



Report to Scrutiny

Item Number: 5

Contains Confidential or Exempt Information	No
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Subject of Report: School Travel
(This report was deferred from the last Panel meeting due to time constraint)

Meeting: Scrutiny Review Panel – 2017/2018: Transport
Wednesday 6 December 2017

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Brief: To consider the school travel programme in the borough.

The Panel is recommended to:

Recommendations:

- consider and comment on the school travel programme in the borough; and
- make suggestions for further improvements where necessary

1. Introduction

- 1.1 This report provides full details of the Council's School Travel Programme including data, programme of work, new/expanded schools and future schools.

2. School Travel Policy context

- 2.1 The aim of the school travel programme is to reduce car use, especially for short journeys, improve road safety and to increase sustainable modes of travel which in turn will lead to reduced congestion, improvements for local air quality and the health and well-being of the community.
- 2.2 The school travel programme meets the Council's duty under the Education and Inspections Act 2006 in relation to sustainable travel. For the purposes of the Act and this report, sustainable modes of travel are defined as...***'those that the Local Authority considers may improve the physical well-being of those using that mode (which would include health benefits derived from increased levels of physical activity), and/or the environmental well-being of all or part of their area (through, for example, reduced levels of congestion and pollution)***'. Sustainable modes of travel include walking, cycling, public transport and greener driving.
- 2.3 Sustainable travel to school helps meet the Ealing Corporate Objectives, the Local (Transport) Implementation Plan (LIP), the Ealing Health and Well-being Strategy and Joint Strategic Needs Assessment mitigate the impacts of the Education Plan. The impact of the programme is included in Ealing's Air Quality Action Plan, Road Safety Plan and Cycling in Ealing report.
- 2.4 The school travel programme is primarily funded via Transport for London (TfL) LIP grant. The funding is used to employ School Travel Advisors, adopt School Travel Plans (STPs), deliver school travel behaviour change projects and road safety engineering. In addition, when new schools or school expansions are approved, funding from the developer is secured to mitigate the highway impacts of the development. Elements of the school travel programme are also delivered in partnership with other council departments including Education, Highways, Planning, Public Health and Parking Enforcement.

Data

- 2.5 In common with other areas of transport planning, as far as possible Ealing uses data to objectively quantify and measure the problems and issues arising in the area of school travel. Data is also used in monitoring the impact of projects and initiatives. The main types of data used are shown below.

How many schools and pupils?

- 2.6 As the third most populous borough in London Ealing has a high number of schools (140) with a school age population of almost 54,000 (state schools). Over half the Ealing schools are primary schools (78) these account for over 34,000 pupils. Secondary schools contain 18,000 pupils whilst other types of educational establishments are around 1,000.

- 2.7 The school population is growing with further growth predicted. There is a need to deliver additional primary and secondary school places in the borough to accommodate an increase in demand, due to the rising birth rate and school roll projections. Forecast demand is up to an additional 3.5 primary forms of entry (FE) needed to be provided from 2014 to September 2016 and 19 secondary FE to September 2019.

Table 1

School Type	Number
Children's centres	20
Infants	4
Primary	78
Secondary	22
16+ Establishments	2
Special Educational Needs (SEN)	7
All age groups	7
Total	140

- 2.8 A map of all schools across the borough is shown in appendix 1.

STARS accreditation

- 2.9 The Sustainable Travel Active Responsible and Safe (STARS) accreditation scheme is designed to provide the whole school community with skills and resources to inspire young people to travel sustainably, actively, responsibly and safely. It engages and empowers pupils to participate in active travel behaviour; cycling, walking and scooting and using public transport.
- 2.10 Schools are incentivised to reach the highest level of accreditation and during this period the reporting obligations on them are much less onerous and they can receive the full level of school travel support. Bronze accreditation is valid for one year, silver accreditation is valid for two years whilst Gold accreditation is valid for three years.
- 2.11 Schools must provide evidence that activities have taken place such as participation data, minutes of meetings or photos. The criteria and proportions of schools in each level are given below in Tables 2 and 3.

Table 2

Gold	<i>School fully embraced the aims of STARS, with noticeable reduction in car use and sustainable travel is embedded into the ethos of the school</i>	Within three academic years complete 25 different travel activities, 15 supporting activities and 8 consultation activities	Demonstrate at least a 6% modal shift away from the car or at least 90% of pupils travelling via non-car modes
Silver	<i>School that achieves a reduction in car use and involves pupils in school travel activities</i>	Within two academic years complete 20 travel activities, 10 supporting activities and 5 consultation activities	Demonstrate a shift away from car use See pupils actively involved in the planning and running of travel activities
Bronze	<i>School that demonstrates commitment to promoting sustainable, active, responsible and safe travel for the school journey</i>	Within one academic year complete 10 different travel activities and 6 supporting activities	Set at least two active travel targets to see a movement away from car use

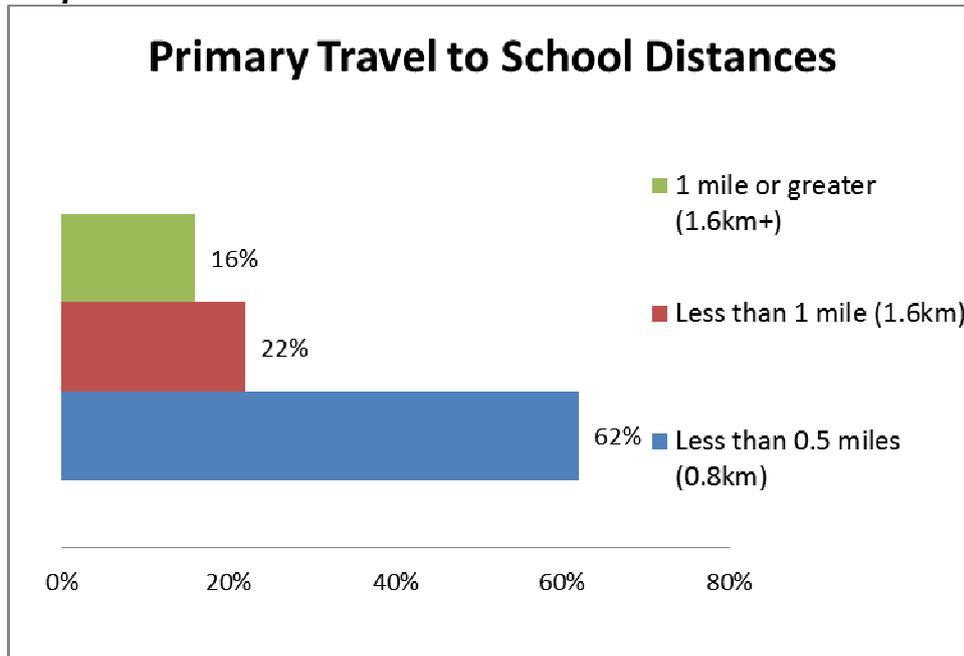
Table 3

Gold = 19	<ul style="list-style-type: none"> • 2015 to 18 = 1 • 2016 to 19 = 11 • 2017 to 20 = 7
Silver = 14	<ul style="list-style-type: none"> • 2016 to 18 = 12 • 2017 to 19 = 2
Bronze = 4	<ul style="list-style-type: none"> • 2017 to 18 = 4
Engaged = 2	
Non-engaged = 80	

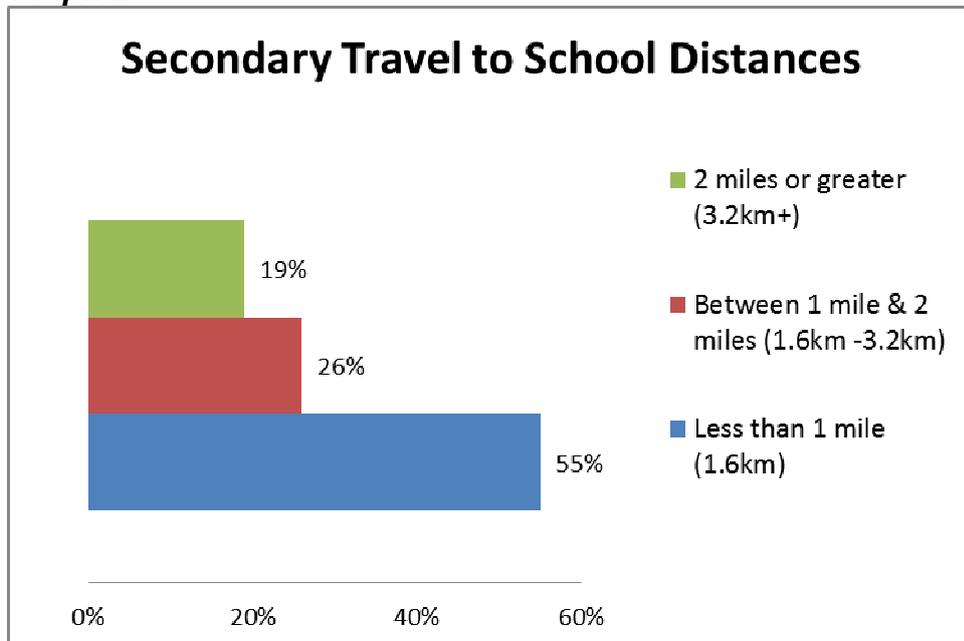
Distance from school

2.12 The majority of pupils live very close to their schools with 84% primary school pupils and 55% of secondary pupils living less than 1 mile (1km) from school shown in graphs 1 and 2. For children this represents a maximum of a 30 minute walk or a 12 minute cycle. These short journeys are the core focus of the school travel programme as they can most easily be made by walking, cycling or scooting and are less likely to require and parental escort.

Graph 1



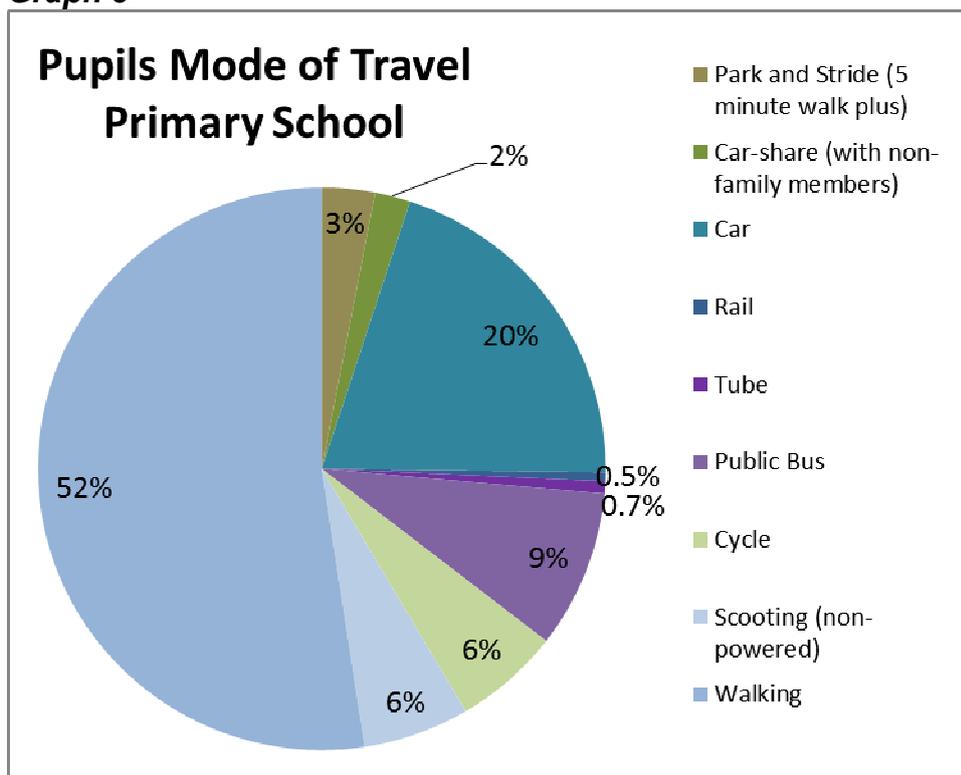
Graph 2



Mode of travel to School

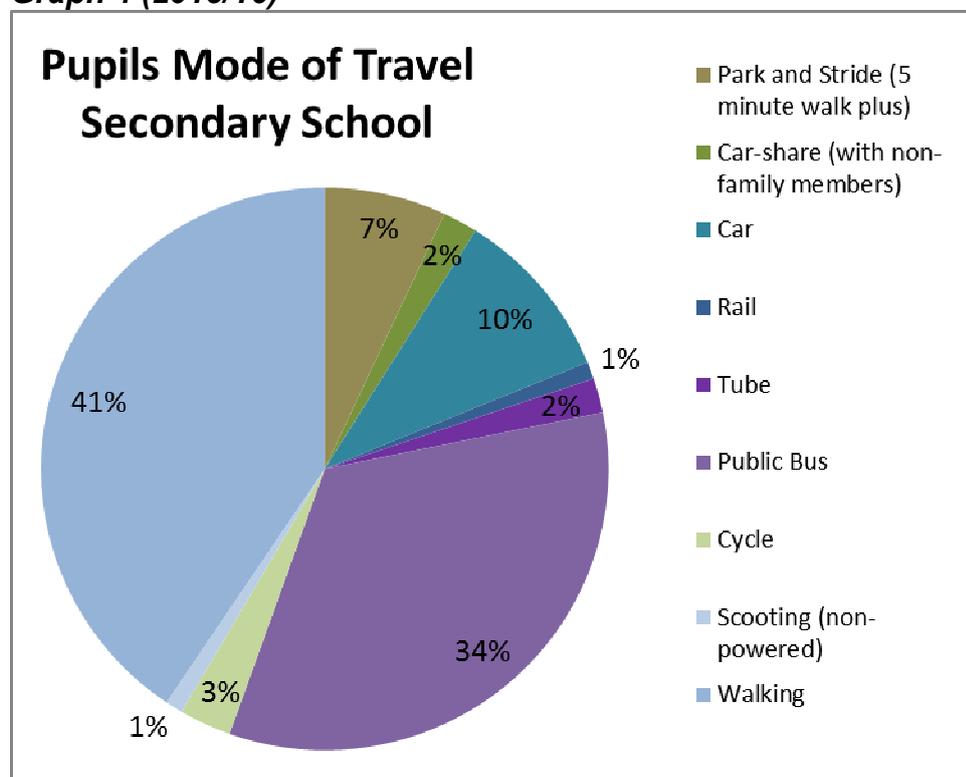
- 2.13 Data collected by hands up surveys (HUS) in 32 primary schools for 2016/17 shows the proportion of journeys undertaken by each mode of transport. The popularity of walking (52%) reflects the high number of pupils living in close proximity to their school (graph 1). Scooting and cycling are also account for more than 1 in 16 journeys (6%) each again reflecting the short distances travelled.
- 2.14 The amount of bus journeys is relatively high given the number of short journeys largely due to the fact that bus travel in London is free of charge for all children irrespective of where they live.
- 2.15 The proportion of car journeys (totalling 25%) is higher than the number of pupils living over 1 mile from school, suggesting that a number of these car journeys are short and therefore walkable.
- 2.16 Car sharing with non-family members and park and stride, where parents do drive children but park over 5 minutes walk away from the school entrance, are both initiatives promoted to reduce the number of cars on the road near school gates.

Graph 3



- 2.17 The HUS survey data for secondary schools (2015/16) shows that whilst walking is still popular, it falls to less than half of journeys. The proportion of car journeys (totalling 19%) is lower with significantly lower family car use but much higher park and stride levels.
- 2.18 The secondary school data reflects the greater distances that pupils live from schools (graph 2). Cycling and scooting are lower for this age group and cycling is close to the borough average for all ages and journeys at 3%. Bus use is significant at over a third of journeys again in part to the free travel concession to children and we know anecdotally that lots of bus journeys are extremely short and could be walked. Rail and Tube use are low given that children generally have to pay (around half fare) and most secondary schools are not located close to stations.

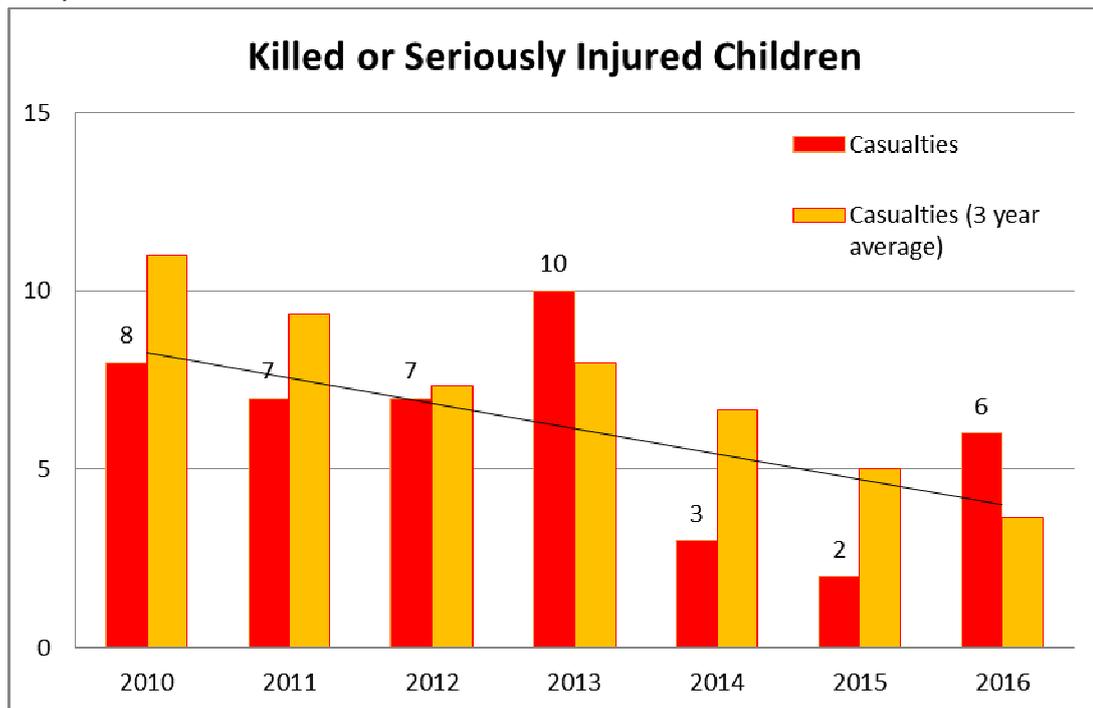
Graph 4 (2015/16)



Road Safety

2.19 There were no Road Traffic Collisions (RTCs) resulting in a child fatality in Ealing in 2016. In total in 2016 there were 6 children seriously injured, which is the lowest number in 5 years. Child casualties have been reducing in Ealing for all age groups, however it is important to note that ages were unknown for 30 casualties and this may have skewed the data. The 10-15 age group has the highest number of child casualties and males appeared to be more likely to be a child casualty than females.

Graph 5



Projects and Initiatives

2.20 Ealing's Transport Planning Service resources the school travel programme with two full-time officers and currently allocates £170,000 of TfL grant funding annually. A variety of measures and approaches are used and these are given below.

Programme of work

Active Travel Challenge

This campaign promotes the Ealing Get Moving campaign. It will pilot a 2 week challenge with Northolt schools from 2nd to 13th October; including a Family walk in Belvue Park/Grand Union on 14th October. There will be a prize draw for a Scooterpod, Meet the Meerkats at Hanwell Zoo and Discovery Experience at TFL Museum Depot, Action).

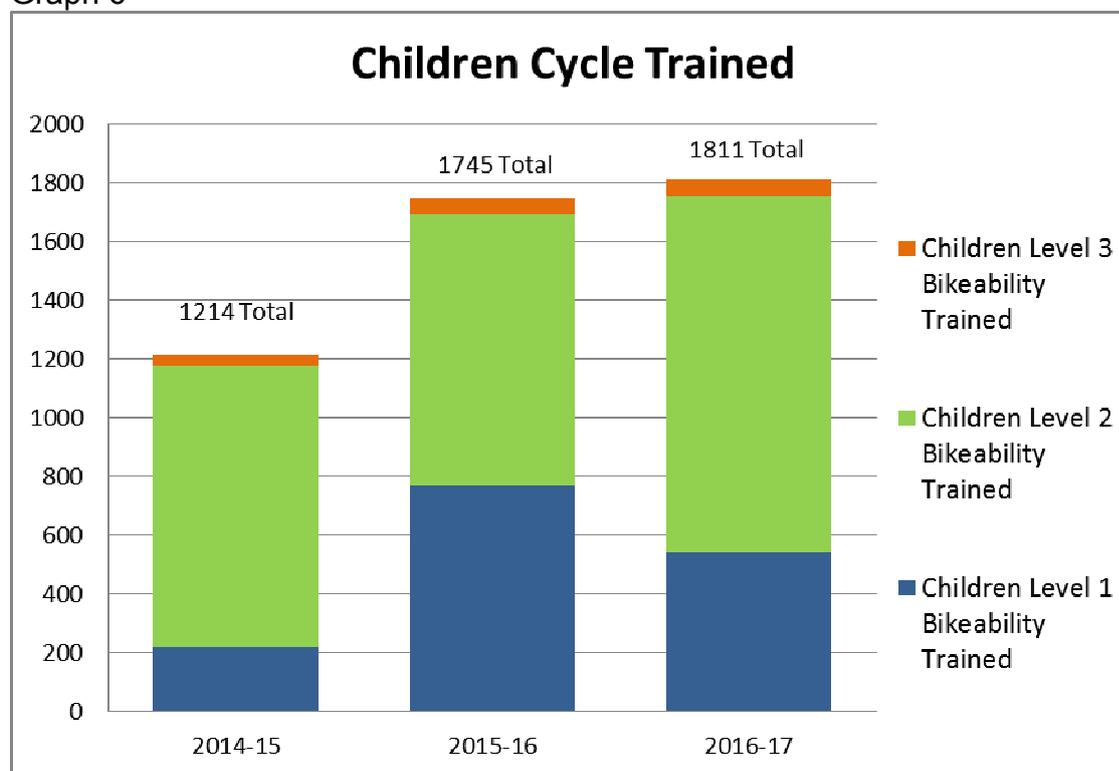
Perfect Parking Campaign

An initiative to encourage sustainable travel and reduce car use plus improve air quality. Utilises a list of measures schools can introduce to address parking issues before requesting enforcement supporting from Parking Services.

Cycle Training

Free cycle training is available for schools and individual children outside school times. Children start off-road at Level 1 Bikeability standard and through Levels 2 and 3 are taught how to cycle safely and confidently on the road and the numbers have been increasing over the last three years (graph 6).

Graph 6



Walking Maps –Change for Life branding

There are now more than 30 school maps with a health focus in production for distribution to parents. These maps show walking routes and recommended places for parents to park away from school gates as part of the 'Park and Stride' initiative. A 9% decrease in sole car use and 8% increase in Park and Stride were recorded at Vicar's Green Primary School in 2015/16.

Walk Once A Week (WoW)



West Acton Primary signed up to the Living Street's WoW where children receive a badge if they walk once a week to school and reduced car use from 39% in 2015/16 to 22% in 2016/17.



Pedestrian Skills Training

Pedestrian Skills Training was delivered to a total of 1566 year three pupils during the 2016/17 school year. The training was well received by the schools and resulted in pupils learning to cross the road safely. Delivered by For2Feet on behalf of Ealing Council.

Safe Drive, Stay Alive



Schools from Ealing and Hounslow took along a total of around 2,500 pupils from Year 12 and Year 13 to Questors Theatre in Ealing to hear and experience the tragedies caused by cars speeding, dangers of not wearing seatbelts and the impact of peer pressure on poor driving and decision-making.

Balance Bike training

Training sessions were successfully delivered by The Bicycle Society and funded through a TfL project to equip staff to teach their nursery, reception and Year 1 pupils to use balance bikes which leads to riding, and how to promote the use of the bikes at their school to increase the number of children who can ride a bicycle. In the last year 45 teachers were trained and 676 children were trained. Teachers trained to deliver training themselves in order to encourage balance biking at the school.



School Grants



In 2015/16 18 schools received grants to implement walking, cycling, scooting, public transport or road safety measures at their school.

Youth Travel Ambassadors (YTAs)



Six schools participated in the YTA scheme this year which delivered peer to peer activities to promote active travel and road safety to pupils, staff and parents travelling to school.

Participating schools include Brentside High, Acton High, Ellen Wilkinson, Greenford and Dormers Well High. Highlights from this year include:

A 'Dragons Den' event at Ealing Town Hall, YTA Expo at London Transport Museum plus

Brentside High was shortlisted for a Modeshift National Sustainable Travel Award!

Bike It Plus

Bike It Plus aims to increase levels of cycling to school through tailored assistance and activities, to meet each schools needs, and create a pro-cycling culture. In 2016/17 19 schools participated with receiving 5 intensive support, 8 standard support plus 6 schools supported at a distance .



Bike Markets were held by Peddle My Wheels at Mayfield Primary and Perivale Primary where more than 20 bikes were put up for sale and sold at each school to the local community in 2015/16.

Parents at these schools said: ***'We're so pleased! We managed to sell one bike and get another – what a brilliant way to make sure everyone gets a chance to ride a bike at a good price***

Relevant work by other Council Teams

- 2.21 A number of other teams in the Council provide support to schools in areas related or similar to school travel. These include:
- Special Educational Needs (SEN) - home to school transport
 - Parking Services - parking enforcement
 - Highways – construction of highway and street infrastructure
 - Property Services – responsibility for property at council controlled establishments

External Service providers

- 2.22 External service providers also provide services on behalf of the school travel team. These include:
- Cycle Training UK – regular cycle training
 - Sustrans – Bike It Plus cycle training
 - Living Streets – Pedestrian initiatives (WOW)
 - The Bicycle Society – specialist cycle training
 - For2Feet - Pedestrian Skills Training

New Schools and School Expansions

- 2.23 For the Council to offset concerns about increases in pupils and the associated potential increase in traffic problems we need to be satisfied that the schools are doing what they can to reduce travel by car.
- 2.24 The school run often adds to congestion around the school gates increasing the risk of road casualties. Development and schools should therefore work together to provide adequate information to make a judgment about how potential problems could be reduced. The school travel plan must show how the school plan to mitigate the impact of the development especially if there will be an increase in pupil numbers. Even a small increase will have an impact on the local area in terms of access to the school and the local community. It is important to plan and provide facilities that encourage families to travel actively and sustainably for their school journey.
- 2.25 All new and expanded schools must use the STARS process to support their planning application. STARS makes it easier for schools to implement and maintain their STP once the development has been completed.
- 2.26 During the pre-application stage, there will be the opportunity to discuss the STP with the Ealing Council and find out about any expectations that they may have regarding its content. For example, officers may advise on specific issues that they would like to see addressed, or measures that they would like to see included in the STP. This will hopefully increase the chance of a STP being approved once it is submitted.
- 2.27 A Transport Statement for the development should highlight the issues that the STP will seek to address. It is good practice to include a trip-generation forecast for the development within the Transport Statement and this will form the basis for setting targets for modal split. Officers will also be able to advise on appropriate STP targets for mode share, taking into account a number of factors

including location, existing problems, the type of area and the school's catchment area.

- 2.28 The council has a statutory duty to ensure that there are sufficient school places. The council is able to do this by extending existing schools but in the case of new schools the national policy assumption is that these are academies or free schools which are state schools funded directly by central government rather than the council.
- 2.29 Guidance, including the Planning for Schools Development Plan Document, clearly sets out how school developments can build in safe and sustainable travel.

Future Plans

- 2.30 In other to meet predicted demand, the school travel team want to encourage schools to be more self-sufficient in the future. Areas will include offering a range of suggestions on how schools could deal with issues themselves before contacting the Council for instance, the Perfect Parking Campaign.
- 2.31 Given the current and future scale of school provision in Ealing, officers are implementing a prioritised list of schools to target resources more effectively. The Priority List focuses on 24 schools, selected using criteria including obesity/overweight in Reception and Year 6; areas of multiple deprivation; air quality focus areas; pedestrian/cycle casualties; parking issues. The School Travel Advisors will continue to support all schools but resources will concentrate on these priority schools.

3. Legal Implications

- 3.1 Transport for London is a statutory body created by the Greater London Authority Act 1999.
- 3.2 S. 141 (1) of the Greater London Authority Act 1999 gives the Mayor of London a general duty to develop and implement policies to promote and encourage safe, integrated, efficient and economic transport facilities and services to, from and within London.
- 3.3 By virtue of S. 154 (3) (b) of the Act TfL (a statutory body created under the Act) has a duty to facilitate the discharge of the duties under s. 141 (1).
- 3.4 TfL also has a power under s.173 to provide or secure the provision of public passenger transport services, to, from or within Greater London.
- 3.5 The Council is required to adopt a Local Implementation Plan (a LIP) which is a statutory plan prepared under section 145 of the Act to set out how we will implement the London Mayor's Transport Strategy within Ealing. Each borough's LIP must demonstrate how it will contribute to the Mayor's goals, strategies and outcomes, as well as other local and sub-regional goals.
- 3.6 The Greater London Authority Act 1999 also made TfL responsible for the

planning and operation of aspects of the London transport system including the Underground network.

- 3.7 The Traffic Management Act 2004 (TMA) requires local authorities to expedite the movement of traffic, including buses, safely on their own and other highway networks.
- 3.8 The Road Traffic Act 1988, Section 39, gave local authorities responsibility for all roads except motorways and trunk roads. This was superseded by the Greater London Authority (GLA) Act 1999, which transferred responsibility for the GLA roads to Transport for London but left local authorities responsible for road safety on remaining roads.
- 3.9 The Council has a statutory duty to maintain the safe, convenient and free flow of pedestrian and vehicle traffic except where lawful restriction of speed direction or movement of traffic is imposed by a legal order. The Council has powers as a highway authority under the Highways Act 1980 to construct, manage, maintain and improve highways. It also has powers under the Road Traffic Act 1991 to enforce parking restrictions for road safety reasons.
- 3.10 The Road Traffic Regulation Act 1984 places a duty on local authorities to secure the expeditious, convenient and safe movement of vehicular and other traffic, including pedestrians and cyclists, and the provision of suitable and adequate parking facilities on and off the highway and to have particular regard to:
- Reasonable access to premises;
 - The effect on amenities; and
 - Passage of public service vehicles and the safety of passengers.
- 3.11 The Education and Inspections Act (revised 2006) places a general duty on local authorities to promote the use of sustainable travel and transport. This involves journeys to and from and within the day to educational establishments. This duty also includes developing and publishing a Sustainable Modes of Travel Strategy.

4. Financial Implications

- 4.1 Funding to continue the school travel programme and STA posts is required to be secured through the TfL LIP funding grant under the Supporting Measures programme. This programme is not funded internally through the Council.

5. Other Implications

- 5.1 There are no other implications from this report.

6. Background Papers

- 6.1 The main relevant background papers to accompany this report are given below:

- Draft 'Mayor's Transport Strategy' <https://www.london.gov.uk/what-we-do/transport/our-vision-transport/draft-mayors-transport-strategy-2017?intcmp=46686>
- TfL Business Plan 2016
<https://tfl.gov.uk/corporate/publications-and-reports/business-plan>
- Sustainable Modes of Travel to School (SMoT) strategy
https://www.ealing.gov.uk/download/downloads/id/10499/sustainable_modes_of_travel_to_school_strategy.pdf
- Planning for Schools Development Plan Document
https://www.ealing.gov.uk/download/downloads/id/10314/ed61_-_planning_for_schools_dpd_-_draft_consolidated_version_march_2016.pdf

Consultation

Name of Consultee	Department	Date Sent to Consultee	Date Response Received from Consultee	Comments Appear in Report Para:
Internal				
David Moore	Director of Regeneration and Planning	21/09/17		
Cllr. Kamaljit Kaur Nagpal	Panel Chair	13/09/17	13/09/17	Throughout
Cllr Joanna Dabrowska	Panel Vice Chair	13/09/17	13/09/17	Throughout
Councillor Bassam Mahfouz	Cabinet Member for Environment and Transport	21/09/17		
External				
None				

Report History

Decision Type: Non-key Decision	Urgency item? No		
Authorised by Cabinet Member:	Date Report Drafted:	Report Deadline:	Date Report Sent:
	21/09/17	21/09/17	21/09/17
Report No.:1	Report Author and Contact for Queries:		
	Russell Roberts Principal Transport Planner Email: robertsru@ealing.gov.uk Tel: 020-8825 9430		

Appendix 1 Schools in London Borough of Ealing

- KEY:**
- Children's Centre (CC)
 - Pupil Referral Unit (PRU)
 - Primary School
 - Secondary School
 - Special School
 - Independent School

