



KEY ISSUES

Ensuring safe and efficient school travel is important for the delivery of national integrated transport policies. Taking a more integrated approach to planning school transport implies that:

- The practical first choice for more trips should be by walking, cycling and public transport;
- Decisions on transport provision should be made in partnership between local communities and professionals;
- Solutions should treat all people fairly.

ABOUT DHC

Derek Halden Consultancy staff and associates have leading expertise in transport planning, community development, psychology, transport and accessibility modelling, social inclusion, marketing, environmental assessment, and economic development.

Offices at:
12 Melville Terrace
Stirling, FK8 2NE
☎ 01786 448005

7-9 North St David Street
Edinburgh, EH2 1AW
☎ 0131 524 9610



info@dhc1.co.uk



www.dhc1.co.uk

GUIDANCE ON SAFER ROUTES TO SCHOOL

DHC was asked by the Scottish Executive to review best international practice, current practice in Scotland and prepare guidance on SRTS for application in a Scottish context.

Since the 1970s, schemes throughout the world with these objectives have been developed and referred to as Safer Routes to School (SRTS) Projects. In some countries SRTS initiatives are now standard practice at all schools. Schemes generally include three types of measure: to improve safety and accessibility for walkers and cyclists; to enhance the personal skills of children to walk or cycle safely; and to enhance the willingness of parents, children and schools to participate in, and encourage, walking and cycling to school.

It is difficult to generalise about the effects of schemes since the approaches taken at each school are tailored to local circumstances. Nevertheless, individual schemes world-wide report that improvements have been achieved and there is a high degree of satisfaction with SRTS as an approach.

DHC drafted guidance in consultation with transport, health, and education professionals which was issued by the Scottish Executive in 1999 and reprinted in 2004.

The guidance:

- Is suitable for use by professionals and lay people;
- Highlights SRTS as good practice for ensuring best value on school travel;
- Recommends who should be involved in SRTS projects;
- Suggests approaches for appropriate publicity;
- Notes that many of the measures can be simple and cheap to implement;
- Reinforces the need to achieve wide ownership of projects;
- Recommends clearly defined roles in action plans;
- Highlights that well planned schemes will be in a strong position to achieve priority for funding;
- Emphasises that projects should be designed for sustainability.

Since the issue of the guidance, SRTS practice has been widespread across Scotland and DHC has also been able to advise clients on local applications.

