

Sustainable Modes of Travel Strategy

2026/27 Academic Year

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Background to the Strategy

What is Sustainable Travel?

Sustainable travel encompasses modes of transport that minimise environmental impact and support a low-carbon, resource-efficient transport system. This includes active travel such as walking, wheeling, scooting and cycling, public transport, and shared mobility options including car sharing.

Promoting sustainable travel plays a critical role in addressing key transport and public health challenges. It contributes to reducing carbon emissions, air pollution and traffic congestion while also supporting improved health and wellbeing by supporting more active behaviours. Collectively, these benefits help create safer, healthier, cleaner and more resilient communities and support wider environmental, economic and social objectives.

Local Authority Duty

Hampshire County Council has a duty under section 508A of the Education Act 1996, as inserted by section 76 of the Education and Inspections Act 2006, to promote the use of sustainable travel and transport.

The duty applies to children and young people of compulsory school age and learners aged 16–19 who travel to receive education or training in a local area. The duty relates to journeys to and from institutions where education is received.

Local authorities must publish a Sustainable Modes of Travel Strategy (SMoTS) for each academic year. The intention of the SMoTS is to promote the use of sustainable travel and transport to children and young people of compulsory school age who travel to receive education or training in the Hampshire County Council area. The key journeys to be considered are those to and from institutions where education or training is delivered.

Paragraph 151 of the Department for Education statutory guidance on [Travel to school for children of compulsory school age](#) states that the strategy should:

- Set out the local authority's vision, objectives and work programme for:
 - Improving the infrastructure for sustainable travel.

- Promoting sustainable travel to places of education.
- Aim to provide:
 - Health benefits for children and their families through active journeys.
 - Environmental improvements through reduced congestion and improved air quality.

This strategy is part of a wider package of duties in relation to school travel and transport.

The Travel to School for [Children of Compulsory School Age statutory guidance for local authorities](#) (Department for Education, January 2024) stipulates that the local authority must:

- Publish their Sustainable Modes of Travel Strategy on their website and conduct a regular review to ensure it continues to meet the local needs and comply with statutory requirements. The most up to date policy must be published by the 19 September each year.
- Make paper copies available on request.
- Include information about their strategy in their composite prospectus for school admissions.

Local Context

Hampshire County Council serves a population of approximately 1.4 million people across over 560,000 households, making it one of the largest local authority areas in the country. Covering more than 3,680 km² (approximately 1,420 sq. mi), the county is geographically diverse, encompassing large urban areas, market towns and extensive rural communities. Hampshire borders the unitary authorities of Southampton and Portsmouth, and the neighbouring counties of Surrey, Berkshire, Wiltshire, Dorset and West Sussex, with strong economic and travel links across the wider Solent and Southeast region.

Hampshire has a road network of over 8,500km¹ (over 5,200 miles). Whilst the private car currently accounts for almost 70% of journeys to work and a slightly higher percentage of all journeys, reducing reliance on car travel remains a key ambition of the [Local Transport Plan 4](#) (LTP4), particularly for shorter journeys such as the school run where walking and cycling are prioritised. It is also important to recognise that, on average, one in ten households in Hampshire do not have access to a car, rising to one in five in some Districts & Boroughs.

Every school day in Hampshire around 181,000 children and young people travel to one of over 500 state funded schools in Hampshire. Some children and young

¹ [Highway land ownership | Transport and roads | Hampshire County Council](#)

people living within Hampshire County Council's administrative boundaries are also likely to attend education settings that sit outside of the Local Authority's direct oversight, such as those in independent schools or in neighbouring authorities.

The proportion of children (aged 5-16) walking to school increased from 45% to 52% between 2006 and 2016, while over the same period the proportion being driven to school decreased by 9% from 41% to 32%. Between 2016 to 2025, the percentage of children walking to school plateaued, decreasing to 48% by April 2026. Similarly, the total percentage of children being driven to school has increased from 32% to 37% across the same 10-year period². Overall, this shows that while there have been long-term improvements in increasing walking and reducing car use for school journeys, these gains have partially reversed in recent years, though not to previous levels.

LTP4 sets a clear direction to address this by prioritising people over vehicles through its Road User Hierarchy and a place-based approach to planning. Policy C1 commits to this people-focused approach, including the implementation of the Movement and Place Framework, ensuring that streets - particularly around schools - support safer, healthier and more inclusive travel choices.

In line with this, Policy HP3 of the LTP4 commits to enabling more children to walk and cycle to school by improving routes, prioritising the area outside school gates, providing cycle and road safety training, and supporting behaviour change initiatives so that active travel becomes the 'norm'. This will include measures such as prioritising walking, wheeling and cycling outside schools through infrastructure changes and, where appropriate, introducing restrictions on motorised traffic at drop-off and pick-up times.

Nationally, 26% of Yr R children are overweight or obese and 42% in Year 6. In Hampshire, 11.6% of five-year-olds and 22.8% of 10–11-year-olds are obese (NCMP data 2024/25). Encouraging active travel to school is an important way to support healthy weight and overall wellbeing. The journey to and from school is already a regular part of most children's daily routine, meaning that switching to walking, cycling or scooting can be a practical and low-cost way for families to build physical activity into everyday life, without the need for additional time or expense associated with organised activities.

Evidence shows that active school travel not only supports physical health but can also improve children's wellbeing, including mood, concentration and readiness to learn. By traveling side by side, it is often easier to talk rather than face-to-face due to the reduced pressure of eye contact, thus leading to improved communication, especially for more difficult conversations, and also for some neurodiverse children, which in turn can support children's mental health. Alongside this, it is very important that children from a young age learn road safety messages. These messages should be taught at all childcare settings, Pre Schools, Infant, Junior and Primary schools.

Air pollution in Hampshire is low compared to other areas of the UK, but local Annual Air Quality Status Reports show every District in Hampshire has locations where

² School Census, Model of Travel Data, HCC Children's Services

levels are above WHO guidelines. Children are one of the groups most vulnerable to air pollution and transport is a significant source. In reference to managing the harmful health effects of air pollution and noise disturbance due to transport, Local Transport Plan 4 states the county will prioritise action to reduce air pollution at locations with the highest proportion of vulnerable people (including older people, children, and those with existing health issues).

The Local Transport Plan 4 states that “analysis shows that a 10% reduction (approx.) in car use (vehicle-kilometres) in Hampshire is required between 2019 and 2030 if we are to remain on track to deliver our climate change targets. This will require many of us to change the way we travel. In general, walking and cycling should become the first choice for shorter journeys, for those who are able. Public and shared transport should generally become the first choice for medium and longer journeys, as well as complementing walking and cycling options for shorter trips. We will need to provide the support, information, training and assistance to enable behaviour change.”

Support for schools in reducing air pollution around school streets and raising awareness is provided by the County’s Travel Planning Team and further details can be found under [‘Information, Advice and Promotion’](#).

Hampshire County Council's Strategic Plan 2025-28

In the **Strategic Plan**³, Hampshire County Council outlines strategic commitments to support healthy, safe and thriving communities and continue providing high-quality, inclusive and innovative services for residents now and in the future. These commitments provide the strategic context for transport and travel planning, including the promotion of sustainable travel for children and young people.

The County Council's four commitments to the people of Hampshire are:

1. **Keeping you healthy, well and independent.**
2. **Giving your communities the best chance to thrive.**
3. **Keeping you, your families, and friends safe.**
4. **Providing innovative services that you need and value.**

The commitments will be delivered through strategies such as the Local Transport Plan, Public Health Strategy, Local Nature Recovery Strategy, Climate Change Strategy, and associated work programmes. Encouraging a shift towards more sustainable modes of travel is already an essential component of many of these strategies. The actions set out in this strategy will complement and support join-up between existing County Council strategies and initiatives promoting sustainable travel to Hampshire residents, thereby making an important contribution towards delivery of the County Council's Strategic Plan commitments.

³ [Hampshire County Council Strategic Plan 2025 to 2028](#)

Hampshire Sustainable Modes of Travel Strategy Vision & Aims

Our Vision

‘Our vision is for children and young people in Hampshire to travel safely, actively and independently (subject to age and stage appropriacy), using low-carbon and affordable options wherever possible, supporting healthier lives, cleaner air and thriving communities.’

Aim of the Strategy

The Sustainable Modes of Travel strategy has been developed in line with Hampshire County Council’s statutory duties. This strategy embeds the Sustainable Modes of Travel to School strategy within a wider, more far-reaching strategy covering travel for recreation and other purposes.

Whilst the private car continues to be a major mode of transport, reducing reliance on car travel is a key ambition of Hampshire’s Local Transport Plan 4 (LTP4). Growth in car travel and traffic needs to be carefully managed to reduce congestion, improve air quality and promote a high quality of life, improved health and wellbeing and economic growth.

The overall aim of the strategy is to increase the proportion of children and young people travelling to school, recreational activities and in their daily lives by more sustainable modes of transport and reducing dependence on the private car.

Objectives

- To support, or create the conditions, for families to access more sustainable ways to travel to school, helping children to enjoy the outdoors and creating safer, more inclusive streets and school communities for all.
- To support young people, through information and resources, to consider changes to their own travel behaviour thus supporting their health and wellbeing.
- To support sustainable school and college transport, through the provision of road safety training, cycle training, walking buses, car share schemes and park and stride schemes.

- To provide online travel information, campaigns and resources for early years settings and schools through the My Journey Hampshire website, alongside building staff confidence and capability to deliver this to children, and to support schools achieve accreditation and demonstrate excellence through Modeshift STARS and Hampshire Health in Education.
- To increase awareness and understanding of the safety, health, environmental and economic implications of transport and travel.
- To complement and collaborate with other strategies including the [Local Transport Plan 4](#) and [Public Health Strategy](#), to ensure best use of resources.
- To ensure that works to maintain, improve and expand schools, or to deliver new schools, are based on the principles of encouraging sustainable modes of transport to school, with priority given to active travel such as walking and cycling.
- To work with Local Planning Authorities on broader planning for healthy streets through planning and place-based projects.

Policy Context

National Context

The SMoTS aligns with local and national legislation, strategies and plans.

Education and Inspections Act 2006

Section 508A of the Education Act 1996, as inserted by section 76 of the Education and Inspections Act 2006, places a general duty on local authorities to promote the use of sustainable travel and transport. There are five main elements to the duty which local authorities must undertake:

1. An assessment of the travel and transport needs of children, and young people within the authority's area.
2. An audit of the sustainable travel and transport infrastructure within the authority's area that may be used when travelling to and from, or between schools/institutions.
3. A strategy to develop the sustainable travel and transport infrastructure within the authority so that the travel and transport needs of children and young people are best catered for.
4. The promotion of sustainable travel and transport modes on the journey to, from, and between schools and other institutions.
5. The publication of Sustainable Modes of Travel Strategy (SMoTS).

The Act defines sustainable modes of travel as those that the local authority considers may improve the physical well-being of those who use them, the environmental well-being of all or part of the local authority's area, or a combination of the two.

Better Connected – the National Transport Strategy (April 2026)

[Better Connected – A strategy for integrated transport](#) sets out the government's vision for a transport system in England that is safe, reliable, affordable and easy to use, enabling people to travel seamlessly across local and national networks. It places people at the centre of transport design and focuses on creating better connected places and stronger partnerships between government, local leaders and the transport sector. The strategy aims to deliver an integrated system shaped by user needs rather than transport modes, with priorities including simpler journey planning and ticketing, improved reliability and accessibility, healthier and more sustainable travel options, better alignment between transport and development, greater use of data and technology, and stronger local leadership - ultimately

ensuring transport supports thriving communities and enables people to get where they need to go with ease and confidence.

Department for Transport

The Second Cycling and Walking Investment Strategy (CWIS2) 2023

The Department for Transport (DfT)'s ambition for England is that walking, wheeling and cycling are the natural choices for shorter journeys, or as part of a longer journey by 2040. Together with partners, government has been working towards the delivery of this ambition, which was initially set out in the first Cycling and Walking Investment Strategy (CWIS1) in 2017. As required by the Infrastructure Act 2015, [The second cycling and walking investment strategy \(CWIS2\) - GOV.UK](#) sets out objectives and financial resources for the period April 2021 to March 2025:

Enabling adults and children to walk, wheel and cycle, including those with a protected characteristic, is an important focus in both the strategic plans of the DfE and DfT.

Other sustainable initiatives by central government include:

Department for Transport Cycling and Walking Investment Strategy (CWIS) 2017

The ambition for CWIS is:

“To make cycling and walking the natural choice for shorter journeys or as part of a longer journey.”

Key objectives include doubling cycling, reversing the decline in walking activity, reducing the rate of cyclists killed or seriously injured and increase the percentage of children aged 5 to 10 that usually walk to school.

The Strategy will guide future Government investment through funding programmes including the [Bikeability Fund](#), Cycle Ambition Cities, Highways England funding streams and the Access Fund.

Linked to the Strategy, the Government has been working with local bodies on developing Local Cycling and Walking Infrastructure Plans (LCWIP's). It is intended that these plans will reflect a strategic approach to increasing cycling and walking.

Door to Door Strategy 2013

Produced by the Department of Transport this strategy recommends that accurate, accessible and reliable information is made available for sustainable transport options. It also recommends affordable tickets, regular connections and safe, comfortable transport facilities.

Transport Decarbonisation Plan 2021

This [Department for Transport policy paper](#) sets out the aspiration to decarbonise the entire transport system in the UK, increasing cycling and walking and deliver decarbonisation through place.

The National Infrastructure Plan 2010

The [National Infrastructure Plan](#) aims to support sustainable economic growth and tackle climate change. The promotion and development of sustainable travel to schools and educational establishments is a major priority in achieving this aim.

National Planning Policy Framework (NPPF)

The [National Planning Policy Framework](#) sets out the Government's planning policies for England, with a focus on sustainable development, healthy communities and sustainable transport. Promoting active, low-carbon travel to schools supports these priorities by helping to reduce car dependency, shape more sustainable patterns of development and improve local environments.

Manual For Streets 1 & 2

[Manual for Streets 1 and 2](#) promote the design of streets that prioritise people, place and sustainable travel. They emphasise the importance of creating safe, attractive and connected environments that encourage walking and cycling. Supporting safe and appealing routes to school reflects these principles by improving the quality and usability of streets for everyday journeys.

Cycle Infrastructure Design (LTN1/20)

[Cycle Infrastructure Design \(LTN 1/20\)](#) promotes the delivery of high-quality, safe and inclusive cycling infrastructure that enables more people to travel actively. Providing direct, safe and accessible routes that meet the needs of all users enables children and young people to travel to school by active modes, aligning with this guidance.

Travel to school for children of compulsory school age (January 2024)

Local authorities are under a duty to have regard to this [Department for Education statutory guidance](#) when: carrying out their duties in relation to arrangements for travel to school for eligible children of compulsory school age; exercising their discretionary power to arrange travel for other children; carrying out their duties in relation to the promotion of sustainable travel to school.

Local Strategies and Policies

Local Transport Plan 4

Hampshire County Council has a statutory requirement to have a Local Transport Plan (LTP) which sets out its vision for future transport and travel infrastructure. The current Local Transport Plan (LTP4) was adopted in February 2024 and can be found at [Local Transport Plan page](#).

The LTP4 proposes transformational changes which:

- Shift away from planning for vehicles, towards planning for people and places.
- Meet national priorities to decarbonise the transport system.
- Reduce reliance on private car travel.
- Give people a choice of high-quality travel options.
- Support sustainable economic development and regeneration; and promote active lifestyles.

The LTP4 vision:

“A carbon neutral, resilient and inclusive transport system designed around - and with – people, which: supports health, wellbeing and quality of life for all; supports a connected economy and creates successful and prosperous places; and respects and seeks to enhance Hampshire’s unique natural and built environment.”

LTP4 outcomes:



The LTP4 sets out a number of policies to support a shift towards healthier and more sustainable travel. Central to this is Policy HP3, which aims to widen participation and broaden the appeal of walking and cycling as a natural choice for everyday journeys.

Policy HP3 places particular emphasis on enabling more children to walk and cycle to school by improving routes to schools and the environment outside school gates, alongside providing cycle and road safety training and delivering behaviour change campaigns so that active travel becomes the 'norm'. It also includes wider measures to support walking and cycling, such as improving access to public transport, providing appropriate cycle parking, supporting cycle hire and loan schemes, and ensuring residents can access green space and local environments.

The policy recognises that infrastructure alone is not sufficient to achieve change. To meet national targets and Hampshire's climate ambitions, it will be necessary to support individuals and communities to change travel behaviours through training, information and targeted initiatives, ensuring that walking and cycling are accessible, attractive and inclusive options for all.

Local Cycling and Walking Infrastructure Plans

A Local Cycling and Walking Infrastructure Plan (LCWIP) sets out a recommended approach to planning networks of walking zones and cycling routes that connect places that people want to get to, whether for work, education, shopping or for other reasons.

Preparing LCWIPs help authorities to consider the impact of planning applications and other proposed land use changes on existing and planned cycling and walking infrastructure, and to identify sites that are well served, or capable of being well served, by cycling and walking routes. The existence of a LCWIP will also assist developers in the preparation of Travel Plans, Transport Assessments and Statements.

Hampshire County Council has worked with Local Planning Authorities and other partners to develop LCWIPs. Individual LCWIPs for local boroughs and districts can be found on the County Council's [Strategic transport plans and policies](#) webpage.

Hampshire Bus Strategy

The [Hampshire Bus Strategy](#) is delivered through the Bus Service Improvement Plan (BSIP) and the associated Enhanced Partnership (EP), led by Hampshire County Council in collaboration with local bus operators and neighbouring authorities. The County Council's vision is below:

Hampshire's bus operators and the County Council recognise that buses have huge, untapped potential to cater for a larger share of everyday journeys.

Through a programme of co-ordinated and sustained investment over the next decade, we will deliver a renaissance in bus passenger travel which will see the number of journeys made by bus increase year-on-year. We aim to double

the number of bus passenger journeys made by the end of 2034/35 (from 21 million journeys in 2023/24 to 42 million journeys).

The BSIP's objectives directly support Hampshire's Local Transport Plan 4 (LTP4) vision for a carbon-neutral, inclusive transport system and contribute to wider goals on air quality, congestion reduction, economic connectivity and social inclusion.

Hampshire Rural Active Travel Guidance

The [Hampshire Rural Active Travel Guidance](#) provides guidance for reviewing and enhancing active travel networks in rural areas of Hampshire. It contains the guidance that should be referred to when developing active travel infrastructure or integrating active travel facilities in new or existing developments in rural areas. It aims to achieve the highest possible level of service for all potential users whilst respecting the context and character of Hampshire's rural settlements and natural spaces.

The document recognises that existing transport planning and infrastructure guidance is focussed on more urban locations where the propensity for active travel use is greater, and the movement and place contexts differ from those of more rural settlements and natural environments.

Local/Regional Transport Plans

A full list of transport strategies, including more localised plans, can be found on the Hampshire County Council [Strategic transport plans and policies](#) webpage.

My Journey Hampshire

My Journey Hampshire is a travel awareness campaign delivered by Hampshire County Council and Southampton City Council, funded by the Department for Transport and Active Travel England. It seeks to help Hampshire residents travel around more easily, using a range of different travel choices and options.

The [Education](#) section of the My Journey Hampshire webpage aims to help make it easier to get to school and early years settings by more active and sustainable means. The campaign includes:

- Active travel and wellbeing advice for parents, pupils and schools/settings.
- Working with early years settings and schools across Hampshire to encourage active and sustainable travel to nursery, pre-school and school.
- Information and training on the national school award scheme, Modeshift STARS, for supporting and promoting sustainable travel as well as a tool to identify barriers to active travel.
- Regular challenges and campaigns to promote active and sustainable travel, particularly at key times such as transitioning to the next phase of education.

- Bespoke resources for SEND schools and Resource Provisions within mainstream schools, to encourage inclusivity and promotion of key life skills.
- Information from the programmes offered by partners such as Living Streets and the Walk Wheel Cycle Trust.

“How could you travel to school?” guide to safer, active and sustainable travel to school

As part of My Journey Hampshire, Hampshire's Travel Planning Team produces an annual ["How could you travel to school?"](#) booklet, which is a practical guide for Hampshire parents and carers about safer, active and sustainable travel to school. Every primary, infant and junior school is provided with enough copies for every new Year R and 3 pupil, and forms part of a package of resources called [Transition Time](#) aimed at providing parents and carers with the information, advice and ideas they need to make informed decisions about how their child travels to school.

The booklet includes:

- Top tips to travel actively
- Advice on walking, wheeling ,cycling and scooting to school
- Bus, train and school transport
- Road safety training and skills
- Information about parking safely and responsibly
- Useful contact information

Hampshire Health in Education

[Hampshire Health in Education](#) is a Public Health programme for all education settings in Hampshire, from early years to post-16, which supports a whole setting approach to promoting the health and wellbeing of children, young people, and families. Amongst other things, it provides links to information and resources for education staff and parents including outdoor learning, active travel, and road safety.

Road Safety

The Road Safety service aims to prevent casualties through education, training and publicity, and is an integral part of our strategic goal of reducing the numbers of people killed and injured on Hampshire roads. This is a largely statutory function, but there is a discretionary preventative element above the statutory minimum. A small team are responsible for the development and delivery of a range of Road Safety programmes.

Whereas the work of the Casualty Reduction team is largely reactive, based on collisions that occur on the highway network, Road Safety education aims to help reduce collisions with preventative action through behavioural change. The Team works collaboratively with the HCC Casualty Reduction, Traffic, Parking and Safe Routes to School teams along with a range of partner organisations including Hampshire Police, Hampshire Fire and Rescue and neighbouring councils.

The Road Safety Team have a range of materials promoting walking and cycling to school safely for primary aged children delivered through our Junior Road Safety Officers Scheme and for secondary schools our StreetSense programme. This is based on peer learning, giving children and young people the tools to make safer choices, considering theirs and others safety, understanding the consequences of distraction and includes independent travel.

The team offers:

- KS1 & KS2 Virtual Workshops, campaigns and newsletters: teaching Green Cross Code basics, pedestrian safety, and cycle safety to support independent travel.
- Junior Road Safety Officers (JRSO): Online training for children to deliver road safety campaigns in their schools.
- Walk to School Week digital materials supporting the National campaign
- Year 7 & 8 Assemblies and webinars: Online sessions focusing on risk management and safe decision-making.
- Bespoke programmes for schools identified having specific concerns.
- Publicity campaigns including social media promoting positive attitudes and behavioural change related to the Highway Code and all road safety key messages.

School Transport Policy

[The latest School Transport Policy](#) sets out the County Council's School Transport Policy and describes how the County Council fulfils its duties and exercises its discretionary powers as required under the Education Act 1996 and subsequent legislation.

The County Council is required to provide transport to students with statutory entitlement or who qualify for discretionary assistance as set out in the School Transport Policy and who are resident within the administrative area of the County Council.

Only a relatively small proportion of school-age pupils are entitled to funded school transport, either through statutory entitlement or discretionary support. Where pupils are eligible, transport is almost always motorised, reflecting the distances involved and/or the individual needs and safety considerations of the children concerned.

The School Transport Service operates a graduated approach to provision, starting with public transport where this is appropriate, then shared vehicles, and moving to individual transport only where it is necessary. This ensures that the most sustainable options are considered first, while also achieving best value. Where

vehicles are operated on behalf of the service, occupancy is maximised, reducing both cost and environmental impact.

For pupils who are not eligible for funded school transport, decisions about how pupils travel to and from school, including the sustainability of those journeys, continues to sit with parents or carers.

Public Health Strategy

As the local Public Health Authority, the County Council seeks to help improve population health by increasing access to safe, active, connected and sustainable transport, reducing exposure to air pollution and the negative impacts of climate change⁴.

Climate Change Strategy

As part of its commitment to addressing the climate emergency, the [County Council's Climate Change Strategy](#) sets out a framework for reducing greenhouse gas emissions and building resilience to the impacts of climate change. Promoting sustainable travel is a key component of this approach, supporting the transition to a low carbon transport system by encouraging walking, cycling, public transport and shared travel. This strategy aligns with the Climate Change Strategy's objectives to reduce emissions from transport, improve air quality and support sustainable, climate-resilient communities.

⁴ [Public Health in Hampshire | Health and social care | Hampshire County Council](#)

Sustainable Travel Options

Hampshire County Council promotes a range of sustainable travel options, prioritising walking, wheeling, cycling and public transport wherever appropriate and feasible.

Walking and Wheeling

Walking and wheeling are fundamental to the school journey, forming part all or part of most trips to and from education settings. Supporting safer, convenient and inclusive walking and wheeling routes is therefore central to enabling more children and young people to travel to school sustainably. Creating environments around schools that prioritise walking and wheeling helps to make active travel a realistic and attractive choice for families. It is also a key lever for carbon reduction and creating healthier places around schools.

Wheeling plays a crucial role in enabling access to education for many people, including disabled children and young people, parents and carers with pushchairs, and others who rely on wheeled mobility aids. For these groups, wheeling is not an optional activity but a vital means of accessing education and wider opportunities.

There are a range of benefits to supporting and enabling more people to walk and wheel, including:

- Helping to make streets more accessible for all by encouraging and enabling people to travel without a car.
- Enabling people to be more physically active to improve health, support mental wellbeing, and stay independent as they age.
- Supporting the development of core motor skills and balance in young children, particularly in early years settings.
- Reducing inequalities by improving access to services and opportunities for people with mobility impairments to participate fully in their communities.
- Supporting more inclusive, people-focused streets around schools, where children and families feel safe and confident to travel actively.
- Fostering independence and life skills in children and young people, including road safety awareness.
- Encouraging children and families to engage with their local environment and community as part of the journey to school.

Cycling and Scooting

Cycling and scooting offer flexible, low-carbon and space-efficient travel options for travelling to and from school, particularly for short-to-medium distance journeys. Many families live within a cyclable distance of their chosen school, meaning these modes have significant potential to replace car trips for the school journey where the right infrastructure, environment, skills and support are in place.

By providing an attractive alternative to private car use, cycling and scooting can help children and young people to be more active, while contributing to improved air quality and safer, more pleasant environments around schools. They also offer a relatively low-cost and accessible form of mobility for a wide range of users, supporting more inclusive access to opportunities while helping to reduce transport-related emissions.

In Hampshire, cycling levels have increased from around 3% to 5% since 2003, demonstrating growing uptake, but also highlighting the considerable opportunity to increase participation further, particularly for school journeys. With appropriate investment and targeted support, cycling and scooting can play a key role in reducing car use on the school run and helping to embed active travel habits from a young age.

The existing cycle network provides over 750 miles of off-road and urban cycle paths which, along with quiet rural roads, provide a strong foundation for enabling safer journeys to school by bike or scooter. However, realising this potential requires a coordinated approach that prioritises routes to school and the areas around school gates.

Supporting cycling and scooting will depend on a combination of high-quality, safe infrastructure, cycling training and skills development, and behaviour change initiatives aimed at children, parents and carers. Clear guidance on safer and considerate use, alongside integration with other sustainable transport modes such as public transport, helps to build confidence among new and less experienced users. Together, these measures can ensure that cycling and scooting become realistic, reliable and everyday choices for travelling to school, rather than occasional or recreational activities.

Bikeability

Bikeability is the Government's flagship national cycle training programme for school children in England. It is a practical cycle training programme, which provides children with life skills and enables them to cycle confidently and competently on today's streets. Managed nationally by The Bikeability Trust, almost six million children have received cycle training since the programme's inception in 2007.

The Hampshire County Council Bikeability programme is delivered by the Hampshire Outdoors team in Children's Services ([Bikeability | Education and learning | Hampshire County Council](#)). This direct delivery model has allowed for greater access, participation, success, and alignment with corporate priorities, reaching a higher proportion of eligible children and targeting participation of those in priority (vulnerable) groups, including, for example, those on free school meals, children with special educational needs and/or disabilities (SEND), and those in the care of the local authority.

The programme provides a high-quality inclusive offer to all children, ensuring that those from lower income disadvantaged families are not excluded. This includes the provision of cycles and helmets for children who don't have their own. Where cycles are not roadworthy, instructors work with children and families to support cycle maintenance and carry out basic repairs. We work with schools in advance of delivery to ensure, wherever possible, children with SEND can be included in the cycle training. This includes adaptations to cycles, increased instructor ratios, for example smaller groups with children with Autism Spectrum Disorder (ASD), and providing amended or additional resources to aid understanding, particularly of road safety.

Since 2022, the programme has significantly widened access and increased participation by drawing on our established and highly regarded position amongst Hampshire schools. Numbers are amongst the highest percentage of reach nationally, with 13,204 children benefitting from cycle training in 2025-26. This included almost 11,000 children who completed the Bikeability Level 2 training, supporting them to cycle safely on their local roads.

Public Transport

Public transport plays a central role in enabling sustainable travel to school and college, particularly for pupils and students travelling longer distance. Bus, rail and community transport services provide essential access to education across Hampshire, supporting those who are unable to walk, wheel or cycle, and helping to ensure that young people can reach school safely and reliably.

For many families, particularly those without access to a car, public transport is a vital link to education. Its availability, affordability and reliability are therefore critical to promoting inclusion, widening access to opportunity and supporting educational outcomes.

Public transport is most effective for school travel when combined with walking, wheeling and cycling, enabling seamless end-to-end journeys. Safe and convenient access to stops and stations, coordinated timetables, clear information and

affordable ticketing are all critical factors in making public transport a practical and attractive choice for pupils and students.

There are a range of benefits to a well-functioning and well-used public transport network, including:

- Supporting people to be active by encouraging incidental walking and wheeling as part of everyday journeys.
- Supporting more sustainable travel patterns and reducing reliance on car journeys for the school run.
- Contributing to improved air quality and lower transport-related emissions, particularly around schools.
- Encouraging independence and confidence in young people as they travel to school.
- Improving access to education for children and young people without access to a car.

Hampshire benefits from a diverse public transport offer, including local and inter-urban bus services, rail routes connecting key towns and cities, and a range of community and demand-responsive transport services in areas where conventional provision is less viable, as reflected in the County Council's Local Transport Plan 4 and Bus Service Improvement Plan. These services play a key role in supporting school and college travel across both urban and rural areas, although challenges remain in relation to coverage, affordability and service frequency in more rural locations.

Supporting effective public transport for school travel requires close partnership working between the County Council, transport operators, education providers and neighbouring authorities. This includes improving service reliability, ensuring routes and timetables meet the needs of school communities, providing safe and accessible waiting environments, and making services easy to understand and use. Investment in these areas helps to ensure that public transport is a dependable and attractive option for school journeys.

Public transport will continue to be a critical component of sustainable school travel in Hampshire, providing essential connectivity and capacity, supporting inclusive access to education, and helping to reduce reliance on the private car for longer journeys.

Shared and Responsible Car Use

Whilst private car travel continues to play a role in enabling access to education across Hampshire, particularly in rural areas and for families with specific mobility or

access needs, a focus on shared and responsible car use can help to reduce the overall impact of car travel associated with the school journey. Making better use of vehicles already on the road supports more efficient travel and helps to create safer and more pleasant environments around schools.

Shared car use for school travel includes both formal and informal arrangements such as lift sharing between families, as well as wider initiatives including car clubs and community transport where appropriate. These approaches enable families to retain the benefits of car travel where needed, while reducing single occupancy vehicle trips, particularly at peak times.

Lift sharing for school journeys can play an important role in reducing the number of vehicles travelling to school at the start and end of the day. This helps to reduce traffic pressures around school gates, improve local air quality and create safer, more accessible environments for pupils, parents and carers. Park and stride (or park and walk) initiatives further support this approach by encouraging families to park away from the school site and complete the final part of the journey on foot, embedding physical activity into the daily routine while reducing vehicle movements in the immediate school vicinity.

Supporting responsible car use for school travel also includes measures such as school travel planning, journey planning advice and promoting efficient trip-making. These approaches help families to consider how, when and why car journeys are made, encouraging more sustainable choices where possible while maintaining access to education.

There are a range of benefits to supporting shared and responsible car use for school journeys, including:

- Reducing the number of car trips and associated emissions, improving air quality around schools.
- Improving safety and accessibility at school gates by reducing traffic volumes.
- Supporting families who rely on car travel while encouraging more efficient and sustainable use.
- Enabling opportunities for short walking journeys as part of park and stride approaches.
- Fostering a greater sense of community through shared travel arrangements between families.

Hampshire's varied geography means that approaches to shared car use for school travel will differ. In urban areas, park and stride and organised lift sharing may offer the greatest opportunity to reduce traffic around schools, while in rural areas,

informal lift sharing and community transport play an important role in ensuring continued access to education.

Shared and responsible car use will continue to form an important part of a balanced approach to school travel, complementing walking, wheeling, cycling, scooting and public transport. By reducing reliance on single occupancy car journeys and encouraging more efficient use of vehicles, these approaches help to support safer, healthier and more sustainable school journeys across Hampshire.

[Parking issues](#) are however a common problem for the majority of schools across the County. They can cause frustration and safety concerns for the community, despite it occurring for only a short period of the day.

The County Council recognises these concerns, and whilst it isn't possible to completely resolve these issues, there are a range of services that it can provide schools and their communities. The key themes are around:

- Education
- Promotion
- Enforcement

Due to the nature of parking issues occurring at similar times, across a large volume of schools, there is inevitably a limited level of resource that can be offered to schools through parking enforcement. As enforcement officers are unable to be outside of schools every day, the effect of their presence can often be short lived if carried out in isolation.

Therefore, the County Council provides free support for schools around travel planning and road safety education, thus helping to promote key messages to children and their families on traveling in safer, sustainable and active ways.

A long-term approach is required due to the complexities of influencing behaviour, which is more challenging due to the annual transition of school populations, and so partnerships with key stakeholders in tackling these issues are key.

Consequently, to acknowledge the commitment and passion for those schools who engage in both the Travel Planning and Road Safety programmes, the County Council will seek, where resources permit, to provide additional assistance through enforcement where parking issues persist. It is useful to note that some parking contraventions e.g. parking on footways, do not come under the County Council's jurisdiction, and must instead be directed to the Police.

This approach, we believe, takes a sustainable and more holistic approach to tackling this anti-social and illegal behaviour, and a model by which an escalation approach can be taken to those who would most benefit from the limited resource, where actions taken at grass roots have proven ineffective with some drivers.

Information, Advice and Promotion

My Journey Hampshire

Educational Resources

The Travel Planning Team, through My Journey Hampshire, provides a wide range of educational resources designed to support walking, wheeling, scooting, cycling and sustainable travel choices, with a strong focus on children, families and staff.

Resources are structured to align with curriculum delivery where possible, and life-stage transitions, particularly around starting school or moving between key educational phases. Materials include classroom activities, lesson-linked resources, interactive online content and downloadable guidance covering topics such as active travel, air quality, climate change, road safety and wellbeing.

The website hosts tailored content for different key stages, including creative and engaging short films, quizzes and activities that promote active and sustainable travel in an age-appropriate way. These resources are designed to build knowledge, confidence and positive attitudes towards walking, scooting, cycling and public transport, while reinforcing wider messages around health, independence and environmental responsibility. Transition-specific resources are provided for pupils starting in Reception, Year 3 and Year 7, recognising that changes in routine present key opportunities to influence travel behaviour at an early stage.

School Engagement

School engagement is a core element of the My Journey Hampshire programme, with officers working directly with schools and education settings across the county to promote safer, active and more sustainable journeys to and from school. This starts with an understanding of what the key barriers are to active and sustainable travel, the school's objectives and what has been achieved to-date. Schools are then recommended a package of tailored resources and initiatives, working with the wider school community, including staff, pupils and parents. This can be recorded through the school's own travel plan using Modeshift STARS accreditation scheme which enables a school to audit, plan, record/measure and celebrate the work they undertake and achieve, whilst also providing the school with a nationally recognised accreditation. This in turn can provide schools and settings with evidence that

support schools' Climate Action Plans and demonstrate to their communities that they are considerate to the impact journeys made to their school can have.

Behaviour Change Campaigns

Behaviour change campaigns delivered through My Journey Hampshire form a key part of the County Council's approach to reducing car dependency and encouraging more sustainable travel choices. Campaigns are designed to influence everyday travel behaviour by combining information, motivation and practical support, rather than relying solely on infrastructure change. Campaigns will vary according to the audience and intended behaviour to be changed and will often link to those taking place nationally. These include travel-themed challenges such as Walktober, seasonal campaigns e.g. Transition Time and all-year-round resources to promote key messages such as Park and Stride, turning off idling engines for cleaner air and Scoot from the Boot.

Campaign activity places a strong emphasis on the links between travel behaviour, health, wellbeing and environmental impact. Initiatives such as active travel challenges, clean air messaging and school-led campaigns focus on reducing short car trips, improving local air quality and increasing physical activity as part of daily routines. The use of storytelling, creative media and youth-led campaigns, particularly through school ambassador programmes helps to make behaviour change messages relatable and locally relevant, supporting longer-term shifts in attitudes and habits.

Air Pollution

The Travel Planning Team provides **an award-winning** [Clean Air Project](#) for schools to sign-up to that enables children to explore the science behind travel-related air pollution, the presence of it in their school community as well as tangible changes they can take to improve the health of children and their families, staff and residents. A Key Stage 1 and 2 story book has been produced to bring the messages to life along with resources to challenge air quality myths, encourage people to make a pledge to make changes to their travel choices, alongside fun activities to spot indicators of good air quality, such as lichen hunting.

In addition to this, schools also have the opportunity to sign-up to [Clean Air Day](#) and [Clean Air Challenge Week](#), on an annual basis, and in **return they** receive resources to help promote and celebrate the steps we can all take to create cleaner air in Hampshire.

Climate Action Plans

Hampshire Improvement and Advisory Service (HIAS) have been supporting schools on their sustainability journey through climate action planning support and the creation of curriculum resources linked to sustainability. HIAS has worked with DfE-funded organisations to run climate action planning events and have created guides to support schools in creating and developing their climate action plans. In addition, HIAS has delivered sustainability training for school governing bodies. Sustainable travel is included in the climate action planning guides and schools have been signposted to resources created by the Hampshire's Travel Planning Team.

Schools will continue to be supported in creating and developing their climate action plans. HIAS will also continue to foster positive attitudes towards active and sustainable travel through sustainability education as schools are prepared for the 2028 National Curriculum.

Hampshire Health in Education (HHiE)

Hampshire Health in Education (HHiE) is a Public Health programme for all education settings in Hampshire, from early years to post-16. The aim is to support a Whole Setting Approach (WSA) to promote the health and wellbeing of children, young people, and families.

[Early Years | Health and social care | Hampshire County Council](#)

Infrastructure and Investment

Hampshire Active Travel Fund Schemes

Over six tranches, Hampshire County Council have secured £14.1 million via successful bids to, and more recently allocations from, the Government's Active Travel Fund (ATF); now called the Consolidated Active Travel Fund (CATF). The funding is being used to provide a range of measures to create better spaces for walking, wheeling and cycling in local communities.

The amount of funding the County Council receives is now based on its active travel 'Capability Rating', which is awarded by Active Travel England based on a self-assessment process. More details can be found on the [Government website](#).

This first tranche of Active Travel funding, awarded in 2020, was provided for temporary pop-up measures in response to the Covid pandemic to help people socially distance more easily as they returned to high streets and town centres and to make it easier to walk and cycle after the first national lockdown and resulted in over 40 such schemes across Hampshire.

Subsequent tranches of funding have been provided to both deliver and develop permanent active travel schemes, which will support the County Council's priorities identified in the adopted Local Transport Plan 4 including to:

- Give people a choice of high-quality travel options.
- Support local living and reduce the demands on transport.
- Encourage sustainable travel behaviour.
- Manage the harmful effects of poor air quality and noise.
- Provide a transport system that promotes high quality, prosperous places and puts people first.

Further information is available on the [Hampshire Active Travel Fund Schemes](#) webpage.

School Streets

A School Street is a timed road closure where motorised traffic is restricted at school drop-off and pick-up times. The restriction applies to both school traffic and through traffic.

The aim of a School Street is to create a safer, healthier and pleasant environment with cleaner air and less traffic congestion. Creating a car-free environment encourages families to walk, scoot and cycle to school and to leave their cars at home.

Hampshire County Council previously delivered a Department for Transport-funded School Streets pilot scheme across a mix of rural and urban locations. Three additional control schools were included to enable a comparative assessment of the impact of the measures. The pilot was launched in July 2021, with full trials commencing from September 2021.

The trials were used to investigate the impact of School Streets on participating schools and their wider communities, alongside assessing the practicalities of implementation. This included consideration of legal processes, the recruitment and retention of volunteers, and the resource implications for both the County Council and school staff. The trials also explored the legal and operational requirements for delivering School Streets in more complex settings.

The School Streets trial has now concluded, and the two remaining School Streets schemes have been made permanent through formal traffic regulation measures on the highway. On 6 February 2024, a report was presented to Cabinet to update Members on the outcomes of the trial and to set out a proposed approach for the existing sites and other schools expressing an interest in the scheme. The report and associated decision record are available under Item 9 of the [Cabinet agenda](#).

20 mph Speed Limits & Zones

In addition to measures such as School Streets, consideration has also been given to the role of 20mph limits and zones in improving safety outside schools. The County Council's approach to 20mph speed management is set out within the Traffic Management Policy Update (January 2024), which provides the framework for implementing both mandatory and advisory limits where appropriate.

The County Council will fund, progress and introduce new 20mph limits and zones, where they would be considered to be a casualty reduction solution based upon the Police injury collision record data for a location.

The revised policy also enables advisory 20mph speed limits outside of schools in conjunction with 'School' warning signs and Flashing Amber Warning Lights to be

considered where a suitable source of external funding can be identified, or internal funding allows. Schools must have an active School Travel Plan and must participate in the County Council's Road Safety Education programmes and Children's Services Bikeability training scheme.

Delivery Plan

No.	Area	Actions Required	Target Date	Lead Service	Success Measures
1	Republish Sustainable Modes of Travel Strategy	- Member approval of revised SMoT Strategy. - Update website links. - Update references within the School Transport Policy.	Annually by 19 September	School Transport	SMoT Strategy approved and published on website. Website engagement
2	Maintain sustainable travel websites	- Maintain My Journey Hampshire website. - Maintain School Travel Plan webpages.	Ongoing	Travel Planning Team	Website engagement
3	Monitor level of sustainable transport usage	- Audit of sustainable travel and transport options available. - Mode of Travel school census (usage).	Annually Annually	Schools Children's Services Data Team / Travel Planning	Participation rate
4	Remove barriers to sustainable travel	- Support with School Travel Plans via Modeshift's national STARS accreditation. - Implement measures identified through travel plans or School Transport walking route reviews via the County Council's ETE Minor Works programme.	Annually Ongoing	Travel Planning Transport Team	Number of schools with STARS accreditation Continuation of Minor Works programme Allocation of Minor Works funding is spent

5	Provide services to encourage and enable safer travel to school	• Bikeability training Year 5+ (Level 2 & 3). • Key Stage 1 pedestrian safety webinars. • Junior Road Safety Officers (JRSOs). • Year 5/6 road safety transition webinars including pedestrian and cycle specific campaigns and resources. • Year 7/8 road safety webinars and online workshops. • Walk to school week digital material. • Continue to maintain a database of schools and the activities they are engaged in, to ensure a co-ordinated approach. • Independent Travel Training (ITT) programme for children and young people with SEND. • Bike It programme delivered by Walk Wheel Cycle Trust (WWCT), subject to funding. • Coordinated approach and responses to parking concerns.	Ongoing Ongoing Ongoing Annual Ongoing Ongoing Annual Annually Ongoing	Bikeability Road Safety Team Road Safety Road Safety Road Safety Road Safety Travel Planning/ WWCT School Transport Travel Planning/ Safer Roads/ Road Safety / Parking Enforcement	Number of riders receiving training Training undertaken/no. of sign-ups and views of recordings. Number of schools with JRSO No. of webinars delivered/no of pupils attended. Database in place Number of students with SEND to go through ITT No of schools engaged in programme/pupils engaged Coordinated/comprehensive responses provided outlining the support and services available.
6	Promote and support walking, wheeling and cycling initiatives in schools	• Promote annual events, including Big Walk and Wheel, Walk With Wheels Week (May), Walk to School Week, Clean Air Challenge Week, Bike Week and Walktober (October). • Provision of Living Street's Walk once a Week (WOW) campaign to eligible schools, where funding permits.	Annually	Travel Planning / Road Safety Travel Planning/ Living Streets	Promotion of and school participation in events No. of schools participating in WOW

7	Provide sustainable travel support to schools and colleagues	- Continue to produce a <i>How could you travel to school?</i> guide for parents and carers which will encourage safer, active and sustainable travel to school. - Maintain and promote a termly calendar of events for Primary and Secondary schools, including active travel challenges, resources, promotion of Modeshift STARS, Road Safety events and other travel-related events offered by partners.	Annually Annually / Termly	Travel Planning Travel Planning	Production of leaflet annually Publishing of calendars on My Journey Hampshire website and issuing of termly newsletters and emails.
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Strategy Monitoring and Review

The SMoTS ongoing development and implementation will be the responsibility of Education & Inclusion, Children's Services. The team will maintain and update the strategy on an annual basis, report on progress and ensure that emerging issues and changing circumstances are reflected within the document. As part of this process, any views and comments from interested parties will be welcomed on a continuous basis throughout the life of the strategy. This will help maintain its relevance in influencing other policies and decision-making and ensure it continues to evolve to meet emerging needs and requirements.

There are clearly other mechanisms used to monitor the effectiveness of the elements of this strategy. For example, LTP4, the Public Health Strategy and the Modeshift STARS accreditation all have a dedicated monitoring programme contained within them. Individual counts of people using cycle facilities and/or walking are also conducted by schools.

Review Schedule:

- Annual review to ensure the SMoTS is fit for purpose: Annually by the **31st of August**

References

- [Education and Inspections Act 2006 - Explanatory Notes](#)
- [Local Transport Plan | Transport and roads | Hampshire County Council](#)
- [Hampshire County Council Strategic Plan 2025 to 2028](#)
- [Public Health Strategy 2023 - 2026 | Health and social care | Hampshire County Council](#)
- [Better Connected: a strategy for integrated transport - GOV.UK](#)
- [The second cycling and walking investment strategy \(CWIS2\) - GOV.UK](#)
- [Bikeability | Education and learning | Hampshire County Council](#)
- [Cycling and Walking Investment Strategy](#)
- [Transport decarbonisation plan - GOV.UK](#)
- [National Infrastructure Plan 2010](#)
- [National Planning Policy Framework - GOV.UK](#)
- [Manual for Streets - GOV.UK](#)
- [Cycle infrastructure design \(LTN 1/20\) - GOV.UK](#)
- [Travel to school for children of compulsory school age](#)
- [Transport plans, policies, strategies and tools | Transport and roads | Hampshire County Council](#)
- [Hampshire bus strategy | Transport and roads | Hampshire County Council](#)
- [Hampshire Rural Active Travel Guidance](#)
- [Education | My Journey Hampshire](#)
- [How could you travel to School?](#)
- [Starting a new school | My Journey Hampshire](#)
- [Physical Activity | Health and social care | Hampshire County Council](#)
- [Apply for school transport | Education and learning | Hampshire County Council](#)
- [Taking action on climate change | Environment | Hampshire County Council](#)
- [Parking | My Journey Hampshire](#)
- [The Clean Air Project | My Journey Hampshire](#)
- [Clean Air Day - Schools | My Journey Hampshire](#)
- [The Clean Air Challenge | My Journey Hampshire](#)
- [Early Years | Health and social care | Hampshire County Council](#)
- [Local authority active travel capability ratings - GOV.UK](#)
- [Hampshire Active Travel Fund Schemes | Transport and roads | Hampshire County Council](#)
- [Agenda for Cabinet on Tuesday 6 February 2024, 2.00 pm \(School Streets\)](#)