priorities for improving health and wellbeing in Rutland. Most relevant to the outcomes of this Sustainable Modes of travel strategy are:

- Priority 1 - The Best Start for Life
- Priority 3 - Healthy ageing and living well with long term conditions.
- Priority 4 - Ensuring equitable access to services for all Rutland residents.

The goal for priority 3 is around coordinated support; enabling people to stay independent for as long as possible. People have a key role to play in their own care, monitoring and managing their conditions.

The goal for priority 4 is around understanding and taking steps to ameliorate some of the inequalities that are faced in Rutland in the ability to access services. The rurality of Rutland and its transport issues are a major component in addressing access challenges.

The Health and Wellbeing Board Annual Report 2022 - 23 includes progress of the first year of the Joint Health and Wellbeing Strategy 2022 - 27.

#### **Rutland Joint Strategic Needs Assessment 2022 - 25**

The Joint Strategic Needs Assessment (JSNA) is a process which looks at the current and future health and wellbeing needs of the population and underpins local planning for health and care services.

Chapters developed so far in the rolling process include Demography & Growth and Health Inequalities. Both chapters demonstrate how although Rutland has low levels of deprivation, when focusing on 'Barriers to housing and services', some of the small areas of Rutland perform in the worst 10% of the country<sup>12</sup>.

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<sup>12</sup> Rutland Joint Strategic Needs Assessment 2022 - 25

## Public Health Outcomes Framework (PHOF)

The school travel programme contributes to improvements in several indicators in the PHOF:

- C09a and C09b - Reception and Year 6 prevalence of overweight (including obesity). Currently 20.3% and 30.2% respectively for Rutland (2021/22).
- C10 - Percentage of physically active children and young people. No local data currently available.
- B10 – Killed and seriously injured (KSI) casualties on England’s roads. Currently a rate of 53.1 per 1 billion vehicle miles.
- The programme also has the potential to improve many adult related indicators by enabling behaviour change in early life to be sustained into adulthood.

### 2.3.3 Sustainability

#### Air Quality (Rutland County Council Air Quality Annual Status Report 2020)

Although the Council does not have a formal AQAP because air quality in the county does not exceed any legal limits, they do have five measures in place to mitigate emissions. These are at various stages of completion, and include: policy guidance, transport planning, public information campaigns, and car/lift share schemes.

The 2020 Report analysed data from 11 diffusion tubes set around the county. There was a small variation in the amount of NO<sub>2</sub> detected, with the trend downwards except at two locations in Oakham Town centre (Uppingham Road and High Street). The Report signals the possibility of an anti-idling campaign at key locations within the county, which would work well with the work schools are doing as part of the STARS project to reduce emissions close to school sites.

The school travel programme and this strategy are integral to transport planning measures and link to and support public information campaigns.

## Chapter 3: Travel and transport needs of children and young people

### 3.1 Rutland’s Schools

There are twenty mainstream schools in the County of Rutland with a mix of academy and non-academy. Three secondary schools, seventeen primary schools, three SEN schools, and three independent schools.

As of June 2021, there were 2874 primary pupils, 2956 secondary pupils, 128 pupils attending SEN schools and 2014 pupils attending independent schools.<sup>13</sup>

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<sup>13</sup> <https://explore-education-statistics.service.gov.uk/find-statistics/school-pupils-and-their-characteristics>

### 3.2 Rutland Pupils School Travel Needs

Increasing the numbers of pupils and parents travelling in more active ways to school requires an assessment of current travel patterns and travel needs so that appropriate schemes are implemented, and promotions are correctly and efficiently targeted. This assessment has been carried out utilising data from a variety of sources, including school level (via STARS) and County level data sources.

Research and sources of information that have been used to inform this strategy are summarised in the table below.

Type of data	Source
<b>Mode of travel to school surveys of pupils and staff</b>	Hands up surveys in class; uploaded to Modeshift STARS. 2021 data.
<b>Preferred mode of travel to school</b>	As above. 2021 data.
<p><b>Barriers to active travel – from the school’s perspective</b></p> <p>(Green font denotes schools with Green level STARS accreditation; bronze font denotes schools with a Bronze level STARS accreditation).</p> <p>* School completed a pupil MoT survey</p>	<p>Travel and transport infrastructure surveys; uploaded to STARS. Anecdotal conversations about barriers to active school travel with school staff. Head teachers surveys; uploaded to STARS.</p> <p>Catmose Primary* Cottesmore Academy* Empingham CE Primary English Martyrs Catholic Voluntary Academy* Exton &amp; Greetham C of E Primary* Ketton C of E Primary Langham C of E Primary* Oakham C of E Primary* Ryhall CE Academy* St Nicholas C of E Primary* Uppingham C of E Primary* Uppingham Community College</p>
<b>Barriers to active travel – from the parents perspective</b>	<p><b>Four STARS engaged schools’ parents online travel surveys.</b> (240 parents responded in total across the four schools)</p> <p>Catmose Primary Exton &amp; Greetham C of E Primary Ketton C of E Primary St Nicholas C of E Primary</p>

	<p><b>Parents online travel survey via the Council circulated link.</b>  This captured opinions from parents whose pupils attend schools as yet unengaged in STARS. (91 parents responding with children attending six schools):  Brooke Hill Academy  English Martyrs Catholic Voluntary Academy  Whissendine Church of England School  Casterton College (secondary)  Catmose College (secondary)  Oakham School (Independent)</p>
<b>Distance from school</b>	Rutland County Council Education Department provided the percentages of pupils who live within 1, 2 and 3 miles of their schools.

### 3.3 Mode of travel to school

Mode of travel and preferred mode of travel data is derived from hands up surveys in schools. Class teachers ask pupils two questions: How did you travel to school today? And how would you prefer to travel to school?

The response rate for each school must be over 90% of pupils responding for the data to be considered valid on the Modeshift STARS system and thereby contribute to accreditation.

	<b>Usual mode of travel to school</b> <i>(Based on HuS from 9 Primary Schools, 2021)</i>	<b>Preferred mode of travel to school</b>
<b>Walk</b>	404 (34%)	279 (24%)
<b>Scoot</b>	51 (4.3%)	170 (14.6%)
<b>Cycle</b>	42 (4%)	349 (30%)
<b>Park and stride</b>	27 (2.3%)	27 (2.3%)
<b>Car</b>	580 (49%)	189 (16.2%)
<b>School Bus</b>	59 (5%)	67 (5.8%)
<b>Public Bus</b>	0 (0%)	16 (1.4%)
<b>Car Share</b>	18 (1.5%)	39 (3.4%)

Rutland's' children are keen to cycle and scoot more on their journeys to school, with 26% more children saying that they would prefer to cycle than cycle (10%), and 10% more children saying that would prefer to scoot to school than physically do so (24%).

There was a 10% differential between those who walk to school (34%) and those who would prefer to walk (24%). However, if we considered all active modes (walk, scoot and cycle), 42% travel by these modes for the journey to school but 69% would prefer to. Potentially 27% of children would like to travel by active modes to school but currently do not. In line with this, there is a large (33%) differential between the percentage of those who travel by car (49%) and those who would prefer to travel by car (16%).

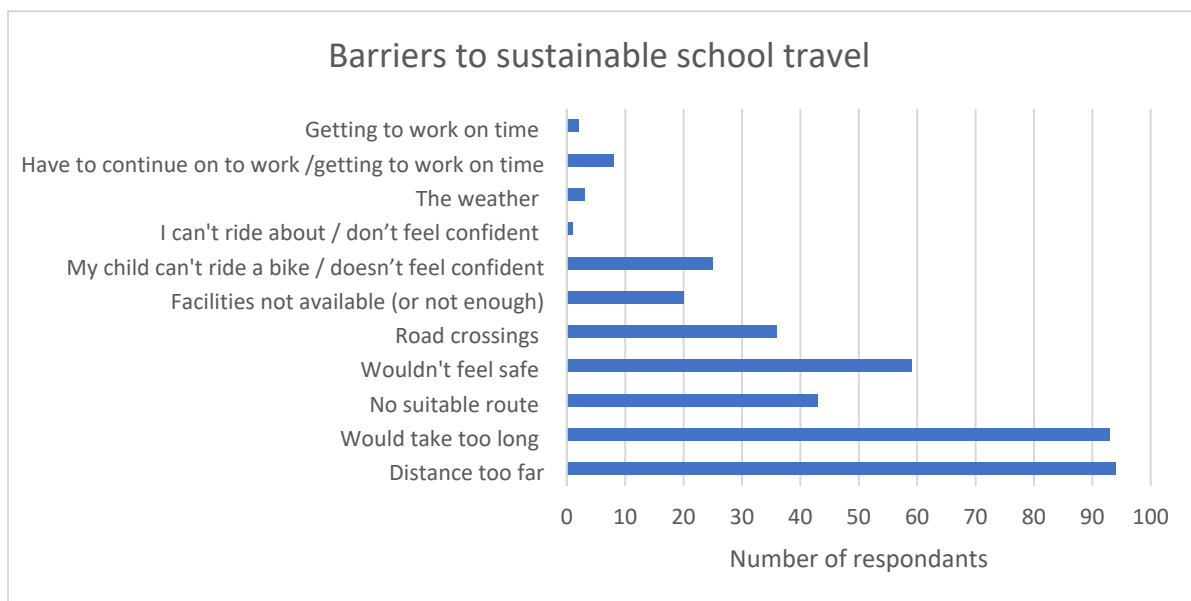
The desire of children to move away from car use for the school journey is positive. Actions laid out in this strategy and in the LTP4 will support facilitation of this shift.

### 3.4 Barriers to active travel for journeys to school

Travel and transport issues and barriers to more active travel for school journeys have been collected via the STARS online system and surveys with head teachers and parents. We wanted to find out what would make parents, pupils and teachers more likely to choose active forms of travel to school. We will use this information to guide the need for engineering works and installation of infrastructure that will improve pedestrian and cyclist access to our schools.

330 parents responded to our parent school travel survey. The following graphs summarise all responses. Results / responses from individual schools will be used to inform any work carried out at that school.

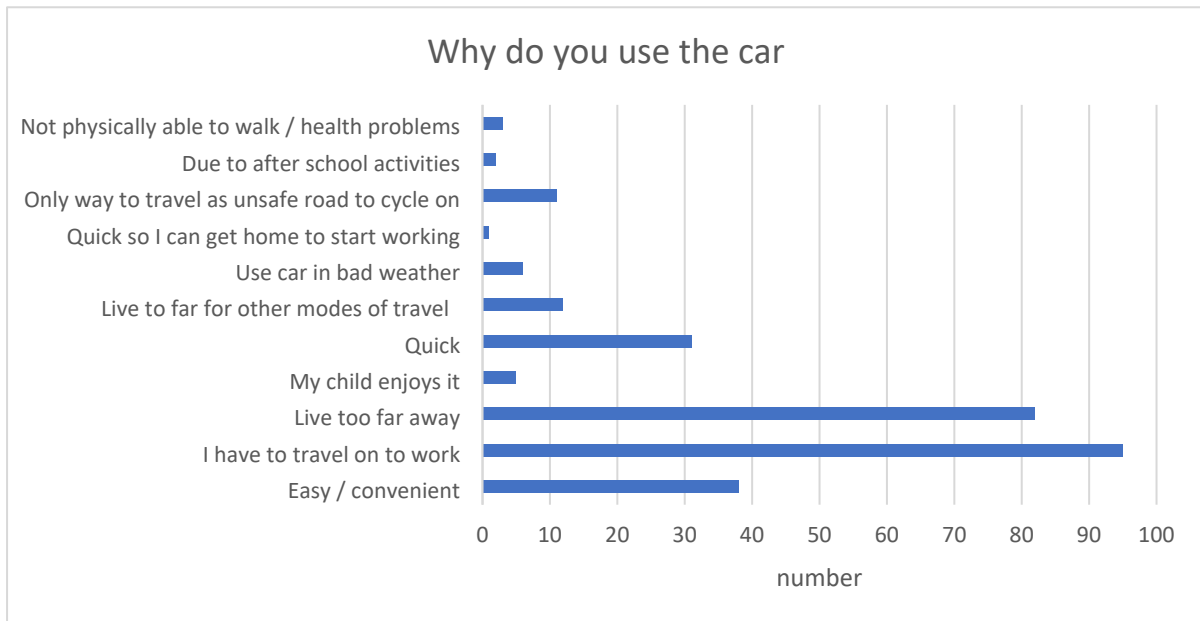
Parents were asked ‘If you would like to travel more actively/sustainably, what barriers do you face which may make this harder to do?’ 200 parents responded to this question, which implies that 61% of parents who responded to the survey would like to travel in more active and sustainable ways.



The two most cited barriers were related to distance and time. 47% of parents responding stated that the distance was too far and 46.5% stated that it would take too long if they used sustainable modes. A further 5% of parents raised work and the need to either travel on to work from school drop off or ‘getting to work on time’ being an issue.

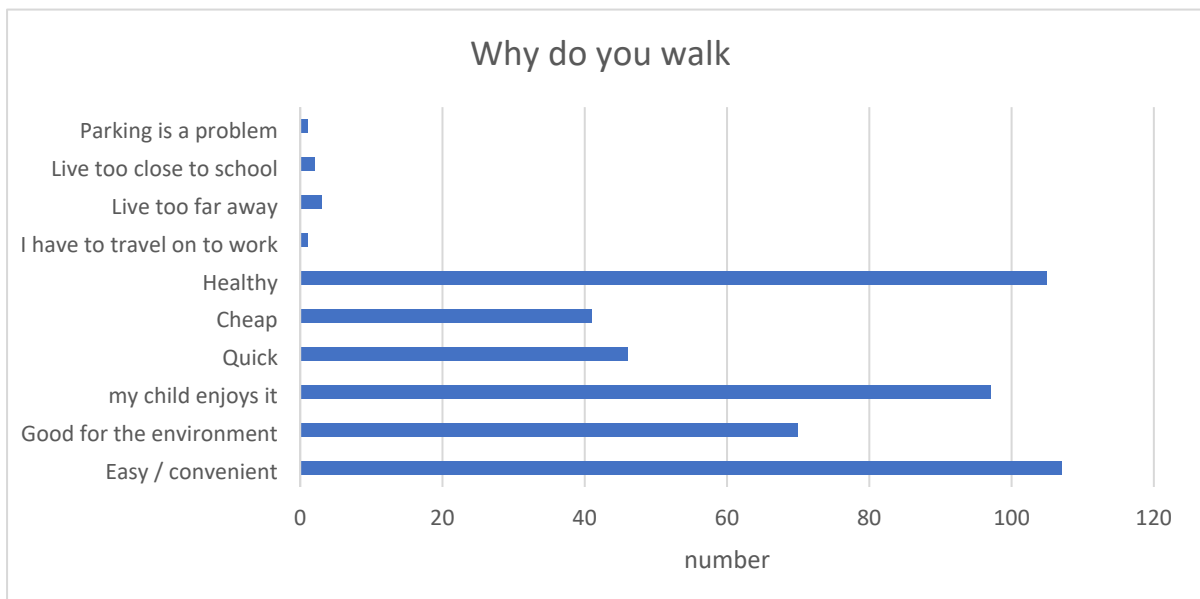
There are also concerns about safety (29.5%) and the suitability of routes to schools across the County (21.5%). 18% of parents responding highlighted the absence of crossings as an issue and a further 10% of respondents pointed out a lack of facilities.

When looking at the reasons for driving their children to school, having to travel on to work (33%) and living too far away to use other / more active means (28%) dominate. The next most popular reason selected for driving was convenience (13%).



Parents who walked to school told us that they choose that mode of travel because it is 'healthy' (33%), and easy / convenient (34%). 30% of parents also said their child/ren enjoyed walking to school.

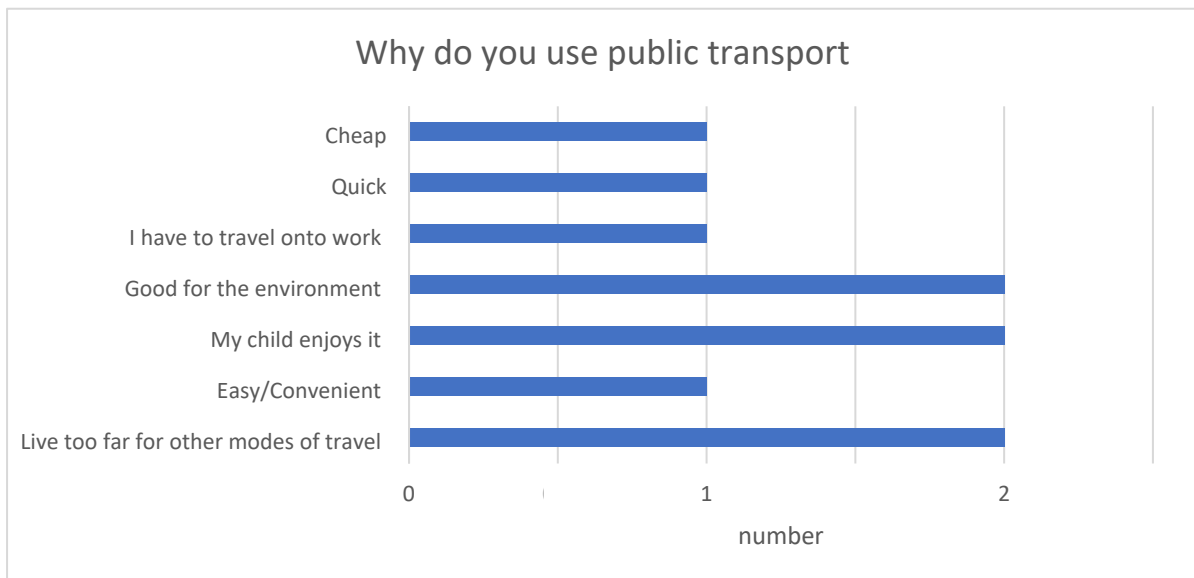
22% of respondents cited the environment as a reason for walking, 14% said they walked because it was 'quick' and 13% because it is economical. These results back up behaviour change science findings which highlight that health and children's needs / happiness are the most effective promotional messages.



As bus use is very low in Rutland for Primary school pupils, only a small number of parents responded in relation to the question as to why they used public transport, but



there were indications in additional comments that this may be a route to be investigated for some schools (particularly secondary establishments) as a solution to assist parents and allow pupils traveling from further away to make the journey without relying on cars.



Other comments collected referred to concerns regarding vehicular speed along routes near to schools and the safety implications of large numbers of vehicles moving about and parking outside schools was raised. Campaign work and schemes, such as 'park and stride', maybe appropriate at some schools to help reduce congestion and improve safety in the immediate school vicinity. Specific comments and issues raised by parents can be found in the appendices (appendix 3).

### 3.5 Perception of safety

The main additional comments around safety in the surveys referred to the situation outside the school gates. Congestion (11%), poor parking (16%), and speed (16%) were among their main concerns.

Other safety issues focused on the lack of appropriate infrastructure, with 32% of additional comments mentioning improvements in pavements (routes currently very narrow or missing pathways) and the need for cycle routes to create safer passage for those on bicycles.

Amongst the comments there was often inference that parents perceived car travel to be safer than other modes. This is not necessarily accurate when one considers the "Killed and seriously injured (KSI) data for the area, and the fact that air pollution is often higher inside cars. There could be an opportunity for behaviour change work to encourage more parents to reconsider their use of cars to the school gate.

During the **Future Rutland Conversation**, children, young people and adults across the county were asked their views on living in the county. One question related to perceptions of safety (which related to all aspects of feeling safe and not just road safety). 20% of under 10s and 19% of 11–16-year-olds answered with a neutral or negative feeling towards safety in the county (giving values of 1-6, where 1 is very unsafe and 10 is very safe). 16.5% of adults responding suggested that safety was a concern.

Lester and Howard's<sup>14</sup> 2019 health needs assessment analysed 1,646 survey responses from year 6, 7 and 8 pupils (attending 49 schools across Rutland and Leicestershire). Survey participants were asked to estimate the total number of road accidents they thought had occurred across Leicestershire and Rutland for all school journeys over the last year, and how safe they felt travelling, for each mode.

Respondents reported feeling safest if they travelled by car to school (78% felt very safe). This compared to walking where they felt least safe (59% felt very safe). However, when asked how safe they would feel travelling by alternative modes that they don't currently use, only 19% felt cycling would be very safe, and 23% would feel very safe walking (although higher for boys compared to girls for both modes). The perceived safety of travelling by car to school remained high (78% very safe).

Pupils believed greater numbers of serious accidents occur from active school travel than police report, particularly overestimating cycling accidents. Focus groups with 13 teachers, 48 students and 21 parents identified active travel barriers including distance, weather, attitudes, car speed, congestion, safety, and time. They concluded that active school travel promotion should include safety perception messages.

### **3.6 Child casualties**

Rutland total collisions have gone down from 89 to 41 across the period 2014 to 2021; and KSI's have reduced also from 24 (2014) to 16 (2021)<sup>15</sup> In terms of children<sup>16</sup> - the last child pedestrian KSI was recorded in 2009. Across the period 2017 to 2021 there were seven child KSI's in total<sup>17</sup>. Of these, two were cyclists, both aged 17 (in 2017 and 2021), three were car passengers, and two were motorcyclists (aged 16 and 17).

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<sup>14</sup> Louise Lester & Rob Howard; [Associations between perceptions of road safety and active travel for school children and their parents – a health needs assessment 2019](#); *Int.J. Sustainable Society*, vol.11, no.2, 2019, p.99

<sup>15</sup> <https://www.gov.uk/government/statistical-data-sets/reported-road-accidents-vehicles-and-casualties-tables-for-great-britain> (unadjusted statistics)

<sup>16</sup> Defined in this case as under 18's

<sup>17</sup> <https://roadtraffic.dft.gov.uk/custom-downloads/road-accidents/reports/a6d61589-ab0e-4e85-8978-a7a136c82990>

### 3.7 Distance of journeys to school

Data from the 2021 school spring census in Rutland suggests that 60% of primary school children and 30% of secondary school pupils, living within 1 mile of their school, could easily travel actively to school. If we compare this to the 42%<sup>18</sup> of primary school children who currently travel by active modes to school, there is considerable scope to reduce car use.

<b>From the Spring 2021 School Census</b>	<b>Primary</b>	<b>Secondary</b>
Percent that live within 1 mile of school	60.0%	30.3%
Percent that live within 2 miles of school	73.8%	42.7%
Percent that live within 3 miles of school	81.2%	47.1%

If cycling is included as an option for secondary school pupils potentially 47% of pupils could travel to school actively.

The county follows national guidelines on acceptable walking distances for school pupils, which are below 2 miles for pupils 8 years and under, and below 3 miles for those aged over 8 years old. According to these guidelines (without considering other factors) almost 74% of primary school pupils and 47% of secondary school pupils are within walking distance of their school. Although we acknowledge that in many cases due to the rurality of the County there may not be appropriate infrastructure to support this yet.

## Chapter 4: Sustainable Travel and Transport Infrastructure and Schemes

This section details the facilities and infrastructure, including financial support, that is available to pupils and their families in Rutland for school journeys.

### 4.1 School Transport

Rutland is committed to providing safe and reliable transport to schools and colleges for those that need it. This is an important aspect of our provision, as it reduces the numbers of cars making journeys at peak times. Using a specific coach, bus or minibus offers a safe, reliable, and cheaper alternative to multiple journeys by car. The environmental impact of using this mode of transport can be great, especially if the chosen bus is using its capacity. It also provides pupils with an opportunity to learn how to use public transport and to take responsibility for timekeeping and self-reliance.

The Authority provides school buses for nine schools in the area -

- Exton & Greetham C of E Primary School
- Langham C of E Primary School

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<sup>18</sup> Based on hands up MoT data from 9 primary schools. Active travel defined as walking, scooting or cycling.

- Leighfield Academy
- Uppingham Community College
- Casterton College
- Ryhall C of E Primary School
- Uppingham Community College
- St Mary & St John C.E.V.A Primary School (North Luffenham)
- Catmose College

Many of the schools are also serviced by local public services with bus stops close to most schools in the region.

Free home to school transport is provided for pupils who meet all the following criteria:

- Live in Rutland
- Are of compulsory school age (5 to 16 years), but extended in Rutland to include 4-year-olds in full time education.
- Attend their qualifying primary or secondary school.
- Live over 2 miles from school if below the age of 8, and over 3 miles from school if aged between 8 and 16.

Pupils with Special Educational Needs have additional provision where this is assessed as a requirement by caseworkers and social workers and can range from public bus passes through to private lone taxis dependant on individual need.

Where the authority agrees to provide travel assistance, it will make the most cost effective and sustainable arrangements. Where possible this will be on a local bus or train service, or a bus, coach or minibus arranged by the authority. In certain circumstances, parents may have the option to take their own child to school and a personal travel budget will be provided to meet their expenses. If no other transport options are available, the authority will arrange for a taxi, which may be shared with other pupils.

## **4.2 Post 16 Transport**

Subsidised travel provision is currently available for post 16 journeys for education purposes.

Students are currently eligible for transport assistance if they fulfil the following criteria:

- Live in Rutland
- Are 16, 17 or 18 prior to the September the application is being made.
- The college providing the course is not more than 8 miles outside the Rutland county boundary
- The course desired is not available at a college closer to home.
- Live more than three miles away from college.

Applications must be made by a publicised date in July each year.

Some Colleges may agree to provide transport assistance for learners if they are not eligible via Rutland County Council.

## **4.2 Public Transport**

Local transport routes serve several schools within the authority area. These services are public, which allows more flexibility for pupils needing to travel to and from different addresses. This is also an opportunity for pupils to mix more widely with people from local communities and grow independence. Our county is served by a rural bus network – providing access to destinations within and around Rutland.

Rutland has one railway station at Oakham. Services include a rail link to the east coast main line via Peterborough to the east and Leicester to the west.

## **4.3 Walking in Rutland**

Walking is environmentally friendly, cost-effective, and sustainable. Walking has health benefits too, boosting mood and self-esteem. It can make children feel calmer and happier, and improve their concentration, making it easier to focus in school. RCC is keen to encourage and increase the number of young people walking to and from school and college where this is possible.

The county manages a network of over 270 public rights of way stretching for more than 200 miles across the Rutland countryside.

The abundance of Public Rights of Way in the county supports our aim to encourage walking as a healthy leisure pastime as well as a means of transport. Levels of leisure walking are higher in Rutland than seen across the East Midlands, England and our nearest statistical neighbour counties. We are keen to extend this even further and encourage more people to view walking as a utility mode of travel as well as leisure.

The council is also committed to maintaining footpaths, highways and other local amenities to make walking easy and pleasurable. We have a Rights of Way Improvement Plan (ROWIP) in place.

## **4.4 Cycling in Rutland**

We have a substantial joint cycleway / footway network as well as cycle parking provisions in all council owned car parks and key locations in our market towns.

Within Rutland there are good levels of leisure cycling. Indeed, the percentage of Rutland adults cycling for leisure at least once a month is 16.8% compared to 10.4% in the East Midlands and 10% for England.

As with walking, we are keen to extend this engagement with cycling for leisure into a viable choice for journeys for employment and education.

#### 4.5 Cycle storage at schools

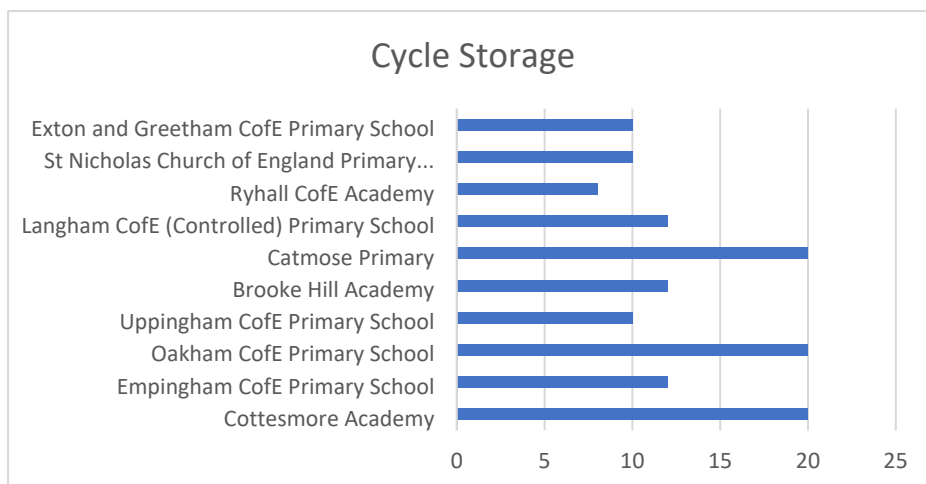
Across eleven surveyed schools (including one secondary – UCC) there were 137 individual cycle parking spaces, which is an average of twelve per school. The total number of students across the eleven schools is 2,690, meaning there is a 5% capacity for storing cycles across the schools.

Of the eleven schools, eight had covered Sheffield stands and the others were uncovered stands. Covered stands have the additional benefit of keeping bikes dry in wet weather and they also protect against sun, birds and other debris (trees etc), which can be a factor in people choosing to cycle and use the facilities.

Only six of the responding schools have lockers for storing clothing and equipment, with the greatest number (369) located at Oakham CE Primary, which allows one locker per student and member of staff. The ability to store equipment, clothing and bags is a key enabler for allowing people to choose to travel more actively, as they do not feel the need to carry this with them for the day and can leave certain items at the school rather than carrying them home. The surveys did not ascertain whether the lockers at the five other schools were allocated according to mode of travel, age or other factors but this would be interesting to discover. In the schools without lockers available, we have not established the reasons for this (space/ budget etc). In addition, only five schools recorded having a shower available, with five of the nine showers situated at UCC. Again, this facility can be key for some when choosing to travel more actively, especially in poor/ hot weather or over longer distances.

See below for a table showing the breakdown per school alongside numbers of pupils and staff.

School	Cycle Storage	Lockers	Showers	Number of pupils	Number of Staff
Cottesmore Academy	20	80	0	165	18
Empingham CofE Primary School	12	15	0	81	19
Oakham CofE Primary School	20	369	0	284	72
Uppingham CofE Primary School	10	0	1	149	32
Brooke Hill Academy	12	210	1	346	48
Catmose Primary	20	0	0	209	23
Langham CofE (Controlled) Primary School	12	171	0	198	27
Ryhall CofE Academy	8	230	1	181	26
St Nicholas Church of England Primary School	10	0	1	127	27
Exton and Greetham CofE Primary School	10	0	0	56	11
Uppingham Community College	3	0	5	894	102



In addition, four of the eleven responding schools reported having some level of scooter storage.<sup>19</sup>

Lack of facilities at some schools may be a contributing factor to reluctance to cycle, especially among older children with more items to carry, concern over security and personal hygiene.

#### 4.6 Road Safety

Of the eleven schools responding to the Modeshift STARS Infrastructure survey, six reported having 20mph restriction in the road directly outside of the school. The other five were 30mph.

Three had a pelican crossing near the school entrance, one had a school crossing patrol, and eight schools reported traffic calming measures in the roads within 500m of the school.

Site	Is there any traffic calming within 500m	Provide Details
Cottesmore Academy	Yes	Along one side of our school, by the field, there are speed bumps. On the Army Barracks, there is a 20 miles per hour speed limit
Empingham CofE Primary School	No	
Oakham CofE Primary School	Yes	Speed bumps on Ashwell Road.
Uppingham CofE Primary School	Yes	Speed humps on Queen's Road.
Uppingham Community College	Yes	Humps along the London Road towards town.
Brooke Hill Academy	Yes	Speed humps.

<sup>19</sup> Brooke Hill Academy, Uppingham CofE Primary, Oakham C of E Primary & Cottesmore Academy.

Catmose Primary	Yes	Humps along Brauston Road, which runs behind the school.
Langham CofE (Controlled) Primary School	No	
Ryhall CofE Academy	No	
141452 - St Nicholas Church of England Primary School	Yes	Traffic humps close to the school, which are losing their painted markings.
144847 - Exton and Greetham CofE Primary School	Yes	Zig Zags close to entrance. Cul-de-sac is a natural traffic calming feature.

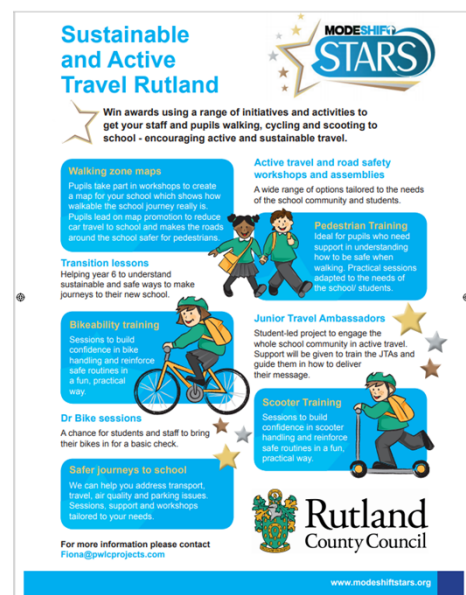
## Chapter 5: Education, Training and Promotion for Safe and Sustainable Travel

Rutland directly offers schools a range of safe and active travel training initiatives, and also works alongside partners to promote other local safe and active travel offers.

### 5.1 Modeshift STARS

Rutland launched STARS for schools in early 2021. This exciting national accreditation scheme inspires and rewards schools for supporting pupils, parents and staff to engage in more active and sustainable travel to school.

To support schools to engage in STARS we offered travel advice, a range of free training activities, workshops and initiatives to all Rutland schools across the spring and summer term 2021. This short-term boost to promote active travel has resulted in a legacy of Rutland active travel resources and half of the counties schools either accredited (with a travel plan) or well on the way to receiving a national level of STARS accreditation.



### 5.2 Walking

#### 5.2.1 WalkWise

Walkwise is Rutland's pedestrian training scheme aimed at children in Year 2. The programme is designed to improve the children's perception of speed and distance, increase their awareness of sound and sight and help them to discover good road safety practices for themselves.



### **5.2.2 Pedestrian road safety workshops**

During 2021, pedestrian road safety workshops were also offered to year 3 and 4 pupils, as part of the STARS programme, supporting schools in providing appropriate training and guidance beyond the government's suggested curriculum, as well as, helping us realise 'Vision Zero' and the aims set out in the Rutland Road Safety Guide and the Local Transport Plan (Moving Rutland Forward). Similar training can be provided upon request.

### **5.2.3 Scooter Training**

We offer scooter training to Year 3 and 4 pupils. These fun sessions are designed to engage younger children with more active modes of travel while embedding the importance of road safety and understanding risks. Our scooter training covers appropriate clothing and safety equipment for scootering; starting, stopping and making the scooter go where they want under control; where to ride their scooter and how to behave around other footway users; where to cross roads and how to cross roads safely (using the Green Cross Code).



### **5.2.4 Walking Bubbles**

Modeshift STARS 5-Minute Walking Bubble Maps have been distributed to all schools in the county. These maps show a 5-minute walking zone around the school and are designed to encourage pupils and families to leave the car at home. They also support schools to improve congestion and safety outside the school gates by asking parents who need to drive to school to park outside of the 5-minute zone and walk the final part of their journey.

### **5.2.5 Independent travel training**

Independent travel training (ITT) is offered to special educational needs students and adults, and children who are vulnerable and may need extra support to enable them to travel by public transport independently. The ITT scheme aims to help young people by giving them the skills and knowledge they need to become safe and independent travellers.

The scheme has three levels. Students are assessed at the end of each level and will only move onto the next level when everyone concerned in the programme is completely confident they have the skills and confidence to do so.

The objectives of the scheme are:

- To help students stay safe
- To improve students' confidence and self esteem
- To improve their access to further education and training
- To improve access to employment
- To give access to a better social life
- To give students freedom to travel independently

RCC offers travel training to SEN students both individually and as a group activity to encourage and enable them to safely travel independently to school and around the county. For further information regarding our Independent Travel Training officer please contact [Transport@Rutland.gov.uk](mailto:Transport@Rutland.gov.uk).

### 5.3 Cycling

#### 5.3.1 Bikeability cycle training

Bikeability – Levels 1, 2 and 3 offered to all schools, with most schools requesting Levels 1 and 2, which are delivered in a combined fashion.

Our dedicated trainers make the sessions fun, engaging and informative, creating an increase in children wanting to cycle more regularly, and ensuring they have the skills to do so safely.

<b>No. of primary schools receiving training</b>			
	<b>2019</b>	<b>2020</b>	<b>2021</b>
<b>Bikeability - no. of schools involved:</b>	<b>15</b>	<b>16</b>	<b>13</b>
Balance training for Reception pupils	12	3	

The table below shows the funding awarded from the DfT / Bikeability Trust to the County to deliver training and the number of children who received training across the period 2017/18 to 2021/22.

<b>Year</b>	<b>Final Total funding awarded from the Bikeability Trust</b>	<b>Total places delivered Level 1&amp;2 combined</b>	<b>Total places delivered Level 3</b>
2017 18	£11,740.00	460	41
2018 19	£15,040.00	368	111
2019 20	£20,360.00	330	96
2020 21	£13,872.00	156	17
2021 22	£12,780.00	219	13

### 5.3.2 My Bike - Bike Recycling

The council offers a range of other sustainable transport-related initiatives, including an award-winning bike recycling project, which uses discarded bicycles from local collection points and delivers them to the local prison, HMP Stocken. These are then distributed to communities via schools and referrals. This allows families that may have difficulties purchasing bikes for their children or themselves to be able to access them for free.

The council's My Bike project won the 'best partnership' category in the Modeshift National Travel Awards in November 2018.



### 5.3.3 School Sports and Physical Activity Network Cycling initiatives

The local School Sports and Physical Activity Network (SSPAN) offers a range of cycling initiatives. The Rutland Cycling League welcomes riders of different ages from a range of schools to compete in fun, inclusive competitions with bikes provided to make it more accessible for all.

The SSPAN also promotes active travel through engaging challenges, such as the "Travel to Tokyo" initiative which tied in with the Tokyo Olympics. Individuals record their active times and distances to add to their school's total. This is monitored by the Junior Sports' Ambassadors at each school, who record the running totals and report back to the SSPAN. This challenge spans two half terms, allowing all children to record activities in school sessions (PE and extra-curricular) and also encourages them to add distance by using their journeys to school. This positive, fun and motivational engagement helps children feel empowered to request more physical activity as part of their whole day.

## 5.4 Road Safety

### 5.4.1 Road safety education in schools

Road safety education is embedded into all our active travel promotional work with schools and forms the foundation for many of our walking, scooting and cycling promotional activities. The table below demonstrates our commitment to ensuring our children and young people have regular access to age-appropriate safety education.

<b>Hands on training with road safety focus</b>	<b>Reception</b>	<b>years 1-2</b>	<b>years 3-4</b>	<b>years 5-6</b>	<b>KS 3 (12-14)</b>	<b>KS 4 (15-16)</b>	<b>KS 5 (17-18)</b>
Balance bike training							
Scooter training							
Pedestrian & road safety training							
Bikeability cycle training							
Pre driver training*							
Young driver training*							

\* Courses offered and delivered by partner organisations and groups, promoted by RCC.

In addition to these hands-on training sessions, we also offer the following road safety activities and resources.

#### **5.4.2 Road safety for Nursery and playgroups**

We offer road safety educational resources for younger pupils and the road safety officer can visit playgroups and nurseries on request.

#### **5.4.3 Road Safety Quiz**

The annual road safety quiz has been running for 18 years in its current format and is aimed at Year 5 and 6 pupils. In 2022, eight of Rutland's primary schools competed for the coveted trophy by being the first to complete the quiz and have the greatest number of correct responses.

#### **5.4.5 Warning Zone**

[Warning Zone](https://warningzone.org.uk/) (https://warningzone.org.uk/) is a Learning Skills Centre based in Leicestershire which offers a range of educational safety workshops for Year 6 pupils. The sessions are interactive and teach a range of skills based around safety, including a session which focuses on road safety. Schools across Rutland have been using this resource since academic year 2015/16. Between 2015 and 2021 20 Primary schools and one independent secondary (Oakham) have made 49 visits. with 1408 pupils receiving safety training and education.

#### **5.4.6 Curriculum-linked activities**

We are continuing to develop our resources to help schools embed safe and sustainable travel throughout their curriculum. Our road safety officer and sustainable travel officer are able to provide additional, tailored sessions to cover topics requested by schools – including, Be Bright Be Seen activities for younger age groups, assemblies on sustainable travel and air quality and route-planning activities for secondary pupils.

## Chapter 6: Our Strategy / action plan

### 6.1 Aims, Objectives & Targets

Our vision is:

*“To enable as many children and young people as possible to travel for education by sustainable and active modes safely, which contributes to their physical and emotional wellbeing and the quality of the local environment.”*

The following key aims have emerged as integral to achieving this vision:

- Reduce the number of car journeys to and from educational establishments
- Supporting residents to reach their full potential by making journeys for education easier and safer (Improve accessibility)
- Contribute to the health and wellbeing of children and young people in Rutland
- Improve the quality of the local environment by reducing pollution and congestion around schools and colleges

To achieve these aims and support our vision, the following objectives have been developed:

1. To **improve walking and cycling routes** and access to schools
2. To **improve cycling facilities** within educational establishments to encourage and enable those who want to cycle.
3. To **promote active travel** and **provide resources and training** that support safer active journeys.
4. To **promote Modeshift STARS** and support all schools to create a travel plan / achieve STARS accreditation.
5. To continue **collaboration with partners**; strengthening links to other plans, policies and delivery agents that contribute to the promotion of active travel.

The Cycling and Walking Infrastructure Strategy (CWIS) outlines the Government’s ambition to make cycling and walking a natural choice for shorter journeys or as part of longer journeys by 2040. One of the aims is to increase the percentage of children aged 5 to 10 years that usually walk to school from 49% in 2014 to 55% in 2025.

Our targets, as outlined below, link with the ambition of the CWIS.

#### Targets

- All schools to develop a STARS travel plan (Green) or receive bronze level accreditation (July 2024)
- At least two schools to achieve STARS Silver accreditation July 2024.

#### Modal Shift targets:

- Increase walking, scooting, and cycling journeys from 42% (current) to 55% by 2025
- Decrease car use for primary school journeys from 49% (current) to 44% by 2025

## 6.2 Action plan – What we will do.

### Objective 1

<b>Objective 1 – To improve walking and cycling routes and access to schools</b>
<b>Action</b>
Undertake <b>school route audit</b> work for both pedestrians and cyclists
Development of a Local Cycling and Walking Infrastructure Plan
Moving Rutland Forward consultation results analysed and fed into LTP4 actions
Undertake further transport and travel infrastructure surveys at schools as yet unengaged with STARS
Undertake School Streets feasibility studies at STARS schools

### Objective 2

<b>Objective 2 – To improve facilities for active travel within educational establishments to encourage and enable those who want to change to a more sustainable mode</b>
<b>Action</b>
Analyse results of STARS survey work to establish need for cycle facilities including storage at schools
Encouraging schools to provide storage space for buggy's, pushchairs and scooters
Seek funding for installation of Electric Vehicle charging points

### Objective 3

<b>Objective 3 – To promote active travel and provide resources and training that support safer active journeys</b>
<b>Action</b>
Deliver Walkwise training
Deliver Pedestrian training
Provide Scooter skills training sessions
Provision of Bikeability training
Provide and promote / support use of Walking bubble maps and parents parking pledge promotion

### Objective 4

<b>Objective 4 – To promote Modeshift STARS and support all schools to create a travel plan / achieve STARS accreditation</b>
<b>Action</b>
Rutland Active Travel Newsletter – termly production and distribution to schools, partners and ward members.
Termly assessment of schools progress towards STARS accreditation.
Participate in Modeshift annual National Schools awards.
Undertake in depth pupil surveys at a number of schools to contribute to further developing the assessment of pupils needs and barriers to active travel; as well as contributing to higher levels of accreditation.

Engage secondary and SEN schools in STARS and support them in creating a travel plan.

## Objective 5

**Objective 5** - To continue collaboration with partners; strengthening links to other plans, policies, and delivery agents that contribute to the promotion of active travel.

### Action

Establish comms channel / regular updates between Rutland Council and Active Rutland

Promote Active Rutland's Walking Cycling and Outdoor Festival, including face to face activities and the Rutland Round\*

Support the mitigation of emissions via implementation of this action plan and participation in / support air quality public information campaigns where appropriate

*\*Liaison with Active Rutland before event to establish involvement and scope for providing additional activities (bike marking, adult cycle sessions etc.)*

All actions will be reviewed and reported on in October 2024.

## Chapter 7: Conclusion

We will continue to collaborate with schools and interested stakeholders to ensure safe and sustainable access to schools and colleges through the implementation of demand-led infrastructure and supporting schools to gain increasing levels of Modeshift STARS accreditation.

Rutland's SMoTS will be reviewed annually to ensure that it remains current, fit for purpose and aligns with our vision for the county.

## Appendices

### Appendix 1

#### Usual MoT data school level

School	Usual Walk	Usual Cycle	Usual Scoot	Usual School Bus	Usual Car Share	Usual Car	Usual Park and Stride
Catmose Primary	78 45.8%	9 5.3%	19 11%	0	0	64 37.6%	0
Langham	35 31.2%	10 8.9%	7 6.2%	11 9.8%	2 1.8%	43 38.4%	4 3.5%
Uppingham Primary	84 57%	4 2.7%	0	0	0	59 40%	0
Ryhall	51 31.7%	1 0.6%	3 1.8%	22 13.6%	0	78 48%	6 3.7%
North Luffenham	17 23.6%	3 4.1%	0	5 7%	5 7%	36 50%	6 8.3%
Exton	5 9.8%	0	0	19 37.2%	1 1%	26 51%	0
The Parks	7 36.8%	0	0	0	2 10.5%	10 52.6%	0
Brooke Hill	20 18%	10 9%	12 10.9%	0	0	62 56.3%	5 4.5%
St Nicholas	26 22.2%	6 5.1%	8 6.8%	0	2 1.7%	66 56.4%	9 7.7%
Oakham Primary	63 31.3%	5 2.5%	7 3.5%	2 1%	5 2.5%	119 59.2%	0
English Martyrs	38 29%	4 3%	7 5.3%	0	1 0.7%	79 60.3%	2 1.5%

#### Preferred MoT data per school:

School	Preferred Walk	Preferred Cycle	Preferred Scoot	Preferred School Bus	Preferred Car Share	Preferred Car	Preferred Park and Stride
Catmose Primary	99 58.2%	18 10.6%	40 23.5%	0	0	11 6.4%	0
Langham	21 19.2%	40 36.7%	17 15.6%	18 16.5%	0	10 9.2%	4 3.6%
Uppingham Primary	34 24.2%	45 32.1%	22 15.7%	2 1.4%	1 0.7%	33 23.5%	0
Ryhall	28 17.5%	63 39.3%	16 10%	19 11.8%	7 4.4%	12 7.5%	6 3.7%
North Luffenham	9 12.6%	16 22.5%	9 12.6%	15 21.1%	11 15.5%	6 8.5%	6 8.5%
Exton	5	9	6	8	5	10	0



	11.1%	20%	13.3%	17.7%	11.1%	22.2%	
The Parks	0	0	0	0	0	17 89.5%	0
Brooke Hill	18 16.5%	42 38.5%	15 13.7%	2 3.6%	9 8.2%	9 8.2%	5 4.6%
St Nicholas	33 28.7%	39 33.9%	17 14.8%	2 1.7%	2 1.7%	4 3.5%	9 7.8%
Oakham Primary	22 11%	58 29%	38 19%	0	6 3%	68 34%	0
English Martyrs	28 21.3%	61 46.6%	5 3.8%	3 2.3%	7 5.3%	18 13.7%	2 1.5%

## Appendix 2

### Comments from parents surveys (surveys took place March-July 2021)

<b>If you have any additional comments, concerns, questions, or suggestions about travel to school please provide further details here:</b>
<b>Catmose</b>
More dedicated cycle routes would support this as a safer option for both road and pavement users.
Since our return to school in March we are trying to walk, scoot, park and stride to school once a week.
You could introduce a walking bus for parents who haven't time to walk their children to school.
Bike lanes on the way in to school would help, as would lower speed limits around d school.
Busy Braunston road to cross , cars way too fast need speed cameras
<b>St Nicholas</b>
Yellow lines opposite the school so people can not park their cars there as its unsafe and not great for the cars that travel past !
We definitely have the will to bike to school, but finding the time in my work day isn't always do-able and then the safety, particularly for my youngest on the road (no path) is a concern. I used to cycle with them both in a bike trailer but they are too big for that now. We plan to have a few tries in spring / summer as the weather perks up. Can any safety gear be provided (high vis vests etc) by RCC? I'd also be interested in a short course of parent safety when cycling with children on a road.
A one-way system might be useful and encourage greater use of Main Street for parking.
Concern regarding safety of child cycling to school. I do not think it is appropriate to cycle on pavement and roads too busy first thing. Speed of cars an issue and child yet to do bike wise.
Far too many people drive to school and park in places that are putting the safety of school pupils at risk. Parents park too close to the no parking cones and signage asking them not to park.
Coming from Kendrew Barracks there are no short cuts through farm fields to make it easier and safer to get to school, coming passed the main road through Greetham, Cottesmore do not feel safe the path is too small for people to pass safely.
<b>Exton</b>
We cycle to the bus stop now but only because I feel safe locking his bike up on camp
<b>Ketton</b>
We would love to walk to school, but we don't live in the village so this isn't an option.
Need to sort out the hazardous conditions as children arrive at school. It is not safe for children without constant supervision, as cars block roads and the crossing, and they don't always stop at the crossing. Often cars up on the kerbs, badly parked. I can't send my child to school on her own due to these hazards. Please observe the school entrance and see for yourself.
<b>Council Online Surveys</b>
currently attends Whissendine Primary School and walks to/from school in Sept this year she is start catmose college so bus transport is really best way forward thank you
The traffic needs to be 30 through Burton lazars and a proper cycle lane , path needs to be built. It will be great fir walkers too. A cycle lane like the one along Rutland water.
Can you provide free buses to go to <b>Casterton School</b> (catchment area)? Thank you. We pay lots of taxes in Rutland!
I work part time so some days I return.home after school drop off and other days I go straight to work.
School bus is good option for working parents
The road is unsafe to bike on when its rush hour and school time, there is now a crazy amount of traffic due to diversions
We would love to cycle to Brooke Hill but it is not safe. There needs to be a protected cycle way. Could there be one created from Cricket Lawns behind the houses along Brooke road and down the side of the fields? We would definitely use it and ditch the car. The cars parked in the road down Brooke Road cause

major issues. Is there a way of using the grassy verge opposite to park them and keep the traffic free flowing?
There is no where at school to store a thick winter coat so it's too cold to walk in winter with just a blazer and jumper on. School won't let them wear a winter coat in school. In summer it's too hot to walk home from school as my daughter has to wear the thick long school skirts and they have to wear their blazer in summer and it's too bulky to put in a bag with all their books and pe kit to walk home with.
Many cars have begun to park on pavements on the school route - as I have two children one in a buggy and one on a bike we often have to walk in the road to get around these obstacles and it's not safe - these are often vans and I cannot see around them either it would be great if more awareness for pedestrians was highlighted
If school was open a bit earlier we could walk and I could get to work in time after dropping my child at school
Could do with more cycle racks to encourage more children to cycle
We are constantly hounded by the residents of the village about parking yet there is no support, suggestions or help with where we can park.
schools need to fund bikeability and scooter training and not leave all training to the local authority
Making the path on Burley Road slightly bigger so that cyclists and pedestrians could both use it without any issues
Travelling through Oakham is grim on a bike. Station road and the high street are unsafe. The junction between burley road and ashwell road is lethal and there is no safe way to cross it on foot. Nor is there a safe way to cycle from burley road down to scallywags nursery. We do it by bike but we are not safe.
More bike parking spaces in Oakham and at school
Cycle route through town Reduce traffic
We can get free taxis to school for my son but my daughter is not aloud in the taxi as well so it would help if they could both go in the taxi.
The school has done everything it can to stop parents parking on pavements however nothing it seems is ever informed by RCC or the police. They stand at willow crescent but the problem isn't just there it's on beech Road too.
Would love a school bus to take her to school and back each day ! And would be much better for the environment
The traffic is dreadful and most cars are traveling far to fast.
Cycle paths required urgently !!! Oakham to Whissendine
Situation could change when my children are older but nothing I can change this year

### Appendix 3

#### Modeshift STARS Travel and Transport Audit

Name of school: \_\_\_\_\_ Date of audit: \_\_\_\_\_

#### Cycle Storage:

How many cycle parking spaces does the school have? \_\_\_\_\_

Are there separate cycle storage spaces for staff and visitors? Y/N (Number \_\_\_\_\_)

Are they covered sheds? Y/N

How many scooter storage spaces are there? \_\_\_\_\_ Is there a parent waiting shelter? Y/N

Are there storage lockers for pupils and staff? Y/N (Number \_\_\_\_\_)

Are there showers available for pupils and staff? Y/N (Number \_\_\_\_\_)

Are there coach/bus parking facilities? Y/N

(Details - \_\_\_\_\_)

Are there motorcycle/ scooter parking facilities? Y/N

Details of walking access to site:

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Details of cycling access to site:

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Details of bus access to site:

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Is there rail access close to site? Y/N

Details of road access to site:

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#### Parking:

Number of staff spaces: \_\_\_\_\_ Number of visitor spaces: \_\_\_\_\_

Number of parent spaces: \_\_\_\_\_ Number of accessible spaces: \_\_\_\_\_

Number of electric vehicle charging points: \_\_\_\_\_ / EV Spaces: \_\_\_\_\_

Car club spaces: \_\_\_\_\_ Car share spaces: \_\_\_\_\_

Does the school have any fleet vehicles?

Bus (minibus) \_\_\_\_ / Pool bicycles \_\_\_\_ / Pool electric bikes \_\_\_\_ / Other \_\_\_\_

Is the pedestrian access separate to the vehicle access? Y/N

Is the cycle access separate to the vehicle access? Y/N Are the routes into the site well lit? Y/N

Name of road outside main entrance:

Names of other roads surrounding site:

Speed Limits Around School Site (tick those that apply)	20 mph	30 mph	40 mph	50 mph	60 mph
Main Road Outside School Gate					
Other Roads Surrounding School Site					

Are there the following within 500m of school site?	Yes (give details)	No
Pelican Crossing		
Puffin Crossing		
Toucan Crossing		
Zebra Crossing		
School Crossing Patrol		
Pedestrian Refuge		

	Yes (give details)	No
Is there any traffic calming within 500m of the school? (Humps, chicanes etc?)		
Other obstacles within 500m of the school site? (Specify)		
Are there railings outside the main entrance to site?		
Are there dedicated cycle lanes leading to the school?		

	Outstanding	Good	Average	Poor	Inadequate
Quality of the pavements around the school site (within 500m)					