

London Borough of Islington

Sustainable Modes of Travel Strategy

June 2009



Sustainable Modes of Travel Strategy

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Introduction

The school run is a journey that is a source of continuing concern. The negative associations of raised levels of traffic congestion, reduced air-quality and rising road traffic accidents all combine to achieve a worsening quality of life for the residents of Islington.

Islington's Sustainable Modes of Travel Strategy (SMOT Strategy) outlines how Islington will assist all schools to develop, implement, monitor and maintain successful School Travel Plans. The aim of the Strategy is to foster change in the travel patterns of school communities toward safer, healthier and environmentally friendly methods of travel. This SMOT Strategy sets out all the proposals and programmes that will be undertaken to address problems with school travel in Islington. The SMOT Strategy replaces the Islington School Travel Strategy (Appendix D of the Sustainable Transport Strategy 2006-16).

To achieve the objectives of the Sustainable Transport Strategy, the aims of the SMOT Strategy are:

- to make cycling and walking safer and more attractive
- to increase bus use amongst the school population
- to reduce congestion around the school area
- to develop partnerships with schools, their communities and other organisations and to promote the development of School Travel Plans
- to promote road user safety through education and training
- to promote the health benefits of walking and cycling
- to promote more sustainable travel choices by ensuring new educational establishments are accessible by walking, cycling and public transport

School Travel Plans (STP's) form the main mechanism for implementing the Strategy. The approved STP's examine the school journey and the factors that influence them and encourage schools to seek practical solutions to the travel issues that affect them and have arisen as part of the STP process. Through the monitoring process we will be able to establish modal shift.

This SMOT Strategy will build upon work already being undertaken by the Council. To ensure maximum success using the resources available, priority will be given to groups of schools where the potential for achieving beneficial change in terms of safety, congestion, health and the environment is greatest.

Since 2005, schools in London with specially developed "travel plans" have seen car journeys fall by 6.4 per cent - equivalent to 3.3 million annual car journeys, or 12 million fewer kilometers a year. When all of London's schools have travel plans in place next year there will be an estimated six million fewer car journeys in the capital.

(Transport for London, extract from The Evening Standard article 'Car trips to school are cut by 3.3 million'. 01.10.08)

Islington Council has developed the Sustainable Modes of Travel Strategy in line with the requirements set out under Section 508A of the Education and Inspections Act 2006. This Strategy outlines how Islington will assist schools to produce approved and valid STP's and promote and encourage sustainable travel, particularly on the journey to school, across the borough.

Background information

Land use

Islington borders the City of London and the boroughs of Camden, Haringey, and Hackney. With an area of 1,486 hectares (14.86 square kilometres or 5.7 square miles), Islington is the third smallest local authority in London after the City of London and the Royal Borough of Kensington and Chelsea.

Islington is densely developed, and open space accounts for only 7% of the land in the borough. Transport, including roads, footways and rail facilities, covers about a third of the borough's land. Housing covers another third. The waterways in the borough consist of the Regent's Canal and a small section of the New River.

The main employment centres in the borough include the City Fringe and the area extending east-west between King's Cross and Finsbury Park.

The A1 corridor, running from Goswell Road to Archway via the Angel and Holloway Road, contains a significant proportion of Islington's street level retail including the Angel and Nag's Head town centres. Other shopping areas in the borough include Caledonian Road, Stroud Green Road, Blackstock Road, Highbury Park, Essex Road, Farringdon area, Clerkenwell Road/Old Street, Newington Green Road, Hornsey Road, Junction Road, Rosebery Avenue, Amwell Street and White Cross.

Mode share

The proportion of Islington residents using public transport to travel to work (52 %) is one of the highest in England and Wales (Islington Council, 2004). Use of the Underground for work trips has increased significantly in recent years, and the percentage of trips made by bicycle and car has declined. However, it should be noted that this data was collected prior to the introduction of congestion charging which has had a significant impact on journey patterns in Islington.

Average trip length

The average trip length is shorter in Islington than in most other areas in London. In 2001, the average distance of trips made in Islington was 4.14km, whilst the Central London average was 4.47km and the Greater London average was 5.46km (these are estimates based on the 2001 London Area Transport Survey) (Transport for London, 2001).

Short trip distances potentially make it feasible for Islington residents to walk, cycle or use the bus for many of their journeys. The average length of journeys made entirely on foot in Great Britain is nearly 1km (0.6 miles) (Department for Transport, 2003a), and about 36% of all trips in Islington are shorter than 1km (Transport for London, 2001). The average length of a cycle

trip is 3.9km (2.4 miles) (Department for Transport, 2003b), and about 74% of all trips in Islington are shorter than 4km.

Car density

In Islington, the level of car ownership and particularly of multiple car ownership is amongst the lowest in the country. Only 42 % of households own a car – an increase of 2.4% since 1991 (Office for National Statistics, 2001). Islington residents own around 42,000 cars or vans (Office for National Statistics, 2001). However, as we have already seen, Islington is a densely populated area and the number of resident-owned vehicles per hectare is the third highest in London and the UK.

(London Borough of Islington Sustainable Transport Strategy Chapter 2 – Local transport context)

The Strategy's vision is derived from Islington Council's overall 'One Islington' vision, which is to make Islington:

- a greener place to live
- a place where people of all backgrounds are able to realise their full potential
- a borough of safe, empowered communities

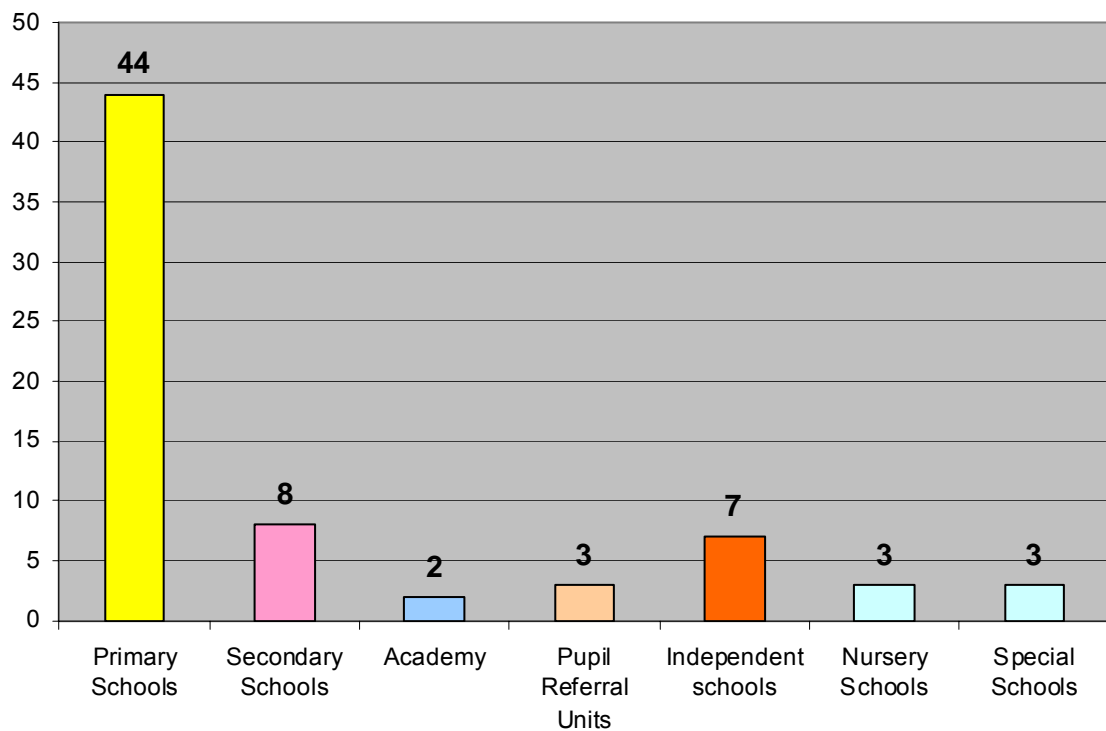
Building on the 'One Islington' vision, the objectives of this SMOT Strategy are to make Islington's transport environment:

- Safe
- Accessible
- Green
- Efficient

Educational establishments

There are a total of 71 schools located throughout the borough. This includes:

- 44 primary
- 8 secondary
- 2 academy
- 3 pupil referral units
- 7 independent schools
- 3 special
- 3 nursery



A break down of schools and STP status is available in Appendix 5.

White Paper, Every Child Matters and Education and Inspections Act

White Paper

The Government's *Integrated Transport White Paper* (DfT, 1998) emphasises the need to address the problems of car usage for the school journey, recommending the adoption of 'Safer Routes to School' schemes in every local authority as a means of reducing traffic congestion at school peak times and improving the health of children.

Every Child Matters

Every Child Matters: change for children (December 2004) sets out local and national priorities for the provision of children's services. Every Child Matters is an outcomes based framework, which includes five key outcomes:

- being healthy
- staying safe
- enjoying and achieving
- making a positive contribution
- achieving economic well-being

Education and Inspections Act

The SMOT Strategy is linked directly to the **Education and Inspections Act 2006**, which incorporates four main elements:

- an assessment of the travel and transport needs of children, and young people within the authority's area
- an audit of the sustainable travel and transport infrastructure within the authority that may be used when travelling to and from, or between schools/institutions
- a strategy to develop the sustainable travel and transport infrastructure within the authority so that the travel and transport needs of children and young people are better catered for
- the promotion of sustainable travel and transport modes on the journey to, from and between schools and other institutions

Assessment of Pupils' Travel Needs

Background

As part of the programme of work delivered by the Road Safety Unit, Islington Council has been promoting sustainable travel in schools since 2002. This has included Walk to School Week events and Safer Routes to School initiatives as well as road safety and cycle training.

Islington's School Travel Plan (STP) programme began in October 2004 with the first 2 pilot STP's being completed and approved in March 2005.

In May 2005, the council held its own School Travel Conference, which was attended by 18 schools and gave them an insight in to what an STP was, what the benefits are, and how to develop their own STP.

Through the STP programme, initial baseline travel surveys have been carried out at 59 schools with additional annual monitoring data gathered from 33 schools. This survey data allows us to monitor modal shift and the impact of STPs at individual schools and across the borough.

STPs are developed by school communities and are unique to each individual school. The measures set out in the STP are aimed towards increasing the number of pupils, parents and teachers as well as visitors who walk, cycle, use public transport or car-share to get to and from school, whilst educating all those involved about road safety and why travel behaviour change and choice is important.

This section details an assessment of the travel habits and preferences as highlighted by the STP surveying process.

During the surveying process, travel data is collected from pupils, parents and staff at development and annual monitoring stages. Schools are required to survey the travel habits and preferences of their pupils and monitor these habits on an annual basis (as a minimum).

Surveys are distributed across the school community and are also made available in a variety of different languages. Hands up surveys are carried out with pupils and staff and ask two main questions: how do you currently travel to school and how would you prefer to travel to school. Older pupils and parents are given a slightly more in-depth surveys which asks about places and roads which are seen as unsafe, accidents and near misses as well as issues related to bullying and intimidation. These surveys also allow for comments to made and monitored.

Pupils' Travel Habits

Baseline data is available for 59 schools from 2004 through to 2008 with the most recent monitoring data being available for 33 school's and has been obtained through the STP process. Additional travel data is available for all school across the borough via the school census – however as part of the census, schools only need to report on how pupils currently travel to school.

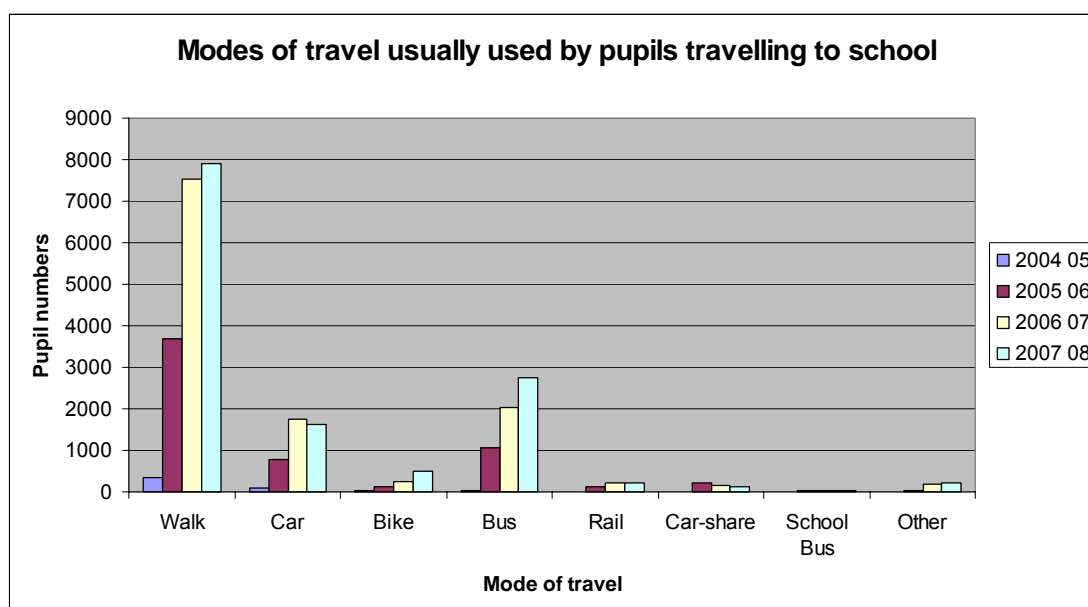
The data below has been taken 59 approved STP's with the original baseline data set by two pilot schools (2004).

All initial travel surveys are taken prior to the implementation of a STP, with participating school and pupil numbers increasing each year.

A copy of the survey templates can be found in Appendix 4.

Modes of travel usually used by pupils travelling to school:

Survey year	Walk	Car	Bike	Bus	Rail	Car-share	School Bus	Other
2004/05	347	109	23	35	8	5	0	2
2005/06	3693	777	110	1067	122	217	28	41
2006/07	7531	1741	255	2032	204	162	40	199
2007/08	7911	1613	489	2751	231	134	36	224



Pupils' Preferences

As part of the survey process, pupils are asked how they would prefer to travel to school.

We currently have data for 59 approved STP's with the original baseline data set by two pilot schools.

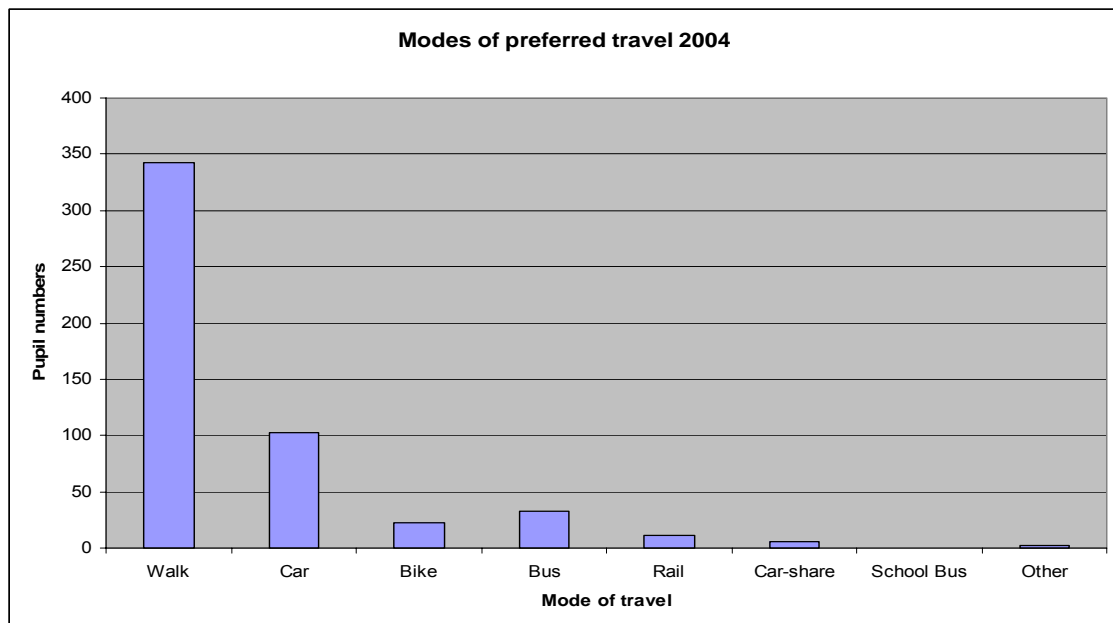
All initial travel surveys are taken prior to the implementation of a STP, with participating school and pupil numbers increasing each year.

Year on year comparison shows that cycling, walking and independent travel is a strong travel preference, especially among year 6 to year 9 pupils.

Travel preference data can be quite unreliable, especially with primary school aged pupils.

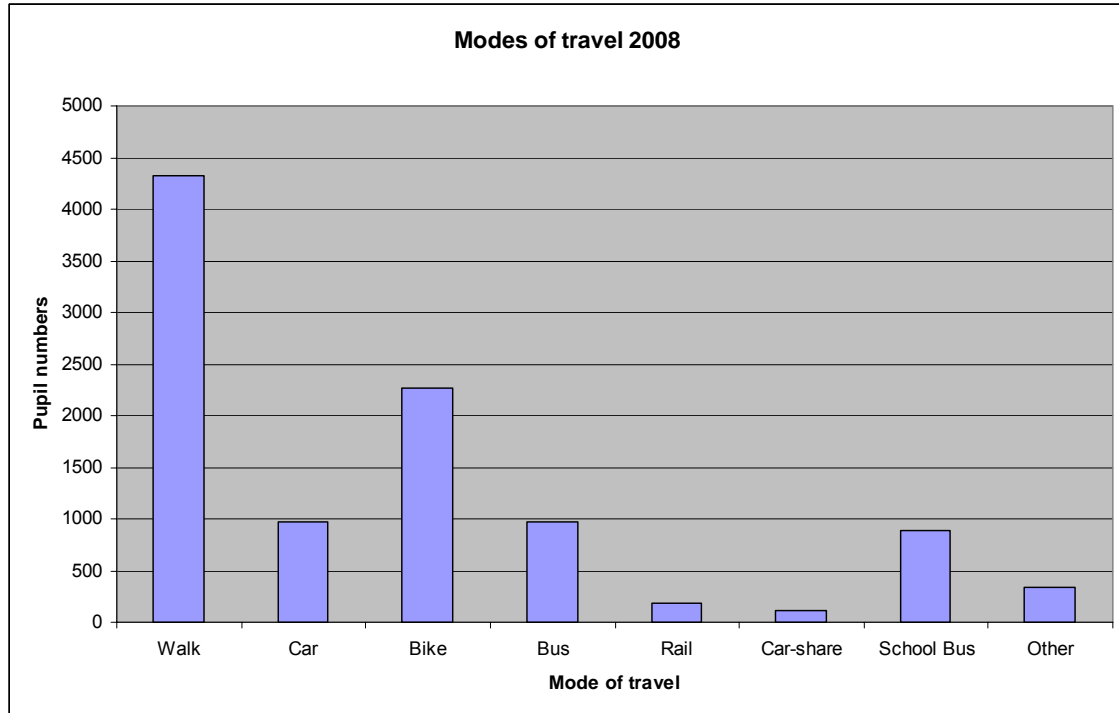
Preferred travel December 2004 (taken from initial baseline for 2 schools):

Survey year	Walk	Car	Bike	Bus	Rail	Car-share	School Bus	Other
2004/05	343	103	23	33	11	6	0	2



Preferred travel June 08 (taken from STP Reviews):

Survey year	Walk	Car	Bike	Bus	Rail	Car-share	School Bus	Other
2008/09	4317	969	2269	974	177	133	882	331



Summary of Pupils' Travel Needs

Through the consultation process with individual school communities (pupils, parents and staff), we have been able to gain a good overview of how and why pupils choose to travel to school and through training, engineering, awareness and support we have been able to offer the pupils of Islington the skills and confidence to travel safely and in a sustainable way on their journeys to and from school.

Since 2004 there has been a strong increase in the number of pupils who would prefer to walk and cycle. Cycle training and Walk Safer training is in high demand with schools continually asking for such initiatives as part of their STP review action plans.

Through the use of the school census data and the close relationships with the MIS Officer at the CEA, we are able to create postcode/ catchment maps for pupils at each school. These maps allow the schools and Working Groups to look at where pupils are travelling from and how they are travelling and then look at initiatives and projects.

Primary:

The WoW scheme has been very well received at the 15 primary schools it has been launched with. Cycle training and cycling events are also very popular with year 5 and 6 pupils.

Secondary:

Public transport is the main choice of travel for secondary school pupils. Targeted training, presentations and theatre in education is a good way to highlight travel choice and behaviour with this age group.

TfL's ZIP programme and the good bus services on offer in Islington make public transport use a highly positive choice of sustainable travel.

Post 16 travel and preferences

Transport for London (TfL) provides free travel on buses and tram services within the London area (zones 1-6) for children under the age of 18 in full-time education.

The Oyster photocard will also allow 16 and 17-year-olds to travel at half the adult fare on the Tube and Docklands Light Railway (DLR) on top of free travel on buses and trams.

All 16 and 17-year-olds not in full-time education or who reside outside London will continue to be able to apply for a half-fare concession on adult rate Oyster single fares, and 7-day, monthly and longer period Travelcards, Bus Passes and Tube only season tickets.

Generally, the London Borough of Islington expects pupils who live in Islington to make use of the concessions offered by TfL including free travel within the Borough/ London.

Audit of Existing Sustainable Travel Infrastructure

Barriers to using sustainable travel

The key barriers raised by schools and pupils related to travelling to school include:

- Lack of training/ knowledge amongst pupils
- Need for on road safety materials and training
- Lack of cycle knowledge amongst pupils
- Lack of cycle confidence
- Lack of on site cycle storage facilities
- Parental safety concerns
- Lack of safe crossing facilities
- Lack of signage/ school signs/ school warning signs

Islington work with each individual school and their STP Working Group members to best address the various barriers and problems highlighted through school specific initiatives and targets which all contribute to the schools STP Action Plan. A breakdown of initiatives has provided in the 'Audit of Existing Sustainable Travel Infrastructure and Promotion' section.

STP and related project workload:

As the number of schools developing and implementing STPs increases, the workload of the STA's will also increase.

Working with schools that are reluctant to monitor their STPs:

As a school begins the STP process, the Senior School Travel Plan Officer explains that monitoring is a necessary part of the process with discussion focussing on why and how to monitor. At the first meeting, the school co-ordinator, head teacher and chair of governors are all asked to signed a STP Commitment Agreement of which monitoring is mentioned. Without this agreement being signed, the school cannot begin working with the council. If monitoring still does not occur within the given timescale, the chair of governors will be contacted separately. As a final resort, Islington Education will be contacted.

Schools not being willing to participate in the STP programme:

The Senior School Travel Plan Officer will ensure the school is given all the information and encouragement about the positive impact a STP will have on the school community and the benefits that will it will bring. As a final resort, Islington Education will be contacted.

Bus Infrastructure

Islington has a number of good bus routes and is well served by public transport. A map highlighting public transport links and interchanges is available in Appendix 3.

Bus infrastructure across the borough:

Bus routes

- 44 in total (Numbers: 4, 10, 17, 19, 21, 29, 30, 38, 41, 43, 45, 55, 56, 63, 73, 76, 91, 106, 133, 134, 141, 143, 153, 205, 210, 214, 236, 243, 253, 254, 259, 263, 271, 274, 277, 341, 390, 393, 394, 476, C11, W3, W5, and W7)

24-hour services

- 9 in total (Numbers: 134, 214, 236, 271, 274, 277, 341, 390)

Night buses

- 14 in total (Numbers: N19, N29, N38, N41, N43, N55, N63, N73, N76, N91, N106, N243, N253, N279)

Bus services are widely used by secondary school aged pupils. This is particularly due to the promotion of bus usage at school transition stages and the availability of free Oyster Card travel on London's buses.

(London Borough of Islington Sustainable Transport Strategy Chapter 2 – Local transport context)

Overland Train Infrastructure

The borough is served by the following overland and train companies:

- London Overground
- Wagn

Overland train stations within the borough include:

- 4 interchange stations (Farringdon, Old Street, Finsbury Park, Highbury & Islington)

Other National Rail stations

- 6 in total (Crouch Hill, Upper Holloway, Caledonian Road & Barnsbury, Canonbury, Essex Road, Drayton Park)

(London Borough of Islington Sustainable Transport Strategy Chapter 2 – Local transport context)

Tube Infrastructure

As a central borough, Islington is well served by the following tube lines:

- 6 in total (Piccadilly, Northern, Victoria, Hammersmith & City, Circle, Metropolitan)

Tube stations within the borough include:

- 4 interchange stations (Farringdon, Old Street, Finsbury Park, Highbury & Islington)

Other Underground stations

- 6 in total (Archway, Tufnell Park, Holloway Road, Caledonian Road, Angel, Arsenal)

(London Borough of Islington Sustainable Transport Strategy Chapter 2 – Local transport context)

Public Transport Accessibility Levels (PTALs)

Most of the borough is relatively well served by public transport. The areas on the PTALs map that are shaded purple and red have high levels of access to public transport, and the areas shaded blue and green are less well served.

This indicates that areas around the main radial rail networks and radial bus corridors are highly accessible by public transport.

However, there are a number of residential areas that are less accessible due to fewer or less frequent bus services and/or long walking distances to Underground and rail services.

A Public Transport Accessibility Levels map is available in Appendix 1.

(London Borough of Islington Sustainable Transport Strategy Chapter 2 – Local transport context)

Transport Provision for Special Educational Establishments in Islington

Special Educational Establishments

Within Islington there are 3 special educational establishments:

The Bridge

The Bridge is a community special school who cater for pupils with autistic spectrum disorders, severe learning difficulties and profound and multiple learning difficulties. The schools specialist area of work is addressing communication and interaction difficulties.

The Bridge is located on two sites. The Primary Site is adjacent to Hungerford Primary School (which also incorporates a Children's Centre). The Secondary Site is joined to the new sports centre at Holloway School. Both schools are purpose built and opened in 2007.

Samuel Rhodes

Samuel Rhodes caters for pupils with learning difficulties and a range of additional problems such as autistic spectrum disorder (ASD) and behavioural, social and emotional difficulties.

Many pupils are admitted into Key Stage 2 and 3 and the complexity of new entrants' needs is increasing.

The school offers a support service for cognition and learning to pupils in mainstream schools.

Richard Cloudesley

Richard Cloudesley is a day school for children with physically disabilities aged 2 – 19 years.

The school curriculum is similar to that of a mainstream school and follows the National Curriculum. However, there are some important differences to enable staff to cater for the special needs of the children. The pupils display a very wide range of intellectual and physical abilities and a large percentage have speech and language difficulties.

The school have recently relocated to the Golden Lane Campus with Prior Weston Primary School and Fortune Park Sure Start Children's Centre.

Transport Provision

A panel has been set up to assess which pupils are entitled to Islington's free home to school bus service.

At age 5 parents can request the services for their child to use the bus service to allow them to attend one of the special educational establishments across the borough. The service is also used to access schools and facilities across the country.

Entitlement to the bus service is reviewed on a termly basis with a key review (including route planning and number of buses) is carried out every September.

The buses available are fully adaptable with lift access, removable seats and wheelchair space.

Islington also offer a home to school taxi service – private cabs are used rather than black taxis (for out of borough schools only).

Environmental measures:

Islington are committed to sustainable travel and environmental measures and awareness:

- Half of the bus fleet run on pure vegetable oil
- 2 buses are due to have 'start stop' technology where engines stop automatically at traffic lights or when the vehicle has not moved for a certain amount of time
- Buses are equipped with GPS technology to allow the driver to assess the quickest and most efficient routes
- Each driver and escort is provided with a mobile phone to ensure communication between Transport Operations Manager, bus drivers, escorts, the maintenance facility. This also allows the escorts to contact alternative carers if a parent is not home when the child is returned after school

All buses have Euro 5 compliant engines fitted which ensures we can enter Low Emission Zone (LEZ) areas.

Concessionary Information

Zip

Zip is the new name for Oyster photocard for young people that allows them to travel free or at a discounted rate on London's public transport.

Through the Zip programme, all under-16s can travel free on buses and trams and at a child-rate on Tube, DLR and London Overground services, if they have an Oyster photocard.

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.

Pupils are required to hold the appropriate Oyster photocard for their age - application forms for Oyster photocards can be obtained from the Post Office and photocards cost £5.00.

TfL's Behaviour Code

Failure to follow TfL's Behaviour Code or if pupils commit a crime on London's public transport network or premises will result in one of the following:

- If using a 16+ Oyster photocard on one of TfL's services, a Oyster photocard and travel concession may be withdrawn
- If using an 11-15, 14-15, Under-14 or Child Oyster photocard on one of our services, free travel concession may be withdrawn

TfL's Behaviour Code states that:

- When on London's public transport network or premises, you should always act sensibly and treat others as you would like to be treated.

For more information: <http://www.tfl.gov.uk/tickets/faresandtickets/1063.aspx>

Cycling Infrastructure and Promotion

Islington has a large number of excellent cycle routes and cycling in the borough is very popular.

Schools are seeing increased numbers of pupils cycling on the school journey and this is reflected in the annual monitoring surveys and STP reviews.

Islington has strong cycle routes and links on residential and main roads and a large number of sign posted and recommended routes.

Islington have produced a cycle guide titled 'Cycle Islington'. The guide is focussed on the Islington area and provides tips and hints on cycling, repair and maintenance information, case studies and route planning across the borough.

Cycle Training

Islington Council offer free cycle training to all residents, employees and students within the borough, which is funded by TfL. The Road Safety and Special Projects Team are responsible for the cycle training programme in Islington.

The delivery of cycle training is split with the majority being delivered in house and the rest divided between independent training providers and freelance instructors.

Islington Council is an accredited provider of Bikeability cycle training at each of the three levels:

- Level 1 – beginners off road
- Level 2 – introduction to on road cycle training
- Level 3 – advanced on road

Bikeability cycle training is offered to all schools in the borough with the majority of training taking place during school hours.

Primary schools are offered group cycle training sessions at Levels 1 and 2. Secondary schools are offered Levels 2 and 3 and the sessions are on a one-to-one basis.

The adult cycle training programme which parents can enrol on takes place on a rolling basis and sessions are normally one-to-one and cater for complete beginners through to experienced on road cyclists. Adult trainees are welcome to receive as many training sessions as they need in order to feel confident cycling on the road and the overarching goal is to progress all trainees on to Level 3.

Cycle Instructor training courses for teachers

Islington have secured funding to pay for one teacher to become an accredited cycle instructor through the Bikeability scheme. Additional funding can be sought if there is a further demand from other interested parties.

Bike it

The Bike It project has been running in Islington for 2 years with 2 schools taking part in the pilot year. Good relations have been formed with the Bike It Officer and schools have benefited from:

Dr Bike
Tour de France
Cycling focus assemblies
Competitions and prizes
Tour D'Afrique
Curriculum linked initiatives
Bike Week

Cycle Parking

Islington have taken part in the Mayor's Free Cycle Parking Initiative since 2004 and a large number of schools have benefited from on site cycle facilities as a result of this initiative. Cycle facilities range from racks, shelters, lockable units and helmet lockers.

2008/09 Programme

9 schools have been included in the 08/09 programme and are currently in the process of site visits and applying for planning permission:

School:	Bike capacity:
Margaret McMillan Nursery School	10
North Islington Nursery School	10
Winton Primary School	20
Sacred Heart RC Primary School	12
St Joan of Arc RC Primary School	Rack extension and shelter requested
Beehive School	10
Dallington School	20
St Paul's Steiner School	4
The Gower School	10

2007/08 Programme

School:	Bike capacity:
St John's Highbury Vale School	10
Moreland Primary School	30
Hungerford Primary School	20
St Joseph's Primary School	10
St Andrew's Barnsbury CofE Primary	10

School	
Pakeman Primary School	10
St Luke's Primary School	10

2006/07 Programme

School:	Bike capacity:
Canonbury Primary School	20
Poole's Park Primary School	20
Drayton Park Primary School	10
Hargrave Park Primary School	10
Grafton Primary School	10
Robert Blair Primary School	10
Rotherfield Primary School	10
Ambler Primary School	20
Copenhagen Primary School	10
Islington Arts & Media School	20
William Tyndale Primary School	10

2004/05/06 Programmes

School:	Bike capacity:
Vittoria Primary School	20
Montem Primary School	20
Blessed Sacrament School	10
St John's Upper Holloway Primary School	10
Hanover Primary School	20
Elizabeth Garrett Anderson School	30
St Pauls Steiner School	10
City University London	50
Duncombe Primary School	20

Walking Infrastructure and Promotion

Between 2007 to 2009 £15million of capital investment will be spent on footway and carriageway improvements in Islington. Accessibility funding, as well as People Friendly Streets funding is secured on an annual basis though the Local Implementation Plan, this funding is used to improve access on the footways and carriageways for vulnerable pedestrians.

Walk to School Week

In May 2008 Islington promoted National Walk to School Week to 44 primary schools. Walk to School Week classroom packs were distributed to each class and contained:

- Parent leaflets
- Stickers
- Wall charts
- Posters

Schools who participated in Walk to School Week were awarded extra goodies if walking numbers increased during the week.

One school received a £40 gift voucher as a reward for their efforts and modal shift during Walk to School Week.

Walk on Wednesday (WoW)

Islington launched the Walk on Wednesday scheme in October 2007 and currently have 15 schools fully taking part in the scheme.

The scheme and the WoW message are promoted to approximately 5,071 pupils and 199 classes.

Current monitoring shows that approximately 3,274 pupils are taking part in the scheme on a regular basis.



Walking Buses

The Department for Transport (DfT) launched an initiative in 2006 which offered LEA schools the opportunity to apply for grants to help them set up and sustain a 'walking bus' or other 'walking initiative'.

Types of grants available:

- £1000 – to set up and sustain new walking buses. The DfT expects a successful walking bus to save 5 return car trips per day (to demonstrate sufficient health, congestion and climate change benefits).
- £500 – to implement other walking initiatives where a walking bus may not be the best solution for the school. Initiatives could include: Go for Gold; Walk on Wednesday; Walk to School days; individual schools ideas and solutions. The DfT expects the school to save 2.5 car trips a day on average.

Schools can use their grants to purchase reflective tabards; pay teaching assistants to organise/ co-ordinate/ administer the walking bus; to purchase rewards to help maintain children’s interest; provide an escort for an initial period where there are insufficient parent volunteers.

A total of 9 schools in Islington received grants from the DfT and DCSF to launch walking buses or walking initiatives and schemes.

School:	Amount of Grant:	Initiative:
Drayton Park Primary School	1000	Walking Bus
Hanover Primary School	1000	Walking Bus
Rotherfield Primary School	1000	Walking Bus
St Josephs RC Primary School	1000	Walking Bus
St Mark’s C of E Primary School	1000	Walking Bus
Ambler Primary School	500	Walking Initiative
William Tyndale Primary School	500	Walking Initiative
Canonbury Primary School	500	Walking Initiative
New North Community School	500	Walking Initiative

Independent Travel Training

We offer independent travel training through the Young Voyager resource, which is available to every year 6 pupil who attends a school in Islington.

Information is also available to parents in the form of a Young Voyager leaflet.

Statistics show that children of this age are particularly vulnerable to road traffic accidents as they make the transition to independent travel.

We can also offer parent and child route planning to and from school, we recognise that independent travel can be daunting and want to ensure that children have the necessary skills and abilities to be able to deal with different road traffic situations.

Road Safety Education Infrastructure and Promotion

Islington Council's Road Safety and Special Projects Team deliver a comprehensive range of road safety initiatives across the borough. These initiatives have been devised to reach Islington residents of different ages from nursery, pre-school, primary and secondary school pupils through to adulthood.

Infants/ Pre-school

Safer Steps

Safer Steps is a resource box of games, role play equipment, books and posters delivered to Nursery Schools across the borough on a rolling programme. The schools keep the boxes for a three week period, during which they are also offered the opportunity to have a Road Safety Officer deliver a talk to the children. Proposed expansion of this scheme includes increasing the numbers of available boxes and establishing a fixed rota of distribution in order to reach more nursery schools.

The Children's Traffic Club

The Children's Traffic Club is a successful, award winning road safety programme for 3 and 4 year olds. It helps parents and carers teach children how to keep safe when out and about, in a fun and memorable way. It is a resource funded and by delivered TfL, complimented by visits to nursery schools by Islington Road Safety Officers.

Primary School

Walk Safer

Walk Safer is a programme of practical pedestrian training for Year 4 children across the borough. The initiative is implemented through a series of classroom and road side sessions, delivered by members of the Road Safety and Special Projects Team. All schools are encouraged to participate in Walk Safer, however priority is given to those schools with valid, active STPs.

Junior Road Safety Officer (JRSO)

Using resources provided by Transport for London. The JRSO scheme enables schools to have two pupils acting as road safety advocates. The scheme is offered to all schools in the borough and is encouraged through the STP programme.

Young Voyager

A resource for Year 6 children to prepare them for independent travel when they start secondary school. Offered to all schools across the borough, delivered on a first come, first served basis.

Road Safety Assemblies

Road safety assemblies are delivered throughout the year by members of the Road Safety and Special Projects Team and cover a variety of different road

safety messages including Stop Look Listen, Cycle Safety, Be Safe be Seen and Safe Crossing Places.

Secondary Schools and Colleges

Pre Driver

Pre Driver training aims to involve young people at a critical age in considering the causes and consequences of behaviour in relation to road traffic accidents. Delivered by Road Safety Officers, this area of work utilises a 'break-out' group based session that encourages participants to consider real life situations and assess the roles people play that contribute to accidents. Pre-driver education is offered to all 6th form schools and colleges in the borough.

ScootAlive

Unique to Islington, ScootAlive is a six week preventative action programme for young people aged from 13 - 16 years, that aims to raise awareness of scooter safety and deter them from being active in moped related disorder and anti-social behaviour. Delivered in partnership with Youth Projects across the borough, this initiative bridges the gap between road safety and the community crime and behaviour agenda.

The Scootalive programme is run by the Islington Council Road Safety and Special Projects Team with support from MAGPI, Homes for Islington, Spark Plug scooter maintenance, Islington Council Youth Services, Islington Fire Brigade, Safer Neighbourhoods Police Team, Islington Police Motorcycle Unit and the Met Police ScooterSafe team.

Other Promotion

Guidance booklets

TfL has produced a series of guidance booklets which support the STP programme:

- What a school travel plan should contain
- Walk this Way – walking guidance book
- On your bike – cycling guidance book (Islington school used as case study)
- Lets get Eco-Active guidance booklet (Islington Toolkit promoted)

KS2 cycling curriculum packs

Islington promotes the TfL produced key stage 2 focus on cycling curriculum packs and encourages schools to include the packs as part of their STP action plans.

DEMOCS consultation resource

The DEMOCS resource is promoted to all secondary schools with an approved STP. If required the Senior School Travel Plan Officer can hold a session in each school to discuss the resource and show them how to use it.

Every journey matters KS2 resource and website

This resource is promoted to primary schools at initial working group meetings and via the STP Toolkit.

Journey times KS3 media resource

This resource is designed to assist schools in implementing a curriculum based media project on sustainable travel themes. Islington's Holloway Secondary School feature in the resource.

Theatre in Education

Islington offer a wide range of theatre in education performances and workshops to all schools with an approved STP. Theatre in education is a fantastic interactive and enjoyable way to get the road safety, sustainable travel and STP message across to pupils. Current performances include:

- Car Story
- Dogsworthy Magic Road Show
- Cat Nine Lives
- The Price
- Go Go Go

Safety and Citizenship Presentation

The TfL Safety and Citizenship Team provide a free of charge transport education service. The aim of this presentation is to promote safety and citizenship on and around London's transport system.

The service prepares children aged 10-11 for independent travel before they move to secondary school. The presentations focus on ways to make safe journeys confidently and with respect for fellow passengers. Schools are encouraged to request the presentation as part of their STP Action Plan.

Islington's STP Toolkit

The School Travel Plan Toolkit resource packs (one for primary schools and one for secondary schools) provides advice and guidance to schools wishing to be pro-active in developing their own School Travel Plan.

The Toolkit is designed to help a school to prepare a STP. It helps pupils, parents, staff and the local and school communities to understand and implement a range of measures that will improve the safety of children and staff on their journey to and from school, and promote more sustainable travel choices. The Toolkit suggests measures such as pupil road safety training, improving the local street environment and raising the entire school's awareness of travel issues through the school curriculum.

The teacher section within the Toolkits contains curriculum links and lesson plans (linked to the national curriculum) for each year group around green, safe and sustainable travel.

Both STP Toolkits have been reviewed, updated and reprinted to ensure that they contain the most recent and correct information, as well as updated or newly developed templates and curriculum resources.

Environmental Toolkit

An Environmental Toolkit has been produced which consists of a series of lessons for the delivery of environmental awareness. These lessons are based on the three themes of litter, recycling and anti-social behaviour. The Toolkit is attractive and easy to use.

Air Quality Toolkit

As part of Islington's continued development in the promotion of key resources, an air quality resource has been produced, the lessons form strong links with the national curriculum.

Reception:	Playing with air
Year 1:	Air and exercise
Year 2:	Air pollution inside and outside
Year 3:	The carbon cycle and acid rain
Year 4:	Measuring air pollution
Year 5:	Using electricity causes air pollution
Year 6:	Travel choices

STP Evaluations

The support provided by Islington's Senior School Travel Plan Officer and via the STP Toolkit is continually monitored through annual evaluation forms. These evaluations allow the Officer to provide schools with a consistently high level of support, and ensures an excellent standard of STPs across the borough.

Small grants funding scheme

The small grant programme was launched in 2007/08 and is funded by Transport for London.

It enables schools to access small funding opportunities to implement measures to promote sustainable travel and to carry out school based initiatives and projects.

School Travel Plan Implementation (engineering projects)

If STPs identify engineering measures that are related to walking or cycling improvements, funding can be sought from TfL via the Local Implementation Plan (LIP).

School Crossing Patrols

The Council's School Crossing Patrol service currently covers 22 sites around Islington. These sites are reviewed on an annual basis using a standard checklist, which includes monitoring the speed of vehicles at each location, any injury accidents that have occurred, parking problems and any change in circumstances at the sites.

Through the STP process, new sites will be identified and new patrol officers will be recruited where possible.

Public transport information packs

Upon approval of a STP, schools can request public transport information packs from the Senior School Travel Plan Officer. Packs include:

- Walking Guide
- Cycling Guide and TfL map
- Public transport map for their required area
- Public transport time guide

Car sharing scheme

If schools are interested in setting up a car sharing scheme, the Council would support and assist them in this development.

Islington Policy/ Strategy Documents

The SMOT Strategy is linked to a number of national and local strategies, as outlined below:

White Paper

Integrated Transport White Paper (DfT, 1998)

Every Child Matters

Every Child Matters: change for children (December 2004)

Education and Inspections Act

Education and Inspections Act (2006)

National and London-wide Policy

The Government's Road Safety Strategy, ***Tomorrow's roads: safer for everyone*** (DfT, 2000) set a target to achieve a 50% reduction in the number of children killed and seriously injured and a 10% reduction in the slight casualty rate by 2010.

The Government's White Paper, ***Saving Lives: Our healthier nation*** (DH, 1999) highlights the fact that, nationally, accidental injury (including on the roads) causes nearly one third of deaths in 10-14 year olds, whilst two thirds of accidental deaths among 15-24 year olds are due to road crashes.

London's Road Safety Plan (TfL, 2001) acknowledges the importance of casualty reduction by building on the government's targets. This plan establishes an enhanced target for children of a 50% reduction in the numbers killed or seriously injured and also applies a 40% reduction target to each of the categories of pedestrians, cyclists and motorcycle and scooter riders.

The ***Mayor's Transport Strategy*** (GLA, 2001) contains a commitment to ease congestion by a reduction of traffic growth in outer London by a third. The strategy also aims to "improve air quality and the environment, alongside promoting healthier means of travel."

The Department for Education and Skills (DfES) and Department for Transport (DfT) Travelling to School Initiative, based on ***Travelling to School: a good practice guide*** (DfES, DfT, 2003), has the objective of all schools having active school travel plans before the end of the decade. An additional incentive for schools to complete their STP has been offered in the form of capital grants to schools of typically £5000 per primary and £10,000 per secondary school. These grants are only available on approval of the completed STP.

The **National Healthy Schools Programme**, which is jointly funded by the Department for Education and Skills (DfES) and the Department of Health (DH), requires all schools to adopt policies to promote active travel to school.

The **Public Health White Paper: Choosing Health** (Department of Health, 2004) sets out a new approach to health and the way health issues in England are addressed. The paper advocates a 'whole school approach to health' and makes reference to the National target for all schools to have a school travel plan in place by 2010.

The **Building Schools for the Future** (Department for Education and Skills) programme has an important impact for School Travel Plans as it will in some cases mean the relocation of school sites and expansions of existing school sites. In terms of STP implementation consideration of increased pupil numbers at new sites and the impact on the surrounding area should be given.

The **Safer Neighbourhoods Initiative**: The initiative is designed to form a partnership with police other agencies and the community to tackle the issues and concerns in the neighbourhood. This initiative has positive implications for the work of STP's, especially when tackling barriers to walking and cycling and antisocial behaviour.

Islington Sustainable Transport Strategy

Islington's STS establishes a number of strategic transport aims and objectives that support safer, more environmentally friendly and more efficient school travel in Islington. These are presented in chapter 3 of the STS.

- SA3 Traffic reduction:** We will make Islington's roads safer and less congested by reducing non-essential motor vehicle journeys, especially in residential, shopping and school areas
- SA4 Safer routes to school:** We will review traffic arrangements around every school in Islington to reduce road danger for school-children
- SA5 Road safety education:** We will continue to raise awareness of road dangers and promote safer behaviour, especially to protect vulnerable road users
- SA6 Maintaining our highways:** We will prioritise maintenance expenditure on roads and footways to reduce the risk and occurrence of defect-related accidents
- G10 People-friendly streets:** We will increase walking by making Islington's streets more 'people-friendly'
- G11 Cycling-friendly streets:** We will increase cycling by making Islington's streets more 'cycling-friendly'
- G13 Behaviour change education:** We will continue to complement our range of physical measures with travel awareness education, information, events and project pilots, and travel plan promotion, to encourage shift towards more sustainable travel
- G14 Sustainable development planning:** We will ensure that all new development in Islington maximises accessibility by sustainable modes of transport, that major developments are located near public transport hubs, that access standards are met and that negative impacts on the transport network are mitigated
- E1 Road user prioritisation:** We will balance competing demands for Islington's limited space to ensure the safe and efficient movement of people and goods, giving priority to road users in the following order:
 - (a) pedestrians and people with mobility and sensory difficulties
 - (b) cyclists
 - (c) users of public transport
 - (d) taxis and delivery vehicles
 - (e) users of cleaner-fuel vehicles
 - (f) users of motorcycles and scooters
 - (g) other road users
- E2 Reducing congestion:** We will manage traffic congestion by reducing traffic volumes and encouraging more efficient forms of travel

Home to School Transport and Transport Provision

The law does not define precisely when the Council must make transport arrangements. Instead Section 509 (1) of the Education Act 1996 requires all Local Education Authorities (LEAs) to decide whether or not it needs to make arrangements for the provision of transport for each pupil in its area for the purpose of enabling their attendance at:

- any school;
- an institution within the further education sector, or any further education or higher education institution maintained or assisted by the LEA;
- any other institution where a further education funding council has secured provision for persons with learning difficulties under the Further and Higher Education Act 1992.

When considering whether or not it is required to make arrangements for a particular individual, Islington Council will take into account the following factors:

- the age of the pupil;
- the nature of the route to school including the safety of the route and alternative routes available;
- the wishes of the parent for the pupil to be provided with education at a denominational school;
- any special educational needs which the pupil may have;
- the need for specialist transport;
- the efficient use of resources.

This is not an exhaustive list of the information Islington Council takes into consideration when determining whether it is necessary to make arrangements for the provision of transport. In addition, Islington Council will consider each pupil's individual circumstances on their merits and take account of any representations made. Any transport agreed in the above circumstances will be made free of charge.

When might an Islington child receive help with home to school transport?

When an LEA considers whether free transport should be provided they must have regard to the child's age, the nature of the journey to school taking into account reasonable safety, and any parental preference for their child to attend a denominational school. The LEA will always take into account any parental preference for their child to attend a denominational school, applying its normal criteria to any request for help with home to school travel (see below). However, the LEA may conclude that suitable arrangements could be made for a child's education at a school nearer to the home address, in which case free travel would not be granted. Our arrangements are no less favourable for children / young people attending grant-maintained schools or Colleges of Further Education.

The LEA must have clear criteria in order to decide where free transport is "considered necessary".

Islington Council's criteria are as follows: Islington Council will provide free home to school travel for Islington residents in the following circumstances:

- where it cannot identify a vacant place at an appropriate school within 2 miles of the home address for pupils aged 5 to 8 years and within 3 miles for pupils aged 8 and over*.
If parents chose a school which is further away than one where a place is available where suitable arrangements may be made, and the parent's chosen school is more than three (or two for children under eight) miles from their home, they will be responsible for their own transport arrangements.
 - Where there are reasons, which are exceptional in the Council's opinion, relating to the child's health or social needs (as supported by documentary evidence) which make it necessary for the Council to make arrangements for their home to school transport.
 - For children with a statement of special educational needs, parent's attention is drawn to the Code of Practice on the identification and assessment of special educational needs (paragraph 8.87) which confirms that "The parent's preferred school might be further away from the child's home than another school that can meet the child's special educational needs. In such a case it might be open to the LEA to name the nearer school if that would be compatible with the efficient use of the LEA's resources. It would also be open to the LEA to name the school preferred by the child's parents, on condition that the parents agreed to meet all or part of the transport costs"
 - In relation to children or young people who are not of compulsory school age, the Council will look at the individual circumstances and the individual merits of the particular case.
 - When the Council is considering the transport arrangements for a pupil attending a denominational school, the Council may require proof of the family's adherence to the particular faith of the school.
- * Section 444 of the Education Act 1996 defines distance from school in terms of "statutory walking distance". This should be measured over the nearest available route, and is defined as two miles for children under the age of eight and three miles for children aged eight and over. Islington Council considers the safety of the route when measuring the statutory walking distance.

(Islington Council's general arrangements and policy on the provision of free or assisted transport for home to school travel)

For further information please refer to Appendix 9 (Islington Council's general arrangements and policy on the provision of free or assisted transport for home to school travel).

Building Schools for the Future – Islington

Building Schools for the Future (BSF) investment in Islington is one of the key drivers for achieving real transformational and sustainable change in secondary education for the benefit of current and future generations who choose to live and work in the borough.

Islington is a Wave 2 local authority within the national Building Schools for the Future (BSF) programme.

The programme represents a significant investment across the borough in transforming the future for secondary school pupils through new build and refurbishment of existing secondary schools and the introduction of new ICT services.

The investment will enhance teaching and learning facilities and ICT provision, and contribute to improved educational attainment for Islington's young people.

It is intended that there are 3 phases to the Islington BSF programme covering 8 of Islington's secondary schools, including the relocation of the secondary element of the Samuel Rhodes SEN School, provision of enhanced Sixth Form facilities for the existing school consortia, and two Pupil Referral Units.

Phase 1 Schools (development: 2008-2010)

- Highbury Grove School and the co-location of Samuel Rhodes SEN School
- St. Aloysius Roman Catholic Boys School
- Holloway School

Phase 2 Schools (development: 2009-2011)

- Central Foundation Boys School
- Elizabeth Garrett Anderson Girls School
- Islington Arts and Media School
- Pupil Referral Units

Phase 3 Schools (development: 2011-2012)

- Highbury Fields School
- Mount Carmel Roman Catholic Girls School

Climate Change

Funded by the Islington Strategic Partnership, Islington is one of the first local areas that has made a firm commitment to central government to reduce its carbon emissions across the borough. The Climate Change Partnership is how organisations will come together to meet this commitment.

The Partnership consists of a range of public, private and voluntary sector organisations that play an important role in Islington. The Centre for Sustainable Energy (CSE) are currently doing a carbon baseline study.

The findings of the carbon baseline study will enable the Partnership to establish collective carbon emissions, share plans to reduce energy use and meet a challenging reduction target.

14-19 Transport policy:

Linked to Islington's Home to School Transport Policy for younger age range.

Young people with learning difficulties and disabilities are supported to enable them to access education post 16.

Any necessary transport arrangements for individuals following assessment are coordinated through connexions.

Implementation of School Travel Plan Programme

What is a School Travel Plan

A School Travel Plan (STP) is a written document, which sets out the practical steps a school intends to take to address the travel and transport problems arising from the school run. The aims and objectives of the STP should be realistic and achievable. The STP should be regarded as a living document, which is reviewed and updated annually.

More and more schools are becoming aware of the need to reduce traffic around the school site, whether through concern over children's safety at the school gate or through health and environmental concerns.

The Senior School Travel Plan Officer promotes the guidance found in Transport for London guidance booklet '*What a School Travel Plan should contain*'. A STP must include:

- a brief description of the location, size and type of school
- a brief description of the travel/transport problems faced by the school
- the results of a survey to identify
 - how children currently travel to/from school and
 - how they would like to travel to/from school
- clearly defined targets and objectives
- details of proposed measures
- a detailed timetable for implementation
- clearly defined responsibilities
- evidence that all interested parties have been consulted
- and proposals for monitoring and review

Upon approval of a STP, schools receive a STP capital grant from the DCSF:

- Primary - £3750 plus £5 per pupil
- Secondary - £5000 plus £5 per pupil

Aims and Objectives

There are two main purposes of a STP. First, they help reduce the number of car journeys to and from a school by encouraging and developing alternative travel options, including walking, cycling, car-sharing and public transport use. Second, they help increase awareness of travel issues such as road safety and pollution to favourably influence travel behaviour.

The STP should set out what a school aims to do to address the issues identified in the school travel surveys. Schools are also encouraged to:

- choose SMART targets (Specific, Measurable, Attainable, Realistic, and within a Time-scale)
- nominate a lead person or group for each target and/or step towards a target
- lay out the action plan in a format that suits the school
- indicate the need for funding and potential sources

- participate in various school travel campaigns, and to incorporate evidence of achievements into future versions of the STP

The measures set out in the STP should be unique to the school and should reflect the views of the whole school community. The measures should be aimed towards increasing the number of pupils, parents and teachers as well as visitors who walk, cycle, use public transport or car-share to get to and from school, whilst educating all those involved about road safety and why travel behaviour change is important.

The STP should describe the current situation at the school, including travel patterns and other information gained from school travel surveys, and must set out measures and proposals with SMART Targets which will provide the opportunity for a positive modal shift and which will result in a change to a more sustainable travel pattern. Under National Guidance all schools must have an approved STP in place by 2010, and within London all schools must have an approved STP by March 2009.

The STP should identify a series of measures and proposals that will:

- minimise car use
- improve road safety education in schools
- make it easier and more attractive for children to walk to school (including physical road safety measures)
- reduce congestion and pollution around the school
- improve health, fitness and independence among children
- improve knowledge in the community
- prevent children from being injured or killed on the roads

It is vital that the STP is monitored, reviewed and updated annually. The best way to do this is through school travel surveys, which will:

- identify modal shifts
- identify which initiatives have been most effective and any new initiatives that should be developed and implemented
- identify which targets are being met and which are in need of further work

Benefits of a STP

A successful STP provides a variety of benefits, not only for the pupils but also the local community. Some of these joint benefits include:

- positive modal shift
- less parking problems
- increased levels of walking and cycling amongst pupils
- improved levels of fitness by encouraging children to walk and cycle more
- less traffic pollution and vehicle congestion particularly around schools
- less car usage during the school run
- fewer parking problems around schools
- improved road and personal safety skills among school pupils

- increased independence of pupils, thus giving a greater sense of personal safety for both pupils and parents
- demonstration of the school's commitment to environmental and community improvements
- positive publicity for the school at local and national levels
- improved chance of gaining planning consent for further development on school grounds
- improved relationships between the school, the local community and local businesses
- official recognition by the Board of Governors and also the Office for Standards in Education (OFSTED)
- fewer road traffic accidents and casualties

Targets

- To have implemented School Travel Plans at all Islington's educational establishments by March 2009
- To have reviewed and monitored travel at all Islington schools by March 2010
- Contribute to achieving a reduction of 50% of children killed or seriously injured in Islington by 2010.
- To encourage 50% of Islington schools to become accredited in the TfL accreditation scheme by June 2010
- NI 198 - Children travelling to school – mode of transport usually used

Year	2008-09	2009-10	2010-11
Target	14.5%	14.3%	13.8%

- I.Trace – to have all STP baseline and monitoring data entered onto the I.Trace system by June 2010
- To actively investigate funding for a Senior School Travel Plan Officer post past 2009

Timetable

STP's are developed by schools to address school travel issues such as promoting walking and cycling to school, reducing the number of children being driven to school by parents, and improving road safety. Making school travel more sustainable and safer will deliver significant benefits across Islington's transport network and is therefore an important part of the Sustainable Transport Strategy.

The council plans for all schools in the borough to have an approved STP by March 09:

Year	Number of schools to have travel plans
2004/05	2 pilot schools (3%)
2005/06	23 (29%)
2006/07	44 (61%)
2007/08	59 (72%)
2008/09	70 (100%)

Progress to date against these targets and Engineering

As part of the STP programme, Islington have carried out various projects and initiatives in a number of schools:

- A STP Project Officer post. The main aim of the post was to engage and work with the wider school ethnic communities and raise their awareness and level of involvement in the STP process
- Walk Safer sessions – practical pedestrian training for year 4 students
- WoW – Walk on Wednesdays
- Level 1 and Level 2 cycle training
- Cycle maintenance sessions
- Cycle awareness assemblies
- Walking days
- Leave the car at home day
- Feet Hit the Street
- ‘Young Voyager’ project
- Road safety linked into the curriculum
- Pupil parking ticket scheme
- Environmental initiatives/toolkit
- Shoe Friends
- Environmental workshops
- Junk Jam workshops
- Travel awareness sessions
- Walk to School Week

Islington currently have 59 approved STPs – 48 STP’s and reviews are ‘valid’.

Initial travel surveys have been carried out to gather baseline data at 59 schools with monitoring surveys completed with 48 schools (entered on to I.Trace).

I.Trace data shows the following modal shift decrease in car usage at STP schools:

	Islington	London
December 2007	-1%	-6%
October 2008	-3.80%	-6.40%

This is a fantastic result for Islington and demonstrates the schools, the Senior School Travel Plan Officer and the Council’s commitment to the STP programme.

21 schools across the borough successfully met TfL’s criteria and have been awarded with the official Accreditation award.

30 School Travel Plan engineering measures implemented as part of the STP programme at a total cost of £1,248,780.00.

2005/06	
Canonbury	New one way traffic system in Corsica Street, footway widening, new parking and loading restrictions, dropped kerbs, new entry treatment
Pooles Park	Raised junction crossing (Lennox Road/ Durham Road) including: kerb build outs, tactile paving and improved road surface
2006/07	
St Johns Upper Holloway	Raised zebra crossing on St Johns Grove and a non raised zebra crossing on Pemberton Gardens both with kerb build outs
St Jude's and St Paul's	New school warning signs, a new cycle lane with green surface dressing on Kingsbury Road, improvements to tactile paving and informal crossing points, new footway provision
Robert Blair	New zebra crossing on Brewery Road, new school warning signs, speed reduction measures with additional 'SLOW' road markings
Drayton Park	Raised zebra crossing with kerb build outs on Martineau Road junction with Drayton Park, improvements to existing pedestrian island on Arvon Road, new tactile paving
Tufnell Park	Footway widening outside the school, new school warning signs, 2 new speed tables approaching school, extension of existing 20mph zone, improvements to existing pedestrian island and informal crossing points
William Tyndale	New raised junction incorporating zebra crossing on Halton Road, school warning signs, new kerb build outs on Richmond Grove and Braes Street.
Hargrave Park	Raised zebra crossing with kerb build outs, new school warning signs
2007/08	
Clerkenwell Parochial	General pedestrian crossing improvements including new dropped kerbs, new tactile paving, footway upgrades, removal of excess street clutter
Hugh Myddelton	New raised entry treatment on Lloyds Row junction with St Johns Street, improvements to pedestrian island, footway improvements including tactile paving, dropped kerbs etc.
Moreland	New raised zebra crossing on Moreland Street, New dropped kerbs and tactile paving at nearby junctions
St Peter and St Paul	New pedestrian island at existing zebra crossing on St Johns Street, upgrade of footway
St Luke's	New 20mph zone scheme around school
Prior Weston	Improvements for footway, new dropped kerbs, new tactile paving
Elizabeth Garrett Anderson	New zebra crossing on Donegal Street, new speed hump on approach to school
Vittoria	New raised entry treatment in Charlotte Terrace, improved signage on approach to school

St Andrews	New pedestrian refuge on Muriel Street, general pedestrian footway improvements on approach to the school
Thornhill	New kerb build outs, new tactile paving, new dropped kerbs, improved signage
St Mary's	Installation of zebra crossing in Cross Street (near entrance). Including associated kerb line amendments to provide suitable footway space adjacent to the crossing.
Laycock	Raised zebra crossing on Liverpool Road to footway level (within bounds of existing 20mph zone)
Hanover	Improvements to waiting and loading outside school, new tactile paving and dropped kerbs on approaches to school at informal crossing points, footway improvements
Newington Green	Footway improvements on approach to school, new bellisha beacons at existing zebra crossing, new tactile paving at crossing points, improved road markings.
Highbury Quadrant	New dropped kerbs at informal crossing points, new tactile paving at crossing points, improved footways on approach to school
Hungerford	New school warning signs, improved road markings, raised informal crossing point with kerb build outs outside school, improvements to vehicle access of school
Gillespie	Remarking of zebra crossing, new anti skid surfacing on approach to crossing, improved footways on approach to school
St Johns Highbury Vale	New raised zebra crossing and a new informal raised crossing point near school entrance
Yerbury	New kerb build outs, improved signage around school and improved footways
St Josephs	New raised zebra crossing with kerb build outs on Dartmouth Park Hill
2008/09	
St Paul Steiner	New kerb build outs on at key crossing points on approach to school, new school warning signs marked on road approaching school

Holloway Secondary School, through the Senior School Travel Plan Officer, were linked with the British Film Institute and TfL and made a short documentary about journeys. The school were able to link the project to the year 11 GCSE coursework. The documentary (Journey Times) premiered at the London Film Festival at the National Film Theatre. The school were chosen for this project because of their STP and their previous work on a travel awareness drama performance which was performed at City Hall. This has now been developed into a London wide resource for secondary schools implementing STPs.

In 2008/ 09 a total of 5 different drama performances and workshops will have been offered to STP schools.

Accreditations

Transport for London launched the successful STP Accreditation scheme in April 2007.

This accreditation scheme has been designed to ensure a long-term commitment to sustainable travel planning in schools.

Islington currently has 21 accredited schools: 20 schools accredited with the sustainable level and 1 school accredited with the higher standards:

Higher Standards:

Canonbury Primary School

Sustainable:

Ambler Primary School

Christ the King RC Primary School

Copenhagen Primary School

Drayton Park Primary School

Duncombe Primary School

Elizabeth Garrett Anderson Language College

Grafton Primary School

Holloway Secondary School

Islington Arts and Media Secondary School

Montem Primary School

Newington Green Primary School

Pooles Park Primary School

Rotherfield Primary School

St Andrew's Church of England Primary School

St John Evangelist RC Primary School

St Joseph's RC Primary School

St Jude and St Paul's CofE Primary School

St Luke's Primary School

Vittoria Primary School

William Tyndale Primary School



Partnerships for delivering the Strategy

The School Travel Plan programme relies on a range of partners in order to be successful. These partnerships are summarised below.

Road Safety Team

The success of the STP programme is strongly linked to the support and co-ordination of the Road Safety and Special Projects Team. This partnership allows for the successful implementation of STP actions, targets and initiatives as well as a co-ordinated and well structure relationship with schools and stakeholders.

Sustainable Schools Support Initiative

The council's Senior School Travel Plan Officer works closely with the Sustainable Schools Officer to deliver joint initiatives where this will improve the delivery of the STP process.

Metropolitan Police

A strong partnership has been developed between the Senior School Travel Plan Officer and the police through attendance and discussion at conferences and meetings. The police assist with various events carried out as part of or as a result of the STP process, i.e. cycle training, Junior Citizen, School Keep Clear Sessions, Walk to School Week and community events.

Green Travel Officer

The Senior School Travel Plan Officer and the council's Green Travel Officer meet termly to discuss potential links between the STP process and the council's travel behaviour change campaign.

Curriculum Advisor (PSHE)

Strong links have been made with the Curriculum Advisor and the Healthy Schools Officer. Meetings have been held and the Senior School Travel Plan Officer attended the healthy school conference 07. The Healthy Schools Officer consults with the Senior School Travel Plan Officer regarding schools who are applying for Healthy Schools status to ensure that they have a valid STP in place.

Sustrans (Bike It) Officers

Islington has been involved with the Bike It project since 2006 and a good partnership has been developed with the Bike it officers. Bike It has assisted with Islington's promotion of cycling.

Other partners

Other partners that assist in the delivery of the STP programme include:

- Islington Primary Care Trust (PCT)
- CEA@Islington
- individual schools and school communities
- governors
- DfT
- DCSF
- TfL
- traffic and transportation engineers
- development control planners
- Community Safety
- elected council members
- Regional School Travel Advisor
- other STAs
- other councils
- London Gifted and Talented
- London Film Festival/ British Film Institute
- Local businesses
- London Cycle Campaign
- School Census Officer
- Ass Director of Strategy & Commissioning (CEA)
- Transport Operations Manager (Accessible Community Transport)
- Islington Education

Good practice example

Rotherfield Primary School

Rotherfield Primary Schools STP was approved in March 2006, and since the beginning the school have fully embraced the process and been passionate about all things sustainable travel - undertaking very thorough reviews, travel surveys and monitoring and consultation on current and proposed initiatives.

The school have particularly taken a keen interest in cycling, and this is reflected in the fact that their cycle shelters are full every day.

Sustrans Bike It project has been a huge success at the school and the schools STP Co-ordinator recently presented their good work at the Annual Bike It Training Day event in March 2008. Cycle training has been provided for a variety of ages and levels at the school on a termly basis.

The school have seen some fantastic results:

- 17% of pupils cycling on a regular basis
- 12% of staff cycling on a regular basis
- 8% of parents cycling on a regular basis
- On site secure cycle parking for 40 bikes
- London Borough of Islington cycle training:
 - Level 1 – 80 pupils (within the last 15 months)
 - Level 2 – 40 pupils (within the last 15 months)
- Provision of Dr Bike maintenance sessions
- Full participation in the Bike IT scheme and related projects:
 - Tour de France
 - Cycling focus assemblies
 - Competitions and prizes
 - Cyclist Fashion Event
 - Biker Breakfast
 - Tour D’Afrique
- Big Top Mania visited the school (bike stunt show)
- Participation in various curriculum linked initiatives promoting sustainable travel and regularly organise competitions during Bike Week, as well as on other occasions.
- Effective planning of the free curriculum resources into the school curriculum plan including: LBI STP Toolkit resources; Bike It teacher resources; KS1 cycle resources and Focus on Cycling.

Next steps: The Deputy Head teacher is now looking into introducing pool bikes for staff, Dr Bike sessions for pupils and staff and adult cycle training.

Monitoring, review and funding

Annual monitoring and progress – STPs

Each school's STP Working Group signs off a 'school commitment agreement' at their first meeting to ensure ongoing school commitment to the STP process. This agreement includes the following commitments relating to monitoring of the STP:

- to carry out school travel surveys (to be completed by pupils, parents and staff) on an annual basis in January of each year
- to review the STP once a term at working group meetings, to carry out a full review annually for three years, and to contribute towards a review of the council's performance on promotion and development of STPs every three years

STP monitoring will include:

- Working Group meeting
- Completion of surveys
- Updates on all targets and initiatives
- Setting new targets and initiatives

Surveys will be copied and delivered to the schools for completion by pupils, parents and staff. These surveys will then be collected, inputted and analysed by the Senior School Travel Plan Officer. Once monitoring surveys have been carried out and the analysis and outcomes have been reviewed and discussed, the STP is updated with the new data from the surveys, new problems are identified, new targets and initiatives are set and feedback on the past year's initiatives and targets is given.

STP's will be reviewed on an annual basis and will receive a full rewrite every 3 years. The Senior School Travel Plan Officer will work closely with the school to ensure the reviews are completed and accurate data and outcomes are recorded.

Monitoring will also involve providing TfL and the Regional School Travel Adviser for London (RSTA) with termly reports. The launch and success of various initiatives will be reported to TfL and the RSTA, as will survey results and previous year comparisons. Reports will include details of the number of newly approved STPs and those in development.

The Senior School Travel Plan Officer will use the web-based I.Trace database to monitor modal shift and to meet the TfL requirements.

All survey data (baseline data and review data) will be added to the I.Trace database on a termly basis to allow TfL to monitor the impact STPs are having on schools in Islington and across London.

The SMOT Strategy will be updated on an annual basis and will be submitted in line with LIP requirements.

Targets contained within the SMOT Strategy will be reviewed and updated on an annual basis and key stakeholders will be involved in the review of the strategy to ensure that all information contained in the SMOT Strategy is up to date and accurate.

Funding

Funding for the School Travel Plan Programme Officer post is currently sourced from the Local Implementation Plan and DCSF.

Proposed three year programme, subject to annual funding through the Local Implementation Plan;

Requested Funding Allocation

Programme Area	Description	Funding requested 2010/11	Funding requested 2011/12	Funding requested 2012/13
School Travel	1 post-senior school travel plan officer	42k	43k	44k
School Travel	Walk on Wednesday	15k	15k	16k
School Travel	Small grants, monitoring and review programme	20k	21k	22k
School Travel	Walk to School Week	9k	9k	10k

When funding is no longer available the Council will endeavour to secure funding for one Senior School Travel Plan Officer post.

Actions Arising From Strategy

STP Programme

- 70 School Travel Plans to be completed by March 2009
- 59 Reviews to be completed by March 2009
- 70 School Travel Plans to be reviewed by March 2010
- To actively investigate funding for a Senior School Travel Plan Officer post past 2009
- NI 198 - Children travelling to school – mode of transport usually used

Year	2008-09	2009-10	2010-11
Target	14.5%	14.3%	13.8%

Funding

To identify funding to ensure the School Travel Plan programmes continues beyond 2010/11.

Cycle Stand Programme

The Council will aim to install 500 cycle stands at various locations across the borough by 2010

Cycle Training Targets (child and adult)

2008/09	2009/10	2010/11
1600	1800	2000