

LAA TARGET - ACTION PLAN

LAA Indicator No.	NI 198
Lead Partner Organisation	City Council
Technical Data Expert	Martin Wilkinson
Indicator Owner (Sign Off)	Trevor Errington
Reporting Frequency	Annually – Q4

SCS Theme:	Making places and services easily accessible for Coventry people	SCS Priority:	<p>SCS Outcomes:</p> <ul style="list-style-type: none"> The need for travel will have reduced as developments for learning and leisure, health services and shops and employment will have been positioned in convenient places. The quality of Coventry's local public transport services will have further improved and people will be more likely to travel in ways that are less damaging to the environment. <p>SCS Short term priorities:</p> <ul style="list-style-type: none"> Reduce car use and encourage people to travel by public transport, on foot and by bicycle, particularly during peak periods.
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1: LAA Target

Indicator Definition	Baseline & Year	Target 2008/09	Target 2009/10	Target 2010/11	Success Criteria
Children travelling to school – mode of transport usually used <i>(% of children aged 5-16 travelling to school by car including vans and taxis, but excluding car share)</i>	28.9% 2006/07	26.9%	25.9%	24.9%	Fewer children travelling to school alone by car

LAA Target information

The target set for all West Midlands Metropolitan Districts as part of the '*West Midlands Local Transport Plan 2006 – 2011*' is for no annual increase in the percentage of children (aged 5 to 16) travelling to school by car (including vans and taxis, but excluding car share) between 2006/7 and 2010/11. (Baseline (2006/7): 28.9%)

Policies and actions being put in place in Coventry have stretched this target locally to achieve a 1% reduction on the baseline year on year.

2: Equalities and Community Cohesion Implications

Summary of overall negative/ positive impacts on target groups/areas:

General positive impacts of actions:

- Improved health and fitness levels
- Greater independence for children
- Improved social skills and road sense
- Improved punctuality and attendance
- Reduced congestion and pollution
- A safer environment on the route to school

Analysis of schools participating and data by target groups / areas has not yet been undertaken.

3: Strategic Summary

Description of key activity or activities that may contribute towards achieving target
<p>Helping all schools to develop and implement a School Travel Plan</p> <p>Helping schools to establish walking buses</p> <p>Offering Bikeability-accredited cycle training to all schools</p> <p>Providing intensive support to selected schools who are committed to developing the cycling skills of their pupils and encouraging more of them to cycle to school, as part of Sustrans' Bike It project</p> <p>Improve routes to schools to encourage sustainable modes of travel and improve safety</p>

4: Delivery Plan – Performance Monitoring of Actions

Ref Nr	Planned Action(s)	Target/ Milestone	Link to Other Plans	Lead Officer	Progress <i>To be completed as part of quarterly monitoring.</i>
1	Help all schools, including independent schools and Pupil Referral Units, to develop and implement a School Travel Plan	85% of schools in Coventry with an approved Travel Plan by March 2009 Baseline (March 2008): 66%	Draft Sustainable Travel to School Strategy, Operational Plan (CDD-Planning and Strategic Transportation), Climate Change Strategy, Children and Young People's Plan, West Midlands Local Transport Plan (LTP).	Martin Wilkinson, School Travel Plan Co-ordinator	Travel Plans approved in March each year

Ref Nr	Planned Action(s)	Target/ Milestone	Link to Other Plans	Lead Officer	Progress <i>To be completed as part of quarterly monitoring.</i>
2	Help schools to establish walking buses	Establish 5 new walking bus routes each year	As above	Martin Wilkinson, School Travel Plan Co-ordinator	
3	Offer Bikeability-accredited cycle training to all schools	Train 1000 children each year	As above	Tony Benn, Cycle Training Co-ordinator	
4	Providing intensive support to selected Bike It schools	Number of pupils cycling to school at Bike It schools (as measured by bike shed counts) (baseline and target to be confirmed with new interim Bike It Officer once in post)	As above	Sustrans Bike It Officer	
5	Improve routes to schools to encourage sustainable modes of travel and improve safety	Implement two Safer Routes to School schemes per year	As above	Martin Wilkinson, School Travel Plan Co-ordinator	

5. Performance Indicators

Indicators - Performance Monitoring of Indicators								
Ref Nr	Description	Baseline	Target 08/09	Q1	Q2	Q3	Q4	Target Met Yes/No
NI 198	Children travelling to school – mode of transport usually used <i>(% of children aged 5-16 travelling to school by car including vans and taxis, but excluding car share)</i>	2006/07: 28.9% (Progress: 2007/8: 26%)	26.9%	N/A	N/A	N/A		
Other indicators that will be used to track progress, including disaggregated measures for target groups.								
NI 198	Children travelling to school – mode of transport usually used (disaggregated measures) % of primary school children (aged 5-10) travelling to school by car including vans and taxis, but excluding car share % of secondary school children (aged 11-16) travelling to school by car including vans and taxis, but excluding car share	2007/8 34.4% 15.2%	 N/A N/A					
	Number of schools with an approved School Travel Plan (see Action 1)	2007/8: 66%	85%					

6: Funding & Planned Spend

Funding & Planned Spend	2008/09	2009/10	2010/11	Total	Comment/Rationale
School Travel Advisor Grant	£35k	£35k	-	£70k	Grant part of DfT/DCSF Travelling to School Initiative, which is due to end in March 2010
Sustainable Travel to School Duty Grant	£23k	£23k	£23k	£69k	To be used to employ additional temporary, part-time School Travel Plan Co-ordinator
Walking Bus project (Grant from PSA Peugeot Citroën Charitable Trust)	£10k	£10k	-	£20k	Grant due to end in 2010
Cycle Training (LTP funding and Cycling England grant)	£50k	£30k	£30k	£110k	Cycling England grant applied for on an annual basis
Bike It Officer (Sustrans and LTP funding)	£50k			£50k	Funding beyond March 2009 to be confirmed
Safer Routes to School programme (LTP funding)	£200k	£200k	£200k	£600k	As approved by Cabinet, March 2008

7: Risk Assessment

Ref No.	Risk	Mitigating action
1	Schools reluctant to engage in School Travel Plan process	Approach schools individually with tailored offer
2	Grant funding ceasing	Explore alternative funding sources (eg LTP, Duty grant)
3	LTP funding ceasing	Explore alternative funding sources
4	Turnover of casual cycle training staff	Exploring the possibility of establishing permanent part-time posts
5	Sustrans Bike It Officer currently on long-term sick leave	Assist Sustrans with appointment of interim replacement on 1-year contract
6	Residents objections to Safer Routes to School schemes	Undertake early consultation with Ward Councillors and other residents' representatives