

# Sustainable school travel strategy

Oxfordshire, 2024–25

**Providing choice,** inspiring change



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# Introduction

This document sets out Oxfordshire County Council's strategy for promoting sustainable travel to and from school and college across Oxfordshire, which supports our vision:

**To improve the health and wellbeing of our children and young people by enabling active and sustainable travel to school and college on a safe, eco-friendly Oxfordshire transport system.**

Local authorities have a duty, as set out in S.508A (1) (c) of the Education Act 1996 to promote the use of sustainable travel on journeys to and from places of education in their area. This duty applies to travel to and from:

- schools
- further education institutions
- 16-19 academies

Sustainable travel in this context is that which may improve:

- The physical wellbeing of users, and/or
- the environmental wellbeing of all or part

of the local authority's area.

Sustainable travel includes:

- public transport and shared transport
- active travel – walking, wheeling, cycling, and scooting.

This sustainable school travel strategy complements the county council's [active travel strategy](#) and underpins its [local transport connectivity plan 2022-2050](#).

The aims of these and other related council and partnership strategies and policies can be found in **appendix 1** of this document.

This strategy is a living document that can be used to channel Oxfordshire's identified priorities into actions and to show how children, young people, and their families can be supported to travel safely and sustainably to school and college.

## Aims of the strategy

This strategy has been developed through collaboration with key internal stakeholders

working in relevant roles within the county council who are involved in the school journey. This has helped to ensure that the strategy aligns with our council policies to address the climate emergency; support public health; address inequalities; and create healthier places to live and work in Oxfordshire.

The key aims of the strategy are:

- 1.** Improving health and wellbeing for children, young people, and their families
- 2.** Facilitating more sustainable travel choices for school and college journeys
- 3.** Making active travel (walking, wheeling, cycling, scooting) a safe and comfortable choice for school and college journeys

A prioritised action plan has been developed that is informed by a combination of public and internal stakeholder engagement. The action plan further promotes and supports the aims of our strategy for sustainable travel to school and college.

# Oxfordshire context

## Geography

Oxfordshire is the most rural county in southeast England. Around 60 per cent of the population live in the urban areas of Oxford city and the main towns including Abingdon, Didcot, Witney, Bicester, and Banbury. The remainder live in smaller towns, villages, and hamlets (Oxfordshire Joint Needs Assessment, 2023) within the county.

The type and quality of transport service across Oxfordshire varies greatly. In urban areas there is usually a range of footpath and cycle route provision, however in rural areas this provision can be sparse. Public transport is typically more comprehensive and frequent within and between urban areas (such as Abingdon and Oxford). but many rural areas are served by infrequent services that are unsuitable for school journeys (tending not to run at peak commuting times), or no service at all.

The county is connected by several strategic roads including the M40 and A34 as well as a network of local B roads. We are aware that commuter and school travel are two main journey purposes and contribute significantly to peak time travel (LTCP 2022).

More than one hundred local roads in Oxfordshire have a 20mph speed limit following the introduction of our 20mph programme,<sup>1</sup> with over one hundred further roads proposed for a 20mph speed limit. This programme is designed to improve road safety for all road users, particularly vulnerable road users – those who are walking, wheeling, scooting, or cycling.

## School population

Oxfordshire's 725,300 population includes approximately 115,000 children and young people aged 2-19 years (Census, 2021). This population is fairly evenly spread across the

county districts apart from west Oxfordshire, which has approximately 25 per cent less children and young people aged 2-19 years than other districts.

Census 2021 data indicates a growing population in Oxfordshire which is built into population growth projections for the county ([Oxfordshire housing-led population forecasts March 2023 update \(2021-2031\) | Oxfordshire Insight](#)). One area of significant growth since 2011 is a 15 per cent increase in the number of children living in Oxfordshire aged 5-14 years. However, there has been an 8 per cent reduction in the number of children aged 0-4 years over the same period due to unique factors which we do not necessarily expect to continue.

<sup>1</sup> <https://www.oxfordshire.gov.uk/residents/roads-and-transport/traffic/20mph-scheme>

# Oxfordshire context

Oxfordshire schools and numbers of pupils attending in January 2024 (Department for Education (DfE) statistics):

School type	No. of schools	No. of pupils	comments
State funded nursery/ primary (with many incl. nursery)	249	51,929	
State funded secondary (11-19)	39	42,271	
All through	3	1671	Primary 944 Secondary 727
State funded special schools	16	1,348	
Independent	53	18,265	
<b>Total</b>	<b>307</b>		

Different settings and types of school are unique. Sustainable travel actions for individual schools need to take account of this and cannot wholly rely on another's travel plan as a blueprint. For example:

- State-funded and academy primary schools typically have a local catchment area meaning that more pupils live closer to the school, and will find it easier to walk, wheel or cycle to school.
- Independent schools typically have pupils from a wide geographic area, which makes active travel for the whole journey impractical for many.
- Special schools cater for pupils with additional, often complex needs, and will typically be supporting students from a much broader geography due to a lower spread of specialist school provision across the country. These factors influence how pupils can travel to school.

# Oxfordshire context

## School travel

[National Travel Survey](#) data (2022) shows no significant change in the main mode of travel to school in England for pupils aged 5-16 between 2002 and 2022. This was typically either walking or car travel with the following breakdown:

- Less than one mile distance - most common mode of travel was walking, both for pupils aged 5-10 (86 per cent) and 11-16 (90 per cent)
- Between one and two mile distances - walking was the most common mode for pupils aged 11-16 (62 per cent) whereas only 18 per cent of pupils aged 5-10 walked to school.
- Over two mile distances - car was the most common mode of travel.

In urban areas, walking accounts for the highest proportion of travel to school. In rural towns this proportion decreases and in rural villages and hamlets car is the most common mode of travel to school.

Oxfordshire County Council no longer routinely collects travel to school data, as it is no longer a government requirement for schools to provide this information. The council does, however, continue to collect this data as part of school specific projects and this provides an indication of school journey travel behaviours, which are similar to the national picture.

Data collected from within the vicinity of Oxfordshire schools prior to the implementation of a school street scheme shows peak traffic volumes coincide with school drop off and pick up times, indicating there is a prevalent use of the car for school journeys. Hands-up survey data collected from these schools typically shows walking as the most common mode of travel to school followed by car.

In the 2023/24 academic year, Oxfordshire County Council has provided school transport for around 10,000 eligible young people to mainstream and to special needs schools. This school transport service is operated

with a mix of approximately 500 in-house and contracted (through special bus and private-hire vehicle home to school travel contracts) vehicles, each weekday during the school terms. This costs in the region of £32m per year. The county council also subsidises parents/carers claiming personal budget or mileage allowances in special circumstances. Further, the council provides for a small number of pupils to have season tickets on buses and, very occasionally, trains. These extra examples are unique and considered and costed on a case-by-case basis.

Data on how school staff travel to work is also collected as part of school specific projects. The most common mode used by staff travelling to work is the car. Reasons given for this include:

- long commute distances
- having too many items to carry
- lack of suitable public transport.

# Oxfordshire context

## Barriers to active and sustainable travel to school

The common barriers to active travel school journey choices that are typically reported by pupils and their families are (National Travel Survey 2022):

- distance (too far)
- journey time (too long)

- age of children (too young)
- personal security
- health
- road safety concerns.

In Oxfordshire, road safety concerns have been flagged as a key barrier to active and sustainable travel (National Highways and Transport Network survey 2023):

	Satisfied	Unsatisfied	No view
Safety of walking to school	42%	31%	27%
Safety of cycling to school	30%	44%	26%
Road safety training delivery	35%	30%	35%

Research indicates that addressing some of these barriers, particularly road safety, can have a positive impact on the levels to

people walking, cycling or wheeling to school (National Travel Survey 2022).

# Assessing school travel and transport needs

School travel and transport needs for pupils in Oxfordshire are determined by:

- the assessment processes for those pupils and students who are eligible for transport support from the county council under the home to school and post 16 transport legislation, along with the council's home to school and post 16 transport policies
- the education, health, and care plan (EHCP) process for those pupils and students with additional needs
- the school travel planning process with schools that participate.

Public consultation and engagement exercises also help to understand the broader travel and transport needs of pupils, students, and their families in relation to the school journeys – which are often linked to other journeys such as pre-school or work travel (trip-chaining).

Oxfordshire County Council ran a public engagement exercise between 7 May and 2 June 2024 in the form of a survey hosted on

the council's Let's Talk Oxfordshire site. The survey attracted a high volume of responses, and identified several key priorities for the people of Oxfordshire with regard to school journeys, including:

- Improved cycling infrastructure, training and access to a range of purpose-built cycles (e.g. cargo bikes, adapted cycles)
- More cycle training for primary school pupils and parents/carers
- Increased road safety education for pupils
- Improved walking routes to schools/colleges including more pedestrian crossing areas
- More regular, well-timed bus services with cheaper fares
- Driver road safety education
- Increased parking enforcement around schools

A travel and transport sounding board focus exercise was held with young people in March 2023 which was well-attended. The session

identified three key themes that attendees felt needed to be addressed to encourage more sustainable travel:

- More transport choice to support the growing independence of young people across the county.
- Investment in safer infrastructure options for young people – e.g. dedicated cycle lanes, walking routes and access to buses (particularly those in rural areas).
- More reliable and cost effective (with better ticketing options particularly between transport modes) buses that are better connected to ensure young people opt to take the bus as the first natural choice



# Assessing school travel and transport needs

The feedback from these engagements has helped the county council focus on what really matters to the families who regularly travel on school journeys, and this is reflected in the action plan below. There is a true commitment to delivering the listed actions and the outcomes we hope to achieve. The actions will be monitored and reviewed by the sustainable school travel strategy planning board as well as through the school travel planning process, and any associated future travel surveys.

# Action plan

Strategy focus	Actions	Targets	Timeframes	Current funding sources	2024/25 costs Sept - Apr	2025/26 costs Apr - Sept
<b>1.Improving health and wellbeing for children, young people and their families</b>	1.Ensure we meet delivery levels of the Bikeability training requirements to years 5 and 6	80 per cent of pupils offered a level 1 and 2 combined or level 2 course	By July 2025 (and ongoing subject to continued funding)	Existing funding and resources		
	2.Expand cycle training to other year group pupils and their families	Offer to year 4 pupils and parents in 6 schools	By July 2026	Extra staffing (0.5 FTE post @ £20k pa)	£10,000	£10,000
		Offer Bikeability level 3 training to years 7 and 8	By Sept 2026	Subject to successful external funding bid		
	3.Explore the role of balance bikes in enabling early years children to learn to ride	Trial in seven nursery schools	By Sept 2025	Existing Capability and Ambition Fund (CAF) funding and resources		
	4.Increase the number of school streets in the county	Operate four further trials	By Dec 2025	£325k of tranche 4+ funding secured		
	5.Regular monitoring and reporting of air quality levels	Monitoring scheme outside further 14 schools	By Sept 2025	Additional equipment fitted - £60k	£30,000	£30,000

# Action plan

Strategy focus	Actions	Targets	Timeframes	Current funding sources	2024/25 costs Sept - Apr	2025/26 costs Apr - Sept
<b>1.Improving health and wellbeing for children, young people and their families</b>	6.Increase participation in walk to school initiatives	In 15 more schools	By July 2025 (and ongoing subject to continued funding)	Existing funding and resources		
<b>2.Facilitating more sustainable travel choices for school and college journeys</b>	7.Deliver more independent travel training to young people and adults with particular needs	Start training 20 young people and adults	By Oct 2025	Existing funding and resources		
	8.Collect more data on modes of travel to school to help understand trends and monitor modal shift	Data from an additional 20 schools	By Sept 2025	Existing funding and resources		
	9.Motivate and support schools to participate in school travel planning and achieve at least 'good' level	Minimum of 10 schools in progress per year	Phase 1 by Sept 2025	Existing funding and resources		

# Action plan

Strategy focus	Actions	Targets	Timeframes	Current funding sources	2024/25 costs Sept - Apr	2025/26 costs Apr - Sept
<b>2. Facilitating more sustainable travel choices for school and college journeys</b>	10. Work with local bus operators and schools/colleges to identify suitable bus timings to fit in with academic days	Hold discussions with all local operators	By Feb 2025	Existing funding and resources		
	11. Work with local bus operators to identify options for more affordable fare structures for pupils/students, e.g. Youth Card/Multi-operator discounted tickets	Hold discussions with all local operators	By Feb 2025	Existing funding and resources		
<b>3. Making active travel (walking, wheeling, cycling, scooting) a safe and comfortable choice for school and college journeys</b>	12. Delivery of advanced road safety education in secondary schools.	Not feasible at present	Review in 2025			

# Action plan

Strategy focus	Actions	Targets	Timeframes	Current funding sources	2024/25 costs Sept - Apr	2025/26 costs Apr - Sept
<b>3. Making active travel (walking, wheeling, cycling, scooting) a safe and comfortable choice for school and college journeys</b>	13. Deliver road safety education to all primary school pupils	Offer to all primary school pupils	By Sept 2026	Existing funding and resources		
	14. Implement more parking enforcement around schools and colleges	Not deliverable within current regulations				
	15. Implement more park and stride locations, where identified through school travel planning	Four new locations per year	Phase 1 by Sept 2025	Existing funding and resources		
	16. Support the development of more walking bus/cycling train initiatives	Six new per year	Phase 1 by Sept 2025	Existing resources with extra £1k per unit support funding (£6k in 2024/5)	£3,000	£3,000
	17. Improve the cycling infrastructure with more segregated cycle routes, all year surfaces, continuous routes, and lighting, as identified through the LCWIP and LTN1/20 compliant	Outside the scope of this strategy but can support external bids for capital to ensure infrastructure is improved routes to school				

# Action plan

Strategy focus	Actions	Targets	Timeframes	Current funding sources	2024/25 costs Sept - Apr	2025/26 costs Apr - Sept
<b>3. Making active travel (walking, wheeling, cycling, scooting) a safe and comfortable choice for school and college journeys</b>	18. Roll out 20mph speed restriction programme	Monitor any delivery of remaining 25 per cent of programme around school areas	By Sept 2026	Subject to a funding bid for supporting physical measures		
	19. Introduce more parking restrictions around schools/colleges	Manage through safe school zones concept				
	20. Provide more secure cycle parking (inc. for larger cycles) at schools/colleges	Four new/extended parking sites per year including maintenance agreements with schools	Phase 1 by Sept 2025	Extra £60k required in Year 1 and subsequent years	£20,000	£40,000
	21. Establish more bike libraries along with cycle repair sessions	Trial three more bike libraries	By July 2025	Extra £20k required		
	22. Develop a safe school zone concept for outside school areas and trial it	Trial at two schools	By Sept 2025	Extra £30k to support design and trial costs. Bid for external funding needed to support any infrastructure changes	£20,000	£10,000

# Action plan

Strategy focus	Actions	Targets	Timeframes	Current funding sources	2024/25 costs Sept - Apr	2025/26 costs Apr - Sept
<b>3. Making active travel (walking, wheeling, cycling, scooting) a safe and comfortable choice for school and college journeys</b>	23. Design and deliver road safety education to drivers through school safety zone work	Support package developed and trialled	By Sept 2025	Existing funding and resources	£20,000	
	24. Develop and deliver young driver/motorised rider mentoring programme	Unable to expand due to current licensing regulations				
	<b>Total costs</b>			<b>£196,000 (academic year 2024/25)</b>	<b>£103,000 (academic year 2024/25)</b>	<b>£93,000 (request from 2025/26 council budget)</b>

# Action plan

**Any further funding for beyond September 2025 should be considered as part of the annual review of this strategy.**

**If actions 2 and 20 are continued into the 2025/26 academic year, this would require extra funding of £30k in the 2025/26 financial year and £50k in the 2026/27 financial year.**

## Consistent operational practice

Feedback from public engagement exercises and consultation with young people has helped the county council to formulate the specific actions above, and to better focus our plans for the day to day delivery of our initiatives. In particular, we intend to:

1. Review future general traffic schemes in the context of sustainable school travel.
2. Prioritise the promotion of school travel planning, especially within rural areas, to ensure we maximise the safety of pupils as well as supporting active travel choices.

3. Work with schools, parents, and other partners to develop a deliverable safe school zones concept to suit both rural and urban areas.
4. Explore the suitability of delivering school streets schemes in more rural schools.
5. Work closely with other local authorities and partner organisations, through the sustainable school travel groups that we have established (and other workshopping opportunities as they arise), to share and learn best practices and approaches.
6. Monitor the county council's vision zero activities and support these to incorporate more rural areas where practicable.
7. Regularly review the public transport offer for young people travelling to secondary school, sixth form, and college.



# Appendix 1

## 1. Current and proposed interventions

### National initiatives

The county council supports and encourages Oxfordshire schools to participate in the following national initiatives:

- Walk to school week and month (UK government/Living Streets)
- Road safety week
- **WOW** (walk to school) challenge (Living Streets)
- Big Walk and Wheel – (Sustrans, held annually in March)

### Local travel initiatives

#### Bus ticketing

A new countywide multi-operator bus ticket was launched in July 2024, known as MyBus Oxfordshire. MyBus offers a special rate day

or week ticket – both for adults and young people. The young person tickets are valid from age 5 to 18 (inclusive) and in many cases will represent better value than existing ticket products.

#### Bus services

In support of the government’s road to zero strategy for transition to zero emission transport by 2050, Oxfordshire was granted £32.8 million to support the local zero emission bus regional areas (ZEBRA) scheme. The initiative seeks to cut air pollution, reduce noise pollution, and provide more reliable bus services for local people. The Oxfordshire County Council bid secured 159 zero emission buses now incrementally operating on 34 routes across Oxford city and nearby surroundings. This area has been defined through consideration of three core air quality management areas. All of these buses have been in operation since June 2024 on services in and around Oxford city. These new vehicles will have zero emissions at the point of operation and will be virtually silent.

The impact on both air and noise pollution is expected to be significant. The ZEBRA proposal also supports wider policy proposals for Oxford, including Connecting Oxford, which will deliver a zero emissions zone and traffic filters to remove traffic from congested city centre routes.

#### Travel planning

A travel plan is an action plan for increasing sustainable and active travel to nurseries, schools, and colleges. Developing the plan begins with identifying the current travel behaviours of the school community, and the existing travel-related initiatives that the school promotes (e.g. cycle training, Walk to School week, or road safety education). Once these are identified, a plan for how these can be built on is formed. The travel plan is a bespoke plan developed by a nursery/school/college.

All new and expanding nurseries, schools, and colleges must produce a travel plan using the Department for Transport’s Modeshift **Stars** toolkit. Additionally, any nursery, school, or college taking part in a county

# Appendix 1

council initiative must produce/ update their own travel plan – which should be updated annually. The county council, as the local education authority supports with the development of the travel plans.

## Independent travel training (ITT)

ITT is designed to help empower young people with special educational needs and disabilities (SEND) with a sense of independence, power, and control over their own travel activities. It helps young people to be better equipped and more confident - increasing a sense of freedom, wider access to more life opportunities, and a bigger social circle and community.

The programme assists young people with transferable knowledge and skills for travelling safely and independently, whether that be walking, taking a bus, or taking a train. It also helps to better familiarise young people with their local community.

## School streets

A school street is a measure that temporarily reduces the number of vehicles on the road(s) around a school during school start and finish times. This creates a safer environment around the school for children, young people, and their families/carers. The overall aim of this approach is to increase the proportion of children, young people, and their families walking, wheeling, scooting and cycling to school (as endorsed in the local transport connectivity plan). By reducing vehicle numbers around a school, air pollution can also be reduced and air quality improved.

Certain vehicles are exempt from a school street including residents of the affected street and their regular visitors/ carers, blue badge holders, emergency vehicles, school transport, and pupils and other members of the school community identified by the school.

Currently there are four permanent school streets in Oxfordshire (enforced with Automatic Number Plate Recognition (ANPR) cameras). These are all located at primary

schools. Air quality monitors are installed at all school streets to record the impact of the school street on air quality. A further phase (2) of school streets is being trialled (summer 2024), and funding has been secured for additional (phase 3) school street trials to commence in autumn 2024.

A school street is not a standalone measure and is developed and implemented alongside measures to increase walking (including park and stride), wheeling, scooting, and cycling to school.

You can find out more about school streets in Oxfordshire here [school streets Oxfordshire](#).

## Public health initiatives

### Air quality improvement

The school sensors project is an air quality initiative to measure the impacts of interventions – such as school streets and 20mph zones – on roadside air quality.

# Appendix 1

The University of Birmingham is conducting a research project using our data. We are also measuring air quality at school sites where no interventions are active (control sites).

## Community Outreach Active Travel

The Community Outreach Active Travel (COAT) fund is a joint project between the county council's healthy placeshaping and travel plans and behaviour change teams and delivery partner Active Oxfordshire. It is designed to improve the health and wellbeing of residents in Oxfordshire's most deprived wards in Oxford city and Abingdon, Banbury, Bicester, Didcot, and Witney, by encouraging physical activity through active travel.

Active Oxfordshire receives some agreed funding from the county council to engage with grassroots community organisations, district councils and schools in the allocated wards noted above. The engagement is to establish initiatives creating opportunities for active travel. These initiatives include (but are not limited to) creating maps, arranging health walks, putting in cycle

parking, providing bike libraries, cargo bikes, cycle training (for pupils and families), cycle maintenance training, and making sure donated cycles are ready for safe reuse.

One organisation that has benefited from COAT funding is Windrush Bike Project. Highlights from this west Oxfordshire cycling project include a bike mechanics for wellbeing course that was delivered to 27 adults – including 19 asylum seekers who were then able to take away and use repaired bikes at the end of the course. The programme has also established a bike library – loaning 92 bicycles to children from low-income families and 19 trikes and adapted cycles for children with additional needs.

COAT is not specifically dedicated to schools – its projects focus more on physical and mental health benefits of active travel rather than tackling traffic issues. It contributes to supporting sustainable travel growth in schools within wards that it covers, as schools in applicable wards are eligible for funding.

£625,000 of funding has been secured for

the COAT programme – covering the three-year life of the project (from October 2023 to September 2026). The COAT programme is targeted to deliver sustained behaviour changes and there will be the potential to continue schemes beyond the three-year mark if funding allows.

## E-bike pilot

The county council's public health team is running an e-bike pilot study for adults with the aims of contributing to tackling the climate emergency, traffic congestion, and poor air quality by reducing the need to use a car.

## Infrastructure programmes

### School crossing patrols

There are approximately 35 school crossing patrol officers in Oxfordshire, who work across the county to improve safety for children, young people, and their families to travel actively to school.

# Appendix 1

## New school design

Guidance has been produced to ensure all new nurseries, schools, and colleges provide appropriate cycle and scooter parking (enough parking space in a covered shelter that is relatively secure). The guidance also includes provision for staff and visitor electric vehicle charging and dedicated space for school buses to safely drop off and pick up pupils outside the school. The local road network surrounding the school should be designed to meet school street requirements and where possible the schools should be dual located with the local centres.

## 20mph speed restriction programme

More than one hundred local roads so far in Oxfordshire have 20mph speed limits following the introduction of our 20mph programme – with over one hundred more proposed. This programme is designed to improve road safety for all road users particularly those who are walking, wheeling, scooting, and cycling.

## Safer routes to school

The county council is investing in making routes to school safer for walking, wheeling, scooting, and cycling as a part of its vision zero commitments as well as its active travel ambitions. Vision zero aims to cut the number of serious road accidents to as low as possible including reducing possible and potential road safety incidents on school routes. A prioritised list of schools and improvements is being developed to guide how this funding is used.

## Road safety education

Oxfordshire Fire and Rescue Service delivers a programme of road safety education to Oxfordshire's children, young people and their families/carers. This includes:

### Cycle training

Oxfordshire Fire and Rescue Service (in collaboration with partners), delivers Level 2

Bikeability training to primary school pupils (typically years 5 and 6). Community-led organisations are also supporting the delivery of cycle training. Oxfordshire Fire and Rescue Service's goal is to offer cycle training to all primary school children in the county by the time they leave primary school. It has made successful funding bids recently to help achieve this goal.

Family cycle training sessions have also been explored but this has proven less successful due to lack of take-up.

More about cycle safety from Oxfordshire Fire and Rescue Service can be found [here](#).

### Pedestrian training

**Footsteps** – aimed at parents to start road safety education for their children as early as possible. It provides parents with practical tips for teaching their children road safety skills. Footsteps training can also be provided in-person. Check out the downloadable [Oxfordshire's Footsteps Guide](#) here.

# Appendix 1

**KS2 training package** – A pedestrian training package covering skills, hazards, and coping ideas. This is self-deliverable by teachers.

**KS2 advisor visit** – A 45-minute presentation delivered by a KS2 advisor, covering fire, water, and road safety.

## Car drivers and passengers

Young people aged 17 to 24 years who are learning to drive/newly qualified drivers can benefit from a number of initiatives such as:

- [First car academy](#)
- Hazard awareness signposting
- Fatal 4 – it's not worth the risk
- Morning after
- Think campaigns

Oxfordshire Fire and Rescue Service publicises safety guidance for car drivers and passenger [here](#).

## Powered two-wheelers (motorcyclists)

National and local training courses include:

- [Bikerdown](#)
- [Advanced rider training](#)

More information and guidance on motorcycling safety can be found [here](#).

## Junior Citizens Trust

Junior Citizens Trust is a partnership programme that provides safety education to year six pupils. The children take part in eight interactive safety scenarios. They decide on best actions and learn correct safety guidance for the scenarios in a safe, supervised environment. The scenarios are:

### 1. Fire safety

Raises awareness of how and where fires start, the possible results and what to do in specific situations.

### 2. Personal protective awareness

Role-play exercise set up in response to situations that could be encountered during everyday life.

### 3. Home dangers

Spot the danger in an example home: e.g. dangerous appliances and items, hazardous substances, and unsafe situations.

### 4. Be rail safe

Teaches the dangers of being near, or on rail tracks, by highlighting risks and potential outcomes.

### 5. First aid

How to respond to an emergency, how to prioritise what actions to take, and how to put someone in the recovery position.

# Appendix 1

## 6. Water safety

Using a pretend situation where a person is drowning in a stretch of water to teach pupils what are the most sensible things to do to try and rescue the person.

## 7. Road safety

Giving pupils the opportunity to practice basic road safety rules and procedures on our road.

## 8. Internet safety / bullying

Exploring dangers of the internet and bullying (in-person or cyberbullying) is practiced with students on a two-yearly basis.

For further information about the programme or how to request a visit for your school please visit the [Junior Citizens Trust website](#)

# Appendix 2

## Strategic and policy context

The sustainable school travel strategy contributes to the following strategies and policies by supporting and promoting sustainable and active travel to schools:

### **Local transport and connectivity plan 2022-2050 (2022)**

Oxfordshire's local transport and connectivity plan (LTCP) outlines the vision for a net-zero and thriving Oxfordshire and how this will be achieved – with school travel an important component of this.

The LTCP identifies a series of challenges with the school run at present, including significantly contributing to congestion, increasing air pollution, and increasing road safety risk. These factors are considered barriers to parents allowing children to travel independently to school.

Promoting active travel is seen as a solution to existing challenges – including through delivering initiatives such as school streets,

park and stride, wayfinding, and travel planning - 'working with schools to develop a programme of walking and cycling measures to travel to and from school' (LTCP policy 11). An increase in active travel will not only address congestion, air pollution and road safety risk, but also contribute to child and adult physical and mental health and develop children's ability to travel independently.

### **Oxfordshire health and wellbeing strategy (2024-2030)**

The Oxfordshire health and wellbeing strategy identifies physical activity and active travel as a key factor for 'living well'. There is an ambition to increase walking and cycling to workplaces and school, particularly in deprived communities. Active travel can reduce obesity, contribute to tackling the climate emergency and thus reduce the climate change individual threat to health and tackle health inequalities between poor and wealthy neighbourhoods.

A key principle that underpins the strategy is 'prevention' of illness, for which active travel

and a reduction in air pollution can influence.

### **Oxfordshire children and young people's plan 2018-2023**

Oxfordshire's children and young people's plan sets the vision for Oxfordshire being 'a great place to grow up' and for children to reach their full potential. It identifies health and obesity levels in children as an area of concern. It also recognises how some children are more disadvantaged than others and that there is a need to support the most vulnerable including children with SEND.

The plan identifies services available to promote good health and prevent ill health, access to services to improve overall wellbeing, and access to easy ways of getting active as key in ensuring children are happy and healthy.

# Appendix 2

## **Oxfordshire Joint Strategic Needs assessment 2023 update**

Oxfordshire's Joint Strategic Needs assessment identifies areas of deprivation and inequality in Oxfordshire, and the challenges that people in these areas face. It includes various areas such as poorer access opportunities to green spaces, healthier food options and healthy travel to school,

## **Oxfordshire County Council climate action framework (2020)**

Oxfordshire's climate action framework establishes clear targets and a reasoned approach to tackling the climate emergency. Schools are identified as a fundamental component in achieving these targets. There is a commitment to ensuring services delivered to schools (e.g. home to school transport) are low carbon and have minimal impact. For example, school streets is identified as a way to reduce the carbon impact of the school run.

## **Air quality strategy (2023)**

Oxfordshire's air quality strategy sets out an Oxfordshire-wide ambition for raising awareness of air pollution posing a significant risk to public health, and the importance of improving air quality. The main priority of the strategy is to 'reduce emissions of indoor and outdoor air pollution'. The air quality strategy emphasises the need for behaviour change initiatives at schools and a larger role in influencing the design of transport schemes near schools.

## **Home to school and college transport policies (2023/24)**

The council's [home to school transport policy](#) (2023/24) meets the standard legal requirements of the 1996 Education Act in providing transport support at no cost to eligible pupils (criteria showed in the link). Individual cases falling outside the standard criteria may also be considered to be eligible due to exceptional circumstances (based on pragmatic review of the case).

The council's [post 16 transport policy](#) (2023/24) goes over and above the legal requirement for post-16 students with additional needs who have an education, health and care plan (EHCP) in that they continue to receive transport support from the county council at no cost to their families.

## **Future generations**

The "council believes that it is vital to consider the wellbeing of future generations in all decision-making in the council".



# Appendix 2

## References

1. [National Travel Survey 2022: Travel to and from school - GOV.UK \(www.gov.uk\)](https://www.gov.uk)
2. [Oxfordshire School Census 2021](#)
3. [Oxfordshire Joint Needs Assessment 2023](#)
4. [Oxfordshire Joint Strategic Needs Assessment 2023 Update](#)
5. [LTCP 2022 - 2050](#)
6. [Oxfordshire County Council Climate Action Framework \(2020\)](#)
7. [Air Quality Strategy \(2023\)](#)
8. [Oxfordshire Children and Young People's Plan 2018-2023](#)
9. [Oxfordshire Health and Wellbeing Strategy \(2024-2030\)](#)
10. [Home to School Transport Guidance \(2024\)](#)
11. [Post 16 Transport to Education and Training](#)
12. [Future Generations Mission Statement \(2024\)](#)