

## School Travel Plans & Contribution Towards National Indicators for Local Authorities and Local Authority Partnerships

Although developed by DfT, NI 198 is a cross cutting indicator which also supports education, health and environmental sustainability outcomes.

The Table below demonstrates how School Travel Plans contribute to national outcomes and national indicators in addition to NI 198 – ‘children travelling to school – mode of travel usually used’.

All NIs which STPs support to a greater or lesser degree have been listed below. These NIs were also highlighted as being of key relevance in the National School Travel Adviser Survey June 2008. PSA and DSO are Public Service Agreements and Departmental Strategic Objectives to which indicators relate.

<b>National outcomes</b>	<b>School Travel Plans</b>
<b><i>Adult health and well being</i></b>	
<b>NI 8</b> (PSA 21) Adult participation in sport	Includes some physical activity including recreational walking and cycling. Through school travel plan promotions, parents can also benefit from more walking and cycling with their children to school.
<b><i>Stronger Communities</i></b>	
<b>NI 2</b> % of people who feel they belong to their neighbourhood (PSA 21)  <b>NI 5</b> Overall/general satisfaction with local area (CLG DSO)	Safer routes and infrastructure improvements based on school community consultation assists with local environmental improvements and satisfaction.
<b><i>Safer Communities</i></b>	
<b>NI 47</b> People killed or seriously injured in road traffic accidents (DfT DSO)  <b>NI 48</b> Children killed or seriously injured in road traffic accidents (DfT DSO)	STPs address real and perceived road safety concerns and address through education, training and infrastructure improvements.

<b>Children and Young People - Be Healthy</b>	
<p><b>NI 50</b> Emotional health of children (PSA 12)</p> <p><b>NI 55</b> Obesity among primary school age children in Reception Year (PSA 12)</p> <p><b>NI 56</b> Obesity among primary school age children in Year 6 (DCSF DSO)</p> <p><b>NI 57</b> Children and young people's participation in high quality PE and sport (DCSF DSO)</p> <p><b>NI 198</b> <i>Children Travelling to School – usual mode of travel (DfT DSO)</i></p>	<p>Increased physical activity through more walking and cycling to school can improve emotional health as well as physical health.</p> <p>Increased physical activity through more walking and cycling to school supports wider efforts to encourage active and healthy lifestyles – and tackle weight gain.</p> <p>Cycle training and cycling can be sports options during curriculum time and as an extended school activity. Walking and running clubs are also extended school options.</p> <p><i>The indicator which sets a target for at least a one per cent reduction in car use as a minimum. Although a DfT indicator noted under Environmental Sustainability (see below), it can also be included here given its cross cutting nature.</i></p>
<b>Children and Young People – Stay safe</b>	
<b>NI 69</b> Children who have experienced bullying (DCSF DSO)	Bullying can be a feature of the home to school journey and Travel Plans can address such personal safety issues
<b>Children and Young People – Enjoy and achieve</b>	
<p><b>NI 87</b> Secondary school persistent absence rate (DCSF DSO)</p> <p><b>NI 88</b> Schools providing access to extended services</p> <p><b>NI 90</b> take up of 14-19 diplomas (DCSF DSO)</p>	<p>Addressing student school travel and transport issues through a STP may support school attendance and punctuality initiatives. STPs take into account travel and transport challenges associated with extended schools and services. Walking and cycling can form part of extended school club provision. STPs can help identify and address travel and transport issues associated with inter site movements and diplomas</p>

<b><i>Children and Young People – Make a positive contribution</i></b>	
<b>National Indicators</b> <b>NI 110</b> Young people’s participation in positive activities (PSA 14)	Children’s views are sought as part of the STP consultation process and they can participate in STP initiatives. A role for school councils.
<b><i>Children and Young People - Economic Wellbeing</i></b>	
<b>National Indicators</b> <b>NI 117</b> 16 to 18 year olds who are not in education, training or employment (NEET) (PSA 14)	Skills developed through independent travel to school help young people in transition and accessing opportunities.
<b><i>Local Economy</i></b>	
<b>NI 167</b> Congestion – average journey time per mile during the morning peak (PSA 5)	With one in five cars on the school run at the morning peak, reducing car use on the school journey via STPs will contribute to tackling congestion.
<b>NI 175</b> Access to services and facilities by public transport, walking and cycling	STPs can address accessibility issues and STP capital grants improve facilities for those who walk and cycle at schools.
<b><i>Environmental Sustainability</i></b>	
<b>NI 185</b> CO2 reductions for LA operations (PSA 27)	STAs act as role models in travelling sustainably in the course of their work.
<b>NI186</b> Per capita reduction in CO2 emissions in the LA area (PSA 27)	STPs set targets to reduce car travel and increase sustainable travel thereby contributing to a reduction in the school’s carbon footprint (at least 20% resulting from school travel).
<b>NI 188</b> Planning to adapt to climate change (PSA 27)	STPs increase awareness of the environmental benefits of travelling more sustainably and set out to change behaviour.
<b>NI 194</b> Level of air quality – reduction in NOx and primary PM10 emissions through LAs established operations (PSA 28)	Less car use on the school run – positive impact on air quality around schools.
<b>NI 198</b> Children Travelling to School – usual mode of travel (DfT DSO)	The relevant indicator which sets a target for minimum one per cent reduction in car use.