

Sustainable modes of travel strategy

Consultation draft

December 2010

www.southwark.gov.uk

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1 Introduction

The Sustainable modes of travel strategy is a statement of the council's vision for improving accessibility to schools and colleges and promoting sustainable travel for children and young people. It aims to help children and young people, including those with special educational needs (SEN), parents, carers and schools to use sustainable modes of transport safely and easily.

This draft strategy is the council's response to Section 508 of the Education and Inspection Act 2006, which outlines the duty placed on local authorities to promote sustainable travel to children and young people. It is the council's intention to work closely with key stakeholders to deliver a comprehensive programme of travel planning, education, road safety, training and infrastructure improvements to make the borough a place travel where every child and young person has the opportunity to enjoy the benefits of healthy, active travel.

An action plan is included within the strategy highlighting improvements to be made during the period 2009 to 2019. The action plan includes key measures, responsibilities, outputs and outcomes.

The strategy

Section two of this document sets out the policy context for the strategy; national, regional and local.

Section three assesses travel needs through a review of existing and potential travel patterns in Southwark and considers barriers to realising that potential.

Section four provides an audit of existing sustainable transport infrastructure and initiatives in Southwark.

Section five sets out objectives for the strategy.

Section six sets out an action plan aimed at achieving the stated objectives by improving accessibility and opportunity for children and young people to use sustainable modes of transport.

This strategy will be reviewed three years from its publication and will be subject to continuous development and improvement.

The strategy is also available in large text, audio format, and a variety of languages. If you need a translation in your language, or a large print, tape or Braille version of this document please take it to one of the locations listed below.

One Stop Shop, 122 Peckham Hill Street, SE15 5JR

One Stop Shop, 151 Walworth Road, SE17 1RY

One Stop Shop, 17 Spa Road, SE16 3QN

Town Hall, Peckham Road, SE5 8UB

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2 Policy context and priorities

2.1 National influences

Education and Inspections Act

Section 508A of the Education and Inspections Act 2006 places a duty on local authorities to promote the use of sustainable modes of travel and transport to children and young people. There are four specific elements to this duty

- Assess travel and transport needs of children and young people
- Audit sustainable travel and transport infrastructure
- Develop a strategy that aims to make improvements to sustainable travel and transport infrastructure, addressing the needs of children and young people
- Promote sustainable modes of travel and transport for the journey to schools and other education institutions

Children's Plan

The Department for Children, Schools and Families published the Children's Plan in 2007. The plan states that: "Sustainable development is a non negotiable for children's wellbeing". Children's trusts and local authorities need to ensure that all those services which effect children's lives promote sustainable environments.

Sustainable Communities Act

The Sustainable Communities Act 2007 encourages local communities to come forward with ideas and proposals to promote the sustainability of their local area. Sustainability is defined in the act in very broad terms, and can cover anything which could improve the economic, social, or environmental wellbeing of the area, or promote participation in civic or political activity.

Choosing Health

The Department of Health's white paper Choosing Health 2004 seeks to encourage active, healthy lifestyles. The white paper highlights the safety of children and the encouragement of walking and cycling to school as crucial to forming lifelong healthy habits.

2.2 Regional influences

London Plan

The Mayor's draft replacement London Plan 2009 sets out an integrated economic, environmental, transport and social framework for the development of the capital over the next 20-25 years. The plan takes an integrated approach to transport provision and development, including improvements to public transport and tackling traffic congestion. Specifically, the plan refers to the need to improve walking and cycling access to schools.

Mayors Transport Strategy

The Mayor's Transport Strategy 2010 was developed alongside the London Plan. It sets out the Mayor's transport vision and describes how Transport for London (TfL) and its partners, including the London boroughs, will deliver that vision.

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2.3 Local influences

Local Development Framework

The Local Development Framework (LDF) is a spatial plan that sets unique visions with strategies, policies and delivery plans to develop and protect development areas and to further strengthen them as the successful places that we want them to be. It outlines and explains how planning policies and standards are used to promote road safety, smarter travel initiatives and to encourage modal shift from private to public transport and walking and cycling.

Community Strategy

Southwark's Sustainable Communities Strategy, Southwark 2016, places sustainability at the heart of its core objectives to make the borough a better place for people. Among the key indicators of success are a reduction in CO2 emissions year on year, measurable improvement in air quality across the borough by 2016 and a reduction in projected traffic.

Children and Young People's Plan

The Children and Young People's Plan 2007 states that the council and its partners are committed to making the borough a place where every child and young person has high expectations and the best opportunities. Partners will work together with children, young people and their families, so that they can grow in good health, feel safe and secure, and realise their full potential¹.

Home to school transport policy

The council's Home to school transport policy sets out the criteria in which the council may provide transport for children with special educational needs, disabilities, or mobility difficulties².

Southwark's Transport Plan

The council's Transport Plan sets objectives to reflect local transport needs in the borough and reflects our Community Strategy and the Mayor of London's Transport Strategy.

Local Area Agreement

Southwark's Local Area Agreement (LAA) prioritises sustainable travel to school. This agreement is comprised of a set of priority targets agreed by central government, the local authority, the local strategic partnership and other local partners that aim to use central funding to join up public services more effectively and allow for greater flexibility to deliver services based on local needs. Southwark has chosen N198: Children travelling to school – mode of travel, as a key indicator with a target to reduce the reliance on car use year on year.

Priority	Indicator	Baseline (2006/07)	LAA Improvement Target (198)		
			08/09	09/10	10/11
Cleaner, Greener Environment	Children travelling to school - mode of travel usually used (% of Car use)	22%	18%	17%	16%

It is expected that the indirect impacts of this strategy will also support LAA targets around reception and year six obesity and per capita CO₂ emissions.

¹ Southwark Council, The Children and Young People's Plan Review 2007

² Southwark Council and Southwark Primary Care Trust, Home to School Transport Policy 2007/08, 2007

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3 Travel needs, patterns and barriers

3.1 Travel context

Southwark is an inner London borough that has undergone significant social, cultural and environmental change in recent years. Southwark is one of the most vibrant, exciting and culturally diverse areas of London, although there are still significant inequalities between the most and least deprived parts of the borough.

The 2007 population in Southwark was over 260,000 people with 22% consisting of children and young people (0 to 19 years of age)³ and is set to increase to 312,300 by 2016, and 348,700 by 2026⁴.

The School Census 2007 identified the following academic institutes in Southwark

Figure 1, Academic institutes in Southwark

Settings		Schools	Pupils
Nursery		5	553
Primary (including the Globe joint academy)		71	22,117
Secondary	Schools	7	5,690
	Academies	9	5,562
Pupil Referral Units	Southwark Inclusive Learning Services	3	109
	Summerhouse	1	30
Hospital Schools		2	123
Special Schools		9	448
Colleges		6	2,820

Source: www.edubase.gov.uk. Accessed 02 September 2010

The borough has a range of diverse economic and social communities and this diversity is reflected by the different patterns of travel to 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. 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 school⁵.

In Southwark walking and cycling are a natural priority because many people do not have access to a car; 51.9% of households compared to 26.8% nationally⁶. Furthermore, the National child measurement programme 2007/2008 identified that 27.3% of children in reception year at a Southwark school were classified as obese or overweight. In year 6 this figure had risen to 42%. Encouraging increased physical activity such as walking and cycling is therefore particularly relevant.

³ Office of National Statistics 2008

⁴ Greater London Authority, PLP Low, 2007

⁵ *ibid*

⁶ Southwark Council, Southwark road safety plan, 2006

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3.2 School related travel

This assessment of the travel and transport needs of children and young people is principally based on information obtained through approved school travel plans, but also refers to other sources such as the school census and related data.

All schools are required to survey the travel habits of pupils. This assists the council in fulfilling its duty to make an assessment of the travel and transport needs of children and young people as described in the Government's guidance⁷. In Southwark this is undertaken using two different methods

- Annual whole school 'hands up' survey (evaluated by Southwark's school travel advisor)
- Annual school census (evaluated by the children's services management information and analysis team)

Current travel patterns

The primary source for monitoring travel trends is the 'hands up' survey which is used to monitor the council's Local area agreement indicator N198: Children travelling to school – mode of transport. Of the 111 schools in the borough 89 have completed a modal survey within the last five years. The table below shows the results of these surveys.

Figure 2, School modal split: NI 198 statistics

Year	Mode (%)					
	Car	Car Share	Public Transport	Walking	Cycling	Other
2005/06	21	3	22	50	3	1
2006/07	17	2	20	60	1	0
2007/08	18	3	26	49	3	2
2008/09	17	3	29	45	3	3
2009/10	15	3	28	47	3	4

These figures show that the split between car and public transport use is changing. Car use has decreased by several percent while car sharing and cycling have remained unchanged. Walking has decreased slightly, apart from peak in 2006/07. The anomalous spike in walking, 2006/07, corresponds with a decrease in all other modes and is likely to be due to the sample survey size. Only 2.86% of those surveyed currently cycle to/from school. This mirrors the borough wide position for all ages of around 3%.

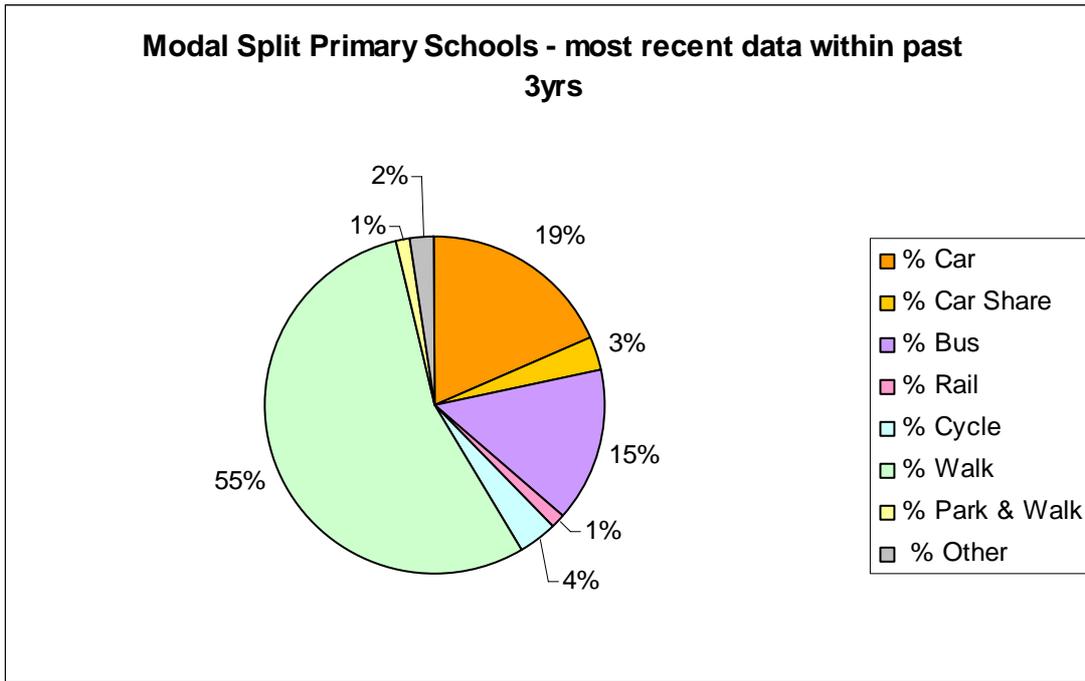
Primary and secondary schools

Further analysis shows that levels of walking for primary schools are quite different from secondary. The graphics below exclude survey data that is more than three years old.

⁷ Department for Education and Skills, Home to School Travel and Transport Guidance, 2007

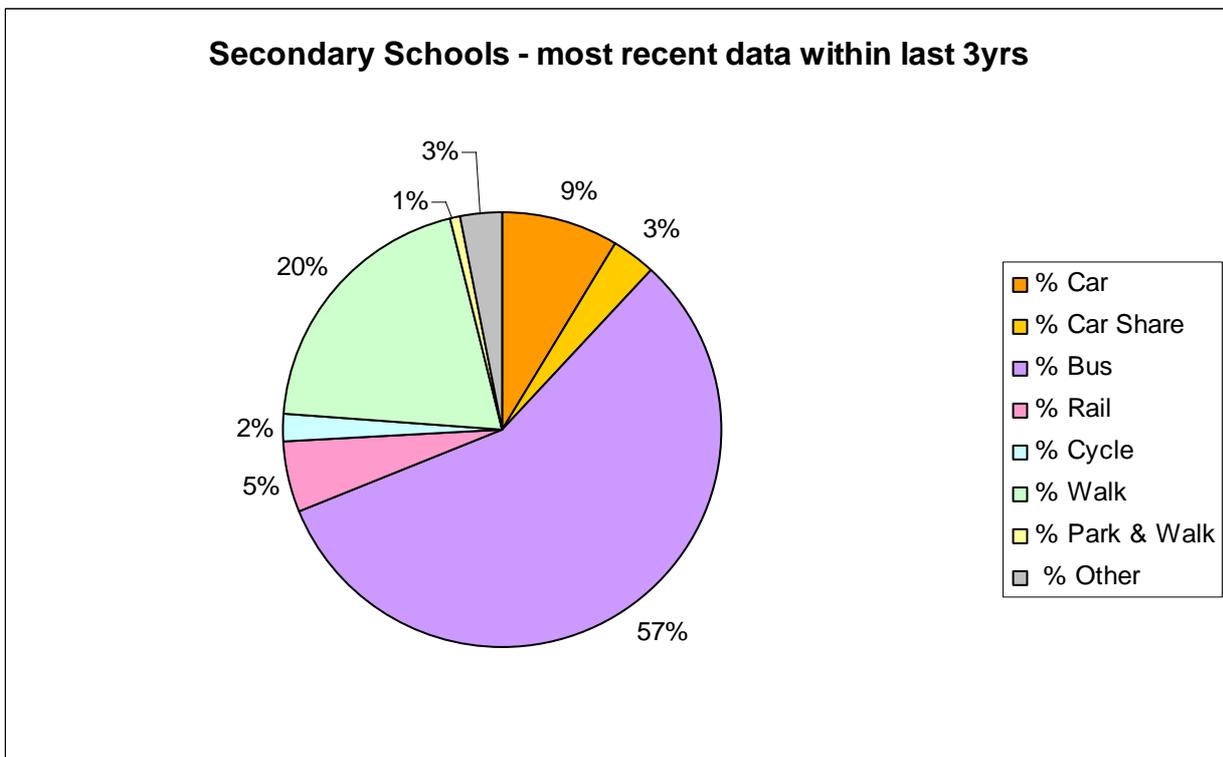
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Figure 3, Modal split – primary schools



This more recent data shows a slight variation from the N198 data (which uses the most recent data from all schools, some of which is older than three years), but generally underlines the dominance of walking as a mode for travel to primary school.

Figure 4, Modal split – secondary schools

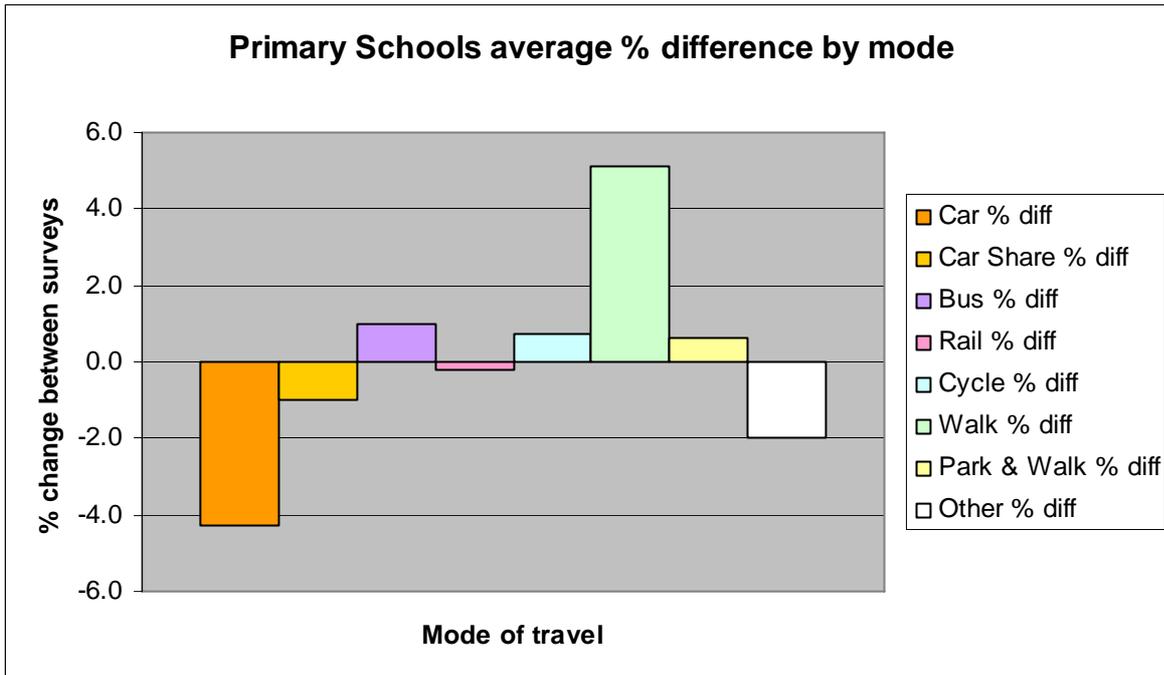


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For secondary schools, bus is the dominant mode, most likely denoting the larger distances that students travel to school and the availability of concessionary fares. Car mode share is significantly lower than for primary, perhaps because more parents are willing to allow their children to travel independently. Levels of cycling are lower in secondary than primary, again perhaps denoting longer distances and more unaccompanied travel.

The graphics above provide a 'snapshot' of current travel patterns. It is also possible to measure change over time and to infer the impact of travel plans on travel behaviour by comparing data from schools that have conducted two or more travel surveys.

Figure 5, mode shift in primary schools



The graphic above shows how mode share has changed across primary schools where multiple surveys have been carried out. It can be seen that car use has declined by a small, but significant amount and that walking has increased by an approximately corresponding amount. Levels of cycling and bus mode share have only increased marginally. There is currently insufficient data to perform the same analysis for secondary schools.

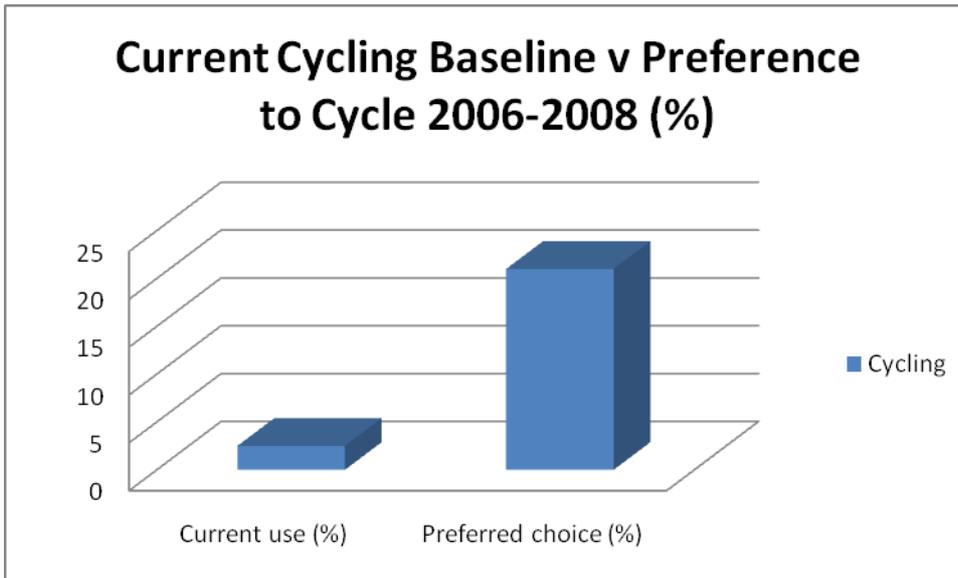
Travel preferences

The 'hands up' survey also records pupils preferred mode of travel. This data suggests continuing barriers to using sustainable modes of travel and indicates gaps in sustainable transport provision.

A comparison of current and preferred modes of travel provides a clear indication of an unfulfilled desire to cycle to school.

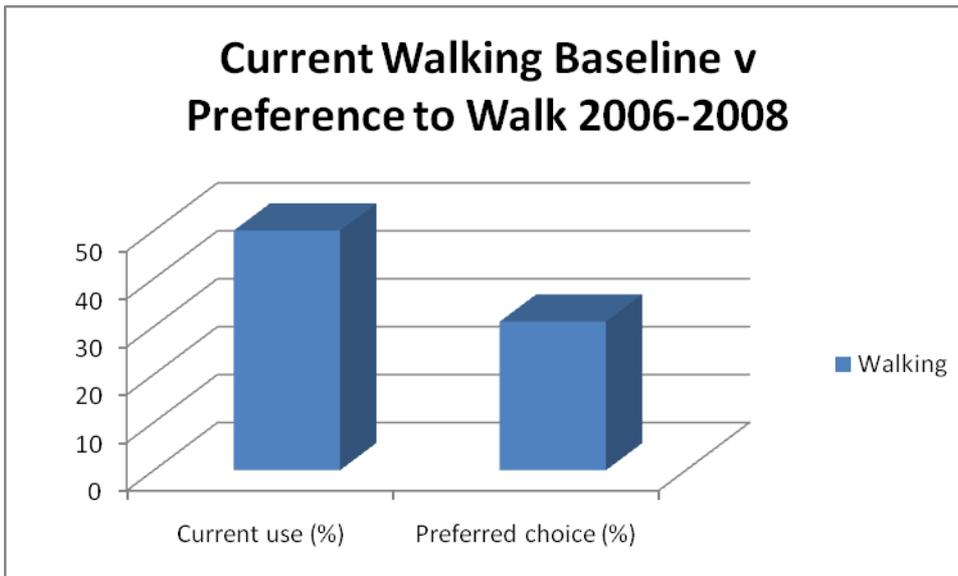
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Figure 6, travel preferences - cycling



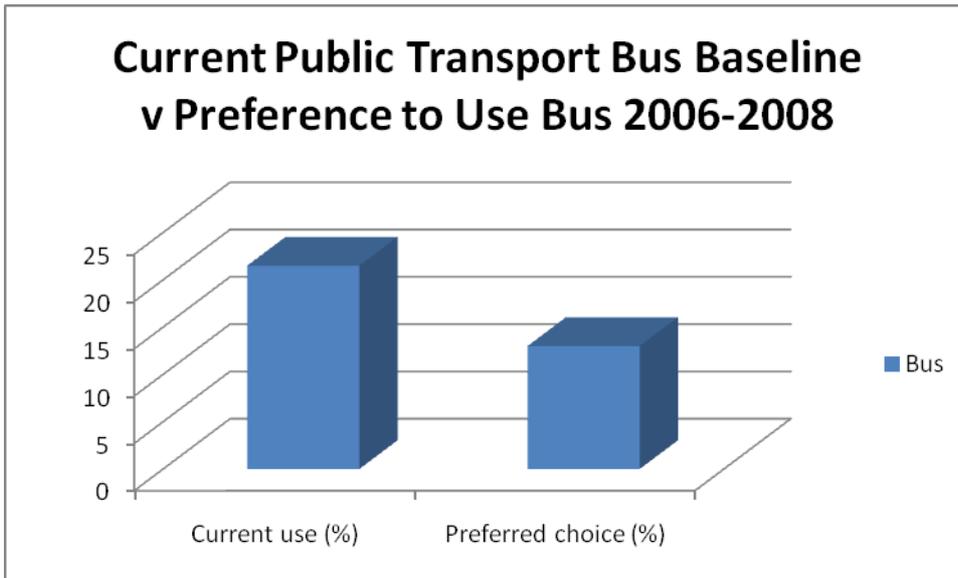
Whilst the preference to cycle is dramatically higher than the existing travel patterns, the preference to walk or use buses is significantly lower.

Figure 7, travel preferences - walking



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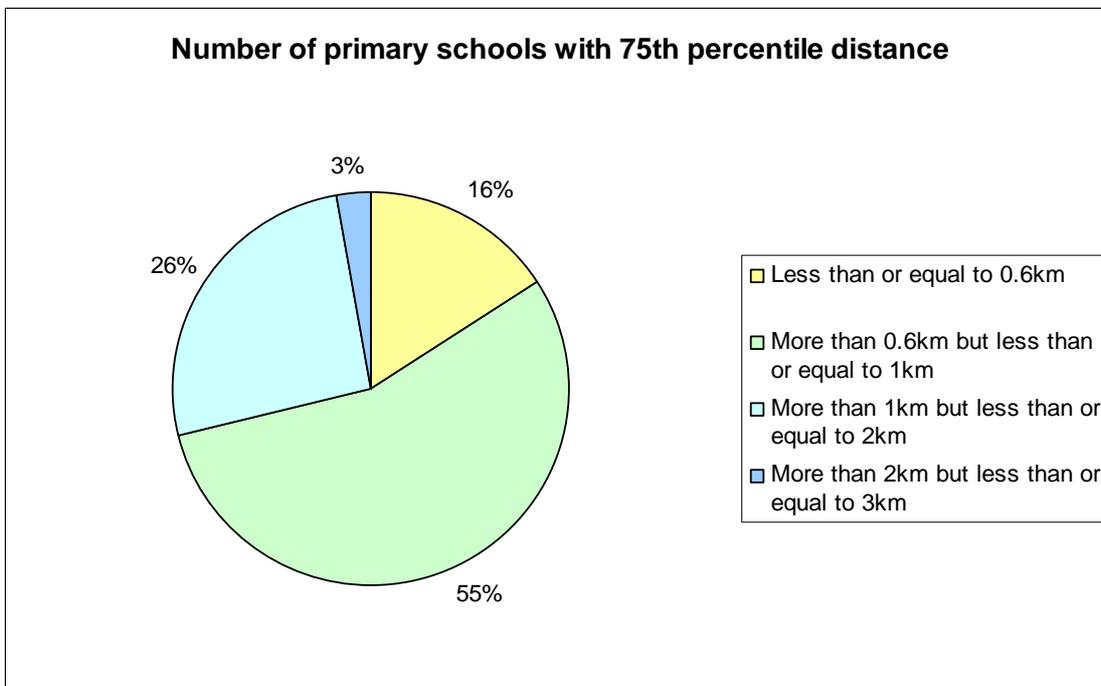
Figure 8, travel preferences - bus



Distance travelled to school

As has already been inferred from the travel plan data, there is likely to be a correlation between mode of travel and distance travelled. From data provided by each school it is possible to work out the distribution of distances for both primary and secondary schools. The graphic below uses the 75th percentile distance (the maximum distance that three quarters of students travel) to show how schools are grouped according to distance travelled.

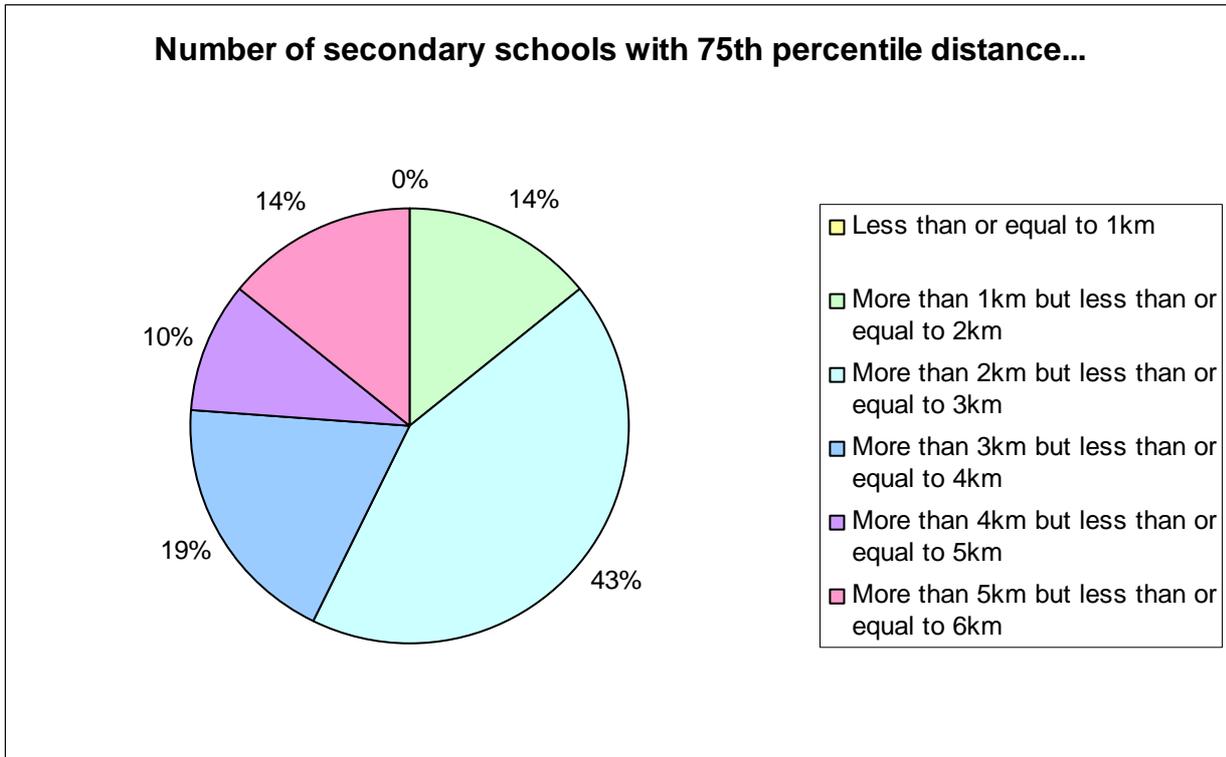
Figure 9, Distance travelled to school - primary



The results of the analysis shown above demonstrate that the majority of primary school students live in close proximity to the school they attend.

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Figure 10, Distance travelled to school - secondary



The same dataset presented above for secondary schools confirms that these students travel further to school. There are no schools where the significant majority live in very close proximity and the largest share is that of schools that may be outside comfortable walking distance for the majority of students.

Children with special educational needs

There are 1,600 children with statements of special educational need in Southwark. Of these, 396 qualified for assisted travel to school in 2008/9. Where possible, Southwark promotes independent travel on sustainable transport modes for children and young people travelling to special schools. Overwhelmingly, the most popular choice of travel at the seven special schools is the dedicated school bus. Data from the school census shows that dedicated school bus use increased by 5% between 2007 and 2008.

As well as those using dedicated bus services, 17.6% of children and young people travelling to a special school travelled by public service bus. That means that over 70% of children travelling to the seven special schools and two hospital schools in Southwark are travelling by bus.

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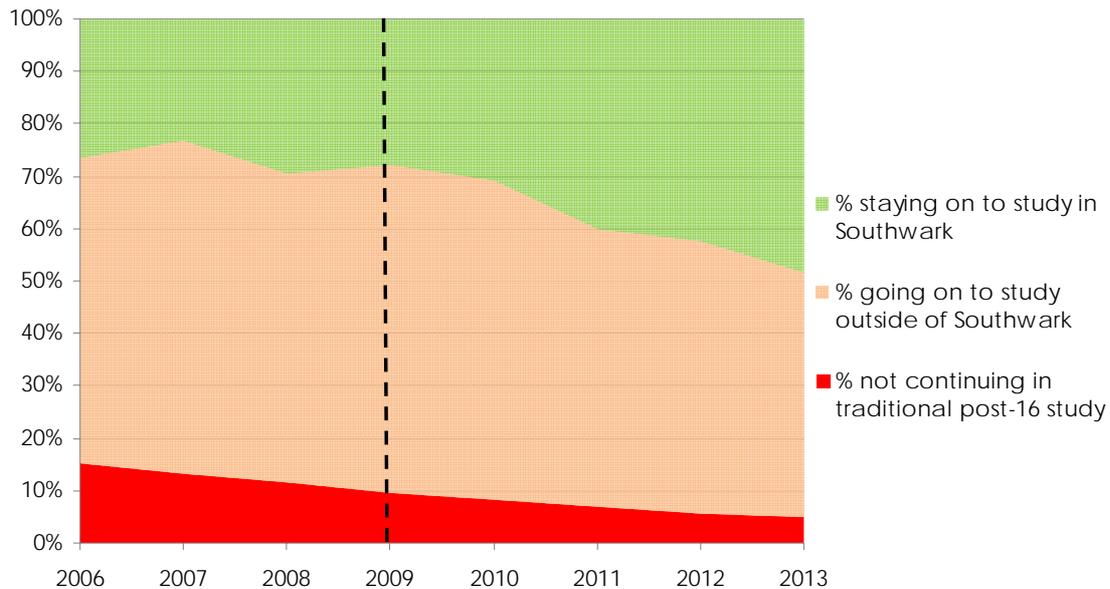
3.3 Post 16 education

The focus for the council to date has been to assess the needs of children and young people in schools only. As a rule, the council expects that children aged 16 to 19 attending courses at a further education or 6th form college will be able to travel independently using free public transport⁸.

The table and graph below demonstrate that increasingly we expect a greater percentage (and number) of young people to remain in Southwark for post 16 study. As the number of post 16 placements increase in the borough we will need to monitor the impact on travel arrangements closely.

Figure 11, Year 11 leavers split by destination

	Actuals			Projections				
	2006	2007	2008	2009	2010	2011	2012	2013
% not continuing in traditional post 16 study	15	13	12	10	8	7	6	5
% going on to study outside of Southwark	58	64	59	62	61	53	52	47
% staying on to study in Southwark	27	23	29	28	31	40	42	48
TOTAL	100%							

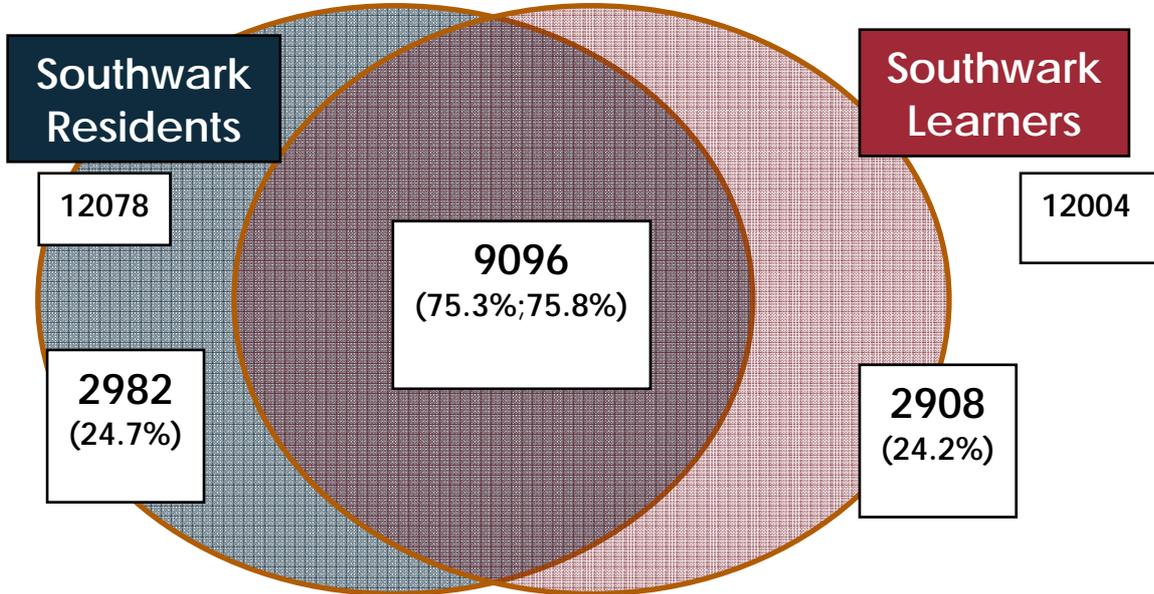


⁸ Southwark Council and Southwark Primary Care Trust, Home to School Transport Policy 2007/08, 2007

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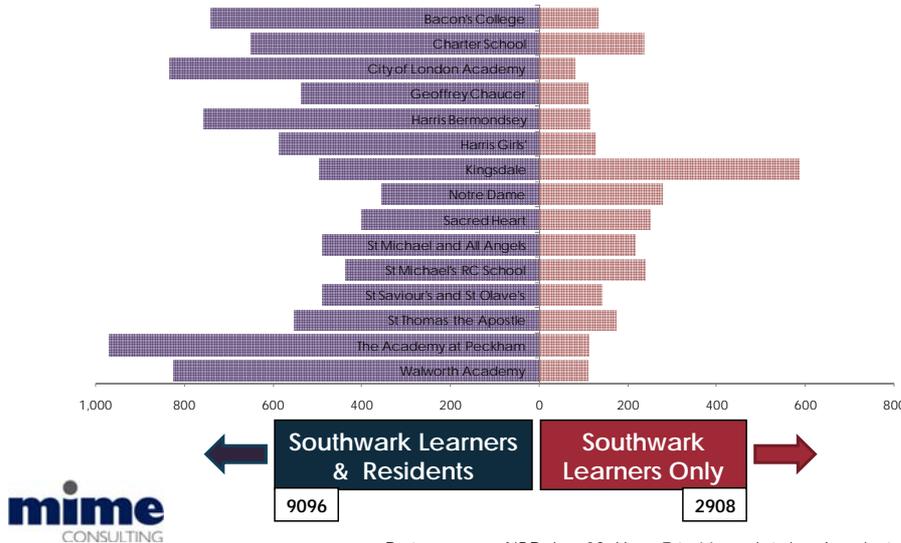
There are also a substantial number of young people travelling to education settings in Southwark from outside the borough⁹. The chart below shows there is wide variation in the percentage of pupils in post 16 education travelling into the borough within each educational setting.

Figure 12, incoming students



SOUTHWARK RESIDENTS & LEARNERS 11-16 SOUTHWARK LEARNERS – DRILLDOWN

School of Southwark learners split by LA of residence



Data source: NPD Jan 08, Year 7 to11, maintained mainstream London only

The council recognises the contribution that further and higher education travel planning work could have in increasing the use of sustainable modes of transport. More needs to be done to assess the needs of those pupils travelling to and from further and higher education institutions.

⁹ Data source: NPD Jan 08, Year 7 to11, maintained mainstream London only

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Finally, under the Southwark guarantee engagement programme the council has created 471 funded off site training opportunities, meaning a large number of young people travel to alternative sites for education on at least one day a week during the school year. In meeting the sustainable travel duty, the council is committed to monitoring how the programme changes travel patterns for pupils at key stage 4.

3.4 Extended services

The extended services agenda sets out a core offer of services which all schools are expected to provide by 2010, made up of the following five elements

- Childcare (in primary and special schools)
- A varied menu of activities including study support, sport and music clubs
- Swift and easy access to targeted and specialist services
- Parenting support including family learning
- Community access to facilities including adult and family learning, ICT and sports facilities

Schools are not expected to provide these services alone, or necessarily to deliver them on site. Instead, they may work in partnership with other schools and agencies, including voluntary and community organisations, signposting existing services where appropriate.

As a result of this agenda, additional trips to and between schools and community facilities may be expected. Travel should be a factor in the planning of services ensuring that the safety of pupils is considered and that sustainable travel options are promoted wherever possible.

3.5 Barriers to using sustainable modes

Promoting and encouraging the use of sustainable travel modes amongst children and young people requires a multi disciplinary approach from both internal and external teams. No project, however, can be developed or implemented without an awareness of the barriers to using sustainable modes of travel. These barriers have been identified based on information supplied by schools, parents, children and young people.

The safety of children on the road requires special attention. Encouraging more children to walk or cycle is important for their personal and social development, but the car is often the primary mode of transport used. This is often as a response to perceived road dangers and concerns about personal security. The number of children killed or seriously injured (KSI) on Southwark's roads has dramatically decreased over recent years; in 2008 there had been a 76% decrease in child KSIs from the 1994/98 baseline average¹⁰. Nonetheless, safety is likely to remain a concern for many parents.

There is a clear desire from children and young people in Southwark to be able to cycle to school (21% would prefer to travel by bicycle); however travel patterns for the previous three years show very low mode shares (2% in 2006, 2% in 2007 and 3% in 2008). This could be for a number of reasons.

While the perceived risks of cycling are generally greater than the actual dangers, the absolute number of cyclists killed or seriously injured in Southwark had increased by 18% in 2008 over a baseline set ten years earlier¹¹. Although the accident rate for cyclists has fallen over this period

¹⁰ Southwark Council, Southwark road safety plan review, 2009

¹¹ Southwark Council, Southwark road safety plan review, 2009

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due to a significant increase in the number of cyclists in the borough, road safety for cyclists continues to be a priority in order to counter negative perceptions and real risks experienced by this group. Ways to address this issue include the widespread provision of national standard cyclist training and the delivery of improved conditions for cycling on our roads.

Storage for bicycles also needs to be available for children and young people at schools to encourage their use further. Adequate storage facilities at leisure centres will also help to encourage greater use of sustainable modes of travel between schools and activities held at leisure centres during the school day.

The number of children and young people identifying walking as their preferred mode of travel is significantly lower than those who currently walk to school. The baseline for existing travel shows that 50% walk to school whilst only 31% would prefer to use this mode.

Walking levels may be high due to the proportion of households who do not have access to a car (51%). The difference between those who do walk and those who identify it as their preferred mode may be due to the perceived and real dangers of walking. Young people are over represented as victims and suspects of violent crime in Southwark¹². More needs to be done to assist parents, schools, carers, children and young people to minimise the risk of injury through travel or crime by providing safe areas for pedestrians that are well lit, are surveyed by CCTV and have effective crossing facilities.

Although children and young people are provided with free or significantly discounted public transport use, bus use accounts for only 21.5% of journeys to school. Even less (13%) identify bus use as their preferred mode of travel. This may be the result of transport aspirations whereby young people aspire to own a car rather than travel by public transport. The good bus links within the borough, along with free travel make buses easy to use yet 19% of those responding in the 'hands up' survey stated that they would prefer to use the car, six percentage points higher than those preferring to use the bus.

¹² Safer Southwark Partnership, 2007/08 Strategic Assessment: Summary of Key Findings

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4 Sustainable travel infrastructure and initiatives

This section sets out what the council and its partners are doing to provide for and promote sustainable modes of transport, particularly for children and young people. This covers both infrastructure and an inventory of initiatives currently being employed to overcome barriers to sustainable travel.

4.1 Roles and responsibilities

Parents, carers and guardians should note that it is their responsibility to ensure that children attend school and that this includes making appropriate travel arrangements to achieve this. The council makes every effort to fulfil its duties to provide safer routes to school, but it is the parents', carers' or guardians' duty to determine suitable modes of transport and a safe route for children when travelling to and from school. The council is committed to actively include parents in any promotions or initiatives to promote sustainable travel to school.

4.2 School building programme

Promoting sustainable travel is an important step towards achieving the Government's aspiration for all new school buildings to be zero carbon by 2016.

Southwark's regeneration programme (Aylesbury Estate, Elephant and Castle, Canada Water, Bermondsey Spa and Bermondsey Square) is one of the largest of its kind in Europe and this, along with planned housing projects, will create around 20,000 new housing units, stimulating demand for school places¹³. The programme will involve significant changes for primary schools and secondary schools.

Southwark Council has produced guidance on the redesign of 11 secondary schools as part of the Government's national initiative Building Schools for the Future (BSF). The BSF initiative aims to develop: "Good facilities where young people can learn and grow"¹⁴. The guidance reinforces the need for every new development to prepare a travel plan at the planning application stage that considers pupil and staff travel.

The guidance includes increasing provision for sustainable modes of travel, for example requesting that all of the BSF developments include cycle storage for at least 10% of pupils and staff, located to enable safe and easy access.

4.3 Travel demand management and sustainable transport capacity

In order to facilitate sustainable travel the council is pursuing overall traffic reduction through a number of initiatives aimed at encouraging people to use active modes of travel and discourage unnecessary car use. These include

- Local travel planning groups
- Controlled parking zones (CPZs)
- More accessible public transport
- Better cycle routes
- The improvement of key walking routes

¹³ http://www.southwark.gov.uk/YourServices/educationandlearning/ssf/SSF_staff_govs.html, 18th November 2008

¹⁴ <http://www.publications.parliament.uk/pa/ld200607/ldhansrd/text/71010-wms0001.htm>, 18th November 2008

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- Car free developments

4.4 Public transport

While the council does not have control over the operation of public transport in the borough, Southwark works closely with regional bodies and transport operators in order to maximise the benefits provided by public transport services in the area. This section looks at developments, incentives and initiatives available to children and young people.

Concessionary travel

Children under five can travel free at any time on bus, tube, tram, DLR, and London Overground services as long as they are accompanied by an adult who has a valid ticket. Children aged five to ten years can travel free at any time. Children aged 11 to 15 years can get an 11 to 15 Oyster photocard to travel free on buses and trams and at child rate on tube, DLR and London Overground services. All 16 to 17 year olds can travel at child rate on bus, tube, tram, DLR and London Overground services with a 16+ Oyster photocard. Those 16 to 18 year olds who live in a London borough and are still in qualifying full time education can also apply to get free travel on buses and trams.

Buses

Southwark is well served by buses and a large proportion of children and young people already use them to travel to and from school or college. This is aided by the high percentage (90%) able to walk to their nearest bus stop within 6 minutes¹⁵.

To be eligible for free bus travel, pupils must hold the appropriate Oyster photocard for their age. Children and young people may have their Oyster photocard removed if they do not follow TfL's Code of Behaviour, meaning they will no longer be eligible for free bus travel. The Code of Behaviour ensures everyone travels safely and with respect for their fellow passengers and the staff. Passengers must act sensibly and lawfully. Swearing or using offensive language is not permitted, nor is drinking alcohol or smoking. Bullying or threatening behaviour is also prohibited¹⁶.

For more information on free bus travel for pupils in London, or the Code of Behaviour, visit TfL's website: www.tfl.gov.uk/tickets/faresandtickets/1063.aspx.

Overland rail

Southwark is well served by overland rail and services operate at 11 stations within the borough.

Rail travel is free for children up to the age of 11 although an Oyster photocard may be required¹⁷. For 11 to 15 year olds, rail travel can cost as little as £1 for the whole day when using an Oyster photocard¹⁸. 16 to 19 year olds can travel by rail for half of the adult rate. Half adult rate season tickets can also be purchased¹⁹.

For more information on rail travel for pupils and students in Southwark, visit TfL's website: www.tfl.gov.uk/tickets/faresandtickets/1063.aspx.

Tube

¹⁵ ONS/DfT National Travel Strategy 2007, Interview Data

¹⁶ Transport for London, Travel discounts for children, teenagers and students, September 2008

¹⁷ *ibid*

¹⁸ *ibid*

¹⁹ *ibid*

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Borough, Kennington and Elephant and Castle have all recently benefited from major investment to tube lines and stations serving Southwark.

The extended and refurbished East London Line opened as part of the London Overground on 23 May 2010. The line runs from Dalston Junction in the north to New Cross, Crystal Palace and West Croydon in the south. By February 2011 TfL will also be undertaking works to extend the line up to Highbury & Islington.

Phase 2 will extend the line west from Surrey Quays to Clapham Junction completing a link to the West London Line at Clapham Junction, which will allow passengers to travel around London by train without having to enter central London. This will result in a significant journey time savings and new travel opportunities.

4.5 Infrastructure measures to encourage active travel

The council is committed to encouraging travel that benefits the physical wellbeing of participants and has implemented a variety of initiatives in this area.

Walking

The council has invested significant funds to make the walking environment safer for pedestrians. Recent projects have included the transformation of dark and threatening passages, particularly under railway bridges and viaducts, into well lit and aesthetically pleasing areas to walk using innovative lighting and artwork²⁰.

The needs of pedestrians and other vulnerable road users are considered paramount in the development of all traffic management schemes. The Pedestrian environment review system (Pers) is used to assess the quality of the walking environment prior and subsequent to the implementation of improvement schemes. Signalised junctions without pedestrian phases are under review by the council and routes to schools and stations are a particular focus where walking is concerned. The council has also implemented local accessibility improvements such as the provision of dropped kerbs and tactile paving.

There are three London strategic walking routes that pass through Southwark

- The Jubilee Walkway
- The Thames Path National Trail
- The Green Chain

Maps of these routes can be downloaded from www.walklondon.org.uk

Cycling

Southwark hosts sections of the National Cycle Network (NCN). Most NCN routes are off road or on quiet streets and therefore are highly suitable to family cycling. The council is also developing a 'greenways' network of walking and cycling links which should be attractive to those who prefer an alternative to busier roads.

In addition, the council continues to work to ensure that routes for cyclists are well maintained and of good quality.

²⁰ Transport for London, Smart Moves, Issue 5, February 2008

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The council actively supports the Mayor of London's cycle hire and cycle superhighways initiatives. The northern part of the borough hosts several cycle hire docking stations and cycle superhighway route seven is already operational with further routes in the pipeline. Complementary measures for these schemes include permeability improvements to allow two way cycling on one way streets and substantial additional investment in cycle parking.

To reduce levels of risk on our roads and improve safety the council aims to become a 20mph borough. This means that the default speed limit across the whole of Southwark will be 20mph and any roads not covered by this will be the exception to the rule²¹. Reduced motor vehicle speeds are likely to make both walking and cycling more attractive options, particularly for children and young people.

Safer routes to school

The safer routes to school programme was designed to encourage children, young people and parents to use sustainable modes of travel by making focussed improvements to key routes to and from schools.

Southwark has carried out a child road safety audit to measure the safety of children in the road environment and to help prepare actions plans that include education and promotion as well as physical works. A review of road safety around schools has been carried out and this programme has been developed alongside school travel plans. Over the last five years, four to eight schools per year have benefited from the implementation of infrastructure improvements identified in their travel plans.

4.6 Promoting safe and sustainable travel

'Smarter travel' measures, which promote the uptake of sustainable travel through the provision of information, education and training, are an effective way of increasing the uptake of these modes. These initiatives present the best opportunity to create actual change in people's travel behaviour. With this in mind, the council will continue to deliver a coordinated package of training and publicity measures.

School travel plans

School travel plans (STPs) are completed on a three yearly cycle, with updates every twelve months. A high percentage of the borough's schools have a completed STP, a key element of which is a survey of travel habits.

The monitoring of the Local Area Agreement indicator NI198 through surveys conducted as part of the STP provides information to help the council monitor and manage road traffic associated with the school run with a view to reducing the proportion of children travelling by car and increasing the proportion walking, cycling or using public transport.

STPs are the primary impetus for this and set out various initiatives to encourage walking and cycling such as Walk Once a Week and Bike Week. Appropriate training, cycle storage facilities and other measures complement these campaigns. Local ownership of travel plans is key to their success and the council has helped to establish junior road safety officers in schools and directly engages with teachers and parents/carers to achieve this.

The WOW campaign (Walk Once a Week) is heavily promoted by the council. The scheme encourages parents, children and teachers to try walking at least once a week and aims to raise the number of children and young people walking to and from school. Schools pledge to become a

²¹ Southwark Council, Southwark road safety plan review, 2009

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WOW school and agree to promote walking as the preferred travel choice. A similar scheme to WOW is also promoted, encouraging teachers, parents and children to walk every Wednesday. Schools are also encouraged to participate in National Walk to School Week and International Walk to School Month. During these events schools and parents are provided with a variety of materials such as wall charts and badges to incentivise and track their progress.

Training

Road safety training in schools is given a high priority and pedestrian and cyclist training is available to all schools in Southwark. This type of training sets the foundation for safe and responsible behaviour in later life and is most successfully delivered through the education system. The council seeks to develop a wide range of coordinated programmes together with schools, parents, the wider community and other agencies.

Pedestrian training is offered to every school, and provided by road safety team. In 2009 officers visited forty six schools and trained 3,314 children, an increase on previous years.

Calendar year	2007	2008	2009
Pedestrian training figures	3,139	3,152	3,314

In order to try and encourage school children to cycle to and from school, Southwark offer free cycle training in schools to all primary school children (focused on year five and six pupils). The following training has been delivered to school children

Financial year	Children trained
2007/08	568
2008/09	540
2009/10	650

Cyclist training is also offered to all adults including parents and families wishing to improve their skills.

Cyclist training delivered in Southwark conforms to the national standard guidelines and Bikeability materials are used to reward participants. Training is targeted at children in school years five and six in an effort to encourage cycling to secondary school when they make the transition. Key safety messages are reinforced throughout training and safety equipment provided.

Up until now, school cycle training has not been monitored in such a way as to record how successful the outcomes are. It is difficult to tell whether those who are trained are actually more likely to cycle to school. Since 2007, the council has increased funding for and the amount of training delivered, but cycling, as a percentage of overall modal split, has remained static. Follow up monitoring is required to assess the impact of cycle training on children's propensity to cycle to school and the likelihood of their parents allowing them to do so.

Independent travel training is also available and has been particularly encouraged in the borough's 7 special schools. Courses are specifically designed around individual needs and can be delivered on a one to one basis.

Road safety education

Southwark also has an extensive school and college road safety education programme. Activities are designed to provide practical advice about safe use of the road. Specific schemes include:

Schools

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- Junior Road Safety Officers (JRSO)
- Children's Traffic Club
- Pre driver education
- Junior street leaders and junior wardens
- Theatre in Education

Theatre in education teaches road safety through drama. During the academic year September 2009 to July 2010, 70 pupils across the borough in years one, two and three, attended these performances.

Post 16 establishments and providers

Pre driver education and tailored courses to meet all aspects of road safety.

A toolkit has been developed to provide a selection of Key Stage 1 and Key Stage 2 resources that will facilitate the delivery of road safety themes and messages through the national curriculum. Many road safety resources are already available via the DfT's website²²; however the Southwark toolkit offers resources specific to the borough.

Road safety education activities are, where possible, focussed around the specific needs of the borough. London boroughs have been encouraged by TfL to bid for funding for schemes that address equality and diversity issues. Road casualty data in Southwark suggests that there are a disproportionate number of young, black, teenage casualties. Following a successful bid for funding the council has worked with a range of stakeholders and partners to design and deliver an innovative road safety resource (a DVD) relating to the type of journeys undertaken by the target audience.

The council actively promotes national government campaigns as well as regional initiatives. Specific campaigns include

- Bike Safe
- Heavy goods vehicle/cyclist campaign
- Drugs awareness
- Don't drink and drive
- Child car seat safety
- Speed awareness

Southwark will continue to address the challenges it faces in creating a safe and convenient environment for sustainable modes of transport in a focussed and innovative way.

4.7 Complementary initiatives

Eco schools is an international award programme that guides schools on their sustainable journey, providing a framework to help embed these principles into the heart of school life.

²² <http://www.dft.gov.uk/transportforyou/informationforparentsteacher6173>, 18th November

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Southwark has the highest number and percentage of eco schools of any London borough with 93 registered eco schools, 57 bronze level, 11 silver and 1 green flag school. The eco schools programme is focused around nine key environmental topics. One of these topics is transport and many of the outcomes of eco schools are complementary to the objectives of this strategy.

Junior streetleaders involves young people completing environmental audits of their local area. They report problems directly to the council and carry out the survey again in a few weeks to see what action has been taken. Issues reported may relate to road safety, e.g. potholes, uneven surfaces, damaged road signs, etc. All participants receive a briefing on road safety and expected behaviour during the audits as part of risk assessment.

Environmental business support works closely with businesses to audit their environmental impact across the borough.

An **independent travel training** programme has been developed in partnership between the council and parents involved with the Parenting Partnership for children with learning difficulties and/or disabilities (LDD) in the borough. All young people aged 16+ with LDD who currently receive home to school transport are assessed to determine whether they have the potential to become independent travellers and, if so, will learn a series of competencies towards this aim. Parents were involved in designing the training programme to ensure their needs and those of their children were supported.

86% of Southwark's schools have **Healthy School** Status, as at 31st July 2009 and all schools in the borough are now participating in the programme. This is based on a whole school approach to physical and emotional wellbeing focussing on four core themes²³

- Personal, social and health education
- Healthy eating
- Physical activity
- Emotional health and wellbeing

Southwark PCT is the local National Health Service (NHS) organisation responsible for all local primary and community care services. In addition, it is responsible for improving the health of local people and tackling health inequalities as well as commissioning hospital services. The sustainable modes of travel strategy can assist the PCT in improving the health of the borough by encouraging active travel and by making walking and cycling safer. Active travel can improve the overall health of the population by tackling disease related to inactivity and obesity, such as heart disease and type 2 diabetes. At the same time, the PCT can work with the council to raise awareness of the health costs of the dangers on our roads and it is already working with us to promote the health benefits of walking and cycling.

The Department of Health's cross government strategy Healthy Weight, Healthy Lives identifies transport as a key element in creating a healthy society. The council has successfully piloted a new programme of support through the MEND project that has resulted in improvements in obesity rates of those participating.

The council's children's services department has adopted a coordinated community approach (Safer Southwark Partnership) to increasing safety for children and young people. Safety for children and young people whilst travelling to and from school has also been championed through the Southwark Safeguarding Children Board (SSCB).

²³ <http://www.healthyschools.gov.uk/About.aspx>, 18th November 2008

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5 Objectives

Based on the findings of the previous sections a number of key objectives have been identified in order to further enable sustainable travel for children and young people in Southwark. These objectives will provide a focus for interventions by the council and its partners in delivering and promoting a better environment for sustainable travel. They are

Objective one, Support and contribute to the health and wellbeing of children and young people, particularly the most vulnerable

Objective two, Facilitate parents, carers and guardians to establish a safe and appropriate journey to, from and between schools, settings and extended services using sustainable modes of transport

Objective three, Ensure that the views of children, young people and their parents/carers are listened to and acted on, in making improvements to infrastructure that meets their needs

Objective four, Develop, implement and monitor travel plans in all schools and further education institutions

6 Action plan

Specific actions required to achieve the objectives identified above are included in the action plan in this section. As well as measures themselves, key partners for delivery and outcome monitoring are identified.

A sustainable modes of travel steering group will be established to support the delivery of this strategy. The role of the group will be to promote sustainable modes of transport to schools, parents, children and young people, and carers. The steering group will include the following as a minimum

- Children's services
- Sustainable transport and road safety team
- Sustainable services
- Southwark alliance
- Southwark schools for the future
- Transport for London

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Objective 1: Support and contribute to the health and wellbeing of children and young people, particularly the most vulnerable				
Action	Delivery partners	Monitoring / outputs	Outcomes	Timescale
Promote the health and environmental benefits of using sustainable modes of transport	children's services, young Southwark, sustainable transport and road safety team (STaRS), Southwark primary care trust (PCT), Southwark alliance and SSEP, sustainable services, Southwark schools including governing bodies	LAA target 198, Children travelling to school – mode of travel usually used (% of car use) London Regional Public Health Group Physical Activity Audit	Increased health amongst children and young people.	Ongoing. review 2013.
Increase levels of physical activity through the promotion of cycling and walking including walking buses expansion of the Walk Once a Week scheme	STaRS, Southwark schools including governing bodies	Number of badges issued through Walk once a Week campaign and number of children participating in walk to school programme (2009 baseline) London Regional Public Health Group Physical Activity Audit	Increased levels of physical activity amongst children and young people	Ongoing. review 2013.
Actively promote independent travel training to children and young people with learning difficulties and/or disabilities	STaRS, Children's services, transition panel, CWD and SEN teams	Pilot established for independent travel training programme Budgetary and resource spend/allocation for home to school travel – Annual evaluation	Higher levels of independent travel	Ongoing. review 2013.
Continue to provide road safety education to schools	STaRS, Transport for London (TfL)	Number of participants on pedestrian training scheme Road casualty data	Raised awareness of road safety issues	Ongoing. review 2013.

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Objective 2: Facilitate parents, carers and guardians to establish a safe and appropriate journey to and from school using sustainable modes of transport.				
Action	Delivery partners	Monitoring / outputs	Outcomes	Timescale
Produce and/or supply detailed maps of all forms of sustainable travel relating to school travel and disseminate through school information packs	children's services, STaRS, TfL, schools	Schools advised of sustainable modes of travel to their location Annual increase in the use of sustainable travel. Annual Hands Up survey and School Census data. Annual child casualty data	Parents can identify the safest and most suitable travel options for their child	December 2011
Provide guidance on setting up walking buses	STaRS, TfL, schools including governing bodies	Annual evaluation of established walking buses. Annual hands up survey and school census data	An increase in the number of walking buses. An increase in the number of walking trips	April 2011
Provide dedicated staff ('Bike It') within schools to promote the uptake of cycling	STaRS	Uptake of cycling in schools with dedicated resource	Increased cycling to schools	Ongoing. review 2013
Extend cycle training offer to secondary schools	STaRS	Uptake of cycling in secondary schools	Increased cycling to schools	Ongoing. review 2013
Offer personalised travel planning to students who have completed cycle training.	STaRS	Number of trainees who cycle to school after receiving training	Increased cycling to schools	Ongoing. review 2013
Actively engage with parents to promote the benefits of	children's services, STaRS, Sustainable services, Southwark Alliance, Southwark Primary Care	Annual hands up survey and school census data. London Physical	Increases in levels of sustainable travel and transport	Ongoing. review 2013

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Objective 2: Facilitate parents, carers and guardians to establish a safe and appropriate journey to and from school using sustainable modes of transport.				
Action	Delivery partners	Monitoring / outputs	Outcomes	Timescale
sustainable modes of transport	Trust, TfL, schools	Activity Audit	on the school journey. Increases in the levels of physical activity	
Promote the inclusion of cycle racks in leisure centre refurbishment programmes, parks and open spaces and Southwark Schools for the Future programme	culture, libraries, learning and leisure, STaRS, public realm – parks and open spaces.	Annual audit of facilities	An increased proportion of schools, parks and leisure facilities have storage units for cycles	Ongoing. review 2013
Encourage schools to consider sustainable transport in their promotion/establishment of extended services.	extended services team, schools	Provision for sustainable travel around extended services	Improved accessibility to schools and extended services	April 2011
Promote use of the TfL journey planner in schools to establish a recommended route	children's Services, Sustainable Transport Team, TfL	Journey Planner web visitor data. Annual Hands Up Survey and School Census data	Increased awareness of sustainable travel options	Ongoing. review 2013

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Objective 3: Develop and implement appropriate infrastructure improvements that address the safety and travel needs of children and young people.				
Action	Delivery partners	Monitoring / outputs	Outcomes	Timescale
Encourage designers of new schools and developments at existing schools and colleges to achieve national standards with respect to sustainable travel facilities such as adequate cycle parking and cycling and walking links to school.	development management, TfL, SSF	Redesigned schools fitted with adequate facilities for cycles Assessment against national standards and DDA requirements	All new and expanded schools provide high quality sustainable travel and transport facilities	Ongoing. review 2013
Establish bidding process for schools to access capital resources for local infrastructure improvements.	STaRS	Number of bids received	Efficient use of resources. Implementation of local improvement schemes.	Ongoing. review 2013
Community wardens to travel on key routes to increase pupil safety on public transport	community safety	Reported incidents on key routes	Reduction in anti social behaviour	Ongoing. review 2013
To encourage schools to baseline and set priorities for development of sustainable travel activities using the s3 planning tool	sustainable services	Increased number of schools that have completed the s3 planning tool for travel and traffic activities Monitoring of levels that the schools have rated themselves using the s3 planning tool (enabling targeted support to schools that rate	Schools that reach the 'top box' rating for s3 will be schools that are models of sustainable travel	Ongoing. review 2013

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Objective 3: Develop and implement appropriate infrastructure improvements that address the safety and travel needs of children and young people.				
Action	Delivery partners	Monitoring / outputs	Outcomes	Timescale
		themselves low).		
Design and implement improvements to the cycling, walking and bus infrastructure that address issues arising from the assessment of children and young people's travel and transport needs	public realm, TfL	Achievement of objectives arising from school travel plans	Improved provision for sustainable travel based on evidence from the needs assessment	Ongoing. review 2013
Ensure that all school improvements address the needs of all children and young people including the most vulnerable, those with special educational needs, disabilities and mobility difficulties and that they are compliant with current DDA legislation	public realm, TfL, SEN, CWD teams and transition panel	Assessment against DDA legislation. Annual Hands Up survey and School Census data	Increased access to and use of sustainable modes of transport	Ongoing. review 2013
Monitor the impact of increased further education and vocational training places in Southwark on travel routes	14 to19 team, transport planning			Ongoing. review 2013
Collect the views of young people on barriers to use of public transport and frequency of use.	performance Information and analysis, children's services	Increased number of young people indicating use of public transport and fewer indicating reasons for not doing so as 'It isn't easy'	Increased number of Children and Young People using sustainable travel	Ongoing. review 2003.

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Objective 3: Develop and implement appropriate infrastructure improvements that address the safety and travel needs of children and young people.				
Action	Delivery partners	Monitoring / outputs	Outcomes	Timescale
		Tell Us survey		
Scope opportunities to break down school travel data into age and locality cohorts to enhance our understanding of travel patterns and issues facing key groups of children and young people	transport planning, children's services	Travel data allows for more detailed analysis of travel patterns. 2010 review of SMOT strategy to address issues facing key cohorts of pupils	2009/10 data broken down into cohorts to inform review of SMOT strategy in 2013	Ongoing. review 2013
Identify schemes based on the assessment of school travel plan and school census data.	transport planning	Prioritised scheme list	Priority schemes put forward for inclusion in transport improvement programme	Ongoing. review 2013

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Objective 4: Develop, implement and monitor travel plans in all schools and further education institutions				
Action	Delivery partners	Monitoring / outputs	Outcomes	Timescale
Ensure that all schools within the borough willing to engage have an approved travel plan	STaRS, Transport for London, Southwark schools	Annual STPs signed off and data uploaded onto iTRACE	All schools are actively promoting sustainable travel	December 2010
Encourage all independent schools to develop and implement a travel plan	STaRS, TfL, children's services	Annual evaluation of TfL guidance compliant travel plans in place	All schools are actively promoting sustainable travel	Ongoing. review 2013
Encourage all further education institutions and training providers to develop and implement a travel plan	14 to19 team, STaRS, TfL, Further education institutions, Southwark schools with 6 th Forms	Number of travel plans in place	All further education institutions are actively promoting sustainable travel	Ongoing. review 2013
Completion of the travel and traffic section of the s3 for local authorities	sustainable services	To maintain and improve upon our current rating in the s3 planning tool for LAs that support schools to become Sustainable Schools Annual review of s3 planning tool for rating LA support for Sustainable Schools.	To improve the support that we offer schools with travel and traffic.	Ongoing. review 2013
Further education providers to supply data on mode of transport of pupils accessing placements	14 to19 team	Audit of training provider responses	All further education institutions are actively promoting sustainable travel	Ongoing. review 2013
Ensure all planning applications for new or expanding schools and	development management	All expansions and new schools have a travel plan in place prior to	Only designs with a travel plan in place	Ongoing.

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Objective 4: Develop, implement and monitor travel plans in all schools and further education institutions				
Action	Delivery partners	Monitoring / outputs	Outcomes	Timescale
colleges are accompanied by a new or revised travel plan		development	are approved for development	review 2013
Review all travel plans on an annual basis and undertake a comprehensive review every three years in line with TfL guidance	STaRS, Southwark schools and colleges	Annual Hands Up survey and School Census. Annual progress report undertaken	Travel plans will reflect the current needs of children and young people as well as the school/college	Ongoing. review 2013
Introduce new processes to make it easier for schools to complete and update travel plans. To include online template and workshops for schools.	STaRS, Southwark schools and colleges	Number of annual reviews completed per year	More schools actively participating in the STP programme	December 2011
Synchronise the collection of STP and school census data	STaRS, children's services, Southwark schools and colleges	Number of combined surveys received	Better quality data on travel to school	December 2011
Encourage schools participating in the Walk to School week to link up with local businesses to improve sustainable travel in their local area	environmental business support, healthy schools team, sustainable services, Education Business Alliance	Increasing numbers of schools partnering business in sustainable travel initiatives. Evaluation of benefits of partnerships to both the businesses and schools using tools such as the s3 and SEF/SIP.	Increasing numbers of schools partnering with business of mutual benefit.	Ongoing. review 2013

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7 Monitoring & review

The achievements of this strategy and its action plan will be monitored and evaluated using the following principal sources

- Hands up surveys
- Annual school census data
- School travel plan progress reports
- Revised school travel plans
- Road casualty data

Additional data may also be sourced from any of the following

- Automatic traffic count data
- Travel surveys
- Cycle storage count data
- Bus and tube patronage data
- Ofsted reports and school self evaluations

This strategy will be reviewed on a three year basis via a partnership between children's services and the sustainable transport and road safety team.