

St Mark Primary School (Highcliffe)
Greenways
Highcliffe
Christchurch
Dorset
BH23 5AZ
DfE NO: 835 3699

October 2011

Dear Headteacher

As part of our statutory duty to encourage sustainable travel to school, we have produced a “**School Travel Health Check (STHC)**”™ pack for each LEA school in Dorset. Based on spatial analysis of your school census mode of travel data collected in January 2011, it consists of this letter, a STHC Report summarising the key analysis data for your school, 2 “postcode maps” and a summary results table for the whole authority. The aim is to show:-

- **How your pupils currently travel to school, and from where**
- **The impact this has on your pupils and the environment**
- **How your school compares to all the other schools in the authority**
- **Some questions and thoughts to encourage debate within your school community and help you set targets for change**

There is no single solution for reducing the 20.2 million kilometres collectively driven by car on the “school run” in Dorset in 2010-11 (and the 4,119 tonnes of CO₂ emitted in the process!). However to give you a start on setting local targets to reduce the impact of the journey to and from your school, we have “**R.A.G.** rated” pupil travel on both short and long term indicators from the STHC analysis results. **The 2010-11 STHC sustainable travel ratings for your school are:-**

<p><u>Short Term Indicator:</u> Pupils Within A Realistic Walk Threshold Coming By Car: (PPrimary Walking Threshold = 800m, Secondary = 2000m) RED <i>Last years rating was RED</i> RED: >30 pupils living within walk threshold coming by car AMBER: 10-30 pupils living within walk threshold coming by car GREEN: <10 pupils living within walk threshold coming by car See section 2.4</p>	<p><u>Long Term Indicator:</u> Per Pupil Travel CO₂ Emissions Against Authority Average: GREEN <i>Last years rating was GREEN</i> RED: More than 10% above authority average AMBER: Within 10% of the authority average GREEN: More than 10% below the authority average See section 2.5</p>
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If your score is Red or Amber: Don't despair! We understand that the location or nature of your school may be a major factor in determining how your pupils travel to it. However an informed debate based on how far your pupils actually travel to school, the limitations this places on the use of sustainable modes and what your school community can do about it is an essential first step towards encouraging active travel and reducing local transport CO₂ emissions.

If your score is Green: Before you open the champagne, our authority average will probably still be well above where we need to be in order to properly address climate

change! Leading scientists have shown that if we are all to live within the Earth's carrying capacity we need to move from our current UK annual average of all CO₂ emissions of 10 tonnes per person to 1 tonne. We all need to be more aware of the consequences of the travel choices we make - why not work up a carbon budget / rationing system in the classroom and assess how much is used up by getting to and from school? We recommend you look at www.fairsharesfairchoice.com for starters.

If some of your figures / maps don't look right: Your STHC relies on the School Census data you collect being accurate and your Authority having the correct coordinates for your school. Please check the maps supplied for rogue postcodes / modes of travel. Please have any errors corrected in time for next January's Census return.

NOTE: Split site schools - If your school shares a common DfE number with other sites the STHC output will not reflect the true travel patterns of all your pupils.

Electronic copies of the STHC pack are available. The key analysis results table can be downloaded directly from the School Summary Data section of www.sthc.co.uk, whilst this report can be viewed and downloaded within the Dorset Instant Atlas on the same page (click on the report icon  beside your school name). For data protection reasons digital (Google Earth compatible) versions of the maps need to be obtained from us directly.

Looking beyond Dorset: Many other UK authorities and schools are participating in the STHC process and their data and reports can also be viewed on the STHC website. There is plenty of material here for the classroom - How is Dorset doing in comparison with other authorities? Is there a rural / urban divide?..

What to do now? Do make sure this STHC pack and supporting digital resources make it off your desk and into the staffroom and the classroom. They should also be shared with your School Travel Plan (STP) working group (or perhaps your Governors Group if you don't have a STP). As we still aim to repeat this analysis on an annual basis your school will be able to assess its progress over time.

Please don't hesitate to contact us if you have any questions about the issues raised by this STHC pack. We want this information to be of as much interest and use to you as possible – all ideas on how to improve the STHC and support for the future are welcomed!

Kind regards,

The Dorset School Travel Planning Team

Andrew Combes

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2010-11 School Travel Health Check Report

St Mark Primary School (Highcliffe) Greenways Highcliffe Christchurch Dorset BH23 5AZ DCSF NO: 835 3699	School Census Year	2010-11
	Generic School Type	Primary
	DCSF School Type	primary
	NCY Range	R to 6
	School Intake Type	COMP - Comprehensive
	Total No. Of Pupils	469

1. STHC Analysis Summary For YOUR School

The table below shows how pupils travelled to your school and across the authority as a whole for this and the preceding year - *How do your figures compare with your figures from last year (if available), and to the authority average?*

Mode Of Travel														
	WLK	CYC	CAR	CRS	PSB	DSB	BNK	TXI	TRN	LUL	MTL	OTH	UNK	
Pupil No.	180	19	259	9	0	0	0	0	0	0	0	2	0	
Pupil %	Your School	38.4%	4.1%	55.2%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	
	<i>Last Year</i>	31.3%	4.3%	61.5%	2.3%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.4%	0.0%	
	LEA (Primary)	45.9%	1.5%	40.8%	3.7%	0.7%	5.7%	0.7%	0.7%	0.0%	0.0%	0.0%	0.2%	0.0%
	<i>Last Year</i>	44.9%	1.5%	41.5%	3.6%	0.9%	0.9%	0.6%	0.8%	0.0%	0.0%	0.0%	0.3%	0.0%
	LEA (Secondary)	36.3%	3.6%	17.9%	3.3%	6.7%	28.0%	2.2%	1.1%	0.4%	0.0%	0.0%	0.4%	0.0%
	<i>Last Year</i>	35.9%	4.0%	17.5%	3.3%	7.3%	27.6%	2.5%	1.0%	0.4%	0.0%	0.0%	0.5%	0.0%
Avg. Distance km	Your School	0.90	1.29	1.61	1.57							2.55		
	<i>Last Year</i>	0.83	4.26	1.60	1.38			0.94				0.69		
	LEA (Primary)	0.76	1.11	2.75	3.37	2.96	4.91	4.58	7.51	10.60			1.61	
	<i>Last Year</i>	0.76	1.17	2.67	3.49	2.80	4.83	4.60	6.75	5.79			1.93	
	LEA (Secondary)	1.29	2.01	3.94	4.10	5.51	7.65	5.89	8.11	10.91			4.36	
	<i>Last Year</i>	1.27	1.93	3.90	3.77	5.35	7.66	5.59	5.59	10.86	10.17		4.35	

The **2010-11 STHC Sustainable Travel Ratings for your school** are:-

<p>Short Term Indicator: Pupils Within A Realistic Walk Threshold Coming By Car: (Primary Walking Threshold = 800m, Secondary = 2000m) RED Last years rating was RED RED: >30 pupils living within walk threshold coming by car AMBER: 10-30 pupils living within walk threshold coming by car GREEN: <10 pupils living within walk threshold coming by car See section 2.4</p>	<p>Long Term Indicator: Per Pupil Travel CO₂ Emissions Against Authority Average: GREEN Last years rating was GREEN RED: More than 10% above authority average AMBER: Within 10% of the authority average GREEN: More than 10% below the authority average See section 2.5</p>
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2. The Impact Of Pupil Travel To YOUR School

The figures below reflect the impact of travelling to school on the health of your pupils and the environment – we have emphasised a couple of the more telling figures. Why not consider doing something similar for your staff? Explanatory notes on the calculations are given in section 7 of this document.

2.1 Walking to School

Number & Percentage of pupils walking	180	38.4	%
<i>Last Year</i>	147	31.3	%
Number & Percentage of pupils living within walking distance	162	34.5	%
<i>Last Year</i>	160	34.0	%
<small>(Primary Walking Threshold = 800m, Secondary = 2000m)</small>			
Average Distance of Walk journey to school	0.90		km
<i>Last Year</i>	0.83		km
<small>(Home - School)</small>			
Total Distance Walked every school day	325.5		km
<i>Last Year</i>	244.7		km
<small>(Home – School – Home)</small>			
Total Walking Calories burned every school day	11,291.0		cal
<i>Last Year</i>	8,487.0		cal
Total Walking Calories burned every school year	2,145,289		cal
<i>Last Year</i>	1,612,523		cal
Maximum recorded Walking distance	5.88		km
<i>Last Year</i>	6.75		km



2.2 Cycling to School

Number & Percentage of pupils cycling	19	4.1	%
<i>Last Year</i>	20	4.3	%
Average Distance of Cycle journey to school	1.29		km
<i>Last Year</i>	1.11		km
<small>(Home - School)</small>			
Total Distance Cycled every school day	49.2		km
<i>Last Year</i>	44.3		km
<small>(Home – School – Home)</small>			
Total Cycling Calories burned every school day	258.2		cal
<i>Last Year</i>	232.7		cal
Total Cycling Calories burned every school year	49,061		cal
<i>Last Year</i>	44,212		cal
Maximum recorded Cycling distance	2.45		km
<i>Last Year</i>	1.96		km



2.3 Coming to School by Bus (All Bus Types)

Number & Percentage of pupils coming by bus	0	0.0	%
<i>Last Year</i>	1	0.2	%
<u>Average Distance</u> of Bus journey to school		0.00	km
<i>Last Year</i> (Home - School)		0.94	km
<u>Total Distance</u> travelled by bus every school day		0.0	km
<i>Last Year</i> (Home – School – Home)		1.9	km
<u>Total Bus CO₂</u> emitted every <u>school day</u>		0.0	kg
<i>Last Year</i>		0.2	kg
<u>Total Bus CO₂</u> emitted every <u>school year</u>		0	kg
<i>Last Year</i>		32	kg



2.4 Coming to School by Car (Car/Van and Car Share)

Number & Percentage of pupils coming by car	268	57.1	%
<i>Last Year</i>	300	63.8	%
Number & Percentage driven from within the walking threshold	55	34.0	%
<i>Last Year</i>	68	42.5	%

(Primary Walking Threshold = 800m, Secondary = 2000m)



Short Term STHC Rating: Pupils Within Walking Threshold Coming By Car	RED
<i>Last Year</i>	RED

RED: >30 pupils AMBER: 10-30 pupils GREEN: <10 pupils

<u>Average Distance</u> of Car journey to school		1.60	km
<i>Last Year</i> (Home - School)		1.59	km
<u>Total Distance</u> travelled by car every school day		845.7	km
<i>Last Year</i> (Home – School – Home)		937.8	km
<u>Total Car CO₂</u> emitted every <u>school day</u>		169.8	kg
<i>Last Year</i>		188.4	kg
<u>Total Car CO₂</u> emitted every <u>school year</u>		32,810	kg
<i>Last Year</i>		36,383	kg
<u>Average costs</u> of driving per Parent / Carer for 'school run' every <u>school year</u>	£	227.82	
<i>Last Year</i>	£	140.24	

2.5 Annual Carbon Footprint for All Pupils & All Modes of Travel

To get a daily figure divide the annual total by 190 school days!

Total Travel CO₂ emitted by whole school	33,206 kg
<i>Last Year</i> (Home – School - Home)	36,522 kg
Average Travel CO₂ emitted per pupil	70.8 kg
<i>Last Year</i> (Home – School – Home)	77.7 kg
Authority average CO₂ emitted per pupil	144.2 kg
<i>Last Year</i> (Home – School – Home)	141.3 kg
Long Term STHC Rating: Per Pupil Travel CO₂ emissions against authority average	GREEN
<i>Last Year</i>	GREEN
RED: > 10% above average AMBER: Within 10% of average GREEN: > 10% below average	



3. Some Questions You Should Ask:

This health check will no doubt raise many questions; here are a few to start you off:-

- What do the figures in this document; the maps and the summary results table tell us about travel to our school?
- What can we do to encourage more sustainable travel?
- What targets should we set for encouraging sustainable travel? (Are there more appropriate targets to those you are currently setting?)
- How would our pupils prefer to travel and what are the barriers that prevent them from doing so? (You should have the answer to this in your School Travel Plan).
- Of the parents that drive their children to school, how many return straight home and how many go on to work (in some schools up to 50% drive straight back home!).



4. Some Targets You Could Set:

Short Term: Reduce the number of pupils being driven from within the walking threshold.

Medium Term: Increase the distance pupils are prepared to walk or cycle to school - target those just beyond the current walking thresholds (those pupils outside of the circle on the accompanying maps).

Long Term: Consider how big an area your school draws pupils from. Should you be trying to draw more pupils from your local area or looking to provide sustainable transport options?

Also think about some activities to engage your school community:-

- Run a no car within walk threshold challenge
- Celebrate walkers and cyclists coming from beyond walk threshold

5. What Would “Sustainable Travel Success” Look Like?

In Dorset a large percentage of pupils do not attend their nearest school - 44.77% of Primary and 47.41% of Secondary age pupils (46.26% overall). We have looked at the data and asked the question “What would it look like if as many people as possible went to their nearest school?” The table below gives an indication of the savings that could be made.



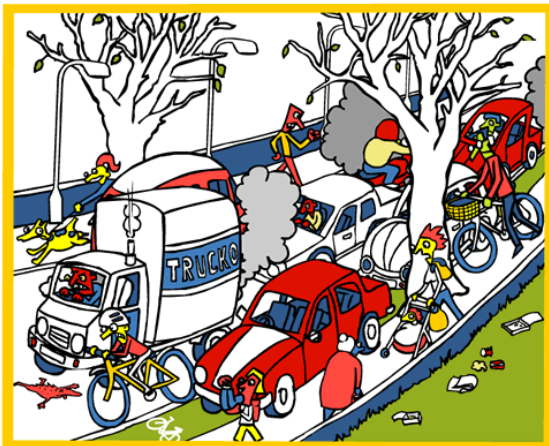
	Current Situation (2010-11)	If <u>all</u> pupils attended their nearest school	Annual Saving
Annual Car Kilometres (Home –School -Home)	20.2 million	8.9 million	11.2 million (56%)
Annual Car CO₂ Produced Metric Tonnes	4,119	1,827	2,293 (56%)

Note: These calculations make no assumption for modeshift as a result of going to the nearest school ie. if a child currently travels by car to a school 3 km away but their nearest school is 700m away, they would still be recorded as travelling by car in this exercise. Thus the actual “Child Miles” and CO₂ emissions saved would be more than shown above.

To achieve this we do not need to ban the car or expect children to make unfeasibly long walking or cycling trips. All we need is for parents and central policy makers to value and support the concept of “a good school locally” (what parents want), and to think about the negative impact unnecessary / excessive “Child Miles” can have on children and the environment.

Dorset is addressing these issues through its **Sustainable Modes of Travel to School Strategy** (SMOTS); however, we do need everyone’s help and support to ensure the delivery of “a good school locally” and in getting parents to consider their “Child Miles” when selecting a school. We hope you will do what you can to support these messages.

Choose your future!..



6. How Else Can The School Travel Health Check Be Used?

School Travel Plan: Use it to help your school identify aims and objectives for your plan and use the figures to set SMART* targets to help you deliver it.

(*Specific, Measurable, Achievable, Realistic and Time bound)

Healthy Schools: Make the vital link between health and every day activity – this is the route to lasting health.

Sustainable Schools / Eco-Schools: A zero carbon emissions building is no use if everyone drives to it! Make sure your schools carbon budget includes travel.

Incorporation Into The Classroom: The curricular links are obvious. We are helping to share ideas through www.sthc.co.uk - see 'Classroom Resources' in the Downloads section. Let us know if you develop any lesson plans that you would like to share with other STHC schools around the country.

Note – Feel free to use the cartoons in classroom material but please do acknowledge the artist Shaun Askew if you use them elsewhere.

7. Explanation of Calculations

7.1 School Year

For all school year calculations we have used 190 days.



7.2 Home To School Distance

This is the straight line ('as the crow flies') distance from each pupils home postcode to the school. We calculate this from de-personalised data taken from your January School Census return.

NOTE: We show the maximum walk and cycle journey distances calculated for your school in sections 2.1 & 2.2. Unfeasibly long journeys indicate miscoding of your census data (pupil postcode and/or mode of travel) rather than super human pupils so please correct any errors in time for the next school census.

7.3 Walk Threshold

This is the distance within which most pupils should reasonably be able to walk school. It is defined as 800m for Primary pupils and 2km for Secondary pupils and is based on the straight line distance the majority (85%) of pupils have been found to actually walk.

NOTE: As pupils attending 'Middle' and 'Special' schools cover both 'Primary' and 'Secondary' age ranges, both walk thresholds are shown on the maps for those schools but only the relevant one for the individual pupils age is used in the "within walk threshold" calculations.

7.4 Calorie Calculations For Walking & Cycling

These are based on the work of Roger Mackett, a professor of Transport Studies at University College London and one of the UKs' leading researchers into the role of travel as a facilitator for children's health:-

Mode	Code	Average Speed	Calorie Burn Rate	Calories Burned Per Km
Walk	WLK	3.2 km/hour	1.85 calories/minute (Primary)	34.69 calories/km (Primary)
			2.85 calories/minute (Secondary)	53.44 calories/km (Secondary)
Cycle	CYC	16 km/hour	1.4 calories/minute (Primary)	5.25 calories/km (Primary)
			2.15 calories/minute (Secondary)	8.06 calories/km (Secondary)

Source: 'The therapeutic value of children's everyday travel' - Mackett, R.L., Lucas, L, Paskins, J. and Turbin, J. (2004).

URL: <http://eprints.ucl.ac.uk/1421/>

7.5 Vehicular Travel Carbon Dioxide (CO₂) Emission Calculations

These are based on the official UK government greenhouse gas conversion factors. The 2007 figures have been used to enable like-for-like comparison between analysis years:-

Mode	Code	CO2 Emission Factor Per Km	Reference
Car / Van Car Share Taxi	CAR CRS TXI	0.2042 kg CO2 emitted per vehicular km	Table 6 – Combined average for petrol & diesel cars
Public Service Bus Dedicated School Bus Bus Type Not Known	PSB DSB BNK	0.0891 kg CO2 emitted per passenger km	Table 8 – Bus
Train	TRN	0.0602 kg CO2 emitted per passenger km	Table 8 – National rail
Metro / Tram / Light Rail	MTL	0.0650 kg CO2 emitted per passenger km	Table 8 – Light rail & tram
London Underground	LUL	0.0526 kg CO2 emitted per passenger km	Table 8 – London Underground

Source: "Greenhouse Gas Conversion Factors For Company Reporting", DEFRA (2007)

URL: <http://www.defra.gov.uk/environment/business/reporting/conversion-factors.htm>

7.6 Driving Cost

This is based on the 2010 AA figure calculated at £0.27 per km (£0.43 per mile) for the average UK car, driving approximately 10,000 miles per year and taking into account the standing and running costs (fuel, depreciation, tax and insurance etc).

Source: The Automobile Association


URL: http://www.theaa.com/allaboutcars/advice/advice_rcosts_petrol_table.jsp

8. Recommended Further Resources

8.1 The School Travel Health Check Website (www.sthc.co.uk)

The website www.sthc.co.uk contains more detailed information on the STHC as well as digital resources to complement this STHC Pack.

The 'Classroom Resources' in the **Download Section** will help you incorporate the STHC into curriculum activities and updating your School Travel Plan.

In the **School Summary Data Section** you can download the Key Analysis Results Table for Dorset as an Excel spreadsheet. You can also interactively view your current (and any previous) STHC results on the Dorset Instant Atlas (click on the report icon  beside your school name to view this report as a downloadable pdf file). The atlases for all the STHC LEAs are viewable there so you can compare your own results with other schools from Dorset and beyond.

If you need any further information you can get in touch with the STHC support team directly (support@sthc.co.uk)

Note: For data protection reasons the pupil maps in your STHC pack are not available on the website. Instead digital copies (in both jpeg or Google Earth (kml) format), can be obtained from the local STHC contact listed in see section 9.

8.2 Mode of Travel & The National School Census

Instructions on how pupil 'Mode of Travel' should be recorded by your school are contained in section 4.3 (Pupil Characteristics module) of the official 2010 School Census Preparation and Guidance notes issued by DfE and available from their website (see <http://www.education.gov.uk/schools/adminandfinance/schooladmin/ims/datacollections/schoolcensus>)

8.3 Carbon Budgeting

Carbon budgeting is already here for energy use in schools (CRC). The **Fair shares fair choice campaign** www.fairsharesfairchoice.com brings in the transport element and emphasises our personal responsibility for making change.

8.4 General Reading on Global Warming & Climate Change

‘How we can save the planet’ by Dr. Mayer Hillman – Dr. Mayer Hillman is one of the UKs leading researchers into the development of public policy on the areas of transportation, energy and the environment. For example he is one of the first proponents of personal carbon rationing as the way forward to prevent serious damage from climate change (see www.mayerhillman.com).

‘Sustainable Energy – without the hot air’ by David JC MacKay – Lauded book “cutting through the twaddle” surrounding the technical and policy issues of energy production in the UK in a ‘factual but fun’ way. Available to download as a free pdf file from www.withouthotair.com.

9. Contact & Further Information

Don’t forget that the figures in this STHC Report are only ‘highlights’ extracted from the full analysis data we have generated from your School Census return. Further information and resources on the School Travel Health Check in Dorset are available from the School Travel Planning Team:-

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Note the STHC relies on the accuracy of the data supplied to Travel Health Check Ltd. by your local authority. The analysis output may not reflect the true travel pattern of all the pupils at your school if:-

- pupil postcode & mode of travel fields are incorrectly coded and / or not maintained in line with DfE School Census guidance.*
- the location grid reference of your school is wrong*
- your school operates on a "split-site" basis but only has one DfE Establishment Number (due to merger / federation etc.),*

Any errors in your pupil data should be corrected in time for the next school travel census in January. Please notify the above contact directly if your school is incorrectly located so this may be corrected for future analysis.