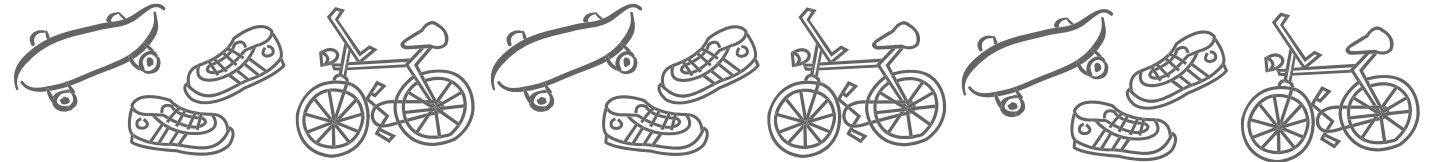




25^{ème} Journée Rue de l'Avenir_26 septembre 2008_Chambéry
Plans de Déplacement Scolaire_Exemples dans divers pays

Review of International School Travel Planning Best Practices

March 2007



UNITED KINGDOM

UK Stats

The UK has a population of over 59 million yet a land area of only 244,820 km² (almost twice the population of Canada living on land less than half the size of Manitoba).



UK

UK Government

The UK is divided into four parts: England, Scotland, Wales and Northern Ireland. Each has a different system of local government. Scotland, Wales and Northern Ireland have a devolved assembly. England has no separate governing body for the whole of it other than that of the Government of the United Kingdom. It is subdivided into nine regions.

UNITED KINGDOM

UK School Travel Plan

School travel is a high priority in the United Kingdom, and has been for almost a decade. This is partly because of road safety concerns but also because of growing concerns about children's health and well-being.¹

The UK is a world-leader in terms of School Travel Plan (STP) development and implementation, having piloted the concept in 1997/98 and begun a massive 'roll out' in 1999.² Between 1998 and 2003, over 2,000 schools completed travel plans, many with the help of school travel advisers funded by a Department for Transport bursary scheme.³

In September 2003, the Department for Transport (DfT) and the Department for Education and Skills (DfES) jointly launched a national Travelling to School initiative that encourages all schools to develop School Travel Plans.⁴ This initiative provided continued funding for school travel advisers but also introduced funding for capital grants that schools could use for measures identified in their action plan.

Funding for school travel advisers and school grants continues to be available in the UK.

UNITED KINGDOM

Development of School Travel Plans

GOAL: 100 percent of schools will have an STP in place by 2010.

It is difficult to say exactly how many UK schools “have School Travel Plans in place” because School Travel Plans go through many stages and there is not a consistent definition. In Manchester, STPs are tracked through five stages, yet at least one other district in the UK has broken down their stages into only three, not five,⁴⁵ making it difficult to consolidate all of the results. In the UK, the DfT official definition of “having an STP in place” includes only those schools that have completed a written STP.⁴⁶

- As of 1999, just over 500 schools were in the process of implementing STPs.⁴⁷
- As of 2003, there were 2,000 School Travel Plans in place, covering over 10% of all schools in the UK.⁴⁸
- As of November 2006, a UK contact indicated that it is difficult to provide accurate statistics about the number of schools with STPs at this stage but estimated that approximately 50 percent of schools now have a School Travel Plan in place.⁴⁹

NEW ZEALAND

New Zealand Stats

New Zealand has a land area of 286,680 km² and a population of approximately 4.1 million (approximately the same population as British Columbia, but with less than 1/3 of BC's land area).

New Zealand Government

New Zealand has no separately represented subnational entities such as provinces or States apart from its local government. However, New Zealand does have 12 regional governments for the administration of environmental and transport matters and 74 territorial authorities (city and district councils) that administer local matters.

NEW ZEALAND

NEW ZEALAND

New Zealand School Travel Plan

New Zealand's Energy Efficiency and Conservation Authority (EECA) began actively promoting national Walk to School initiatives in 2001, with the production of the first Walking School Bus kit. After that, EECA's involvement expanded to include the School Travel Plan program based on the British initiative and their own successful Walking School Bus program.⁷⁸

Most School Travel Plan activity in New Zealand is occurring in the region of Auckland, which is the biggest region with a population of 1.3 million.⁷⁹ North Shore City Council began developing the first two School Travel Plans in 2002, and had three in place by the end of 2003.

From 2003 to 2006, Auckland Region ran a program called "Auckland Sustainable Cities Programme" in which the central government and local councils worked together on projects aimed at addressing three key transport issues for the region, one of which was school travel. This program took School Travel Planning to a new level, rolling it out to schools across Auckland region. The funding under this program allowed for the development of a range of tools and resources as well as the employment of 10 School Travel Plan coordinators. One key success of the Auckland Sustainable Cities Programme is that School Travel Planning "is now a major plank of travel demand management in the Auckland region."⁸⁰

On July 1, 2006, EECA handed the School Travel Planning program over to Land Transport New Zealand and new interim guidebooks were released that are valid until June 30, 2007. Land Transport NZ is currently in the process of developing a strategic direction for leading the national program.

NEW ZEALAND

Development of School Travel Plans

GOAL: By 2016, every school in the Auckland region will have a School Travel Plan.¹²⁷

- By November 2004, there were at least 20 School Travel Plans being developed in Auckland region, and three had already been finalized.¹²⁸
- As of May 2005, 50 schools in Auckland had School Travel Plans underway, with 8 schools having adopted them.¹²⁹
- By mid 2006, 100 of Auckland's 500 schools had joined the School Travel Plan program. More than 40 of those schools had launched or were implementing their travel plans by that time.¹³⁰

AUSTRALIA

Australia Stats

Australia has a population of over 20.7 million people and a land mass of 7,692,024 km² (slightly over 3/4 size of Canada, with slightly less than 2/3 of our population).

Australian Government

The Commonwealth of Australia is a constitutional monarchy with a parliamentary system of government. Australia consists of six States and several territories. The States are New South Wales, Queensland, South Australia, Tasmania, Victoria and Western Australia. The two major mainland territories are the Northern Territory and the Australian Capital Territory (ACT). In most respects, the territories function similarly to the States. State parliaments have legislative powers over hospitals, education, police, the judiciary, roads, public transport and local government.



AUSTRALIA

AUSTRALIA

Australia School Travel Plan - TravelSmart

TravelSmart is the collective name under which most State-led voluntary travel behavior change programs operate in Australia.¹⁵⁷ TravelSmart has three components—TravelSmart Communities, TravelSmart Workplaces and TravelSmart Schools. Although TravelSmart is a federal initiative, each State chooses the areas on which they would like to focus and develops their own unique approach to addressing their sustainable transportation issues.

While many of the States have worked with schools, much of their work has been focused exclusively on addressing safety or educating students through curriculum, and has not used a comprehensive School Travel Planning approach. TravelSmart Schools in the State of Victoria has worked extensively with schools using a variety of approaches, the most recent ones involving School Travel Planning. This review will focus primarily on the School Travel Planning activities taking place in Victoria.

AUSTRALIA

Development of School Travel Plans

- In the School Travel Planning Pilot in Victoria that took place from 2003 to 2005, 33 schools completed School Travel Plans.
- The 2005-06 Congested Precinct Pilot in Victoria involved two communities and worked with clusters of schools in each community. Research for this report was unable to find the exact number of schools worked with in this project.

UNITED STATES OF AMERICA

USA Stats

The United States has a population of almost 299 million and a land mass of 9,629,091 km². That amounts to approximately nine times the population of Canada living on land mass 97 percent of the size of Canada.



USA

USA Government

There are three levels of government in the United States—federal, State, and local. Each State has its own written constitution and has different laws. There are sometimes great differences in law and procedure between the different States, concerning issues such as health and education. Federal transportation programs are financed principally through user fees such as gas and airport ticket taxes.

UNITED STATES OF AMERICA

USA School Travel Plan

While very little activity related to school travel in the United States is being referred to as “School Travel Planning,” some of the work taking place under their “Safe Routes to School” program is similar to STP. This review of school travel activity in the US will examine the overall Safe Routes to School (SRTS) program—bear in mind that much of this work does not utilize a School Travel Planning framework. The American SRTS program is still worth studying in depth for this report, however, because it demonstrates a significant federal-level commitment to increasing active modes of transportation en route to schools while allowing individual States to use the resources provided in customized ways to achieve the desired end result.

The National Highway Traffic Safety Administration began funding Safe Routes to School programs in 2000, with two demonstration projects: one in Marin County, California and the other in Arlington, Massachusetts.²¹¹

Prior to the introduction of a major federal SRTS initiative in 2005, some States were already promoting cycling and walking to school through Safe Routes to School programs or other similar projects using funds from varied sources including city councils, Office of Traffic Safety grants, corporate sponsors as well as State and federal governments.²¹² California, Connecticut, Delaware, Florida, Oregon, Texas and Washington are some of the States that have enacted legislation to implement SRTS. Some of that legislation includes funding components.²¹³

In August 2005, a new transportation bill was signed, SAFETEA-LU, which designated funds for transportation projects through to 2009. This legislation made funding available for the first time to State Departments of Transportation to use for Safe Routes to School programs, making it a national priority to increase a child’s ability to walk and bike to school.

UNITED STATES OF AMERICA

SRTS Results & Successes

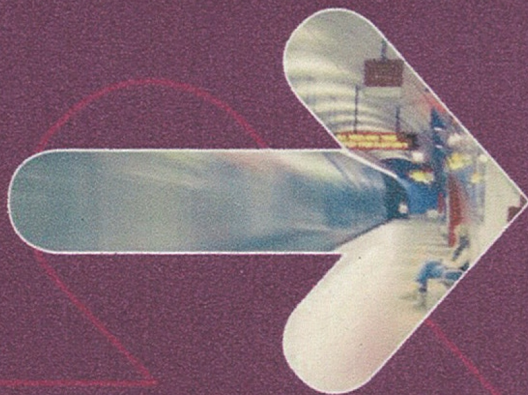
(...) By early 2007, 45 States had hired a full-time coordinator, five States had hired an interim coordinator and one State had not yet hired a coordinator.²⁵¹ Just one year after the Federal Safe Routes to School Program was established, a total of 13 State SRTS Programs (25 percent) had announced spending on either local SRTS programs or Statewide SRTS activities. "Considering that most States did not establish SRTS programs until early 2006, after Federal Program Guidance was provided by FHWA, the National Center for Safe Routes to School considers this result to be an impressive indication of the overall initial success and long-term promise of the national SRTS program."²⁵²

The report, *A Swift Response to a Growing Demand for Safe Routes to School: Accomplishments of the National Center for Safe Routes to School*, outlines the major accomplishments achieved within the first six months of the Center's existence. Those accomplishments include:

- Launching a comprehensive National Center for Safe Routes to School website;
- Coordinating the first SRTS State Coordinators national meeting;
- Developing a web-based SRTS library;
- Launching a database of over 145 SRTS-related technical questions and answers;
- Securing media coverage in several major media outlets;
- Developing standardized national tools for collecting school trip data and parent attitudes;
- Delivering eight local and four State-level formats of the SRTS National Course;
- Establishing a technical assistance toll free number; and
- Setting up the SRTS State Coordinators' listserv.

That same report stated that as of the beginning of 2007, nearly 300 schools were participating in State-funded SRTS programs and 50 of 51 States (including D.C.) had SRTS programs in various stages of progress.²⁵³

Transport for London



What a school travel plan should contain

A step by step guide
to writing your School
Travel Plan Document

For further information or additional copies of this guide please contact:

Emma Sheridan
Regional School Travel Advisor

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Email: emmasheridan@tfl.gov.uk
Website: www.tfl.gov.uk

What a School Travel Plan should contain

A step-by-step guide to writing your School Travel Plan

Contents:

Introduction

The benefits for schools and why Transport for London and national Government are committed to all schools having a School Travel Plan

3

Writing your plan

Part 1 – Tell us about your school

4

Part 2 – What are the issues at your school?

6

Part 3 – How has everyone been involved?

7

Part 4 – What do you want your plan to achieve?

8

Part 5 – How are you going to achieve it?

10

Part 6 – Monitoring, review and progress reporting

13

Funding

Information on the different funding sources that are available to help develop and implement your School Travel Plan

14

Where to get help

Information on people, organisations and websites to help

20

WHAT A SCHOOL TRAVEL PLAN SHOULD CONTAIN

What a School Travel Plan should contain

A step by step guide to writing your School Travel Plan Document

Part 1 - Tell us about your school

Description of the school:

This section should include:

- x The type of your school
 - Is it a primary, secondary or special school?
 - Is it an LEA, voluntary aided or independent school?
 - What is your DFES unique Reference Number?
 - x The size of your school
 - How many pupils attend the school?
 - What age range are the pupils?
 - How many staff work at the school?
 - x The location of your school
- A written description of the locality of your school which includes:
- Can you describe the area around your school?
 - Can you include a map of the area?
 - Where are the school entrances? Are they for pedestrians or vehicles?
 - What are the local public transport links e.g. nearest bus routes and stations?
 - What is the school catchment area? Can you provide a postcode map?
 - What are the school opening and closing times?
 - Does the school have extended or community use?
 - How many car parking spaces are available? Do they meet demand?
 - What cycle storage facilities are available? Do they meet demand?
 - Have you got any photographs of your school you could include?

Ethos of the School

This section should show the other policies that your school has which link to the School Travel Plan

- x Are you a Healthy School ?
- x Are you an Eco-school or involved in the Mayors Environment Award?
- x Do you have a School Trip policy?
- x Does your Health and Safety policy refer to transport issues on school site?
- x Are there are links to your school vision (e.g. a commitment to the safety of pupils, promotion of independence, commitment to health and well being of staff and pupils, commitment to the environment etc)

What is your school already doing?

This section should include details of any School Travel related activities that your school already carried out:

- x Do you take part in Walk to school week activities – if so what have you done in the past? (e.g. assemblies, stickers, curriculum work)
- x If you have cycle storage how well is it used/promoted?
- x Do your pupils receive cyclist or pedestrian training?
- x Do you have a policy of using sustainable transport for school trips/journeys?
- x Do you provide information to staff/new recruits/agency staff/visitors on how to get to you school by public transport?
- x Does your prospectus discourage car use for the school run?
- x Do you have a walking bus? If so how/where does it run? How many volunteers/children are involved?
- x Curriculum – what do you currently do to teach road safety and /or environmental education? Do pupils have any lessons, which have a transport theme?

This section should include anything your school is currently doing or has done in the past that links to school travel and promoting sustainable, safe, transport.

WHAT A SCHOOL TRAVEL PLAN SHOULD CONTAIN

Part 2 – What are the issues at your school?

Survey results

The section should include the results of a whole school “hands up” pupil survey and must include answers to:

- x What date did the survey take place?
- x How many pupils were surveyed?
- x How do pupils usually travel to school?
- x How would pupils prefer to travel to school?

This section should also include details of:

- x How staff travel to school
- x A more in-depth survey carried out with pupils and parents
- x Any data from previous surveys which could show progress to date

Please remember:

- x Results must be provided as whole numbers and not percentages
- x Survey results must be recent, preferably in the current school year or the last 12 months.

The problems and issues for your school

This section should be a written description of the particular travel issues, or problems, at the school. In other words it outlines why you are developing the Plan. This can be in paragraph form or bullet points but must be a clearly identifiable section separate to the survey results

Issues that should be included:

- Issues identified by pupils, parents, staff and others through surveys for example, particular road junctions which are felt to be unsafe, issues such as school gate parking, and any other barriers to using sustainable transport for the school journey
- A need for pupils to be provided with the opportunity to learn road safety skills, independence skills which they do not currently get, perhaps because they have school transport as a result of SEN
- Journeys made during the school day
- Pre and After school clubs with travel implications
- Future school development – is expansion planned?
- Gaps in road safety, health or environmental education which the plan could address
- Issues highlighted by OFSTED such as lateness or truancy, weakness in partnership working with parents, weaknesses in subject areas or key stages which the plan could support or strengthen.

Part 3 – How has everyone been involved?

Evidence of Consultation and Involvement

This section of the plan must demonstrate that the Plan is the result of joint working from individuals and group both within and external to the school.

The plan must include details of who you consulted and how you have sought to find out the opinions and ideas of all those directly affected by the plan.

This could include details of:

- Meetings of PTA/ Governors/ Senior Management Team where the plan was discussed
- School Council Involvement and any actions it has undertaken
- Curriculum projects, class discussions and assemblies (it is recognised that this can be difficult where pupils have learning difficulties, however every effort should be made to include pupil views when possible)
- Letters sent home to parents or to local residents
- Newsletters or displays which have been designed to encourage people to offer views and opinions
- Membership list of the School Travel Working Group
- Details of any other surveys, consultation or meetings held with other stakeholders such as the police, Council or LEA officers and other schools

Please Remember:

Hands up surveys on actual and preferred means of travel on their own will NOT be accepted as evidence of consultation

WHAT A SCHOOL TRAVEL PLAN SHOULD CONTAIN

Part 4 – What exactly do you want the plan to achieve?

Your objectives

This section must include clear statements of intent which should be clearly linked to the problems and issues that have been identified

Examples of objectives are provided below:

- Reduce the number of car trips made to the school at the beginning and end of the school day.
- Encourage more walking and /or cycling to school
- Encourage more use of public transport
- Improve the health of the school community by promoting walking
- Create or improve opportunities for pupils to become independent travellers
- Promote the opportunity for exercise by encouraging walking to school
- Improve safety on the school journey for those walking and cycling

You can, and should, of course come up with your own objectives which link to the needs and priorities of your school.

Your targets

A target is defined as “a specific point which we want to reach by a stated time”

This section must include clearly identified targets which are linked to the problems and issues that have been identified, are linked to the objectives and which are SMART

Specific Measureable Achievable Realistic Timed

Examples of targets are provided below where X is a number or date

- To increase the number of pupils walking to school from X to X by X date
- To increase the number of staff cycling to work from X to X by X date
- To have X percentage/number of pupils receiving road safety education at least once/twice a year
- To implement at least one/two highway improvement(s) by X date
- To have travel plan links built into X number of subjects/year groups curriculum maps/plans by X date
- To have established X number of walking buses by X date
- To install X number of cycle parking spaces by X date
- To have at least X number of people cycling to school by X date
- To provide cyclist training for X number of pupils in Years X, Y and Z by X date

Please remember:

Targets MUST have an end date and must be able to be measured so that you can tell if you have met, not met or exceeded it.

WHAT A SCHOOL TRAVEL PLAN SHOULD CONTAIN

Part 5 – How are you going to achieve it?

Your Action Plan

This section sets out what specific actions are going to be carried out. It must contain a yearly action plan which begins when the plan is finalised and approved.

This may take the form of a table and MUST include:

- What exactly is going to be done

Actions should link clearly to the objectives and targets of the plan. Actions should be specific and you should avoid vague terms such as “investigate” and “look into.”

- Who is going to make sure each action happens

A named individual, group or job role must be provided and where an action has been identified for an external person such as the Council Road Safety Officer, a lead person must be identified in the school who will be responsible for contacting them and requesting assistance.

General terms such as “School,” “LEA,” and “Council” must not be used to denote who is responsible for an action. In addition you should avoid listing the same individual for every action.

- When each action is going to be completed or undertaken

State a specific date where possible or alternatively the month/term and year when the action will be completed or undertaken. Unclear or open statements such as “ongoing” or “2007” must not be used.

Where funding is required for a specific action you may wish to include how much is required and where the school plans to source it from

You may wish to identify any risks which could prevent actions taking place.

Remember to include in your action plan those activities which normally occur each year as well as the new actions. For example, don't forget to include cycle training and walk to school weeks.

Ideas you may wish to include in your action plan:

Curriculum

- x Identify opportunities to link the messages and themes of your travel plan into the curriculum. This could be based in particular key stage or subject areas and/or could link to areas highlighted by OFSTED.
- x You should identify any resources that will be needed to deliver a curriculum programme, including planning time
- x Your LEA curriculum advisors and School Travel Advisor will be able to help in this area

Walk to school campaigns

- x Participation in the national and international weeks in May and October (your local council can provide materials)
- x Walking on Wednesdays campaigns or other rewards scheme
- x Your action plan should avoid using the term “participation in “ and show clearly what your school will be doing for the campaign – For example: will it include class activities, assemblies, sponsored walks, or rewards/stickers, walks around the school grounds where children cannot/are not able to walk to school)

Cycling

Your school may be reluctant to promote cycling for your pupils, particularly if they are of primary age, but, even in areas where there may be safety concerns related to the promotion of cycling to school, you can still provide or promote cyclist training for children (particularly those in Key Stages 2 and 3), parents and staff.

- x Cyclist training - contact your local road safety officer
- x Cycle Storage – pupils will need a safe storage area for bikes when bringing them to school for training, storage should be made available for staff and visitors
- x Cycle routes to and from your school – you may be able to work with your Council Cycling officer to create routes
- x Participation in or promotion of Bike Week

Marketing and Promotion

- x Regular items in the school Newsletter
- x Information in the School Prospectus and on the website
- x Availability of the travel plan to the whole school community
- x Dedicated noticeboard (or a section on an existing board) for updates
- x Provision of a case study report which could be used in London wide best Practice information

WHAT A SCHOOL TRAVEL PLAN SHOULD CONTAIN

Staff and Visitors

- x Provision of cycle parking
- x Provide information to staff on Local Authority Staff Season Ticket loans, Public Transport Links and Timetables
- x Inclusion of maps and public transport link information provided to new and agency staff and visitors
- x Promotion of car sharing
- x A 1 in 5 campaign where staff are encouraged to use sustainable transport for one day of the week
- x Ensure the Travel Plan is a regular agenda item at staff meetings
- x Encourage attendance at School Travel Plan Training that may be run

Walking Buses and/or other escorted walking schemes

Your school may wish to set up a walking bus route(s) and assistance with this should be available from your School Travel Advisor or Road Safety officer. Steps to creation of the bus are:

- x Investigation/feasibility of buses
- x Route selection and risk assessment
- x Recruitment of volunteers (including CRB checks)
- x Training of volunteers and assemblies
- x Launch
- x Continued promotion with new parents

A video showing the different ways that walking buses can operate to meet the varied needs of school communities with real case studies from London schools, is available from your School Travel Advisor

Safer Routes Engineering Measures

If your travel plan identifies problems which require an engineering solution you will need to liaise with your local Council Engineering Team – your School Travel Advisor will help with this

Examples of engineering works could include:

- x New signs and road markings
- x Traffic lights and controlled crossings such as pelicans
- x Zebra crossings
- x Speed tables or humps
- x Improved lighting
- x Pavement resurfacing
- x Cycle routes
- x One way streets

Please remember that engineering measures can be very expensive and your Council will have to bid for funding. This can mean that implementation may not be able to happen immediately

Part 6 – How are you going to monitor progress?

Monitoring

Your Travel Plan must show how you intend to monitor your progress and the process for reviewing the plan. This must include details of:

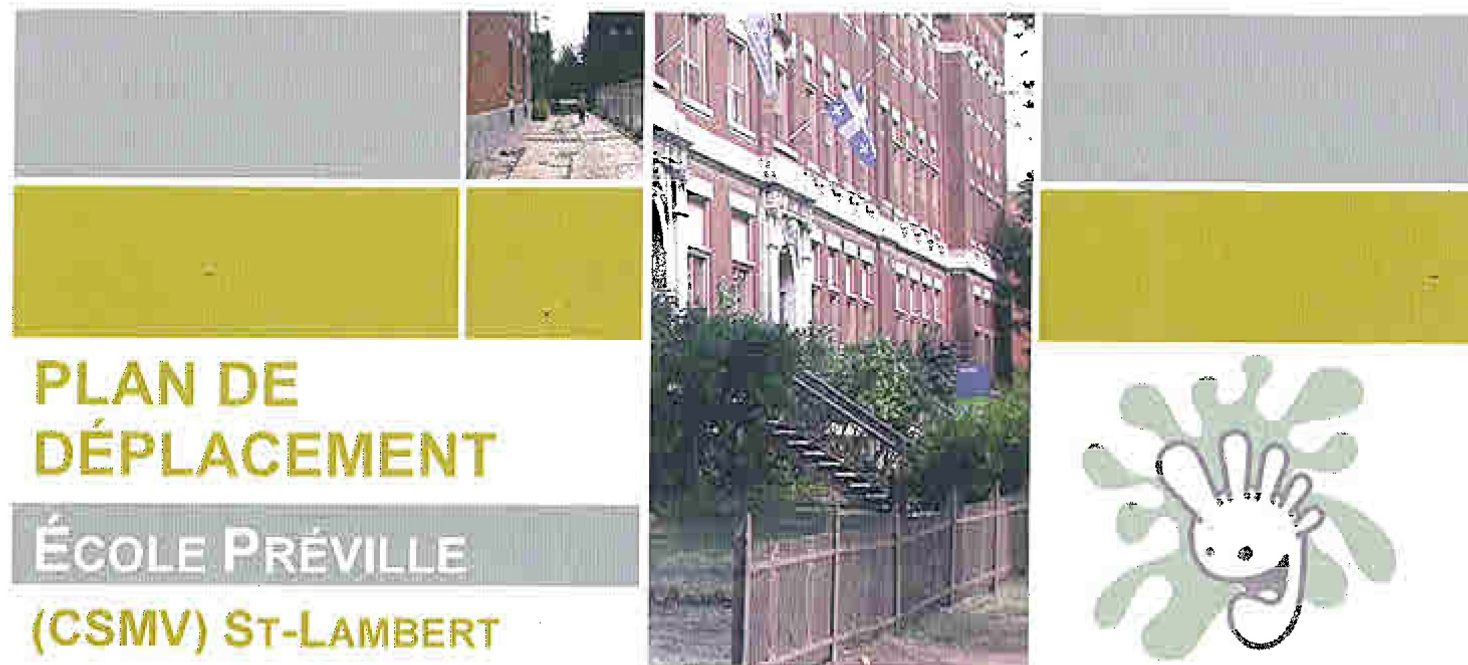
- x When the next survey(s) will be carried out – an annual hands up survey of pupil mode is a requirement and must be carried out
- x The month and year when the Plan will be completely reviewed
- x Who will be responsible for ensuring that the surveys and review will take place
- x A commitment that the review will consider pupil travel needs arising from new developments in education and transport provision

You should also consider

- x Including your STP in your school improvement plan
- x Carrying out termly hands up surveys which will provide seasonal data and show indications of early successes of your plan
- x An annual report to governors
- x Keeping an Evidence portfolio: - this will provide a record of all the work you have done on the plan. It could include minutes from meeting, photographs of events and engineering measures, survey results, examples of pupil work etc. The portfolio will make it easy for you to update your plan and will allow your School Travel Advisor to quickly see the progress you have been making

Sign Off and Formal Approval

- x The Travel Plan must be signed and approved by the Headteacher and the Chair of Governors.
- x You may wish to also have a representative from the PTA and the school council sign the plan
- x Following this the plan will have to be approved by your School Travel Advisor.
- x Both Council Transportation and Education Departments will then sign it at Assistant Director level.



DANS LE CADRE DE *MON ÉCOLE À PIED, À VÉLO !*,
PROGRAMME D'ANIMATION ET DE MOBILISATION
POUR LE TRANSPORT ACTIF CHEZ LES ENFANTS DU QUÉBEC

UNE INITIATIVE DE VELO QUEBEC



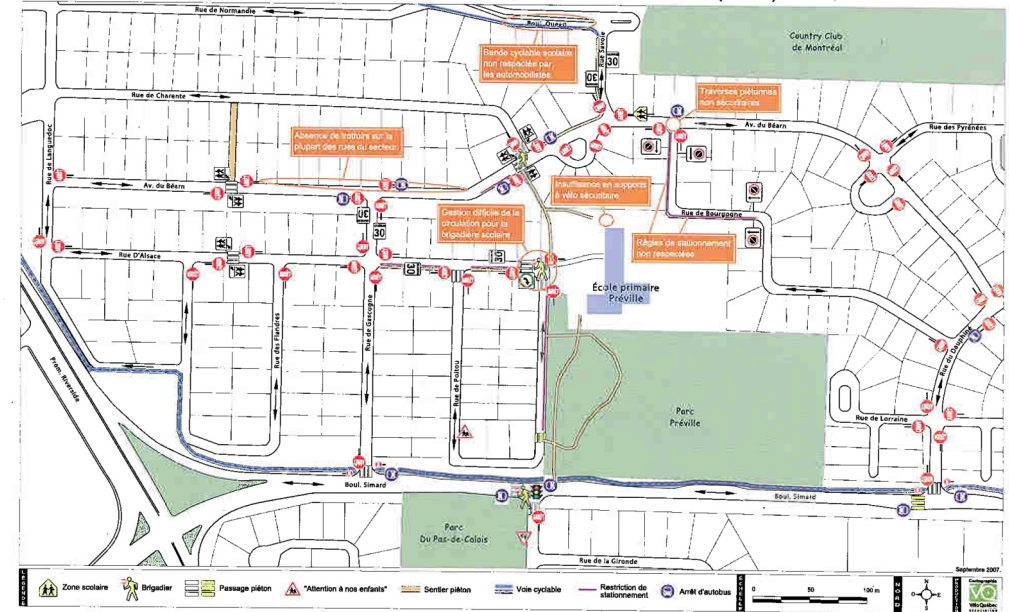
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EXEMPLE

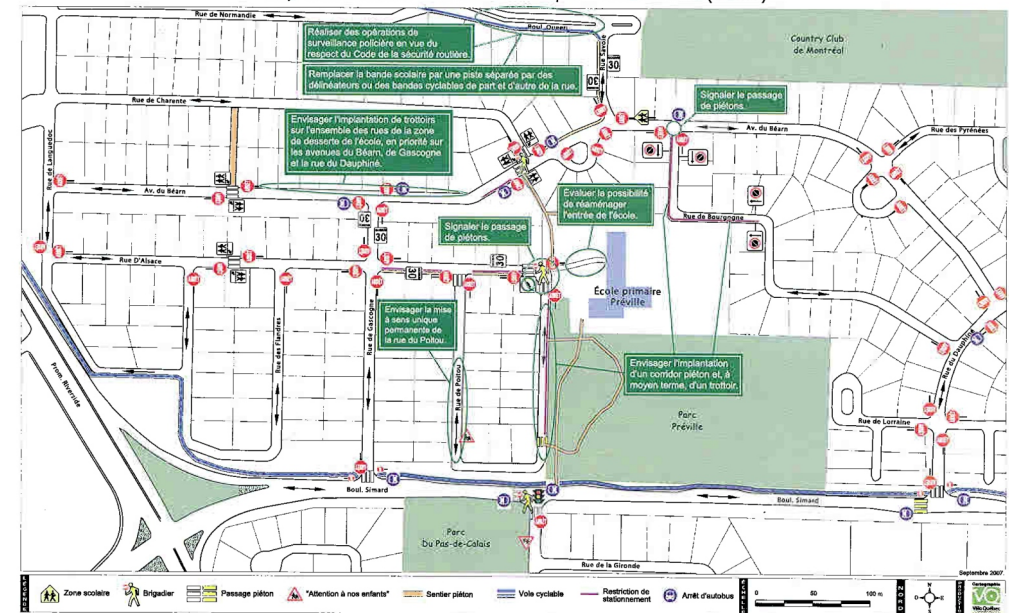
TABLE DES MATIÈRES

Remerciements.....	4
Avant-propos.....	5
Introduction.....	6
Objectifs du plan de déplacement.....	6
Méthodologie.....	6
Facteurs qui influencent les comportements en transport.....	7
Constats généraux sur la pratique des transports actifs.....	8
Portrait du secteur et de la clientèle de l'école Préville.....	11
École Préville.....	11
L'établissement scolaire.....	11
Le contexte urbain.....	11
Les abords de l'école.....	13
Les cheminements vers l'école.....	14
Population scolaire.....	17
Les habitudes de transport.....	17
Obstacles au transport actif.....	18
Abords de l'école.....	18
Devant l'école.....	18
Aux intersections du quadrilatère de l'école.....	19
Cheminements piétons et cyclistes.....	20
Mode de transport des parents.....	21
Recommandations.....	24
À l'école.....	25
À la municipalité.....	27
Au service de police.....	28
Conclusion.....	31
Bibliographie.....	32
Cartes :	
1 – Répartition géographique des élèves.....	12
2 – État de la situation.....	16
3 – Obstacles au transport actif.....	23
4 – Recommandations.....	30

Carte 3 Identification des obstacles au transport actif de l'école Préville (CSMV)



Carte 4 Représentation des recommandations pour l'école Préville (CSMV)





25^{ème} Journée Rue de l'Avenir, 26 septembre 08, Chambéry
Plans de Déplacement Scolaire_Exemples dans divers pays

INFORMATIONS UTILES

“Review of International School Travel Planning_Best Practices”

- Lien pour télécharger le document
<http://www.saferoutestoschool.ca/downloads/STP-Best-Practice-Final.pdf>

SchoolTravelPlan.com, the essential guide

- About us (extrait du site <http://www.schooltravelplans.org/>)
SchoolTravelPlan.com was set up in 2003 to assist schools in drafting their Travel Plans. It is an initiative from Liftshare.com - the UK's largest car-sharing scheme. Founded in 1997, Liftshare's mission is to encourage and enable more efficient use of the car. Our main website, at www.liftshare.com, provides a free service to everyone in the UK who wants to find travel companions with whom to share a journey to work, to the shops - anywhere! To see our School Run scheme go to www.school-run.org.uk. If you require any further information or would like to set up a scheme for your school or area, please don't hesitate to Contact Us

POUR LE CANADA

Green Communities Canada

- About us (extrait du site <http://www.gca.ca/indexcms/>)
Green Communities Active & Safe Routes to School is a comprehensive community-based initiative that taps into the increasingly urgent demand for safe, walkable neighbourhoods. Active & Safe Routes to School promotes the use of active and efficient transportation for the daily trip to school, addressing health and traffic safety issues while taking action on air pollution and climate change.

Active and Safe Route to School

<http://www.saferoutestoschool.ca/>

POUR LE ROYAUME UNI

Teachernet

- About us (extrait du site <http://www.teachernet.gov.uk/contactus/aboutus/>)
*TeacherNet aims to bring together the very best in education resources and information to provide a one-stop-shop for trainee and qualified teachers, heads, managers, LEAs, teaching assistants, support staff, supply teachers, SEN teachers and bursars. Who are we?
TeacherNet is supported by the Department for Education and Skills and partner organisations. Its primary aim is to support the wider education community and reflect its views and concerns.*
- <http://www.teachernet.gov.uk/wholeschool/sd/managers/travel/STAtoolkit/stp/>
- <http://www.sustrans.org.uk/>

Transport for London

“What a School Travel Plan should contain”

- contact pour obtenir le document: emmascheridan@tfl.gov.uk

Sustrans

- About us (extrait du site <http://www.sustrans.org.uk/>)

Sustrans is the UK's leading sustainable transport charity. Our vision is a world in which people choose to travel in ways that benefit their health and the environment. Every day we are working on practical, innovative ways of dealing with the transport challenges that affect us all.

POUR LES ETATS-UNIS

SafeRoutes

- About us (extrait du site <http://www.saferoutesinfo.org/>)

Established in May 2006, the National Center for Safe Routes to School assists communities in enabling and encouraging children to safely walk and bike to school. The Center strives to equip Safe Routes to School programs with the knowledge and technical information to implement safe and successful strategies.

The National Center for Safe Routes to School is maintained by the University of North Carolina Highway Safety Research Center with funding from the U.S. Department of Transportation Federal Highway Administration.

POUR L'AUSTRALIE

TravelSmart

- About TravelSmart (extrait du site <http://www.travelsmart.vic.gov.au/>)
What is TravelSmart? TravelSmart is an initiative of the Victorian Government and aims to reduce people's dependency on cars and encourage them to choose sustainable travel alternatives, such as walking, cycling or catching public transport. Who are we? The team behind TravelSmart Victoria are part of the Walking and Cycling Branch of the Department of Transport. Our team is made up of many people, ranging from social researchers and town planners to engineers and event organisers - all of whom are passionate about environmentally friendly travel. What are we doing? TravelSmart Victoria has developed several programs to help create less car traffic on the roads less pollution and greenhouse gases, stronger local economies, improved community safety and more accessible and active communities. Who do we work with? TravelSmart projects involve state and local governments working with individuals, organisations and institutions to change the way Victorians travel.

POUR LA NOUVELLE ZELANDE

Land Transport NZ

- (extrait du site <http://www.landtransport.govt.nz/sustainable-transport/>)
*What's in this section on sustainable transport?
This section on sustainable transport contains information and resources to help people make transport choices that lead to a better New Zealand for current and future generations.*

AUTRES LIENS

- <http://www.mobilitaetsmanagement.nrw.de/>
- <http://www.mobilitaetsmanagement.nrw.de/index.php?mp=2&s=40>
- <http://www.uvcw.be/>
- <http://www.uvcw.be/espaces/mobilite/articles/list98,37,37,33.htm>



25^{ème} Journée Rue de l'Avenir, 26 septembre 08, Chambéry

Plans de Déplacement Scolaire_Exemples dans divers pays

Informations extraites de “Review of International School Travel Planning Best Practices”_mars 2007

USA Stats

The United States has a population of almost 299 million and a land mass of 9,629,091 km². That amounts to approximately nine times the population of Canada living on land mass 97 percent of the size of Canada.

USA Government

There are three levels of government in the United States—federal, State, and local. Each State has its own written constitution and has different laws. There are sometimes great differences in law and procedure between the different States, concerning issues such as health and education. Federal transportation programs are financed principally through user fees such as gas and airport ticket taxes.

USA School Travel Plan

While very little activity related to school travel in the United States is being referred to as “School Travel Planning,” some of the work taking place under their “Safe Routes to School” program is similar to STP. This review of school travel activity in the US will examine the overall Safe Routes to School (SRTS) program—bear in mind that much of this work does not utilize a School Travel Planning framework. The American SRTS program is still worth studying in depth for this report, however, because it demonstrates a significant federal-level commitment to increasing active modes of transportation en route to schools while allowing individual States to use the resources provided in customized ways to achieve the desired end result. The National Highway Traffic Safety Administration began funding Safe Routes to School programs in 2000, with two demonstration projects: one in Marin County, California and the other in Arlington, Massachusetts.²¹¹ Prior to the introduction of a major federal SRTS initiative in 2005, some States were already promoting cycling and walking to school through Safe Routes to School programs or other similar projects using funds from varied sources including city councils, Office of Traffic Safety grants, corporate sponsors as well as State and federal governments.²¹² California, Connecticut, Delaware, Florida, Oregon, Texas and Washington are some of the States that have enacted legislation to implement SRTS. Some of that legislation includes funding components.²¹³ In August 2005, a new transportation bill was signed, SAFETEA-LU, which designated funds for transportation projects through to 2009. This legislation made funding available for the first time to State Departments of Transportation to use for Safe Routes to School programs, making it a national priority to increase a child’s ability to walk and bike to school.

UK Stats

The UK has a population of over 59 million yet a land area of only 244,820 km² (almost twice the population of Canada living on land less than half the size of Manitoba).

UK Government

The UK is divided into four parts: England, Scotland, Wales and Northern Ireland. Each has a different system of local government. Scotland, Wales and Northern Ireland have a devolved assembly. England has no separate governing body for the whole of it other than that of the Government of the United Kingdom. It is subdivided into nine regions.

UK School Travel Plan

School travel is a high priority in the United Kingdom, and has been for almost a decade. This is partly because of road safety concerns but also because of growing concerns about children’s health and well-being.¹ The UK is a world-leader in terms of School Travel Plan (STP) development and implementation, having piloted the concept in 1997/98 and begun a massive ‘roll out’ in 1999.² Between 1998 and 2003, over 2,000 schools completed travel plans, many with the help of school travel advisers funded by a Department for Transport bursary scheme.³ In September 2003, the Department for Transport (DfT) and the Department for Education and Skills (DfES) jointly launched a national Travelling to School initiative that encourages all schools to develop School Travel Plans.⁴ This initiative provided continued funding for school travel advisers but also introduced funding for capital grants that schools could use for measures identified in their action plan. Funding for school travel advisers and school grants continues to be available in the UK.

Australia Stats

Australia has a population of over 20.7 million people and a land mass of 7,692,024 km² (slightly over 3/4 size of Canada, with slightly less than 2/3 of our population).

Australian Government

The Commonwealth of Australia is a constitutional monarchy with a parliamentary system of government. Australia consists of six States and several territories. The States are New South Wales, Queensland, South Australia, Tasmania, Victoria and Western Australia. The two major mainland territories are the Northern Territory and the Australian Capital Territory (ACT). In most respects, the territories function similarly to the States. State parliaments have legislative powers over hospitals, education, police, the judiciary, roads, public transport and local government.

Australia School Travel Plan - TravelSmart

TravelSmart is the collective name under which most State-led voluntary travel behavior change programs operate in Australia.¹⁵⁷ TravelSmart has three components—TravelSmart Communities, TravelSmart Workplaces and TravelSmart Schools. Although TravelSmart is a federal initiative, each State chooses the areas on which they would like to focus and develops their own unique approach to addressing their sustainable transportation issues. While many of the States have worked with schools, much of their work has been focused exclusively on addressing safety or educating students through curriculum, and has not used a comprehensive School Travel Planning approach. TravelSmart Schools in the State of Victoria has worked extensively with schools using a variety of approaches, the most recent ones involving School Travel Planning. This review will focus primarily on the School Travel Planning activities taking place in Victoria.

New Zealand School Travel Plan

New Zealand’s Energy Efficiency and Conservation Authority (EECA) began actively promoting national Walk to School initiatives in 2001, with the production of the first Walking School Bus kit. After that, EECA’s involvement expanded to include the School Travel Plan program based on the British initiative and their own successful Walking School Bus program.⁷⁸ Most School Travel Plan activity in New Zealand is occurring in the region of Auckland, which is the biggest region with a population of 1.3 million.⁷⁹ North Shore City Council began developing the first two School Travel Plans in 2002, and had three in place by the end of 2003. From 2003 to 2006, Auckland Region ran a program called “Auckland Sustainable Cities Programme” in which the central government and local councils worked together on projects aimed at addressing three key transport issues for the region, one of which was school travel. This program took School Travel Planning to a new level, rolling it out to schools across Auckland region. The funding under this program allowed for the development of a range of tools and resources as well as the employment of 10 School Travel Plan coordinators. One key success of the Auckland Sustainable Cities Programme is that School Travel Planning “is now a major plank of travel demand management in the Auckland region.”⁸⁰ On July 1, 2006, EECA handed the School Travel Planning program over to Land Transport New Zealand and new interim guidebooks were released that are valid until June 30, 2007. Land Transport NZ is currently in the process of developing a strategic direction for leading the national program.

New Zealand Government

New Zealand has no separately represented subnational entities such as provinces or States apart from its local government. However, New Zealand does have 12 regional governments for the administration of environmental and transport matters and 74 territorial authorities (city and district councils) that administer local matters.

New Zealand Stats

New Zealand has a land area of 286,680 km² and a population of approximately 4.1 million (approximately the same population as British Columbia, but with less than 1/3 of BC’s land area).