

PART FOUR

School travel plan strategy 2007

School travel plan strategy

Transport

2007

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Contents

Foreword	3
1 Introduction	4
2 Policy context and priorities	5
3 School travel plans	11
4 Improving the journey to school	12
5 Making school travel plans a success in all schools	17
6 Meeting the challenge	25
7 Working with our partners	26
8 Coordination with other strategies	27

Foreword

For years now public authorities such as Southwark have been talking about sustainable development and putting this phrase into all of our plans and policy documents. This may seem an abstract idea and it's hard to detect when this mysterious thing called 'sustainability' is being achieved. One thing I am clear about is that it is not being achieved when I see traffic jams made up of private cars taking children to school. It tells me that something is not working properly and needs to change.



Streets need to be made safer for children to walk or cycle. This is not just about road safety training and reducing road danger. It is also about community cohesion and people being confident that their children are safe from bullying or more serious attack when travelling independently. Public transport needs to be affordable, convenient and safe. Parents/carers also need to have confidence in their local education services. Then they won't feel the need to take their children across London to a school far away because they think this is the only way to give them a fair start in life.

When all of these things start to improve we should see more children walking, cycling and using public transport to get to school. This will mean that children are healthier and more self confident. In fact, I think this could be one of the most important measures of success for the community that we live in.

This school travel plan strategy explains how Southwark is working with schools to make this happen. Travel plans can be used by all sorts of organisations to give people more options to make sensible choices in how they travel. The government has recognised the importance of school travel plans and has set a national target for all schools to have a travel plan by 2009. When teachers, parents or carers and children work together on a school travel plan they can make major changes to travel patterns and eliminate much of the problem of the school run. They are also making a very important contribution to the benefit of the community as a whole.

Councillor Richard Thomas

Executive member for environment and transport

1 Introduction

This document sets out Southwark Council's strategy for delivering an effective, integrated school travel plan programme over the period 2005 to 2009 which will be the primary impetus to provide road safety and education at schools and to coordinate the efforts of schools, parents/carers, the wider community and other agencies.

In response to growing levels of childhood obesity and the problems associated with the school journey and congestion around schools the council have produced this document in accordance with local and national policy and objectives.

A school travel plan sets out what a school has done and what they are going to do to tackle issues with the journey to school while encouraging a reduction in car journeys made to school. A school travel plan is a complete initiative that sets out practical measures to:

- Incorporate road safety into the school curriculum;
- Improve the physical environment through engineering measures;
- Encourage sustainable transport choices on the journey to school;
- Make the area around the school safer;
- Develop cooperative/sharing travelling schemes;
- Improve the level of fitness of our pupils and parents/carers;
- Stress the importance of healthy lifestyles;
- Instil in our children a commitment to protecting the environment.

Delivering an effective school travel plan programme will help the council achieve the priorities set out in the Southwark 2016 which include Improving the opportunities available to Southwark's citizens throughout their lives, improving the borough's physical environment and creating a public realm that is attractive to and liveable for residents, business and visitors alike and giving priority to improving public services.

It will also help the council to deliver against the national and regional school travel plan targets.

This strategy also sets out the how school travel plans can help to reduce the perceived and real dangers associated with children travelling independently so that the dangers won't be a barrier to increasing the numbers of children cycling and walking to school.

2 Policy context and priorities

2.1 National and regional context

The Government recognises that growing levels of obesity among young people is partly attributed to lowering levels of physical activity and high child casualty rates can be partially explained by the lack of practical experience young people have when they reach an age of independent travel.

Increasing the proportion of children walking and cycling on the journey to school can help begin to tackle these problems. School travel plans provide a means by which to achieve this as part of a comprehensive package of measures that make these modes safer and more attractive.

Measures to promote sustainable travel and tackle the school run have a number of recognised benefits in cross cutting policy areas such as health, environment, quality of life and road safety.

In reducing unnecessary car use on the journey to school, local traffic conditions, air quality and quality of life are improved. Increases in walking and cycling to school improve young people's health and fitness, encourage lasting sustainable travel patterns and offer air quality and quality of life benefits. Road safety improvements and training linked to the school travel plan programme contribute to a reduction in casualties. These linkages are acknowledged in the national strategies to address each including the government's Future of Transport, the National Air Quality Strategy, the public health White Paper Choosing Health: Making healthier choices easier, and Walking And Cycling: An action plan.



Everyday Sport

In September 2005 Sport England launched a national campaign called Everyday Sport with the aim of getting more people active. The programme is designed to get people to incorporate physical activity into their daily routine with the target of 30 Everyday Sport minutes a day. Schools can integrate Everyday Sport into a school travel plan by joining the campaign and utilising the resources available to them via the website or 0800 hotline. The National Lottery supports the scheme and funding is available to schools for the provision of posters and promotional packs.

Choosing Health

In November 2004 the government published the White Paper, Choosing Health which addresses the importance of tackling the issues associated with the school journey by reducing congestion and improving health. The paper also highlights the need to implement formal cycle training schemes and establish national curriculum standards in addition to funding instructor training and accrediting existing training schemes and centres.

Walking and Cycling: An action plan

In June 2004 the Department for Transport (DfT) published Walking and Cycling: An action plan which sets out measures to be taken in promoting walking and cycling as viable means of travel over short distances. Specific actions include creating places that people want to cycle and walk in, providing high quality facilities for safe travel, influencing travel behavior, building skills and capacity and monitoring performance.

Mayor's Children and Young People's Strategy

In January 2004 the Mayor's Children and Young People's Strategy was published. It supports the government's commitment to reducing the number of trips to school by car through school travel plan implementation. The Mayor has stated that every school in London should have a school travel plan in place by 2009, one year earlier than the national goal. The Mayor supports the role of the National Healthy School Scheme in promoting the walk to school campaign and will also consider the possibility of the National Healthy School Scheme rewarding pupils who walk or cycle to school on a regular basis.



Traveling To School Initiative

The Department for Transport (DfT) and Department for Education and Skills (DfES) have developed a joint initiative in 2003 to promote school travel plans in schools. The programme has been developed to tackle the fact that car use on the school run had doubled in the ten years previous to the national travel survey undertaken in 1997. Various studies have highlighted the issues of increased congestion and rising levels of childhood obesity as growing trends. The initiative supports the funding of 250 local authority based school travel advisors to help schools develop and implement school travel plans. Small capital grants for items such as helmets, secure cycle parking and safety equipment are also supported.

While the target of having all schools develop a travel plan applies to local authorities, the DfT and DfES have offered an appealing incentive for schools to get involved. Schools that complete a travel plan that meets the national standards are eligible for a capital grant of approximately £5,000 to £10,000 to assist in its implementation. Annual funding is available to the council until 2008 to fund a school travel advisor and London region also has a regional school travel advisor who provides support and guidance to the various boroughs.

Traveling to School: An action plan

This document sets out the government's proposals to improve and increase physically active travel habits by helping children, schools and parents/carers make more sustainable travel choices. It sets out a directional strategy for achieving 50% of schools with a travel plan by 2006, and all schools by 2010. This differs from the London specific target of all schools having a travel plan by 2009.

Travelling to School: Good practice

This document was published in conjunction with the action plan to provide practical advice to schools and school travel advisers (STAs) using outstanding examples from schools around the country that have achieved successes in specific schemes or programmes. The action plan and the good practice guide help schools to develop an integrated package in conjunction with the STA that establish an innovative and successful school travel plan.

Mayor's Air Quality Strategy

Consultation preceding the publication of the Mayor's Air Quality Strategy in 2002 revealed that 71% of Londoners consider traffic exhaust fumes a serious problem, making walking unappealing. Reducing the amount of pollution will make the environment more attractive and healthy to walk and live in.

The strategy states that the majority of nitrogen dioxide at a local level is created through road transport. Because during peak times as many as one in five cars on the road is on the school run, reducing car use for the home-school journey can help to improve local air quality.

Mayor's Transport Strategy

The Mayor's Transport Strategy was published in July 2001 and sets out the policy framework for transport provision in London. It provides the context for the detailed plans and proposals of TfL and other implementation agencies over a ten year period.

The strategy seeks to increase the capacity, quality and integration of the transport system and endorses a coordinated approach to 'improvements to transport integration and facilitating greater use of public transport, walking and cycling'.

National Healthy Schools Standard

In 1999 the DfES and the Department of Health (DoH) published the National Healthy School Standard (NHSS). This is a programme developed between two departments that schools must work towards with support and guidance from local healthy school coordinators. Specific criteria must be met to achieve the standard, some of which can be fulfilled by the development and implementation of a school travel plan.

One NHSS element is that schools must encourage staff and pupils to consider cycling and walking to and from school and provide training in safety and security supported by safer travel policies.

A New Deal for Transport: Better for everyone

In 1998 the government published A New Deal for Transport: Better for everyone in response to increasing levels of congestion in the UK. The White Paper seeks to increase travel choice, encouraging a modal shift from private car to more sustainable forms of transport. The school journey is identified as a particular problem, highlighting the issue that up to 18% of cars on the road during peak periods were taking part in the school run.

2.2 National and regional targets

The Government's national target is for all schools to have a travel plan by 2010, the Mayor of London's aim is by 2009. Policy and programmes developed over the past ten years set objectives and policies to tackle the issues associated with school travel.

This school travel plan strategy responds to these targets and has been prepared for approval by Transport for London (TfL) in conjunction with Southwark's Local implementation plan (Lip). TfL provides funding for local authorities to implement borough transport improvements as part of a Londonwide programme. The Lip sets out local priorities for spending this funding. This strategy is one of a number that support the Lip including the road safety plan, walking plan, cycling plan and parking and enforcement plan. As many of the objectives of these strategies are complementary, each has been developed to coordinate with and complement the others.

2.3 Local context

Southwark is a vibrant, central inner London borough with a young population and a rich diversity of communities. It has a wide range of diverse economic and social communities and there are severe inequalities between the most and least deprived parts of the borough and between various local communities such as Dulwich, Bankside, and Peckham and Camberwell.

This diversity is reflected by the different needs of the schools in these communities. At the extremes there are more independent schools in the affluent areas drawing children from wide catchments and attracting high levels of travel to school by car. Their travel plans need to focus on ways to reduce car use. Schools in the more deprived communities generally attract children from the surrounding streets and estates and therefore have local catchments and high levels of walking to school. Travel plans in these schools tend to focus on the issues relevant to them of personal safety, unaccompanied travel and road safety.

Southwark's approach to school travel plans is to encourage schools to include initiatives in their plans that address the issues most pertinent to their school's needs. As such, many of Southwark's school travel plans address personal safety, intimidation and bullying and unaccompanied travel.

The council's travel plan programme therefore encourages schools to consider the whole journey to school and all associated issues and come up with initiatives to improve their pupils' journeys.

Health

An increasing health issue is the prevalence of obesity with half the British population being overweight and 20% are obese. In Southwark a conservative estimate for the future prevalence of obesity among children under 15 years old is that the proportion will triple from 12% in 2001 to over 36% in 2010. Southwark Council aims to increase levels of physical activity by increasing the number of children walking and cycling to school, thereby improving their health and fitness. In reducing car use for the school journey, congestion and air pollution will be reduced around schools which will further safeguard their health.

Child safety

In addition to health and fitness, the borough is also committed to improving the safety of its young people. Research from Scotland has shown that children from the most socially excluded areas of Lothian were as much as six times more likely to be injured in a road traffic incident than those from the most affluent areas. Many areas of Southwark have high rates of deprivation and will have associated increased risks. As such, improving road safety and reducing casualty rates, especially for sustainable modes, is a priority for the council.

The council is also aware that a number of schools, pupils and parents/carers are concerned about personal safety, crime and intimidation pupils may experience on the journey to school. In response to these issues the council has prepared a public service agreement that includes two targets dedicated to improving safety and the perception of safety on the journey to school.

Many schools are concerned about the young age at which some of their children are being allowed to travel unaccompanied to school. These targets are relevant to the school journey as it is important for young people gaining independence and travelling alone or in peer groups to feel safe and confident in their journeys.

The issues outlined above suggest that the context for school travel plan delivery in Southwark reflects the national priorities but also includes a number of local issues that need to be taken into account.

Southwark 2016. sustainable community strategy

Southwark 2016 sets out the council's and its partner's vision and priorities for the borough to 2016. The vision set by this strategy is the belief of making Southwark a better place to live, to learn, to work and have fun, which was developed in consultation with the local community.

The strategy sets three objectives to improve life in Southwark, which are:

- Improving life chances;
- Making the borough a better place for people;
- Delivering quality public services.

Southwark's air quality strategy and improvement plan

The council produced an air quality strategy and improvement plan (AQIP) in 2002, which contains a number of measures to improve air quality within the borough. Reducing car use for the home to school run will have a significant impact on improving local air quality. The current AQIP is due for review commencing in 2006, this review will consider the Mayor's Air Quality Strategy in providing initiatives to improve air quality in the borough.

Metropolitan Police safer neighbourhood initiative

The Mayor announced in January 2006 that funding would be provided for dedicated local policing teams throughout the city, increasing their number from 285 to a total of 625. The aim is to reduce the room for crime and fear of crime, disrespect and anti social behaviour in every London neighbourhood.

Schools can have a say in identifying priorities for their area. Currently there are eight teams in Southwark and this will substantially increase by 2008, and there is increasing opportunity for schools to work with these teams in the development of school travel plans.

Safer schools initiative

Police Officers are based in selected schools in areas with high levels of street crime. This is a joint initiative between the DfES, Home Office, the Youth Justice Board and the Association of Chief Police Officers and is called Safer School Partnerships (SSPs).

SSPs build on previous police involvement in schools where police officers have tended to take an essentially teaching role; as part of an SSP their role is more operational. They provide a much fuller level of resource and develop a much closer relationship with the school and its community.



The karrot project

The karrot project is a young people's access and inclusion project in Southwark. The Metropolitan Police lead the project, which is delivered in partnership with Southwark Council. The project is open to all of the 8,500 11-15 year-olds living or educated in the borough. It was set up to increase school attendance and reduce youth crime.

The project began in winter 2001 as a pilot initiative funded by HM Treasury and the Cabinet Office. Now central government funding has ceased and it has been adopted as an important element of the borough's own core youth strategy. Elements of this project are very important in the task of increasing levels of safety and security on the school journey and assuring parents and carers.

Southwark's children and young people's plan

The council's children and young people's plan was completed in April 2006. It is a strategic plan covering all local services provided by Southwark Council and relevant partners that affect children and young people in the borough. The aim of the plan is to improve all aspects of the well being of all children and young people in Southwark. The plan covers three years from 2006/07. It will be reviewed and rolled forward annually as part of a cycle of continuous improvement.

The document refers the importance of school travel plans, stating that all schools in Southwark should have a school travel plan in place to promote active journeys to and from school as a milestone to reduce childhood obesity.

2.4 Local targets

The council recognises the importance of transport in people's daily life and is committed to developing and maintaining a safe, efficient, accessible and sustainable transport system.

Southwark council's ten overarching transport plan objectives are derived from and complement those contained in Southwark's community strategy, national transport policy and the Mayor's transport strategy. These ten objectives are:

- Improve accessibility throughout the borough;
- Promote more sustainable modes of travel and improve travel choice;
- Improve safety and personal security;
- Promote greater integration of land use development and transport;
- Improve the quality, efficiency and reliability of transport;
- Improve the efficiency, reliability and safety of freight distribution;
- Promote and improve social inclusion, economic development, education, employment and housing;
- Improve visual amenity and the quality of the environment;
- Reduce energy use;
- Work with partners to progress and promote transport improvements.

The school travel plan strategy will contribute to achieving many of these objectives, in particular those to promote more sustainable modes of travel and improve travel choice; improve safety and personal security; promote and improve social inclusion, economic development, education, employment and housing; and reduce energy use.

The specific targets of this strategy in relation to the school travel plan programme are:

- To increase the number of children who walk to school;
- To increase the number of children who cycle to school;
- To reduce the number of children who are driven to school;
- To improve actual and perceived safety on the school journey.

Southwark Council is committed to working towards achieving the regional and national targets for school travel plans. The targets to be adopted for this plan, shown in table 1, reflect the council's commitment to meeting these targets.

Table 1 - School travel plan targets

	Baseline (2004/05)	2005/06	2006/07	2007/08 target	2008/09 target
Total number of schools engaged with school travel plan process	24 24%	44 43%	65 63.7%	102 100%	
Total number of schools with a travel plan	20 20%	44 43%	50 49%	98 96%	102 100%
Total number of schools with a school travel plan implementation scheme	21 21%	31 30%	39 38%	81 79%	102 100%

3 School travel plans

The school travel issue first began to be addressed nationally with the safer routes to school (SRtS) initiative which emphasised improving safety on the journey to school by making local improvements to walking and cycling environments. Initially this programme emphasised physical measures such as safer crossing points and traffic calming measures.

It soon became evident there was a role for travel plans in the former SRtS which would leave a legacy of continued activity and implementation once the physical measures had been implemented. Thus the former SRtS programme has been integrated into school travel plans.

Increasingly it has been evident that while SRtS schemes are desirable and beneficial, they are not essential to a school having an effective school travel plan. As such, the emphasis has shifted and school travel plans are now a programme in their own right supported and complimented with SRtS programmes. As a result of complete integration SRtS is now called school travel plan implementation.

The publication of Travelling To School: An action plan has now moved school travel plan delivery to the top of the school travel agenda as local authorities are working to achieve the 100% target by the London 2009 deadline.



Criteria

The criterion for participation in a school travel plan implementation scheme is the completion of a satisfactory school travel plan. The opportunity to benefit from local road safety improvements associated with school travel plan implementation offers a further incentive for schools to develop a travel plan. Each plan must include:

- A description of the location, size and type of school;
- A description of the travel problems faced by the school or cluster of schools. This should include all pupils' travel needs: journeys to and from school at normal start/finish times, journeys to attend pre and after school events;
- The results of a survey to identify how children currently travel to and from school and how they would like to travel to and from school;
- Clearly defined targets and objectives that are appropriate and linked to the problem and the objectives. Short, medium and long term targets;
- Details of proposed measures;
- A detailed timetable for implementation;
- Clearly defined responsibilities;
- Evidence that all interested parties have been consulted;
- Proposals for monitoring and review.

In addition, the Mayor of London's election manifesto pledged funding for all schools to have school travel plan implementation scheme by 2009, which makes significant sources of funding available to assist in the delivery of these plans.

4 Improving the journey to school

At the end of March 2006, 20 Southwark schools had travel plans and 24 more schools had secured funding and were in the process of preparing plans. Of the prepared plans, 16 were developed in 2004/05 and four had been developed prior to this in connection with a school travel plan implementation scheme. As there are 102 schools in the borough, at present 20% have a travel plan and by 2006, it is expected that that number will increase to 44, meaning that 43% of all Southwark schools will have a completed plan.

Southwark Council has had a successful school travel plan implementation programme for the past five years during which time the council has worked with 21 schools.

Travel awareness

The main travel awareness raising activity in Southwark schools is the biannual walk to school week and this is now being complemented by walk on Wednesdays. Schools are also encouraged to participate in other awareness activities such as good going week and bike week.

Redriff Primary School

International walk to school week ran from October 3 to 7 2005 and two million children from around the country took part in the events. The theme was walk to school: It's good for the heart. Pupils from Redriff Primary School, Salter Road in Rotherhithe celebrated the start of the week by forming a red heart on their playing field, making the national news.

Throughout the week a council officer attended local schools encouraging children to walk to school by giving out goody bags to those arriving by foot. The Metropolitan Police also got involved in the weeks activities, advising on best practice for parking at pick up and drop off times at schools.

Walking to school benefits kids because children with higher physical activity levels are more likely to have improved concentration, memory and problem-solving skills throughout the day. Research shows that physically active people feel happier and more satisfied with life, and it is also a social time. Parents and carers get quality time with their young children and young people enjoy talking to friends while they walk.

The council will work to promote walking to school on a regular basis throughout the entire school year, and walk on Wednesdays has been developed to encourage this. Participating schools encourage all children to walk to school regularly on Wednesday to help reduce congestion and pollution around the schools while also improving the health of the children.



Southwark Council has worked with a number of its schools over the years in a variety of ways on walk to school week activities and events. Each year a number of schools are provided with walk to school week packs, which includes information about additional resources such as the walk to school and walking buses websites. Incentives such as travel logs and stickers are distributed to participating schools. The council also works with some of the schools to undertake walk to school week activities such as themed assemblies, lessons, guided walks and art workshops and has completed two school travel plan websites.

In addition, many Southwark schools independently coordinate their own initiatives for walk to school week as part of implementing their travel plans, environment action plans or healthy schools programmes.

One of the strengths of Southwark's school travel plan programme has been the leadership and engagement from within the community in these projects. A number of schools have approached the council with their ideas and it has been these projects that have been most successful as they are owned and supported by the local community.

Dulwich cluster

The Dulwich school travel plan cluster consists of three independent schools and two state schools that have formed a working group of parents/carers, local residents and staff from each of the schools to address their collective school travel issues.

A parent/carer from one of the schools leads this group which meets each term to discuss the progress of the plan and agree their collective course of action. A consultant provided between 2001 and 2002 through the government's site specific advice programme to support the development of this school travel plan. This group developed their plan and then approached the council with it to secure funds for implementation. Improvements to local walking routes around the schools have now been implemented.

In developing and implementing their travel plan, the schools have introduced dedicated school buses to reduce the number of children being driven to school, held walk to school week events and worked with the council to develop and refine physical highways improvements to improve the school journey.

This example illustrates how schools can work together to maximise the investment of a school travel plan implementation scheme and demonstrates the value of the plans being driven by the schools. The level of commitment behind this plan is a key element of its success.

Making cycling safer for our children

Southwark Council offers a successful cycle training programme to schools which trains approximately 150 pupils in 20 schools each year. The demand for this service is rising and this is expected to continue in conjunction with school travel plan work and ongoing improvements to cycling facilities.

Rotherhithe cycle saturation

Rotherhithe community council allocated £20,000 to Southwark Cyclists to undertake a cycling training project. Local primary schools were invited to apply and St John's RC Primary School was selected to receive cycle saturation. The school was in the process of completing a travel plan and had applied to TfL for cycle parking to be installed. The school is in an area with a lot of good off road cycle routes on the Rotherhithe Peninsula and close to the Thames Path, Surrey Quays and Southwark Park. Year five and six pupils had previously received cycle skills training funded by Southwark Council.

However the school only had two pupils cycling to school although 84% were interested in doing so and there was a high number of pupils coming by car.

Having determined there was a high degree of suppressed interest in cycling among the school community the approach of cycle saturation was to deliver a concentrated burst of cycling promotion and training to pupils, parents, carers and staff to achieve an increase in cycling activity.

Kicked off by a mini festival of cycling at the school in April 2005, cycle training was given to nearly 40% of pupils and cycle instructor training was also offered to staff and parents/carers.



Cycle parking for 60 cycles was installed just in time for the launch in summer 2005 and this is often full during the summer term. In excess of 80 bikes are parked at the school on special event days.

A cycle club has since been set up to sustain the benefits into the future, possibly shared with other schools and Alfred Salter school has teamed up with St John's for cycle picnic events and rides and it is hoped that the network will grow.

The school has had visitors and enquiries from local authorities and other groups of interest from London and further afield due to interest in the project. The project provided children with the level of cycling they needed and formula will be adapted to be used at other schools and colleges in 2006. The success of this project is very clear and it is recognised as helping the council reach the cycle training targets, while also supporting the road safety targets by enhancing the children's safety.

Making the roads safer

Each year, schools throughout the borough are invited to apply for funding to implement physical measures to make the school journey more appealing. Because demand is so high, schools are ranked on the following factors:

- An approved school travel plan;
- The number of pedestrian, cycle and child casualties in the vicinity;
- A demonstrable need for improvements already identified;
- Index of multiple deprivation level; and
- The extent of other traffic schemes in the area.

St Peter's school

In response to a high incidence of pedestrian and cyclist injuries within a 350m radius of St Peter's school, significant funding has been secured through TfL for their school travel plan implementation programme.

After studies identifying pedestrian desire lines, a raised pedestrian crossing is to be installed on Portland Street in conjunction with road resurfacing. A weather shelter is to be constructed outside the school entrance to provide shelter for parents/carers waiting for children after school. Physical measures are expected to be in place by the middle of 2006. The works will help to complement the East Walworth 20mph zone and existing traffic calming measures to reduce vehicle speeds in the local area.

The school travel plan implementation scheme will work in conjunction with continuing education and promotion of walking and cycling as set out in the school travel plan. The overall result is increased safety and security and will be extremely beneficial for cyclists and pedestrians, particularly for the children attending St Peter's School.

An important element of supporting the schools with travel plans is ensuring that the physical measures proposed in the school travel plan are delivered once the plans are in place. Appendix A contains details of the physical measures undertaken to date for each school or cluster in the borough and the actual funding allocated. The list also sets out schemes that funding has been secured for which will be undertaken in the future.

The travel plan development process identifies initial, feasible measures, and in some cases rudimentary designs may be produced. In all cases, the council assesses the measures identified in each plan and prioritises them for implementation. Those measures that are agreed for implementation must then have designs produced and consultation completed with the local community before the measures can be implemented as appropriate.

School travel plan implementation has historically funded physical measures, however it is now recognised that other measures such as school cycle training is of equal importance.

Making our children safer on the road

Kerbcraft

Southwark was granted funding for three years to take part in the pilot and is currently providing the programme in ten schools. Kerbcraft is a child pedestrian training scheme targeting five to six year olds that seeks to reduce future casualties by providing training to cross the road safely. The scheme offers a practical pedestrian skills programme in borough schools. The DfT funded this programme until March 2006, and the programme has been reviewed and funding from the council secured for 2006/2007.

Junior Citizens

Southwark schools are also offered a chance to send their year six pupils to participate in an annual Junior Citizen's programme which covers road safety awareness training and they receive various road safety educational materials. The council delivered road safety training at the junior citizenship scheme held in February 2006. This was attended by other school agencies and emergency services in Southwark.



TfL Traffic Club

Transport for London in conjunction with Southwark Council has launched the Children's Traffic Club this year, with the aim of reducing the number of children hurt on London roads by 50% by 2010. The programme develops good road safety habits early in life and is free to all preschool children in the borough. It aims:

- To reduce casualty rates for the targeted age group;
- To influence long term behaviour of children who become members;
- To increase parents/carers' awareness of road safety issues and to give them knowledge of safe practices; and
- To indirectly benefit other members of the family, such as older children and parents/carers themselves.

Southwark Council fully supports the scheme and has assisted in the distribution of Children's Traffic Club starter packs to all preschools in January 2006.

Walking school buses

Walking school bus schemes encourage parents, carers, volunteers or employed helpers to walk children to school along a set route, picking up children along the way. The council support these schemes as an important part of successful school travel plans. The aim is to provide a safe, environmentally friendly way of getting to school. Walking school bus programmes will be encouraged to incorporate green spaces on their route to and from school. This is to promote mental health and encourage a better understanding of biodiversity and nature in the borough.

Coin Street walking school bus

Coin Street family and children's centre is a non-for-profit organisation that works to ensure the safety of the young pupils from a number of Southwark schools on their journey to and from school. In 2006 the centre managed walking buses to service six schools. How's My Driving?, an organisation designed to promote safe driving provides the funding for high visibility vests and caps for the 'driver', 'conductor' and children on the scheme. The routes incorporate green space as much as possible and volunteers include parents/carers staff and students from Kings College as well as Coin Street child minders.

Making our children healthier

Anti bullying scheme

The agencies supporting schools programme (ASSP) has developed an anti bullying programme that brings together a range of agencies and interventions into a coordinated programme of support for schools.

The programme's components have been structured to support and complement the anti bullying alliance, Don't Suffer in Silence DfES guidance for developing a whole school policy on bullying. The programme additionally supports schools to work towards healthy school status or to further develop their commitment as a healthy school. As part of the coordination of this programme with other related schools schemes, the agencies delivering the programme will address bullying and safety on the journey to school as one element of the programme.

To maximise this multi agency partnership, ASSP have asked that schools make a commitment to engaging with all aspects of the programme, and have incorporated a commitment for each school to develop a school travel plan that will address, as one element, personal safety, intimidation and bullying on the journey to school.

5 Making school travel plans a success in all schools

Hearts and minds

Southwark Council's experience has shown that the most successful travel plans are those with the greatest degree of buy in from the school and local community. This is the most effective way to win the hearts and minds of the staff, parents/carers and pupils and is therefore the most effective way to approach delivering this programme if it is to be a success.

The council's approach is therefore one which provides guidance, facilitation and information but which is ultimately led, owned and delivered by the schools.

As the process is for and about children, the council strongly encourages all schools to actively involve their pupils as much as possible throughout.

The key elements of the Southwark school travel plan programme for 2005 to 2009 are as follows:

- Working with new schools to develop school travel plans;
- Providing support to existing schools with travel plans;
- Delivering school travel plan implementation programmes at schools with travel plans.

In addition to these, the council will encourage all participating schools to get involved in travel awareness campaigns and events such as walk to school week and walk on Wednesdays, and will ensure schools are aware of relevant resources, training and opportunities such as cycle parking grants as these arise.

In order to meet the targets set in this strategy the number of schools the council aims to engage on each of the key elements of the programme over the period of the strategy are set out in table 2.

Table 2 - School travel plan programme

Task/activity	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Work with new schools	24	30	48	0	0	0
Support existing schools	20	44	50	80	102	102
Start new school travel plan implementation schemes	10	25	25	21	0	0
Complete school travel plan implementation schemes	2	10	13	15	25	15

The figures for school travel plan development have been devised on the basis that 20 of the 102 schools in Southwark have travel plans so the remaining 82 have been spread over 2005/2006 to 2008/2009. Additional time has been allowed for to work with schools that have special challenges or prove particularly resistant to the programme. This will also allow any residual schools from previous years to get extra assistance and be finished in time to meet the final target. It is expected that all schools with a travel plan will require ongoing input and support with their delivery.

Of the 21 schools that currently have school travel plan implementation schemes, two were completed in 2005/2006 and the rest will be completed 2006/2007. In 2004/2005, ten schools with no prior involvement in school travel plan implementation completed travel plans. These are the only schools that were eligible to participate in a new school travel plan implementation scheme for 2005/2006. As each of the new schools develops a travel plan, it is anticipated that there will be some implementation measures at each school either individually or as part of a group. These

schemes will be undertaken over two years to allow sufficient time for their travel plans to be updated, design and consultation to be completed and implementation to be fully achieved.

Wherever possible schools will be grouped to increase the efficiency of the work programme and maximise the coordination of school travel plan implementation initiatives with the implementation of local traffic management schemes such as 20 mph zones, local safety schemes and home zones near to these schools.

- Working with new schools to develop school travel plans

30 new schools indicated a willingness to develop a travel plan in the two years 2005/06 and 2006/07. A number of these have contacted the council to ask for support. Others have signed up as part of a charter for the anti bullying scheme being delivered by the council's ASSP that addresses personal safety on the journey to school.

Of the 30, 24 are being developed for 2005/2006. The remainder have been given priority for 2006/2007. Table 3 shows the schools and groups programmed for 2005/2006 and the schools with travel plans in place.

The selection of schools in future years will be based on a number of factors including whether they have requested help, their proximity to a planned local safety scheme and 20 mph zones and their proximity to other schools for inclusion in a group.

It is anticipated that word of mouth and the capital grant incentive will encourage most schools to participate. The school communities will be involved to assist with recruitment and programming and numbers will be topped up as needed each year by directly contacting and recruiting schools. There will undoubtedly be some schools that initially resist or refuse.

The council believes that the momentum and success of the programme will win over those schools that are initially resistant. Early indications are that there will be little difficulty getting all of the schools to participate in some fashion to develop a plan.

Methodology

Schools are initially engaged in the process through a phone call to the head teacher or personal, social and health education coordinator in September each year. At least three meetings are held between the STAs, the identified school travel plan coordinator and the travel plan steering group during the development of the travel plan. The council employs four officers to assist schools with the development of their travel plans.

All initial contact from the school travel advisor with schools is made by telephone, and further correspondence if appropriate. Transfer of written materials is done by fax or email.

Table 3 - Schools and the travel plan process

	Primary	Secondary	SEN/PRU
2005/06 programme	Crampton	City of London Academy (Southwark)	Haymerle (SEN)
	Redriff	Charter	Highshore (SEN)
	Townsend	Waverly	Summerhouse (PRU)
	Peter Hills with St Mary's and St Paul's	Sacred Heart	
	St Joseph's (Gomm Road)	Archbishop Michael Ramsay	
	Dulwich Hamlet		
	Dulwich Village		
	Herne Hill		
	John Ruskin		
	Peckham Park		
	Rye Oak		
	Surrey Square		
	St Mary Magdalene		
	Dog Kennel Hill		
	Ivydale		
	Lyndhurst		
	Grange		
2004/05 programme			Spa School
	Albion Primary School		
	Alfred Salter Primary School		
	Bellenden Primary School		
	Charles Dickens Primary School		
	Charlotte Sharman Primary School		
	Crawford Primary School		
	Gloucester School		
	Goodrich Community School		
	Goose Green Primary School		
	Hollydale Primary School		
	Oliver Goldsmith Primary School		
	Riverside Primary School		
	St John's and St Clement's		
	St John's Roman Catholic Primary School		
	St Jude's Church of England Primary School		

	Primary	Secondary	SEN/PRU
Have STP pre-2004			
	St Peter's Walworth		
			James Allen's

Process

The process of developing and implementing a school travel plan takes place in eight stages:

1. Selection of a school travel plan coordinator;
2. Setting up a steering group;
3. Assessment of current travel patterns and issues;
4. Identification of objectives;
5. Identification of appropriate measures;
6. Development of an action plan;
7. Awareness raising;
8. Implementation and monitoring.

Schools developing a travel plan receive hands on support from the council throughout the process. This includes the provision of resources and support including the explanation of the travel plan benefits and processes; provision of travel plan resources for classroom activities, a travel plan template and school curriculum information; support to aide the development of an appropriate timetable for particular school travel plan projects. The council will also attend and facilitate travel plan steering group meetings with the schools when required and provide assistance with travel plan assemblies and launches. Officers will provide GIS postcode mapping and engineering advice about possible on and off street improvements that can be included in the travel plan as well as providing road safety education support and information. The council will also coordinate any additional support needed by the schools developing and implementing school travel plans.

Partnership

At present there are limited links between the school travel plan team and the officers in the education department. The council will aim to improve this in the future by ensuring that the healthy schools and curriculum officers are fully briefed on the school travel plan strategy. This should take place before the end of this academic year so that measures to integrate the healthy schools and school travel plan programmes will be in place for the 2006/07 academic year.

There is capacity for the school travel advisor and the healthy schools coordinator to work together and coordinate projects that compliment each other and these partnerships should be actively sought wherever possible.

Southwark Council would encourage healthy schools status to only be provided if a school is developing or implementing a travel plan. The council would also encourage curriculum guidance on the integrating of the travel plan into the wider curriculum.

Monitoring

Schools with a travel plan must include a commitment to annual monitoring and review in their initial travel plans. The council contacts each school towards the time that the monitoring and review is required and provides the necessary guidance and monitoring templates.

Every school is required to provide the council with results of an annual hands up survey of how pupils travel to and from school. This information is stored in an access database as well as in a GIS system along with additional information about the various programmes and activities in each of the schools such as cycle training, Kerbcraft and walk to school week.

iTRACE software is being rolled out across London and was introduced in November 2005. Southwark Council have secured funding for an officer to incorporate all travel plans into the system and it is expected that the borough will be fully integrated by mid 2006.

The system records information on travel plans and their targets as well as survey data and can produce reports from captured this information. By incorporating GIS mapping the system can readily identify and link travel plan location sites and show transport linkages nearby.

Providing support to existing schools with travel plans

The schools that have an approved travel plan continue to receive support in the implementation, monitoring, awareness raising and promotion phases from the STAs. Regular telephone calls are made with the travel plan co-ordinators to provide general advice and support. Officers in Southwark Council who lead Walk on Wednesdays and Walk to School Week will visit schools and liaise with partners to ensure that schools are provided with the resources they require.

The council operates a hotline, which all schools can ring to get information and advice about travel plans. This facility enables travel plan coordinators to contact their respective advisor if they have any specific queries with regards to travel plan implementation. In addition to the hot line, schools are directly contacted regularly with information about opportunities such as conferences, training and promotional events such as walk to school week. Schools are also directly reminded of their annual survey obligation and contacted for the results.

The council let schools know of other school travel plans in their local vicinity and encourage them to work together and support each other. The schools in the Dulwich cluster already work very closely together and a similar scheme is being developed around the St George cluster in Borough and Bankside and the Village cluster in Peckham.

DfT database

The DfT database of classroom materials is a catalogue of information on teaching and other relevant resources relating to encouraging greater use of walking, cycling, public transport and car sharing for school journeys. The resources contained in the database are primarily concerned with sustainable travel, but some also address issues of road safety. Road safety materials can be found at the ROSALIND database.

Everyday Sport

Schools in the borough can look to raise the awareness of participation in physical activities and the benefits for students and staff, as well as surrounding schools and the community as a whole. Walking and cycling as a mode of transport can be promoted as part of students 30 Everyday Sport minutes and help achieve school travel plan success. Online resources are available to record and monitor students' progress.

5.1 Promotion and communication

The council regularly contacts those schools it is or has worked with to provide information about local and regional travel plan opportunities and promotions. The main initiatives include good going week, walk to school week, walk on Wednesdays and bike week. Additional offers include school travel plan conferences and training events, cycle shelter funding opportunities and competitions.

The council is planning to set up a network among the travel plan coordinators in each school so that they can share their travel plan ideas and experiences. A number of the schools have indicated their support of this concept which needs to be developed further.

In the first year of delivering the programme (2004/05), the council held a successful launch event for all the schools that had developed travel plans. The Mayor attended and awarded prizes to children from each school that had produced winning designs in a travel plan cover design contest run in each school. The council intends to hold this event or something similar every year to reward the schools and children involved and to give the school travel plan coordinators a chance to meet their counterparts and network.

Further communication and promotion of the programme will be undertaken using the education department newsletter News for Schools, meetings of the eight school communities and conventional public media such as the residents' newsletter Southwark Life, local press releases and information on the Southwark website.

5.2 Resources and funding

The DfES has provided all local authorities with a grant, the amount of which varies depending on the number of schools in the local authority's area. The grant is intended to support local authorities working with schools to develop travel plans. Southwark Council receives annual funding grant to employ a school travel plan team of £29,000 from DfT which is guaranteed until 2008. After this time, funding will come from the council. The funding is used to employ school travel advisors working for the council. TfL also provide funding from TfL through the borough spending plan (BSP) for physical measures which can be used to develop and deliver school travel plans.

While the target of having all schools develop a travel plan applies to local authorities, the DfT and DfES have offered an appealing incentive for schools to get involved. Schools that complete a travel plan that meets the national standards are eligible for a capital grant of approximately £5,000 to £10,000 to assist in its implementation. Table 4 shows the funding allocated to schools in 2004/05

Table 4 - Capital grants received by schools in 2004/05

School	Funding received
Albion Primary School	£4,685
Alfred Salter Primary School	£6,010
Bellenden Primary School	£4,750
Charles Dickens Primary School	£5,335
Charlotte Sharman Primary School	£5,745
Crawford Primary School	£5,840
Gloucester School	£7,070
Goodrich Community School	£7,220
Goose Green Primary School	£5,660
Hollydale Primary School	£5,230
Oliver Goldsmith Primary School	£6,720
Riverside Primary School	£5,260
Spa School	£5,455

Southwark Council intends to maximise these resources as far as possible and the council will explore opportunities to secure additional funding through avenues such as European project funding and Section 106 contributions from new developments. Schools have a number of funding streams open to them and the council want to promote and assist in securing funding from as many sources as possible. Some possibilities include:

- Local Education Authority – funding for specific improvements such as cycle racks, traffic-free entrenches and additional locker space;
- Local employers have been known to provide cycle stands, reflective jackets, school road signs and competition prizes;
- Single Regeneration Budget – could fund safer routes schemes in areas of low income and high unemployment;
- School fundraising;
- Kia Cars - Free tabards for walking buses www.walkingbus.org
- How's my Driving - Free tabards for walking buses www.howsmy.co.uk

- Sustrans - 35 King Street, Bristol BS1 4DZ 0117 926 8893 www.sustrans.org.uk
- RAC Grass Routes Challenge: Streets Ahead explores the concept of safe, sustainable transport. Since 1999 RAC Grass Routes has been helping schools and pupils find safer journeys to school and alternatives to the school run by providing maps, traffic flow data, interview sheets, photographic stimuli, posters and advice on School Travel Plans.
www.rac.co.uk

6 Meeting the challenge

Southwark Council endorses the intention of the national target to deliver travel plans in all schools within the next five years, and sets to achieve the London target of all schools by 2009. While the council acknowledges the capital grants provide an attractive incentive for schools to participate, the council has a few concerns regarding:

- The feasibility of achieving the 100% target;
- The availability of resources to deliver the programme long term.

As the production of travel plans is set as a target for local authorities and not the schools, the main incentive for the schools is the capital grants.

The council is fully committed to trying to deliver these targets and will do all it can to meet them. The council is optimistic that that the momentum, word of mouth and benefits of a plan will encourage even resistant schools to participate by the end of the programme. However, in the end, if schools refuse there will be little the council can do.

The council believes that it would be beneficial to the delivery and long term effectiveness of the programme if schools were in some way encouraged or compelled by the DfES to deliver a travel plan (beyond the grant), for example through closer links to Ofsted performance. To this end, the council intends to work with TfL and the DfES to encourage these agencies to offer some additional incentive or place some of the responsibility for delivering this target with the schools.

Resources

For the 2005/06 and 2006/07 financial years Southwark Council has adequate resources available to deliver the programme in line with the incremental targets. However, as the programme advances and demand for implementation support mounts, meeting the resource requirements will become more challenging.

A reduction in available resource could compromise the council's ability to meet its targets and support the schools. The Mayor of London has pledged to ensure that all schools have a school travel plan implementation scheme by 2009 and the DfT and DfES have guaranteed the capital grants for the schools until the end of the programme. These measures go some distance to ensuring the success of the programme. Funding has been guaranteed until 2007/08 for travel plans and after that time, it is hoped that funding will be secured through S106 agreements and from the council.

In the absence of certainty, the council will continue to deliver the programme and make the most of the resources that are available while they are guaranteed. The council will also actively explore alternative funding opportunities and aims to deliver a highly successful programme that will attract further funding.

7 Working with our partners

The council has a number of established partnerships to coordinate delivery in priority areas. These partnerships are being made aware of this programme and strategy and are invited to contribute as appropriate.

The partnerships that are relevant to the school travel plan programme include:

- Safer Southwark partnership;
- Children and young people's partnership;
- Safer schools partnership (Metropolitan Police school liaison officers); and
- Southeast saving lives forum.

The safer Southwark partnership is a multi agency partnership that works to make Southwark a safe place to live, work and play by reducing crime and anti-social behaviour, tackling substance misuse and increasing public reassurance across all sections of the community.

The safer schools partnership formed by the Metropolitan Police has seen school liaison officers placed in each of Southwark's 15 secondary schools with two officers sharing Southwark's 73 primary schools. These officers work with the schools on personal and road safety, drug awareness and education and a number of other issues. Southwark's school travel plan programme has so far focused on primary schools during which time the primary school liaison officers have been involved. As the programme expands to cover secondary schools the relevant officers will be invited to get involved, and the ongoing involvement of these officers will be encouraged.

Southwark's children and young people partnership board, which forms part of the local strategic partnership the Southwark Alliance, brings together senior representatives from a range of organisations who have an interest in children's services in Southwark. They work to promote the well being of children and young people in the borough. Members of this group have been consulted in the development of the strategy and are aware of the links between this programme and others in the borough.

7.1 Consultation on this strategy

Public consultation on the draft Local implementation plan and its supplementary documents, including this school travel plan strategy was undertaken during November and December 2005. Consultation was carried out with the community, partner organisations such as TfL, the Metropolitan Police, other London boroughs and with local groups and organisations such as Southwark Cyclists, Southwark Pedestrian Rights Group and Southwark branch of Living Streets.

A copy of this document was sent to each of the 102 schools in the borough in December 2005. Accompanying the plan was a letter detailing the purpose of the plan and information on how schools could make comments and utilise the information contained within.

The draft plan was also considered by the Southwark disability forum, equality and diversity panel, the transport consultative forum and its mobility subgroup during this period. The plan was also discussed at all of the winter community council meetings with workshops held at Walworth and Camberwell community councils.

A questionnaire on the themes and actions proposed in the draft plan was circulated to key stakeholder groups and was available to the general public at each of the community council meetings, in all official council offices, on the Southwark Council website and upon request. The results of the questionnaire feedback was collated and the results relating to school travel plans highlighted the following:

- Support for investment in creating a safer environment in and around schools;
- Acknowledgement of the difficulties and congestion around our schools;
- Need to provide road safety and cycle training for our children;
- Making walking to school fun;

- Recognition of the health and social benefits of walking to school.

Accordingly, as a result of the consultation this plan has been revised to address these issues and to incorporate, where reasonably possible, many other suggested improvements.

7.2 Ongoing consultation

School travel plans contribute to delivery in a number of policy areas including child, personal and road safety, environmental quality, health and physical activity. As such, the programme crosses over delivery of a number of programmes and there are a number of partnerships, organisations and programmes involved.

Southwark's ASSP provides a central coordination role for the various external agencies that engage schools such as educational theatre and art programmes. ASSP has had a significant input into the programme development and have assisted by linking their anti bullying programme to school travel planning. They have also provided valuable input into the related schemes and agencies that can input into the delivery of the programme.

The council's environmental education programmes including eco schools and junior street leaders which deal with issues such as waste, recycling and transport are closely linked to this programme and are therefore actively being coordinated to complement delivery. Cooperation between the programmes offers opportunities to gain access to schools and combine delivery to reduce the requirement of schools while meeting both programmes' objectives.

While the school travel plan programme is not currently actively integrated with programmes such as the healthy schools partnership and London environmental schools award scheme, the intention is to seek more active coordination between these programmes. In the meantime, the programme delivery takes account of these schemes and actively encourages schools to account for and integrate the delivery of these programmes in the delivery of their travel plans.

The council intends to ensure that other key partners and agencies concerned with the health and well being of young people in the borough are involved in and aware of the programme.

8 Coordination with other strategies

As part of the development of the Local implementation plan an assessment of the plan against the council's equality scheme was undertaken. This equalities assessment helps to identify areas for improvement and ensure that, if appropriate, measures are taken to revise, promote and support the council's corporate policies on equalities.

This school travel plan strategy, as a supplementary document to the Lip was incorporated into this assessment, which was tabled at the equality and diversity panel in February 2006.

The delivery and development of the Lip and its EqIA will be monitored at various stages to ensure that:

- The plan contributes positively to the corporate equalities agenda;
- The requirements of the plan, as they relate to ensuring access to all and promoting equal opportunities are being adequately met by any initiatives, proposals and/or programmes.

Annual monitoring of this information will be contained within the annual monitoring report and will relate to the lifecycle or timescale of transport plans, policies or programmes. In addition to this quarterly monitoring will be carried out in accordance with the council's EqIA guidance.

Appendix A - School travel plan implementation measures and costs

School	Year	Amount spent	Details of measures
Highshore School	07/08	10,000 allocated	<p>Proposed:</p> <ul style="list-style-type: none"> Provision of traffic calming surrounding the school supporting the existing 20mph zone
St Johns & St Clements C.E. Primary School	07/08	15,000 allocated	<p>Proposed:</p> <ul style="list-style-type: none"> Provision of right turn facility at Crystal Palace Road
Sacred Heart RC Secondary School	07/08	20,000 allocated	<p>Proposed:</p> <ul style="list-style-type: none"> Cycle parking Traffic calming on Camberwell New Road
Surrey Square Junior School	07/08	20,000 allocated	<p>Proposed:</p> <ul style="list-style-type: none"> Traffic calming features to complement the existing 20mph zone
Peckham Park Primary School	07/08	30,000 allocated	<p>Proposed:</p> <ul style="list-style-type: none"> Provision of a raised table on Friary Road
Crampton Primary School	07/08	30,000 allocated	<p>Proposed:</p> <ul style="list-style-type: none"> Provision of a raised pedestrian crossing on Penton Place
Archbishop Michael Ramsay	07/08	40,000 allocated	<p>Proposed:</p> <ul style="list-style-type: none"> Provision of traffic calming on Wyndham Road
Dog Kennel Hill Primary School	07/08	40,000 allocated	<p>Proposed:</p> <ul style="list-style-type: none"> Provision of a raised zebra crossing of Grove Hill Road
Haymerle School	07/08	40,000 allocated	<p>Proposed:</p> <ul style="list-style-type: none"> Provision of pedestrian footway buildout and raised crossing outside the entrance to the school
Herne Hill School	07/08	50,000 allocated	<p>Proposed:</p> <ul style="list-style-type: none"> Provision of a raised zebra crossing on Herne Hill

Bellenden Primary School	06/07 to 07/08	20,000 allocated (07/08) 5,500 spent	<p>Proposed:</p> <ul style="list-style-type: none"> • Road markings to improve driver awareness of the school's positioning • Provision of raised junction with pedestrian crossing facilities
Crawford Primary School	06/07	70,000	<p>Proposed:</p> <ul style="list-style-type: none"> • Replace zig-zags currently outside the school to improve credibility of zig-zags on Crawford Road as the Valmer Road school entrance is no longer used • 'School Ahead' road markings for driver awareness of the school • Two raised junction speed tables with defined pedestrian crossing points for safe crossing on roads near the school site • Signal-controlled pedestrian crossing for further safe crossing access to the school site • New access point for staff parking and deliveries to stop conflict between pupils and vehicles • Guard rail extension to improve the safety for children, preventing unintended crossing activity
Gloucester Primary School	06/07	41,250	<p>Proposed:</p> <ul style="list-style-type: none"> • Lighting improvements in the surrounding area to improve pupil journey safety to and from school • Remove guardrail which is currently redundant • 'School Ahead' road markings for driver awareness of the school • Introduction of a gate to formalise the 'residents only' aspect of the local road the school is situated on • Signal controlled pedestrian crossing to improve pupil safety crossing nearby roads • Raised junction speed table with defined pedestrian crossing point for further safe crossing access to the school
Goose Green Primary School	06/07 & 07/08	30,000 allocated (07/08) 9,400 spent	<p>Proposed:</p> <ul style="list-style-type: none"> • Provision of a speed table and footway widening

			<ul style="list-style-type: none"> • ‘School Ahead’ road markings and raised speed table with defined pedestrian crossing point for greater pupil safety when crossing roads
Hollydale Primary School	06/07 & 07/08	25,000 allocated (07/08) 8,200	<p>Proposed:</p> <ul style="list-style-type: none"> • Provision of a raised pedestrian crossing at the junction of Gibbon Road and Hollydale Road • ‘School Ahead’ road markings for driver awareness of the school and cycle racks on the pavement for children to leave their bicycles safely as well as increase pavement width and introduce a guardrail to increase the safety of pupils walking on pavement to school.
Oliver Goldsmith Primary School	06/07 & 07/08	30,000 allocated (07/08) 7,300	<p>Proposed:</p> <ul style="list-style-type: none"> • Traffic calming on Southampton Way • Installation of zebra crossing to improve pupil safety when crossing roads and ‘School Ahead’ road markings for driver awareness of the school
Riverside Primary School	06/07	5,400	<p>Proposed:</p> <ul style="list-style-type: none"> • Removal of redundant zigzags outside the school • ‘School Ahead’ road markings for driver awareness of the school • Improved lighting on pathways to school to make the journey to school safer for pupils • Pavement resurfacing to improve the walk to school for pupils • Install bollard in front of school
St. John's RC School	06/07	12,000	<p>Proposed:</p> <ul style="list-style-type: none"> • Remove zig-zags outside the school which are currently redundant • ‘School Ahead’ road markings for driver awareness of the school • New access gate to the school site which would provide safer access for the school’s pupils
St Peter's CE Primary School	05/06	50,000	<p>Proposed:</p> <ul style="list-style-type: none"> • Parking restrictions, kerb buildouts and traffic calming in the vicinity of the school entrance; • In-class education to encourage more children to walk or cycle to

			<p>school;</p> <ul style="list-style-type: none"> • Consolidation of existing traffic calming and 20mph zone restrictions in the school area; • Lighting and footway improvements to increase feelings of personal safety; and • Development of a school walking bus.
St Anthony's RC Primary School	05-07	65,000	<p>Proposed:</p> <ul style="list-style-type: none"> • Setting up a working group to direct the project. Members commonly include pupils, parents/carers, teachers, home school liaison workers, governors, Council transport and education officers, local businesses and the police and health authority; • Finding out how pupils and teachers travel to/from school and their respective problems with the journey. This is undertaken using questionnaires, lessons and meetings; • Prioritising the problems and setting targets and objectives. • Working out the best way to meet the targets and achieve the objectives, including the timeframe to do this and lines of responsibility. This involves work with traffic engineers to identify engineering solutions as well as educational officers to determine school education and publicity measures; and • Identifying potential funding sources to contribute to Implementing the school travel plan recommendations

St Mary Magdalene CE School	05-07	65,000	<p>Proposed:</p> <ul style="list-style-type: none"> • Setting up a working group to direct the project. Members commonly include pupils, parents/carers, teachers, home school liaison workers, governors, Council transport and education officers, local businesses and the police and health authority; • Finding out how pupils and teachers travel to/from school and their respective problems with the journey. This is undertaken using questionnaires, lessons and meetings; • Prioritising the problems and setting targets and objectives. • Working out the best way to meet the targets and achieve the objectives, including the timeframe to do this and lines of responsibility. This involves work with traffic engineers to identify engineering solutions as well as educational officers to determine school education and publicity measures; and • Identifying potential funding sources to contribute to implementing the school travel plan recommendations.
Crawford Primary School	05-07	65,000	<p>Proposed:</p> <ul style="list-style-type: none"> • Setting up a working group to direct the project. Members commonly include pupils, parents/carers, teachers, home school liaison workers, governors, Council transport and education officers, local businesses and the police and health authority; • Finding out how pupils and teachers travel to/from school and their respective problems with the journey. This is undertaken using questionnaires, lessons and meetings; • Prioritising the problems and setting targets and objectives. • Working out the best way to meet the targets and achieve the objectives, including the timeframe to do this and lines of responsibility. This involves work with traffic engineers to identify engineering solutions as well as educational officers to determine school education and publicity measures; and • Identifying potential funding sources to contribute to implementing the school travel plan recommendations.

East Dulwich Zone - Top-Up Funding	05/06	100,000	<p>A number of engineering works have been implemented in the East Dulwich zone as part of the BSP programme. This includes:</p> <ul style="list-style-type: none"> • Traffic calming on Red Post Hill • Pedestrian crossing facilities on Townley Road • Footway work at the junction of East Dulwich Road and Townley Road • Investigation of other related traffic calming/accident reduction work <p>In order to continue the implementation of the recommendations outlined in the school travel plan, a number of further improvements are proposed for 2005/06 as follows:</p> <ul style="list-style-type: none"> • Improve traffic signals at the junction of East Dulwich Road and Village Way • Establish additional crossing facilities on routes to the schools
St George's Cluster	05-07	85,000	Various engineering works
West Camberwell Cluster	05-07	95,000	Various engineering works
St Johns and St Clements School	04/05	60,000	<p>Objectives:</p> <ul style="list-style-type: none"> • Maintain existing levels of walking (2001 baseline 62% in primary schools; 2002 baseline 38% in secondary schools) • Increase in the number of children cycling to school by 100% (2001 baseline 1.6% in primary schools; 1% in secondary schools) • Reduce the number of primary school children driven to school by 20%(2001 baseline 27%) • Encourage Southwark schools to develop schemes (31 schools developed schemes)
East Dulwich Zone	04/05	150,000	<p>Objectives:</p> <ul style="list-style-type: none"> • Maintain existing levels of walking (2001 baseline 62% in primary schools; 2002 baseline 38% in secondary schools) • Increase in the number of children cycling to school by 100% (2001 baseline 1.6% in primary schools; 1% in secondary schools)

			<ul style="list-style-type: none"> • Reduce the number of primary school children driven to school by 20%(2001 baseline 27%) • Encourage Southwark schools to develop schemes (31 schools developed schemes)
Albion School	04/05	35,000	<p>Objectives:</p> <ul style="list-style-type: none"> • Maintain existing levels of walking (2001 baseline 62% in primary schools; 2002 baseline 38% in secondary schools) • Increase in the number of children cycling to school by 100% (2001 baseline 1.6% in primary schools; 1% in secondary schools) • Reduce the number of primary school children driven to school by 20%(2001 baseline 27%) • Encourage Southwark schools to develop schemes (31 schools developed schemes)
Spa School	04/05	40,000	<p>Objectives:</p> <ul style="list-style-type: none"> • Maintain existing levels of walking (2001 baseline 62% in primary schools; 2002 baseline 38% in secondary schools) • Increase in the number of children cycling to school by 100% (2001 baseline 1.6% in primary schools; 1% in secondary schools) • Reduce the number of primary school children driven to school by 20%(2001 baseline 27%) • Encourage Southwark schools to develop schemes (31 schools developed schemes)
The Borough Cluster - Charles Dickens Primary School, Cathedral Primary School, St Josephs RC School.	03/04	100,000	<p>Proposed:</p> <ul style="list-style-type: none"> • Signage and lining • Pedestrian improvements including buildouts, entry treatments and crossing points
Galleywall School	03/04	40,000	<p>Proposed:</p> <ul style="list-style-type: none"> • Signage and lining. • Pedestrian improvements including buildouts, entry treatments and crossing points

Goodrich School	03/04	40,000	<p>Proposed:</p> <ul style="list-style-type: none"> • Signage and lining. • Pedestrian improvements including buildouts, entry treatments and crossing points
Grange Primary School	02/03	42,500	<p>Proposed:</p> <ul style="list-style-type: none"> • Safer crossing points, pavement improvements, speed humps, dropped kerbs, build outs, promotion of cycling/walking and green travel plans for schools
Joseph Lancaster Primary School	02/03	42,500	<p>Proposed:</p> <ul style="list-style-type: none"> • Safer crossing points, pavement improvements, speed humps, dropped kerbs, build outs, promotion of cycling/walking and green travel plans for schools
Geoffrey Chaucer Secondary School	02/03	42,500	<p>Proposed:</p> <ul style="list-style-type: none"> • Safer crossing points, pavement improvements, speed humps, dropped kerbs, build outs, promotion of cycling/walking and green travel plans for schools
St Saviours & St Olaves CE School	02/03	42,500	<p>Proposed:</p> <ul style="list-style-type: none"> • Safer crossing points, pavement improvements, speed humps, dropped kerbs, build outs, promotion of cycling/walking and green travel plans for schools
Keyworth Primary School	02/03	42,500	<p>Proposed:</p> <ul style="list-style-type: none"> • Safer crossing points, pavement improvements, speed humps, dropped kerbs, build outs, promotion of cycling/walking and green travel plans for schools
St Pauls CE School	02/03	42,500	<p>Proposed:</p> <ul style="list-style-type: none"> • Safer crossing points, pavement improvements, speed humps, dropped kerbs, build outs, promotion of cycling/walking and green travel plans for schools
John Ruskin Primary School	02/03	42,500	<p>Proposed:</p> <ul style="list-style-type: none"> • Safer crossing points, pavement improvements, speed humps, dropped kerbs, build outs, promotion of cycling/walking and green

			travel plans for schools
Crampton Primary School	02/03	42,500	Proposed: <ul style="list-style-type: none"> • Safer crossing points, pavement improvements, speed humps, dropped kerbs, build outs, promotion of cycling/walking and green travel plans for schools
Borough-wide SRTS Programme	01/02	105,000	Proposed: <ul style="list-style-type: none"> • General upgrade measures