

## 9 Every Child Matters



### Every Child Matters

As outlined in ‘Our Vision for Transport’, in December 2004 the Government published ‘Every Child Matters: Change for Children’, which sets out a new approach to the well-being of children and young people from birth to age 19. Through newly formed Children’s Trusts every child will have the support they need to be healthy, stay safe, enjoy and achieve, make a positive contribution and achieve economic well-being.

The Buckinghamshire Children and Young People’s Plan details our response to these recent reforms. Transport issues are important to children and young people as the following vision statements extracted from the plan illustrate:

#### Children’s Vision Statement

“As children in Buckinghamshire we want to feel safe and we want to be healthy. To be safe we need more safe routes to school and we would

also like to feel safe when we are walking around. Also, lots of children don’t want to go to school because they don’t feel safe and we would like more security and CCTV in all schools so none of us get injured.”

#### Young People’s Vision Statement

“As young people living in Buckinghamshire we want a safe and friendly community. There should be something for everyone to do and get involved in and good affordable transport allowing us the freedom to get around. Young people should have the right to have their say and be listened to.”

#### What the Local Transport Plan 2006-11 will deliver for Children and Young People

The Local Transport Plan has a number of strategic themes. How the Transportation Service, in conjunction with others, will help to meet the objectives for children and young people is considered within each theme as illustrated in the following table of actions:

<b>Local Transport Plan Actions</b>	<b>Be Healthy</b>	<b>Stay Safe</b>	<b>Enjoy &amp; Achieve</b>	<b>Positive Contribution</b>	<b>Economic Well Being</b>
<b>Enhancing Accessibility</b>					
Improve personal security within and around the public transport system and in the pedestrian environment more generally		✓			
Improve pedestrian / cycling road safety, particularly where high traffic volumes / speeds lead to ‘community severance’		✓			
Improve access, particularly by public transport, cycle or foot to social activities, key services and jobs where perceived to be linked with anti-social behaviour and crime		✓			
Restructuring the local public transport system will explicitly aim to improve access and inclusion through 12 local Community Transport Partnerships (We will ensure that there is representation for young people in these partnerships)				✓	✓
Aim to provide core urban bus networks in Aylesbury and High Wycombe by 2006 with access to shops and primary healthcare facilities	✓				✓

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<b>Enhancing Accessibility</b>					
Set up a bus punctuality improvement partnership with major operators					✓
Secure multi-operator tickets to ensure inter-availability where more than one operator exists					✓
In larger urban areas consider connectivity of walking and cycling routes between trip attractors (where it would help address social exclusion)					✓
As the Single Assessment Process becomes established we intend to respond to individuals' needs through our personalised travel planning system	✓				✓
Consider the development of extended schools and review of school travel strategy			✓		
Improve travel information provided by education establishments					✓
Take forward actions to improve access through Lifelong Learning Partnership			✓		✓
Identify how to improve access to employment centres within and outside the county from rural areas					✓
Work closely with health agencies to improve access to each site	✓				
Set up a countywide Access to Healthcare Partnership (or BSP Health Partnership)	✓				
Action plans for Healthy Living (i.e. access to healthy food and leisure facilities) to be developed through existing Rural Transport Partnership	✓				
Promote use of 'Rural Accessibility Audit' tool through Rural Community Council / RTP					✓
Incorporate measures to improve safety and security, particularly for evening use, in High Wycombe bus station redevelopment		✓			
<b>Tackling Congestion</b>					
Monitor traffic levels and air quality on all Priority Congestion Management Corridors	✓				
Look to develop a demand-responsive 'taxi-bus' service for High Wycombe, Chesham and Amersham targeted at areas not currently served by the conventional network					✓
Aylesbury – new cycle routes for Bicester, Buckingham, Tring and Wendover Roads High Wycombe – London Road and Hughenden Valley	✓				✓

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<b>Tackling Congestion</b>					
Develop Southcourt pedestrian and cyclist bridge	✓		✓		✓
Review potential to promote walking and cycling in Chesham & Amersham area	✓				✓
Invest and promote walking and cycling infrastructure that supports school and workplace travel planning	✓				✓
Walking – identified routes in towns will be enhanced	✓	✓			✓
Ensure good pedestrian access across major roads which may involve creating or upgrading crossing facilities	✓	✓			✓
Aim to engage all schools so that all have a school travel plan by 2010	✓		✓		
Set up 'travel shops' at secondary schools – providing personalised travel information for pupils, staff and parents	✓				✓
Develop our approach to personalised travel planning	✓				✓
We will seek to identify opportunities to promote the benefits of motorcycling to those who are most likely to use one					✓
<b>Improving our Environment</b>					
Meet air quality standards through partnership working by developing actions plans with District Council partners	✓				
Encourage cleaner fuels by promoting the availability and use of clean fuel vehicles and sustainable transport fleets	✓				
<b>Improving Road Safety</b>					
Complete an audit of street lighting in all areas of disadvantage in the county and analyse its potential contribution to community safety by 2008		✓			
Support travel planning activities with appropriate training for vulnerable users	✓	✓			
Promote school travel planning with the joint aim of improving safety and tackling congestion	✓	✓	✓		
Ensure activities to promote and encourage motorcycling consider the safety implications of increased use.		✓			✓
Pedestrian safety at crossings will be enhanced by street lighting		✓			

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<b>Improving Road Safety</b>					
Develop schemes and initiatives for 'at risk' groups including: <ul style="list-style-type: none"> <li>• car drivers aged 20-29</li> <li>• car passengers aged 10-19</li> <li>• car passengers aged 20-29</li> <li>• motorcyclists aged 20-29</li> </ul>		✓			
Research motorcycle collisions in more detail to develop the 'Be a Better Biker' brand		✓			
All transport schemes to be safety audited to embed cycling and pedestrian safety		✓			
Continued organisation and management of school crossing patrol service		✓			
Expansion of Junior Road Safety Officer scheme via school travel planning		✓			
Installation of safety measures around schools as part of school travel plan development		✓			
<b>Managing and Maintaining the Transport Asset</b>					
Complete a review of all subways to address community safety concerns by 2009		✓			
Review all bus stops to identify where replacements or upgrades are required					✓
Application of high friction surfacing at pedestrian crossings and other sites where skidding is identified as an issue		✓			
Hard surface all urban (and some rural) Rights of Way that serve an accessibility function					✓
Consider precautionary salting of cycleways and footways		✓			
<b>ROWIP</b>					
Work in partnership with schools to promote a greater understanding about access to the countryside to young people, develop better educational links over the internet, and provide teacher packs and literature	✓		✓		
Identify and enhance routes that are currently used for walking and / or cycling to school or pre-school nurseries	✓		✓		
Schemes to provide better transport links to areas of open air recreation, the promoted network or other access land	✓		✓		
Promote the rights of way, for example, by linking a series of walks to family oriented pursuits, such as visits to a pub / restaurant, open play areas, other sites of interest, for adults with and without children	✓				

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<b>ROWIP</b>					
Establish a maintenance regime for routes that are used for walking to schools	✓				✓
<b>Relevant Indicators</b>					
% of households in Buckinghamshire within 800 metres of a bus/train service and 30 minutes of a local or regional town centre by a public transport service operating at least once an hour during the working day					✓
% of scheduled services one minute early to five minutes late					✓
Bus patronage growth on inter-urban core 'quality' bus network					✓
Total local transport journeys per year by bus					✓
% of respondents (to user satisfaction survey) satisfied with the local bus service					✓
Annualised index of cycling trips	✓				
Mode share of journeys to school	✓		✓		
Total killed and seriously injured casualties (all ages)		✓			
Child killed and seriously injured casualties		✓			
% of schools at level 1-3 in the Buckinghamshire School Travel Process	✓	✓			
% of the total length of Rights of Way in the local authority area, that are easy to used by the general public			✓		

### Scheme Assessment Matrix

In addition to the above we are currently developing a Scheme Assessment Matrix. This is a decision matrix that will help to prioritise our workload. Initially this will only consider the capital programme, but over time will extend to include revenue based work and policies. Within the matrix different objectives will be considered. We will be looking at ways that projects potentially impact on different population cohorts, including young people.

### Schools White Paper

In keeping with the ethos of social inclusion and more child-centred services, the Government issued the Schools White Paper - Higher Standards, Better Schools For All in October 2005. This extends the rights of free transport for pupils entitled to free school meals to any of

the three suitable schools closest to their home, where these schools are more than two (and less than six) miles away. We are currently undertaking a review of the implications of these proposed changes on our school transport services.

In addition an overarching duty is proposed that will require local authorities to conduct audits of bus, cycle and walking routes, taking into account the travel and transport needs and wants of pupils and parents. Cross-team working will clearly be required to deliver this new duty effectively. This will also involve the close co-operation of schools which we are well placed to achieve given the good communication links developed through the school travel planning process. Such links will be further improved as Transportation representatives become involved in the development of the Extended Schools and Child Centres initiatives.

ISBN 0-86059-615-X



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