

<p align="center"><b>London Borough of Hammersmith &amp; Fulham</b></p> <p align="center"><b>COMMUNITY SAFETY, ENVIRONMENT AND RESIDENTS SERVICES POLICY &amp; ACCOUNTABILITY COMMITTEE</b></p> <p align="center"><b>24 April 2017</b></p>	
<p><b>SCHOOL TRAVEL PLANS</b></p>	
<p><b>Report of the Cabinet Member for Environment, Transport and Residents Services – Councillor Wesley Harcourt</b></p>	
<p><b>Open Report</b></p>	
<p><b>Classification – For Information</b> <b>Key Decision: No</b></p>	
<p><b>Wards Affected: All</b></p>	
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## **1. EXECUTIVE SUMMARY**

- 1.1. The School Travel Adviser (STA) works with all 78 schools in the borough, in both state and independent sectors, to help them produce their School Travel Plans (STP).
- 1.2. An STP is a document produced by a school that promotes safe and sustainable travel to and from school. It encourages active travel (walking cycling and scooting) and aims to reduce the number of car journeys to and from schools.
- 1.3. The STA post is funded by Transport for London.

## **2. RECOMMENDATIONS**

- 2.1. That the committee review this report and comment on its contents.
- 2.2. That the committee reconsider the 70% active travel to school LIP2 target by 2030 (baseline 42% in 2004/5; currently 48%).

- 2.3. That the committee consider setting a new target for car travel to school (baseline 20%; currently 13%).
- 2.4. That the committee consider sanctioning more radical actions to deter car use on the school run, for example trialling temporary CCTV to enforce parking regulations outside schools, and road closures as recently piloted successfully by L.B. Camden (see appendix 5).

### **3. SCHOOL TRAVEL PLANS**

- 3.1. A School Travel Plan (STP) involves an agreed series of practical steps designed to reduce car use on the school run, increase walking, cycling and the use of public transport, and to improve safety on the school journey.
- 3.2. This is achieved through a proactive approach taken by the school in partnership with teachers, pupils, governors, parents and council officers.
- 3.3. In developing a STP, schools are required to survey and analyse pupil and staff travel habits and devise realistic targets for modal change through practical initiatives.
- 3.4. Practical and financial assistance is available to schools to help with writing and updating their plans.
- 3.5. TfL has developed software and a website at <https://stars.tfl.gov.uk/> for all London STAs and schools to use to develop and maintain their STPs. This website also rewards schools with an accreditation level at bronze, silver or gold, and the deadline is June every year.
- 3.6. In June 2016 39 H&F schools achieved bronze or higher; 20 are recorded as “engaged” which means they did travel surveys but did not update the STP to the bronze level; and 19 did not engage.
- 3.7. The STP consists of five key constituent parts:
  - Basic information page, showing current accreditation level, progress towards next accreditation level, links to its previous STPs, school details such as opening and teaching hours, catchment area information illustrating how close most pupils live to their schools, type and quantity of cycle and scooter parking, and bus routes which serve the school;
  - Results from all staff and pupil travel surveys at the school since its first travel plan;
  - List of issues and concerns raised by the school which might constitute barriers to higher levels of walking and cycling to school, eg perception of unsafe roads for cycling, lack of scooter/cycle parking;
  - Targets – we encourage all schools to set targets to cut car use and increase active travel;
  - Activities and stories – an action plan and record of all activities planned and undertaken by the school in pursuit of its targets.

#### 4. STP BENEFITS

- 4.1. The main beneficiaries of the travel plan are the pupils themselves. We urge schools to promote active travel above all other modes for the sake of the children's health, well-being, and fitness.
- 4.2. One in three British 11-year-olds is overweight or obese. This is as much due to their increasingly inactive sedentary lifestyles as it is their diet.
- 4.3. A 2015 study found that half of seven-year-olds are not achieving the recommended minimum of 60 minutes of physical activity per day.
- 4.4. 70% of overweight/obese children will become overweight/obese adults
- 4.5. The Chief Medical Officer for England said in 2010 that *"if a medication existed which had a similar effect to physical activity it would be regarded as a 'wonder drug' or miracle cure"*.
- 4.6. Improved attendance and better academic performance have also been linked with active travel to school.
- 4.7. Benefits to wider society of fewer children travelling to school by car include, for example, lower congestion levels, safer roads, and improved air quality.
- 4.8. One of the most popular benefits, available only to schools with up-to-date travel plans, is the small grants scheme (currently up to £1,500) to fund new capital expenditure within the school grounds that will promote and facilitate active travel to school, for example, new cycle and scooter parking, pedestrian shelters, new access at school perimeter, new or improved paths for pedestrians and/or cyclists in school grounds, drainage, improved lighting in school grounds, CCTV.
- 4.9. In 2015/16 some £26,000 of such grants were awarded to schools to assist with the purchase of improvements to lighting, canopies, extra cycle and scooter parking, over 200 balance bikes at 25 schools to help teach cycling, new school gates at Randolph Beresford and Lena Gardens, pool bikes for a number of schools, removal of car parking spaces at Normand Croft, replacement of keep clear zig-zag parking warning signs to various schools, and 33 Plantlocks to 17 schools.
- 4.10. Other rewards directly linked with the STP include fully funded cycle training courses for year 5/6 pupils; an Urban Studies local transport project for ten year 5 classes per year; access to the TfL Youth Travel Ambassador Scheme; free resources to promote walking, eg Walk once a Week (WoW) badges; the Bike-It scheme which works intensively with six schools per year to help schools develop a cycling culture; accredited recognition within the school, the local community and across London for travel related achievements; and equipping young people with valuable life skills to travel actively, independently, safely and responsibly.

- 4.11. Issues and concerns such as unsafe road crossings are brought to the attention of our Highways Engineers and, where appropriate, engineering measures are implemented. Recent examples include the installation of zig-zag School Keep Clear markings at Miles Coverdale School and the removal of a parking bay on the corner of Lysia Street to facilitate a safer road crossing to Queens Manor School.
- 4.12. Funding for all the above comes through the LIP2, i.e. from TfL.

## **5. LIP2 OBJECTIVES AND TARGETS**

- 5.1. LIP2 is shorthand for the council's Local Implementation Plan 2, our 2011-2031 Transport Plan.
- 5.2. LIP2 objectives include efficient roads, improved air quality and safer roads. STPs are delivering lower car use at schools across the borough, and thereby contributing to all three of these objectives.
- 5.3. Our LIP2 set a target of 70% active travel (walk/cycle/scooter) to school by 2030/31. This was set against a 2004/5 baseline of 42%.
- 5.4. The most recent surveys at 60 schools across the borough in 2015/16 (representing a total of 18,713 pupils) show active travel has risen to 48%.
- 5.5. The committee is invited to consider whether the 70% active travel target should be revised.
- 5.6. Travel to school by car has fallen from 20% in 2004/5 to 13% in 2015/16, representing 1,300 fewer pupils travelling to school by car across the borough.
- 5.7. The committee is invited to consider whether the council should set a car use target.

## **6. 2014 MANIFESTO AND AIR QUALITY**

- 6.1. STPs support many of the council's headline manifesto objectives, for example: safer residential streets; cleaner air; encouraging more and safer cycling; more safe space for cycling in the borough to ensure greater safety for children, pedestrians and cyclists; and helping children to be healthy.
- 6.2. The H&F manifesto recognised that "air pollution in parts of the borough already exceeds European limits adding to the health risk for residents and damaging our planet".
- 6.3. St Paul's Primary School in Hammersmith town centre has been named in the Sunday Times and the Evening Standard revealing that children at seven primary schools in and around London are "breathing in some of the filthiest air in the country" (appendix 4).

## **7. CHALLENGES AND ISSUES**

- 7.1. Most schools in the borough, currently 65, listed at appendix 1, engage with the programme and maintain an up-to-date travel plan, annually conducting staff and pupil travel surveys, and updating targets and an action plan. These schools all have access to the various benefits listed above.
- 7.2. The four schools listed at appendix 2 have lapsed travel plans, but this is likely to be temporary – they have a reasonable track record over recent years and are expected to update their STPs in time for the June TfL accreditation deadline.
- 7.3. Nine schools, listed at appendix 3, are currently not co-operating at all, persistently ignoring repeated requests from the school travel adviser to undertake their annual surveys and subsequently update the STP.
- 7.4. Non-co-operating schools do not have access to the various benefits listed above. The withdrawal of benefits is sometimes sufficient to re-engage such a school. There is no other sanction or means of enforcement that can be applied.
- 7.5. Some new schools in the borough, for example the West London Free School (WLFS), have been conditioned by our planners to require their parents to sign no car agreements, i.e. the parents must pledge not to drive their children to school. However, these agreements are ineffective and unenforceable. For example, the most recent WLFS survey, in January 2017, shows that 23% of pupils are travelling to school by car.
- 7.6. To achieve further significant progress on modal shift away from car use on the school run, more radical measures are likely to be necessary.
- 7.7. We therefore seek the PAC's views on trials of new generation CCTV cameras to enforce parking regulations on School Keep Clear markings, and to pilot temporary road closures similar to recent successful trials in L.B. Camden, subject to clear support from the schools for these measures. (see appendix 5).

## **8. EQUALITY IMPLICATIONS**

- 8.1. All schools in the borough, including SEN schools, are invited and expected on an equal footing to develop and maintain their STPs, and all have access to the same benefits.
- 8.2. Jack Tizard School (for pupils aged 3 to 19 years with a range of severe learning difficulties) has achieved a gold accredited STP, having set up an innovative all-ability cycling club and achieved beacon status as an example of best practice in London.

Implications completed by Richard Evans, School Travel Adviser, x 3344

## **9. IMPLICATIONS FOR BUSINESS**

- 9.1. Businesses will benefit from STPs meeting their modal targets, as set out in the LIP2. Cutting car use on the school run will help to deliver a safer and more efficient transport network, facilitating access of both staff and customers to the wide range of businesses in all areas of the borough.
- 9.2. An efficient and effective road network will allow business to deliver goods and services to customers across the borough and the wider west London sub-region.
- 9.3. Higher levels of active travel to school will improve the health of children, who will be more likely to grow into active healthy adults and workers in the local economy, taking less time off work for reasons of poor health.

Implications completed by Nicholas Ruxton-Boyle, Chief Transport Planner, x 3069

## **10. BACKGROUND PAPERS USED IN PREPARING THIS REPORT**

None

## **11. APPENDICES**

Appendix 1 - List of schools with current STP.

Appendix 2 - List of lapsed schools.

Appendix 3 - List of non-co-operating schools.

Appendix 4 - Air quality article in Evening Standard naming St Paul's Primary School in Hammersmith (<http://www.standard.co.uk/news/london/london-primary-schools-breathing-in-filthiest-air-in-the-country-a3087756.html>).

Appendix 5 – Information about the daily closure to motors of Macklin Street for the pupils of St Joseph's Primary School

- L.B. Camden webpage (<http://www.camden.gov.uk/healthyschoolstreets>)
- BBC News webpage (<http://www.bbc.co.uk/news/uk-england-london-38894174>).

## Appendix 1

### Schools with up-to-date STPs

These schools have all undertaken their travel surveys within the last 18 months.

1. Addison
2. Al Muntada Islamic School
3. All Saints
4. Ark Bentworth
5. Ark Conway Primary Academy
6. Avonmore
7. Bayonne Nursery School
8. Brackenbury
9. Bridge Academy
10. Burlington Danes
11. Burlington Danes Primary
12. Bute House Prep Girls
13. Cambridge
14. Ecole Française Jacques Prevert
15. Ecole Marie d'Orliac
16. Flora Gardens
17. Fulham Cross
18. Fulham Prep Lower School
19. Fulham Prep School
20. Fulham Primary
21. Godolphin & Latymer School
22. Good Shepherd
23. Greenside
24. Holy Cross
25. Jack Tizard
26. James Lee Nursery School
27. John Betts
28. Kenmont
29. Kensington Prep School for girls
30. Lady Margaret's
31. Langford
32. Larmenier & Sacred Heart
33. Latymer Prep School
34. Latymer Upper School
35. Lena Gardens
36. London Oratory
37. Melcombe
38. Miles Coverdale
39. Moat School for dyslexics
40. Normand Croft
41. Old Oak
42. Parayhouse School
43. Parsons Green Prep
44. Queens Manor
45. Queensmill
46. Randolph Beresford EYC
47. Sacred Heart High
48. Saint John XXIII (was Pope John)
49. Sir John Lillie
50. St Augustine's
51. St Johns
52. St Mary's
53. St Pauls
54. St Pauls girls
55. St Peters
56. St Stephens
57. St Thomas of Canterbury
58. Sullivan
59. Thomas's London Day School
60. Vanessa Nursery
61. Wendell Park
62. West London Free School primary
63. West London Free School secondary
64. Woodlane
65. Wormholt Park

## **Appendix 2**

### **Schools with lapsed STP**

We anticipate these schools undertaking their travel surveys soon and then updating their travel plans in time to meet the June accreditation 2017 deadline.

1. Ark Swift (formerly Canberra)
2. Fulham Boys Free School
3. Phoenix
4. St James

## **Appendix 3**

### **Schools not engaging**

These schools have a particularly poor record, having persistently over the years failed to co-operate.

1. Chelsea Independent College
2. Fulham College Boys
3. Hammersmith Academy
4. Hurlingham & Chelsea
5. Ravenscourt Park Prep School
6. Sinclair House
7. Thomas's Academy (formerly New Kings)
8. William Morris 6<sup>th</sup> Form
9. Young Dancers Academy