A Guide to Improving School Transport Safety

Casualty risk, responsibilities and legal requirements, and ten ways to reduce risk on the school journey

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SCOTTISH GOVERNMENT

TRANSPORT SCOTLAND
An agency of The Scottish Government

SCOTS

Foreword

Children are identified as one of the national priorities in Scotland's Road Safety Framework to 2020. Whilst there is a greatly improving picture in reducing child road fatalities in Scotland this does not mean there is room for complacency and is why Scotland will have distinct reduction in road fatality and serious injury targets for children from January 2011.

There is a determination across all partners to do our utmost to further improve Scotland's standing on child road safety through a range of measures including education and engineering. I believe it is particularly important that we do all we can to promote road safety for children on the school journey. That is why this guide was commissioned, to raise awareness and make recommendations for how local authorities and school transport operators can reduce journey risk and improve the safety of children travelling to and from school.

The intention of the guide is to provide a comprehensive document setting out the current legislative position, outlining current policy, good practice procedures and case studies in the field of school transport safety as well as reflecting the work we have been undertaking in partnership with local authorities, particularly Aberdeenshire Council. I believe that this guide will be invaluable for local authorities and operators as a reference point for their responsibilities in terms of school transport and will provide local authorities with a toolkit of measures that they could consider in seeking to implement best practice.

Minister for Transport and Infrastructure

Contents

Who is this for?

This guide has been prepared by TRL for Transport Scotland and SCOTS. It is primarily for use by Scottish local authorities; however, it may be of use to anyone who has an interest in or responsibility for the provision of school transport, including transport operators.

The guide presents information on the following:

- Casualty risk on the school journey in Scotland
- Responsibilities and legal obligations for the provision of school transport
- Ten ways that local authorities and others can reduce risk and improve the safety of pupils when travelling to and from school

Local authorities are welcome to share this guide with others responsible for school transport safety in their area.

What is the aim of this document?

The aim of this document is to promote road safety on the school journey by raising awareness, identifying responsibilities and by providing recommendations for how casualty risk on the school journey can be reduced. Authorities and their partners are encouraged to take a consistent and holistic approach to school transport provision and school transport safety.

The ultimate aim is to reduce child casualties on Scotland's roads.

Where can I find further information?

The information and recommendations detailed within this document are based on a report where more detail and information can be found.

This guide will refer the reader to specific areas of the report where further information is available, and where applicable, will suggest links to further useful information.

Improving School Transport Safety: Main report

Scotland's Road Safety Framework to 2020

Scotland's Road Safety Framework to 2020 outlines road safety targets and priority areas.

Reducing child casualties is defined as one of the priority areas; therefore seeking to improve school travel safety is aligned with the framework.

The Scottish Government aims to reduce the number of children (aged <16 years) killed on Scotland's roads by 50% and those seriously injured by 65% by 2020.

Go Safe Scotland's Road Safety Framework to 2020

The Scottish Government is also committed to encouraging active travel to and from school that will reduce car use and dependency.

At peak times in the morning and afternoon, one in five cars on the road is on the 'school run'.

Every day around 680,000 pupils make their way to and from the 2,722 schools that cover the length and breadth of Scotland.

Source: Scottish Government (2010)

A reduction in car use can improve the health and wellbeing of children and young people as well as reducing congestion and decreasing CO_2 emissions. However, in order for active travel to be a viable alternative to the car, there must be safe routes to school.

The promotion of walking and cycling to and from school is also compatible with both the Schools (Health Promotion and Nutrition) (Scotland) Act 2007 and the Health and Wellbeing outcomes in the Curriculum for Excellence.

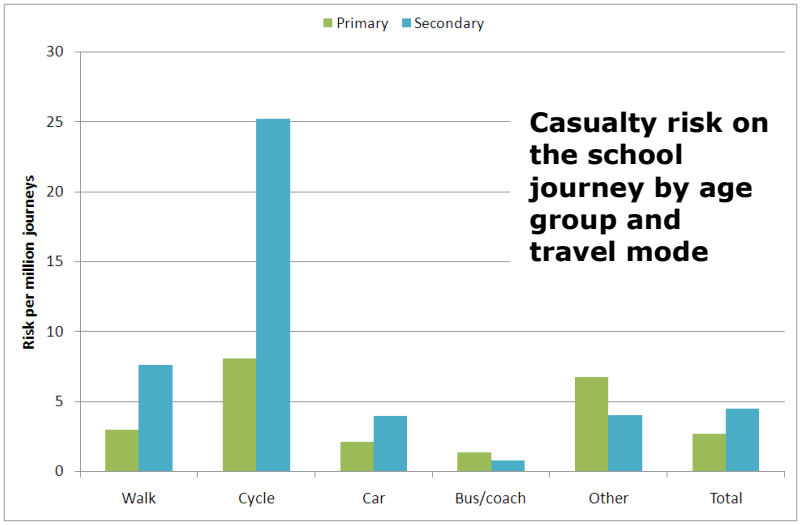
Curriculum for Excellence

School transport casualty risk in Scotland

See Chapter 3 of the Main Report

From 2005 to 2009 there were 270 children killed or seriously injured on Scotland's roads officially recorded as pupils on a journey to or from school. In addition, 1,473 children were slightly injured on the school journey during the same time period.

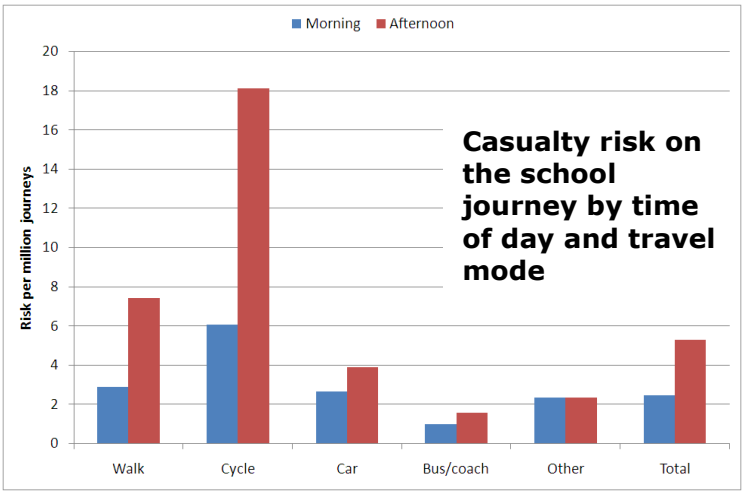
Between 25% and 45% of child road casualties are estimated to have occurred on the school journey in Scotland between 2005 and 2009. The lower estimate is based on the figures above, with the higher estimate based on an alternative measure of school journey casualties by time of day. Further detail can be seen in the main report.



Casualty risk increases dramatically when pupils make the transition from primary to secondary school.

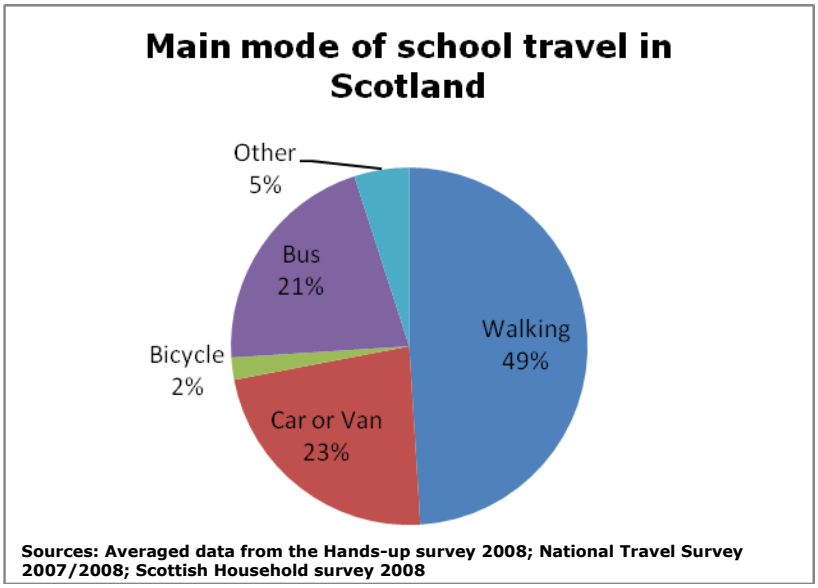
Therefore, this is an appropriate time for suitable, targeted road safety interventions.

The journey home from school in the afternoon is riskier than the journey to school in the morning, especially when walking or cycling. However, note that children killed or injured when walking after leaving a bus or a car are often classed as pedestrian casualties.



School transport casualty risk in Scotland continued...

In general, walking is the most popular mode for getting to and from school. Walking is more common in urban areas, while taking the bus is more common in rural areas. Bus use is also more common in the most deprived areas.

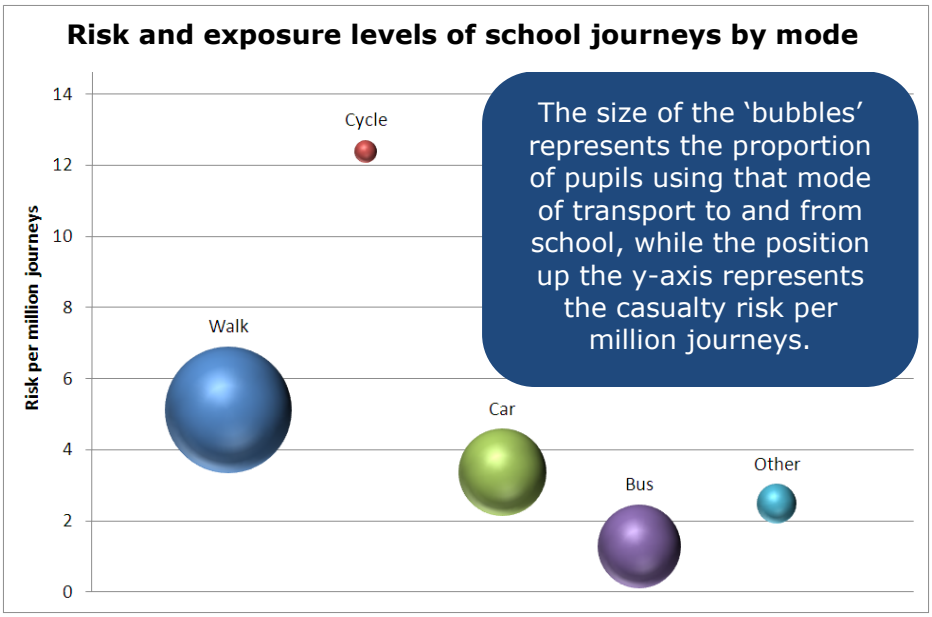


Most school journeys are multi-modal and involve an element of walking, requiring interaction with public roads.

Travelling to school by bus is the safest mode of transport. However, because so many pupils walk to school, walking represents the greatest exposure to risk overall.

While cycling is statistically the riskiest mode of travel, 65% of school child road casualties occur when walking.

Therefore, an improvement in pedestrian safety would be most beneficial due to the large number of pupils walking as part of their journey to and from school.



Responsibilities and legal requirements

See Chapter 4 of the Main Report

Statutory walking distances

The statutory walking distance is two miles for children less than 8 years-old and three miles for children aged 8 or over from a child's designated school. The distance from the school is measured as the nearest available route.

Education authorities are required to make such arrangements *as they consider necessary* for school pupils residing, and attending schools, in their area. This can include:

- the provision of free school transport for some or all of the journey;
- making bicycles or other suitable means of transport available to pupils;
- paying some or all of the travelling costs; or
- any combination of these.

Authorities must consider the safety of walking and cycling routes to school for pupils living within statutory walking distances from their designated school. If the routes could be considered unsafe, then transport should be provided, even when distances may fall short of eligibility criteria.

Authorities are expected to review the eligibility criteria and have flexibility to consider safety factors such as volume and speed of traffic, availability of safe crossings, and sufficiency of pavements, footpaths and street lighting.

Authorities are also expected to consider medical conditions of pupils which may affect their travel to school, and also the medical condition of parents where they may be expected to accompany their child for part or all of a journey.

Duty of care

Authorities have a common law duty of care for the safety of pupils under their charge and this duty extends to pupils travelling on dedicated transport arranged by the authority. Others (e.g. parents) also have a duty of care for the safety of pupils on the journey to school (as shown in the diagram on page 15).

A duty of care for pupils' safety is also covered by the Schools (Safety and Supervision of Pupils) (Scotland) Regulations 1990. The Regulations place upon local authorities a general duty to secure, as far as is practicable, the safety of pupils when under their charge.

Pupils travelling on dedicated school transport arranged by local authorities are under the charge of the authorities. Therefore authorities are expected to keep school transport provision under review to ensure the safety of pupils when travelling on school transport.

Responsibilities and legal requirements continued...

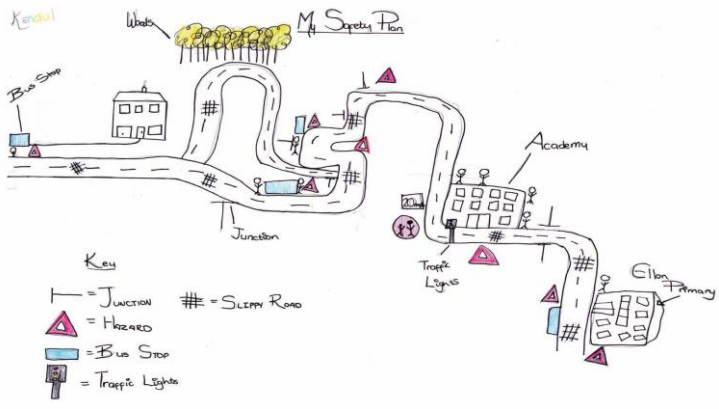
School transport provision

All new coaches, minibuses and buses (except 'urban buses') have had to be fitted with seat belts since 1 October 2001; there was a previous requirement to fit seat belts to all new coaches and to all minibuses whenever they were used specifically for the transport of children under 16 from February 1997. For legislation, a seatbelt is defined as a minimum of a lap belt.

Only forward-facing seats fitted with seat belts can be used for carrying school children; rearward or side-facing seats cannot be used by pupils for school travel, even if fitted with a seat belt.

Vehicle operators must notify passengers that seat belt wearing is compulsory.

All passengers in minibuses must wear a seat belt. The driver is responsible for ensuring that passengers aged 3 to 13 years wear a seat belt. In other buses and coaches, passengers aged 14 years or over are responsible for wearing a seat belt where they are fitted.



Minibuses, buses and coaches used to transport school children are required to display the retro-reflective yellow school bus sign at the front and the rear of the vehicle on journeys to and from school. While there is no statutory obligation for operators to remove the signs from vehicles when not being used to transport school children, local authorities are encouraged to make it a requirement for operators to do so.

School bus signs must meet minimum size regulations (not less than 250 x 250 mm at the front and with a black border not less than 20 mm wide; and not less than 400 mm x 400 mm at the rear with a black border not less than 30 mm). There is no maximum size.

All drivers, attendants and supervisors on arranged school transport require an enhanced disclosure check by Disclosure Scotland in line with the Protection of Children (Scotland) Act 2003.

Ten ways to improve school transport safety in Scotland

The remainder of this guide presents ten ways to improve school transport safety in Scotland. These recommendations are based on an objective appraisal of the evidence presented within the main report.

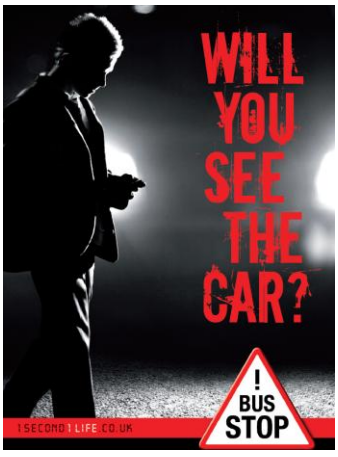
The recommendations are not an exhaustive list of safety measures and individual authorities may identify other safety measures specific to their needs. The recommendations suggest ways to address the key areas of child casualty risk when travelling on the school journey.

The recommendations aim to encourage a holistic and consistent approach across Scotland. For example, were all school buses in Scotland to use hazard warning lights when picking up or dropping off school children—as they are legally permitted to do—this approach would also require a publicity campaign to educate school bus drivers, other motorists, parents and pupils of the meaning of the use of hazard warning lights in this situation. Local authorities are encouraged to work together to create a consistent approach across Scotland.

Where school transport safety is concerned, everyone has a role to play: local authorities, parents, pupils, schools, transport operators, other motorists and other agencies (e.g. the police, VOSA). There is no single solution to improving school transport safety and we encourage authorities to consider how the following recommendations could help improve school transport safety in their area.

Aberdeenshire Council has taken a holistic approach to improving school transport safety through various measures. This has included the implementation of various demonstration projects and trials, including:

- Evaluation of new, higher-visibility, school bus signage
- Trials of the interactive SeeMe® bus stop technology at school transport pick-up/drop-off locations
- Development of the Bus Stop! Education Pack, as rolled out in all schools across the region and promoted for inclusion in operators' induction training
- Implementation of a wider School Transport Safety Campaign



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Aberdeenshire Council School Transport

1. Reduce speeds on school routes and around schools

See Chapters 4 & 6 of the Main Report

The greatest road casualty risk to school pupils occurs when they are walking (including when walking to or from a bus or a car) or cycling. Reducing motorists' speeds on routes used by school pupils and around the school zone will reduce the likelihood of collisions occurring and will reduce the severity of any collisions that do occur.

While many local authorities have already put in place measures to reduce speeds around schools, further improvements may be possible. Authorities should use the powers available to them to set permanent or part-time 20 mph limits around schools where possible, divert unnecessary traffic from school routes in the morning and afternoon, and use traffic calming measures to reduce average speeds.

Speed humps reduce traffic by 25%, speed by 33%, and accidents by 48% on roads where they are installed.

Source: Elvik & Vaa (2004)

Local authorities have the power to introduce 20 mph zones or speed limits where it is deemed appropriate (see Road Traffic Regulation Act (Amendment) Order 1999). Guidance on setting 20 mph limits is provided by the Scottish Government. Follow the information link for more details.

Setting local speed limits: Guidance for local authorities

Local Authorities can also use Traffic Regulation Orders to restrict parking around schools or to exclude vehicles at particular times.

2. Encourage motorists to reduce their speed when passing stationary school buses

See Chapters 4 & 6 of the Main Report

One of the most common casualties involving a school bus occurs when pupils cross the road after alighting from the bus. The school bus can act as a visual barrier to other drivers intent on passing the bus to continue their journey. Motorists unaware that a pupil has begun to cross from behind the bus can only react once the pupil suddenly appears in the road. At slower speeds drivers have more time to react and, where a collision does take place, the severity is reduced.

It is important that speeds are lowered around stationary school buses so that the casualty risk to children as pedestrians is reduced. To achieve this, motorists need to be made aware of two things:

1. How to identify a school bus that is picking up or dropping off school children.
2. That there is a legitimate reason for reducing speed around school buses due to the specific risk of a child suddenly appearing on the road from behind the bus.

Local authorities and operators could consider the following ways of increasing school bus conspicuity. In some instances, changes will need to be introduced alongside an awareness raising campaign to inform motorists of what the change means and the desired behaviour.

Improving signage

It is suggested that the current bus sign is not sufficient and is unlikely to have any impact on drivers' speeds around school buses.

Larger, more conspicuous signs should be used, and removed when school pupils are not being carried.

Signs should be placed on vehicles in areas clearly visible to other motorists. Signs should **not** be placed behind vehicle windows.

Aberdeenshire Council have trialled a new school bus sign that is more easily identifiable and conspicuous to motorists.
Aberdeenshire Council insists that school transport operators remove school bus signs when not carrying school children, under conditions of their contract.

2. continued...

Using lights

Hazard warning lights should always be used when pupils are embarking or alighting from school buses to improve the consistency of use across Scotland. Operators could install additional hazard warning lights where possible, although this will be dependent on the vehicle.

Additional lit signage could also be used to improve school bus conspicuity when pupils are embarking or alighting from the bus, although authorities should refer to the Road Vehicles Lighting (Amendment) Regulations 1994.

Australian research recommends that flashing lights should be visible from 250 metres away to enable other drivers to reduce their speed to pass the school bus safely.

Source: Paine & Fisher (1996)

Using technology

SAFEWAY2SCHOOL is a European research project that is focused on developing an Intelligent Transport System to improve communication with, and the safety of, children using the bus to get to school. The project started in September 2009 and will run through to September 2012.

SAFEWAY2SCHOOL

Aberdeenshire, Aberdeen City and Moray Councils have been trialling SeeMe® technology that involves flashing lights at school bus stops, triggered by transponders carried by pupils.
Initial results suggest the scheme led to a reduction in drivers' speeds.
No council has plans to install the system at this time although Aberdeenshire and Moray Councils are happy to share information with anyone interested in the system.

3. Set minimum safety standards in school transport contracts

See Chapters 4 & 6 of the Main Report

Many authorities are already aware that school transport contracts offer an opportunity for local authorities to stipulate minimum standards required of school transport operators to guarantee safe practices.

Local authorities could check the vehicle operator's history with VOSA prior to awarding a contract and, once a contract is awarded, regular unannounced spot checks should be carried out either through local authority inspectors or VOSA.

Possible stipulations in school transport contracts

- ✓ School bus signs must be removed when not carrying children to or from school
- ✓ Larger and more conspicuous school bus signs must be used
- ✓ Hazard warning lights must always be used when pupils are embarking and alighting from the vehicle
- ✓ Vehicles must be fitted with three-point seatbelts
- ✓ Operators must assist authorities to encourage all pupils to wear seat belts
- ✓ Operators must demonstrate that they are aware of how seat belts should be worn correctly by pupils on their vehicles
- ✓ CCTV must be fitted on all buses
- ✓ Drivers must have a minimum level of experience (suggested 3 years' driving experience; for bus drivers this means 3 years' bus driving experience)
- ✓ Drivers must be of a minimum age requirement (suggested minimum age of 25 years)
- ✓ Drivers must attend defensive driver training or similar evaluated training to improve safe driving skills
- ✓ Introduce a penalty point system for non-compliance (e.g. failure to display school bus sign on a school journey) with the option of contract termination for repeated failure to comply

4. Risk assess school transport pick-up and drop-off points

See Chapter 6 of the Main Report

All local authorities should have a procedure in place for undertaking formal risk assessment of school pick-up and drop-off areas. These areas must be fit for purpose and should not put school pupils at risk when being picked up, dropped off or when waiting.

Particular attention should be given to pupil behaviour when they alight from the vehicle and to their 'desire line' (the most commonly used pedestrian route) where they may need to cross the road. Additional infrastructure (e.g. guardrails, formal crossings) may be necessary to deter pupils from alighting from the bus and immediately crossing the road.

Other important factors include visibility distances (i.e. from what distance can a motorist see a pupil at the pick-up point?) and waiting areas (e.g. how safe is the waiting area for the number of pupils being picked up?).

Local authorities should communicate with drivers, operators, parents and pupils to identify specific risks where pupils are being picked up and dropped off.

West Dunbartonshire Council, Strathclyde Partnership for Transport (SPT) and MVA developed an assessment tool for school bus 'Pick-Up and Drop-Off' points (PUDO).

The PUDO assessment tool requires a trained assessor to visit PUDO points and carry out an on-the-spot assessment.

The assessor records data such as approach visibility, road widths, footway widths, speed limits, guardrails, lighting, and stopping location.

Development of a portable data logging system has been completed with Dumfries and Galloway Council.

In November 2009, the Welsh Assembly Government issued guidance on home to school transport risk assessments with the expectation that local authorities would ensure that all home to school transport routes and bus stops were risk assessed by August 2011.

School transport operators are required to complete assessments for each route they cover.

5. Review school travel plans, improve communication and clarify responsibilities

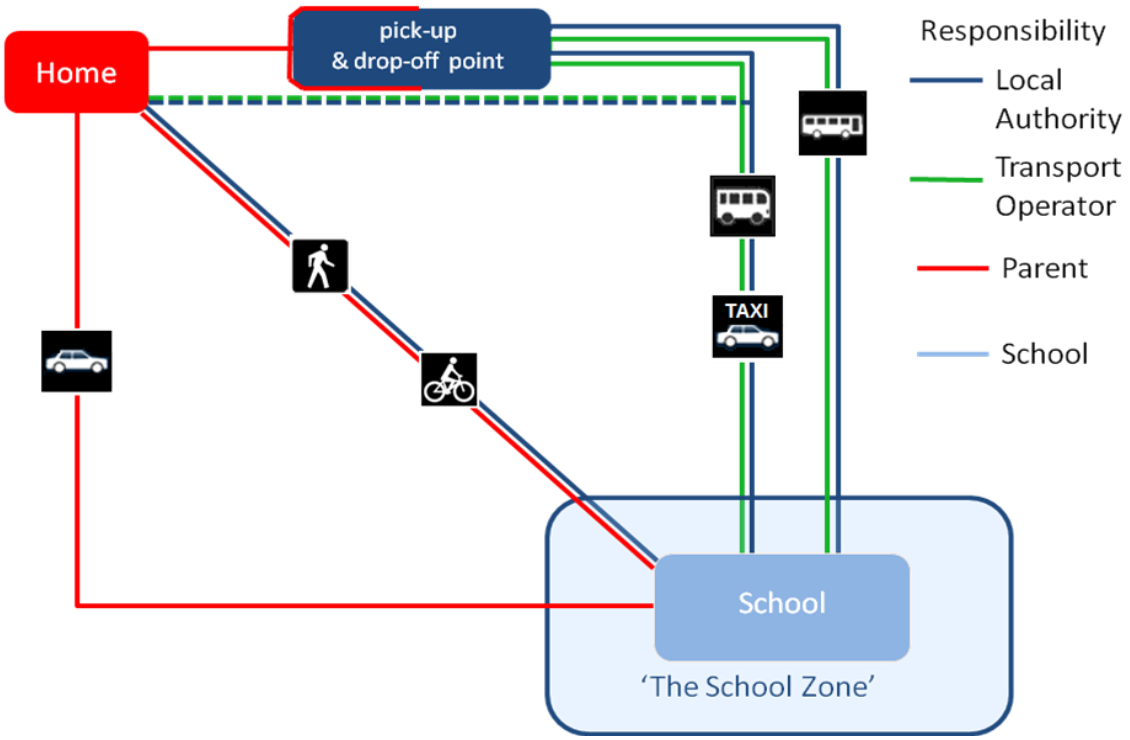
See Chapters 5 & 6 of the Main Report

Some school travel plans and safer routes to school schemes may benefit from being reviewed in light of the new road safety targets for 2020.

Local authorities should continue to actively encourage and support schools with their school travel plans.

The best school safety schemes demonstrate good communication between local authorities and the other parties involved with school transport, from transport operators to the pupils themselves.

Open lines of communication with the local authority coupled with enthusiastic 'road safety champions' have the ability to drive significant improvements towards increasing school transport safety.



In addition, local authorities should clarify and document their responsibilities for school transport safety and detail what is expected of parents, pupils, transport operators, schools, school travel coordinators, active travel coordinators and road safety officers.

This clarification should be communicated to everyone involved in the provision and use of school transport.

6. Raise awareness of desired behaviours

See Chapter 6 of the Main Report

Local authorities should communicate desired behaviours that improve safety to parents and pupils. These might include highlighting areas of risk and preferred behaviours. For example, suggesting that parents wait for pupils on the side of the road where they are dropped off, which avoids pupils seeking to cross immediately after alighting from the bus. Similarly, parents should be made aware of drop-off rules outside the school to improve congestion and safety.

Authorities should be aware that the distribution of educational material, in some instances, can have the undesirable consequence of increasing risk (see Recommendation No.10). For this reason, authorities must consider educational material carefully and should seek advice where they are uncertain of whether the material will result in a positive behavioural outcome.

It is suggested that authorities monitor the desired behavioural change (e.g. whether parents follow recently-promoted drop-off rules or not) and consider whether the material should be stopped where negative behavioural change is perceived, or reinforced, possibly with enforcement, where positive behavioural change requires support.

Possible key messages:

Target audience	Key message
School children	Never cross in front of, or behind a bus.
	Wait until the bus has gone and you can see clearly in both directions before crossing safely.
	Always wear your seat belt.
Bus drivers	How to identify the main hazards for children around the school bus.
	How to encourage pupils to wear their seat belts.
Parents	Children are still developing their perceptual and cognitive skills, which puts them at increased risk when using public roads.
	Pupils' casualty risk increases when moving from primary to secondary school.
	Encourage children to wear seat belts at all times.
	Wait for your child at the bus stop, not on the other side of the road.
	Behaviour and parking within the school zone.
Other motorists	Slow down around schools and school buses.
	Be aware of pupils crossing from behind stationary school buses.

7. Promote on-road pedestrian and cyclist training

See Chapter 6 of the Main Report

Forms of on-road training for pedestrians and cyclists have been evaluated and suggest that important road safety skills can be learned.

All schools that encourage active travel should offer 'real world' training that has been suitably evaluated to improve desired behavioural safety outcomes and not simply approval ratings.

Training should be offered in the format in which it was designed and evaluated. Training that has not been evaluated could lead to overconfidence and can increase pupil exposure and risk, resulting in an increase in casualties.

Kerbcraft is a good example of an education or training scheme that has been scientifically evaluated, both in terms of 'outcome' variables (behavioural change, cost effectiveness) and in terms of 'process' variables such as its impact on the organisations using it (schools) and its sustainability.

Kerbcraft is designed to teach pedestrian skills to 5–7 year-old children through practical training at the roadside. A number of Local Authorities in Scotland have already participated in Kerbcraft.

It is important that training is delivered in the way it was designed and evaluated to ensure effectiveness.

Some schools will be more 'cycle friendly' than others. Some will have opportunities for off-road access or are on roads with low traffic volume. Authorities should identify which schools and pupils would safely benefit from cycling infrastructure and on-road cycle training.

Cycling Scotland provides information about on-road cycle training.

Kerbcraft
Cycling Scotland

8. Encourage schools to use Road Safety Scotland's educational material

See Chapter 6 of the Main Report

Road Safety Scotland (RSS) offers a full range of educational material with themes that develop with pupils as they grow older and require focus on different road safety skills. The educational material has been designed to comply with the Experiences and Outcomes within Curriculum for Excellence especially within Health and Wellbeing and provides active learning which enables links to Literacy, Numeracy and the wider curriculum. This material should be used throughout Scotland to communicate a consistent road safety message and aid the development of a road safety culture, although care should be taken to evaluate against desired outcomes wherever possible (see Recommendation No.10).

Road Safety Scotland

Road Safety Scotland's educational material	
Pre-school	Go-safe – Ziggy's road safety mission
Primary	Streetsense and Streetsense2
	Junior Road Safety Officer (JRSO) scheme
	Streetwise Guys
	Theatre in Education—The Journey
Secondary	Your Call
	Crash Magnets
	Theatre in Education
Additional educational support	a2bsafely
	On the Road
Extra curricular	Out of School Care Activity pack
	Roadways
	Travel pack
Curriculum for Excellence	Road Safety Education in the Curriculum for Excellence

9. Discourage young novice drivers from driving to school and transporting others

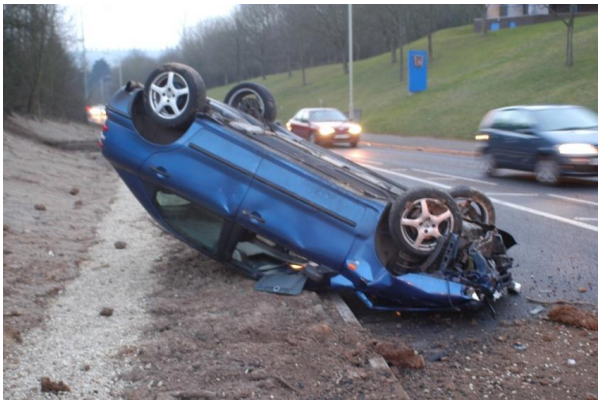
See Chapter 6 of the Main Report

Young novice drivers are more likely to be crash-involved than experienced drivers. Crash risk increases further when driving in the presence of peers.

Young novice drivers should be discouraged from driving to and from school and parents should be discouraged from allowing young novice drivers to transport siblings or friends to school on their own.

Supervised driving (e.g. with a parent) is a safer way for new drivers to gain experience and parents should be encouraged to travel with young drivers.

Authorities and schools could target pupils who drive to school and encourage and support them to use an alternative mode of transport where supervised driving is not possible.

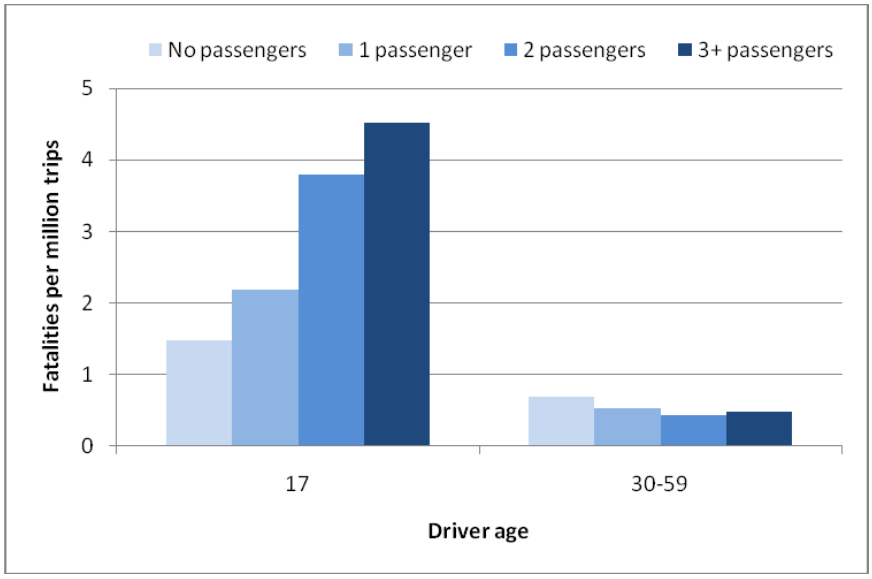


More than half of 15 year-old male car passenger casualties occur while being driven by a 17–20 year-old driver.

Source: Scottish Government (2008)

Driver fatality rate by driver age and number of passengers

Source: figure reproduced from Chen *et al*. (2000)



10. Evaluate all interventions

See Chapter 6 of the Main Report

Good intentions do not necessarily lead to good interventions. Some well-meaning interventions can increase casualty risk. Education, training, infrastructure improvements and publicity have all been shown in some circumstances to increase, rather than decrease, risk in various domains seeking to change behaviour, including road safety.

All new interventions should be well thought out, and based on a formal body of knowledge wherever possible; the desired safety outcomes should be defined, and an evaluation with measurement of these outcomes designed.

A large safer routes to school programme in Odense, Denmark was evaluated in 2002. The evaluation found that there was an 18% reduction in accidents and a 20% reduction in casualties as a result of the programme. The effects were mainly due to speed reduction measures such as low speed limits, traffic calming, and various types of signage to warn drivers.

However, the Odense evaluation also found that ***half of the interventions had made travel to school less safe***. Interventions that were found to decrease safety mainly involved cycle paths (although in some places where cycle paths had been installed safety had improved.)

Interventions should always be carefully considered so not to increase the risk to pupils travelling to school.

Road safety evaluation toolkit: E-valu-it

Summary table

	Recommendation	Identified risk
1	Reduce speeds on school routes and around schools	Speed is a key determinant in road casualty rate and severity. Any reduction in speed on school routes and around schools will improve pedestrian and cyclist safety.
2	Encourage motorists to reduce speeds when passing stationary school buses	The most common casualty related to the school bus occurs when a pupil alights from the school bus in the afternoon and crosses the road. A reduction in speed reduction by passing motorists would give them more time to react and reduce severity where a collision does take place.
3	Set minimum standards in school transport contracts	There are several risks related to using external operators such as the quality of the vehicles and the experience of the drivers. By setting minimum safety standards in contracts, local authorities can improve and ensure the safety of pupils when being transported to and from school.
4	Risk assess school transport pick-up and drop-off areas	School transport pick-up and drop-off areas are often convenient but do not usually benefit from the safety infrastructure or risk assessment accorded to public bus stops.
5	Review school travel plans, improve communication and clarify responsibilities	Effective school travel plans can be important to improving safety and reducing pupil casualties. Good communication has been found to be important for success. In addition, research has established a void of responsibility whereby parents and local authorities assume the other is primarily responsible for pupil safety.
6	Raise awareness of desired behaviours	School transport risks and safety messages are not regularly communicated. There is, therefore, scope to raise awareness of some desired behaviours to improve safety. However, any communication should be well thought out and evaluated to avoid any unintended outcomes.
7	Promote on-road pedestrian and cyclist training	Children's cognitive and perceptual processes are still developing; therefore, they are at increased risk when dealing with public roads and traffic. On-road training has been shown to be an effective way of increasing safe behaviours. Courses should be implemented as they were evaluated and as recommended.
8	Encourage schools to use Road Safety Scotland's educational material	Inconsistent road safety messages can dilute meaning hence authorities and schools should utilise Road Safety Scotland's full range of educational materials for pupils aged 3-18 years.
9	Discourage young novice drivers from driving to school and transporting others	Young drivers are at increased risk of being crash-involved. Young drivers should either be supervised (e.g. by parents) when driving to and from school or discouraged from driving to school to reduce the risk to themselves, their passengers and other road users.
10	Evaluate all interventions	Some well-meaning interventions can actually increase casualty risk. It is essential that all interventions to improve safety are evaluated to determine if they are achieving their desired outcome and are not increasing casualty risk.

Useful Links

Improving School Transport Safety: Main Report
http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/improving-school-transport-safety-report

School Transport Guidance Circular
www.scotland.gov.uk/Topics/Education/Schools/Parents/transport-guidance

Scotland's Road Safety Framework to 2020
www.scotland.gov.uk/Publications/2009/10/01090036/0

School Transport: Survey of good practice
www.scotland.gov.uk/Publications/2007/03/16091028/7

Road Safety Scotland
www.roadsafetyscotland.org.uk

Cycling Scotland
www.cyclingscotland.org/

Sustrans
www.sustrans.org.uk/what-we-do/safe-routes-to-schools/whats-in-your-area/scotland

Department for Transport: School travel
www.dft.gov.uk/pgr/sustainable/schooltravel/

Kerbcraft
www.kerbcraft.org

E-valu-it
www.roadsafetyevaluation.com/

The Safety of School Transport covers driver regulations, seat belts and taxis:
www.rospa.com/RoadSafety/info/schooltransport.pdf

Minibus safety code of practice:
www.rospa.com/roadsafety/info/minibus_code_2008.pdf

Cycling by Design: Transport Scotland cycle infrastructure guidelines
www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/cycling-by-design

Scottish Consumer Council: Travelling to School
http://webarchive.nationalarchives.gov.uk/20090724135150/http://scotcons.demonweb.co.uk/publications/reports/documents/rp12travel_000.pdf

The North East School Transport Safety Group's Bus Stop! Campaign
www.1second1life.co.uk

EU SAFEWAY2SCHOOL project
http://safeway2school-eu.org/

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