

Go Smarter in North Tyneside Annual Report 2018



We | Listen Create Deliver





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1. Summary

GoSmarter aims to create low traffic neighbourhoods around schools which mean healthier lives for pupils and residents. The programme was launched in the schools with the most car journeys. As well as aiming to change pupils', parents' and staff travel behaviour, it can involve physical changes to streets near schools to encourage more sustainable travel.

In 2018, the first full year of the project, GoSmarter has helped schools reduce driving by as much as 15%, with more children cycling and walking to school. It has delivered improvements to streets which support sustainable travel to local schools.

The GoSmarter in North Tyneside programme (Go Smarter) is taking a proactive approach to work with schools throughout the borough to support healthy and active travel. Some schools in North Tyneside have over 30% of their pupils being driven to school less than 800 metres. Getting more children cycling and walking from an early stage helps to encourage children and their parents to stay healthy and active.

This report sets out how we have worked with schools to map where parents are driving from; involve school children in a 'street audit' to identify cycling and walking improvements, often delivering these improvements in the same year; and run events such as car-free days which change how people travel.

GoSmarter plays its part in helping us to create healthy, low traffic neighbourhoods around homes, shops and schools across North Tyneside.





2. Introduction



Many streets around schools experience traffic problems at the beginning and end of the school day, which can include double parking, children getting out of cars and running across the road, cars parked on the yellow 'zig-zags' at the school gates, pavement parking and blocked driveways which inconvenience local residents, and local air pollution from cars idling near school gates. Changing this can get more children and their parents cycling and walking to get to school, which reduces the issues described above as well as helping to improve people's health, tackle obesity and improve air quality.

Other schools programmes such as Bikeability (national standard cycle training), and pedestrian training for school children, are there to provide children with specific skills. GoSmarter takes a broader approach, working with schools to deliver changes which can:

- make long-term changes to streets and traffic conditions around schools;
- increase cycling and walking to schools; and
- create calmer streets around schools where cycling and walking is easy and direct.

In 1970, 80% of 8yr olds were allowed to go to school on their own in the UK; by 1990, this figure had dropped to 9%.

Alongside physical changes to street design around schools, GoSmarter involves engaging with the school staff, pupils and parents to educate and campaign for behaviour change towards active travel.







3. Links to policy

The GoSmarter in North Tyneside programme helps to meet the transport aims set out in our policies and strategies. The <u>Our North Tyneside Plan</u> sets out our intention to provide a clean, green, healthy, attractive, safe and sustainable environment, and the North Tyneside <u>Local Plan</u> says that we will make walking and cycling an attractive and safe choice for all.

In the <u>North Tyneside Transport Strategy</u> we set out our aims to support health, fitness and mental wellbeing through promoting active travel, improve environmental sustainability and local air quality, and improve safety for all road users while increasing cycling and walking. It explains how we will support a change in culture which prompts people to use more sustainable modes rather than the car, and how we will encourage and address the increased demand to cycle and walk by improving the street network and putting cycling and walking first.

In addition to this:

- our <u>Travel Safety Strategy</u> sets out our aims to improve road safety through infrastructure and education measures, and address the perception of safety across the transport network for all users;
- our <u>Cycling Strategy</u> explains how we will encourage everyday cycling and support cycling initiatives which improve health, safety and sustainability – the North Tyneside <u>Cycling Design Guide</u> sets out the design standards which will be required, such as 'filtered permeability' designs where direct routes for cycling and walking are not open to motor traffic; and
- our <u>Network Management Plan</u> notes that we will deliver travel demand management initiatives which encourage informed travel decisions and support modal shift towards alternatives to car use.





4. GoSmarter – what it involves

The process in summary:







To plan the work with each school, we needed to know how pupils currently travel to school, and understand why they use that mode of transport.

Instead of using a 'hands up' survey to ask how pupils travel, GoSmarter asks teachers to use a register with postcodes to ask each pupil their mode of travel. Using the data on travel mode by postcode (without names) means we can identify:

- percentage getting to school by cycling/walking/car etc.;
- the average distance travelled by pupils;
- percentage of pupils living within 800m (half a mile), i.e. easy walking distance; and
- what percentage of pupils are being driven to school for less than 800m.

We can plot travel mode by postcode on a map. This helps us identify barriers which may be preventing people from travelling sustainably to school ('severance') and how many pupils could benefit from improvements to crossings or other infrastructure at a specific point.

The maps showing travel mode by home postcode can be updated each year. This helps to show how effective the GoSmarter work, including the infrastructure changes, has been in supporting more sustainable travel.



Example School 2018 Travel Mode Survey - Car use





6. Working with schools to set targets

The GoSmarter programme is to be delivered over a three-year rolling programme which will seek to involve all schools in the borough. The schools involved in the first years of the programme were prioritised based on how many pupils travelled to school by car over less than 800m (half a mile), i.e. easy walking distance.

The table below shows how this was carried out for some of the schools involved.

2017	#Pupils	Avg Journey (mls)	% Walk	% Cycle	% Car	#driven Pupils	%Car<0.50ml
Holystone	485	0.45	44.6%	4.6%	50.8%	246	31.5
Southridge	348	0.44	37.6%	9.8%	52.0%	181	31.0
Western	464	0.57	45.6%	3.3%	43.3%	201	23.2
Langley	342	0.55	50.0%	1.1%	39.9%	137	17.6
Denbigh	452	0.51	54.5%	4.5%	33.0%	149	16.1
Cullercoats	421	0.65	52.3%	0.7%	44.2%	186	15.9
St Marys NS	247	0.92	26.8%	5.7%	64.6%	160	15.8
St Marys FH	192	0.9	31.0%	3.6%	56.4%	108	15.2
St Columbas	240	0.79	28.4%	2.0%	47.8%	115	14.9
Hadrian Park	405	0.57	55.0%	3.0%	36.0%	146	14.0
Jubilee	365	0.6	54.0%	5.8%	40.2%	147	11.5
Kings Priory	584	0.87	55.1%	0.6%	40.1%	234	11.4
Battlehill	345	0.49	68.8%	0.0%	29.0%	100	10.8
Greenfields	357	0.74	49.7%	1.1%	46.8%	167	9.5
South Wellfield	337	0.69	33.6%	1.7%	63.8%	215	9.5

The GoSmarter programme works with individual schools to set a target for the school, based on the detailed data collected. This data helps in understanding the specific travel challenges which apply in each school.

The data, along with local knowledge of cycling and walking routes to each school, allows an individual target to be set for each school, which is achievable and motivating.

Various factors are considered in setting a systematic target for each school (see Appendix C for details, Appendix B for the targets set for each school and Appendix A for levels of engagement and achievement of targets).







7. Engaging with Schools

In the first year of engagement a school can expect the following:

- GoSmarter officers conduct a discussion about the reasons and effect of having too much motor traffic near school. They help a group of children to undertake a street audit to identify what can be changed to make it easier to cycle, walk or scoot to school. The changes can often be built within the same year.
- A whole-school assembly where GoSmarter officers tell pupils about active travel, traffic pollution, road safety and long term solutions.
- The GoSmarter officers will ask for a travel champion (a school staff member) and a team of pupil 'ambassadors' to be identified to help with initiatives. Schools develop tailored ways of engaging with parents on school travel.
- Schools launch campaign actions, which may be based on independent travel, air quality, 'Car-Free Day' events or similar subjects to fit with school work.
- The GoSmarter officers will help the 'ambassadors' to write a parent newsletter that celebrates any infrastructure improvements recently built, emphasises the reasons they need fewer cars near school and asks insistent drivers to do so considerately.
- If a suitable car park exists within an easy walk of the school, the GoSmarter officers will seek to establish a 'park and stride' site to help keep traffic danger and pollution away from the school gate. This will be particularly promoted in some cases as part of 'Car-Free Day' events.
- For any proposed infrastructure improvements, children can see their chosen scheme being built and help monitor all the changes they have brought about with follow-up surveys.

The programme involves working with schools to encourage them to plan events: for example, some schools' Car-Free Days have included a free bicycle service from 'Dr Bike', a qualified mechanic who performs a safety check and minor repairs on any bike.







8. Re-Designing Streets

The historic design of many of the streets around our schools has been focused on the car and these areas can be an unfriendly environment for cycling and walking. Changes to the design can help to bring about a change in culture which encourages children and their parents to cycle, walk and use public transport.

As well as improved crossing facilities, cycleways and footways, these can include restrictions which limit access to the street for cars while still allowing people to cycle and walk through easily (known as 'filtered permeability'), and improving the environment next to schools.

The GoSmarter programme is funded from North Tyneside's Local Transport Plan capital allocation. Since the programme started, we have engaged with 39 schools (to date) and twenty-six of these have benefited from infrastructure improvements, which range from new crossings, traffic calming 'raised tables' and bollards to prevent parking and keep junctions clear so children can move around more safely near their school.



Parallel crossing installed at Southridge School







9. Case Study

Car-Free Day held at Star of the Sea RC Primary in October 2018

- The activities carried out engaged pupils, teachers and parents.
- All verbal feedback was positive.
- The support of enthusiastic and committed school staff made for strong engagement.
- The pupils nominated as travel ambassadors were helpful in collecting data, and interacting with parents and other pupils.
- 89% of the 207 pupils that responded said that they had enjoyed the carfree day.
- On the car-free day nearly 60% of pupils cycled, walked or scooted to school (despite the weather being wet that day).
- The following Friday there were still almost 40% of pupils who used these means of transport, which was noticeably higher than before the car-free day.

Written statement from Deputy Head, Kathryn DiMambro:

The Go Smarter team led the session with the help of our school travel ambassadors, starting with a tally of the way pupils and their families came to school that day – the results were fantastic. Pupils in school also enjoyed a range of activities led by the Go Smarter team throughout the day, learning about Air Pollution and Road Safety. Our parents really engaged with the Car-Free Day and this has impacted positively ever since. We have found that we have fewer cars dropping children off at school and more parents are parking further away and walking to the school gates. Thank you to Geoff and the team from Go Smarter!





10. How we know it has worked

Analysis of GoSmarter's impact on travel mode – Phase 1 (2017-18)

The majority of Phase 1 schools (19 of 22) completed their second survey between March and November 2018. The GoSmarter team engaged with these schools over the 12 month period between September 2017 and September 2018, working with the schools to determine the level of engagement. The surveys showed how many pupils used sustainable travel (cycle, walk, scoot, public transport or park and stride). The full results are shown in Appendix E.

Summary of results

- The schools which took part in GoSmarter showed increases in sustainable travel of up to 15%.
- Seven of the nine schools which received infrastructure improvements before the second survey are in the top ten schools for change to sustainable travel.
- Some of the schools also showed a decrease in sustainable travel it is
 important to note that working with the schools continues for more than one
 year.
- Some of the schools arrange other activities, outside the GoSmarter programme, which encourage active and healthy travel, e.g. Cullercoats Primary arranged cycling activities with local company Bike4Health.





11. Why we should keep going

Getting more children cycling and walking from an early age helps to encourage children and their parents to stay healthy and active. Reducing car travel around schools also helps to improve local air quality. Encouraging sustainable travel to school therefore has health benefits for all the family.

GoSmarter activity

The survey data for the first year gives encouraging signs that GoSmarter is helping to increase sustainable travel to school. There has been positive feedback from participating schools.

In addition, the detailed travel data collected, and involvement of school pupils in the street audits, means that the new infrastructure installed, e.g. new crossings, has been targeted where it will particularly benefit cycling and walking to school.

This data related to the first full year of implementation of GoSmarter – analysis of the data will continue as more schools are engaged.

Links with other sustainable transport activities

GoSmarter is based on working with schools on a range of measures to promote sustainable travel. In this respect it differs from activities which offer training in a specific skill, e.g. Bikeability national standard cycle training and child pedestrian training, which are also offered to schools in North Tyneside.

GoSmarter complements these forms of training by offering a structured programme to encourage sustainable transport use throughout a whole school and providing cycling and walking infrastructure improvements to support this.







12. Plans for 2019 onwards

Continue to deliver GoSmarter

The GoSmarter programme will continue to be delivered in schools across the borough, with schools in the third phase of engagement (see Appendix D) being involved from September 2019.

Other behaviour change campaigns

Working in partnership with cycling and walking group Sustrans, GoSmarter carried out a pilot project for 'School Streets', an event where the street outside the school is reserved for cycling and walking for one day, in March 2019.

The regional 'Breathe' clean air campaign provides opportunities to highlight the air quality benefits of people using more sustainable modes of transport. By encouraging school children and their families to cycle, walk and use public transport in preference to car use, GoSmarter makes a valuable contribution to delivering clean air objectives.

GoSmarter will also take opportunities to work with Public Health teams and other partner organisations involved in advocating healthier choices.

Conclusion

The first full year of GoSmarter, 2018, has been a great success: GoSmarter has helped schools reduce driving by as much as 15%, with more children cycling and walking to school. It has also delivered improvements to streets which support sustainable travel to local schools.

The project has secured the involvement of schools, gained more detailed travel survey data than we have had before, developed good practice in working with schools on infrastructure measures and changing travel behaviour, and as a result of these combined initiatives is seeing encouraging signs of more healthy and sustainable travel by children and their parents.

Updates from schools involved with GoSmarter are available on Twitter at @GoSmarterNT .





Appendix A • League Table



Schools Go Smarter

Sustainable Travel League Table

Position School		Survey (10	Engagement	Score against	TOTAL	
	GOLD	Christ Church C Of E Primary School	Y	10	10	30
		St Columba's RC Primary School	Y	8	10	28
	Joint SILVER	Shiremoor Primary School	Y	8	10	28
		South Wellfield First School	Y	7	10	27
	4	Langley First School	Y	7	10	27
	<u>_</u>	Spring Gardens Primary School	Y	4	10	24
	6	Rockcliffe First School	Y	4	10	24
	•	Cullercoats Primary School	Y	2	10	22
	8	Backworth Park Primary School	Y	2	10	22
		Greenfields Community Primary School	Y	6	5	21
	10	Holystone Primary School	Y	6	5	21
		Marine Park First School	Y	6	5	21
		Richardson Dees Primary School	Y	0	10	20
		St Bartholomew's C Of E Primary School	Y	0	10	20
	13	St Joseph's RC Primary School	Y	0	10	20
		Wallsend St Peter's Primary School	Y	0	10	20
		Hadrian Park Primary School	Y	4	5	19
		Monkseaton Middle School	Y	4	5	19
-	17	Amberley Primary School	Y	4	5	19
		Whitehouse Primary School	Y	4	5	19
		Benton Dene Primary School	v	3	5	
2	21	Wallsend Jubilee Primary School	v	3	5	18
		Star of the Sea RC Primary School	v	8	0	10
		Battle Hill Primary School	v	2	5	10
		Stephenson Memorial Primary School	v	2	5	17
2	24	Whitley Lodge First School	v	2	5	17
		King Edward Primary School	v	7	0	17
	28	Bailey Green Primary School	v	,	0	1/
	-	Carville Primary School	v	0	5	10
2	29	Marden Bridge Middle School	v	0	5	15
		St Mary's RC Primary School (NS)	v	2		13
	31	Denbigh Community Primary School	v	2	0	13
		Preston Grange Primary School	v	2	0	13
		Western Community Primary School	v	3	0	13
		St Bernadette's RC Primary School	v	2	0	12
		St Mary's RC Primary School (FH)	v	2	0	12
3	34	Kings Priory	v	2	0	12
		Southridge First School	v	2	0	12
		Collingwood Primary School	v	2	0	12
		Redesdale Primary School	v	2	0	12
		St Aiden's RC Primary School	v	0	0	10
4	40	St Stephen's RC Primary	v	0	0	10
		Westmoor Primary School	v	0	0	10
		Appletree Gardens First School	N	2	0	- 10 2
4	44	Wellfield Middle School	N	2	0	2
		St Cuthbert's RC Primary School	N	2	0	2
4	46	Valley Gardens Middle School	N	0	0	0

0 p ey

Current engagement: school, Year 4 audit of 2 points for each of - GoSmarter assembly, Travel Ambassadors used in environment, car-free day, other.

Score against target: target applied to

Percentage of Sustainable travel (recorded in survey) against a weighted each school. (10 = met target, 5 = 90% of target)

Sustainable Travel = 'Active Travel' (walk, cycle, scoot/skate) + 'Other Sustainable Travel' (bus, park & stride, train, car share)





Appendix B • Mode Shift Targets

C	marter	ļ	Year			Extension			ı
in	North Tyneside	Sep-17 (Itals	Sen-18	Sen-19	Sen-20				
Phase	SCHOOL	Base data	1	2	3		4		5
1	Appletree Gardens First School	67%	71%	76%	81%				
1	Benton Dene Primary School	69%	/1%	/1%	/1%		/5%	-	
1	Cullercoats Primary School	56%	64%	72%	81%				
1	Denbigh Community Primary School	67%	72%	76%	81%				
1	Greenfields Community Primary School	53%	57%	60% 🤇	64%	\bigcirc	70%		75%
1	Hadrian Park Primary School	64%	70%	76% 🤇	82%				
1	Holystone Primary School	49%	59%	69%	79%				
1	Kings Priory	60%	66%	72%	78%		750/		
1	Monkseaton Middle School	50%	54%	68%	2%		/5%	-	
1	South Wellfield First School	36%	47%	58%	69%		75%		
1	Southridge First School	48%	59%	70%	81%		,,,,,		
1	St Bernadette's RC Primary School	40%	47%	54%	61%		68%		75%
1	St Columba's RC Primary School	52%	59%	66% 🤇	73%		75%		
1	St Mary's RC Primary School (FH)	44%	49%	55% 🤇	61%		68%		75%
1	St Mary's RC Primary School (NS)	35%	45%	54%	64%	0	70%		75%
1	Star of the Sea RC Primary School	45%	49%	54%	58%	•	66%		75%
1	Valley Gardens Middle School	95%	90%	90%	90%				
1	Wellfield Middle School	50%	54%	68%	/2%		/5%	<u> </u>	
1	Western Community Primary School	57%	65%	73%	81%	-		-	
2	Amberley Primary School	61%	61%	68%	76%			-	
2	Backworth Park Primary School	52%	52%	63%	74%		75%		
2	Bailey Green Primary School	77%	77%	79%	82%	F	. 370		
2	Carville Primary School	83%	83%	85%	88%				
2	Christ Church C Of E Primary School	58%	58%	68% 🤇	79%				
2	Collingwood Primary School	78%	78%	81%	83%				
2	King Edward Primary School	62%	62%	69% 🤇	76%				
2	Marden Bridge Middle School	79%	79%	79% 🤇	79%				
2	Marine Park First School	75%	75%	75%	75%				
2	Preston Grange Primary School	56%	56%	63%	70%		75%		
2	Redesdale Primary School	63%	63%	69%	76%		750/		
2	Richardson Dees Printary School	61%	61%	56%	/1%		/5%		
2	Shiremoor Primary School	67%	67%	74%	85%			-	
2	Spring Gardens Primary School	64%	64%	76%	88%				
2	St Aiden's RC Primary School	59%	59%	64%	68%		75%		
2	St Bartholomew's C Of E Primary School	44%	44%	46%	48%	ŏ	62%		75%
2	St Cuthbert's RC Primary School	57%	57%	70% 🤇	83%				
2	St Joseph's RC Primary School	70%	70%	70% 🤇	70%		75%		
2	St Stephen's RC Primary	77%	77%	77% 🤇	77%				
2	Stephenson Memorial Primary School	66%	66%	74% 🤇	82%				
2	Wallsend St Peter's Primary School	56%	56%	69% 🤇	82%				
2	Westmoor Primary School	73%	73%	73%	73%		75%		
2	Whitehouse Primary School	72%	72%	72%	72%		75%		
2	Balliol Primary School	72%	72%	72%	75%		/5%		
3	Burradon Community Primary School	63%	63%	63%	70%	-		-	
3	Coquet Park First School	47%	47%	47%	57%		66%		75%
3	Fordley Community Primary School	79%	79%	79%	79%	-	0070		737
3	Forest Hall Primary School	68%	68%	68%	72%		75%		
3	Grasmere Academy	77%	77%	77% 🤇	77%				
3	Hazlewood Community Primary School	70%	70%	70% 🤇	71%		75%		
3	Ivy Road Primary School	77%	77%	77%	82%				
3	Monkhouse Primary School	60%	60%	60%	71%		75%	<u> </u>	
3	Percy Main Primary School	91%	91%	91%	90%	\vdash		-	
5	Riverside Primary School	85%	85%	85%	85%	\vdash		-	
2	Waterville Primary School	58%	58%	58% 70%	81%		750/	-	
3	Burnside Business and Enterprise College	68%	68%	68%	68%		75%	-	
-	Churchill Community College	0.00/	00%	0.00/	0.00/	-			
5	Charonin Community College	00%	88%	88%	88%	\vdash		-	
3	George Stephenson Community High School	84%	84%	84%	84%				
3	John Spence Community High School	87%	87%	87%	87%				
3	Longbenton High School	88%	88%	88%	88%				
3	Marden High School	82%	82%	82%	82%				
3	Monkseaton High School	78%	78%	78%	78%				
3	Norham High School	95%	90%	90% 🤇	90%				
3	North Gosforth Academy(was Seaton Burn)	71%	71%	71% 🤇	71%		75%		
3	Sir James Knott Nursery	68%	68%	68%	70%		75%		
3	St Thomas More RC High School	79%	79%	79%	85%				
3	white y Bay High School	68%	68%	68%	89%				
SEN	Beacon Hill School	-							
SEN	Nivorbilage Pupil Referal Unit	-							
SEN	Southlands School	-		/^				/^	
SEN	Percy Hedley School	-	N,	~			N	/ M	
SEN	Woodlawn School	-							
SPIN 1	Benton Dene School	-							
SEN									

Red Yellow

less than 68% less than 75% equals 75% Green

Average considering student numbers 79%

n.b. Phase 2 Year 2 targets have been amended slightly from those published to schools



Appendix C · How mode shift targets are set

Each school has its own Sustainable Travel Target set, which is calculated according to several factors as shown in the table below. A school is allocated a score for each factor (which are themselves weighted according to influence) based on its individual circumstances, and this provides targets for the current and following years.

For example, a school with an average pupil journey of less than 800m (half a mile - second column) would receive a score of 3 in that category, as opposed to a school with an average journey of over a mile which would score 1. A higher total score leads to a higher target for sustainable travel.

		FACTOR						
		Baseline survey sustainable travel	Avg. distance from school (miles)	Drivers from under 0.5 miles away	School type	Parking	Accessibility by car	Accessibility for active travel
	3	more than 60%	less than 0.5	more than 15%	Secondary /High/College	No nearby parking	Poor	Good
SCORE	2	45 - 60%	0.5 - 1	12-15%	Middle / Primary	Nearby parking / Park & Stride' site	Average	Average
	1	less than 45%	more than 1	less than 12%	First / SEND / VA	School car park	Good	Poor

The table below shows examples of the targets for each school that result from the process described above.

	INDIVIDUAL SCHOOL TARGETS FOR SUSTAINABLE TRAVEL 2018/19									
		[Year			Exter	nsion		
		Sep-17 (Itals = 2016)	Sep-18	Sep-19	Sep-20					
Phase	SCHOOL	Base data	1	2	3		4	5		
1	Appletree Gardens First School	67%	71%	76%	81%	-				
1	Battle Hill Primary School	71%	71%	71%	71%		75%			
1	Benton Dene Primary School	69%	75%	82%	88%					
1	Cullercoats Primary School	56%	64%	72%	81%					
1	Denbigh Community Primary School	67%	72%	76%	81%					
1	Greenfields Community Primary School	53%	57%	60%	64%	0	70%	75%		
1	Hadrian Park Primary School	64%	70%	76%	82%					
1	Holystone Primary School	49%	59%	69%	79%					
1	Kings Priory	60%	66%	72%	78%					
1	Langley First School	60%	64%	68%	72%		75%			
1	Monkseaton Middle School	77%	79%	82%	84%					
1	South Wellfield First School	36%	47%	58%	69%	۲	75%			
	Southridge First School	400/	50%	700/	010/					

See Appendix B for the full list of 'Mode Shift Targets' across all schools

Although each school has an individual target created as shown above, we measure the combined increase in sustainable transport use across all schools in the borough. The aim is that over three years this will bring sustainable transport to school to 75% across North Tyneside by September 2020, from a baseline of less than 60%.





Appendix D · Timescale for engaging with schools

GoSmarter engages with schools in three annual phases.

The choice of which schools to include in each phase was informed by the travel survey data and feedback from schools about issues such as parking near school gates.

The schools were ranked using relevant factors such as the numbers of pupils going to school by car over less than 800m (half a mile), or easy walking distance. Schools where this was more prevalent were generally offered engagement in the first phase.

Three phases of engagement with schools, determined with reference to factors such as car use, parking and						
health data School	Rank	Phase				
Appletree Gardens First School	14	1				
Battle Hill Primary School	25	1				
Benton Dene Primary School	12	1				
Cullercoats Primary School	8	1				
Greenfields Community Primary School	19	1	Ŀ			
Hadrian Park Primary School	21	1	Ŕ			
Holystone Primary School	5	1	ber			
Kings Priory	2	1	em			
Langley First School	9	1	ebt			
Monkseaton Middle School	16	1	JtS			
South Weillield First School	10	1	Ē			
St Bernadette's RC Primary School	6	1	ige			
St Columba's RC Primary School	27	1	uĝ			
St Mary's RC Primary School (FH)	30	1	fe			
St Mary's RC Primary School (NS)	22	1	Sta			
Star of the Sea RC Primary School	3	1	•			
Valley Gardens Middle School	20	1				
Wallsend Jubilee Primary School	29	1				
Western Community Primary Sabad	13	1				
Amberley Primary School	23	2				
Backworth Park Primary School	58	2				
Bailey Green Primary School	38	2				
Carville Primary School	52	2				
Christ Church C Of E Primary School	49	2				
Collingwood Primary School	42	2				
King Edward Primary School	40	2	8			
Marden Bridge Middle School	59	2	Ŕ			
Marine Park First School	47	2	Der			
Preston Grange Primary School	43	2	ma			
Richardson Dees Primary School	44 57	2	- to-			
Rockcliffe First School	36	2	t S			
Shiremoor Primary School	32	2	hen			
Spring Gardens Primary School	51	2	ger			
St Aiden's RC Primary School	46	2	ga			
St Bartholomew's C Of E Primary School	33	2	ter			
St Cuthbert's RC Primary School	35	2	Star			
St Joseph's RC Primary School	45	2	0)			
Stephenson Memorial Primary School	41	2				
Wallsend St Peter's Primary School	60	2				
Westmoor Primary School	34	2				
Whitehouse Primary School	61	2				
Whitley Lodge First School	55	2				
Balliol Primary School	64	3				
Beacon Hill School	31	3				
Benton Dene School	26	3				
Burnside Business and Enterprise College	24	3				
Burradon Community Primary School	69	3				
Coquet Park First School	40	3				
Dame Allan's Junior / Linden Primary Schoo	76	3				
Fordley Community Primary School	68	3				
Forest Hall Primary School	63	3				
George Stephenson High School	39	3	6			
Grasmere Academy	74	3	Ŕ			
Hazlewood Community Primary School	70	3	.er			
Ny Road Primary School	/5	3	m			
Longhenton Community College	50	3	ebt			
Marden High School	53	3	ŝ			
Monkhouse Primary School	62	3	hen			
Monkseaton High School	11	3	ger			
Moorbridge Pupil Referal Unit	78	3	ıga			
New York Primary School	67	3	ter			
Norham High School	73	3	Star			
North Gostorth Academy	56	3	.,			
Percy Healey	28	3				
Riverside Primary School	71	3				
Silverdale School	80	3				
Sir James Knott Memorial Nursery School	77	3				
Southlands School	79	3				
St Thomas More RC High School	4	3				
Waterville Primary School	66	3				
Whitley Bay High School	1	3				
Woodlawn School	18	3				



Appendix E · Travel survey results

The table shows Phase 1 schools (19 of 22) completed their second survey between March and November 2018. Other Phase 1 schools were Appletree Gardens, Valley Gardens and Wellfield Middle.

	0047/40	0040/40	Movement 17/18	Level of	Has infrastructure been installed
	2017/18	2018/19	10 16/19	engagement	through Go Smarter?
Cullercoats	55.83%	71.19%	15.36%	4	after survey
South Wellfield	36.21%	48.56%	12.35%	6	yes
St Columbas	52.24%	61.85%	9.61%	8	no
Langley	60.06%	68.48%	8.43%	7	after survey
Holystone	49.23%	56.64%	7.41%	5	yes
Hadrian Park	64.00%	68.77%	4.77%	4	yes
Benton Dene	68.91%	72.36%	3.45%	5	yes
Greenfields	53.17%	56.03%	2.86%	6	yes
Southridge	47.99%	49.51%	1.52%	4	yes
Jubilee	59.77%	61.11%	1.34%	5	yes
Western	56.68%	56.25%	-0.43%	4	no
Kings Priory	59.88%	59.02%	-0.86%	2	no
Battlehill	70.97%	67.04%	-3.93%	5	yes
Star of the Sea	45.10%	41.00%	-4.10%	4	after survey
Monkseaton	77.13%	73.00%	-4.13%	2	no
Denbigh	66.96%	61.88%	-5.09%	5	no
St Marys NS	35.41%	30.00%	-5.41%	4	no
St Marys FH	43.65%	37.69%	-5.97%	4	no
St Bernadettes	39.51%	32.71%	-6.80%	4	slight

Phase 1 schools completing both travel surveys