

Local Implementation Plan Annual Progress Report 2009/10 to 2011/12

Chapter 14.0 – School Travel Plans



14.0 SCHOOL TRAVEL PLANS

- 14.1 Issues relating to the journey to school are a major local and national concern. Much of this concern relates to children's health and security, the impact that the school run has on road safety, and the efficiency of the road network.
- 14.2 In 1986, nearly 60% of children aged 16 and under across the UK walked to school, with only 16% travelling by car. Ten years later, the proportion of trips on foot had reduced to below 50%, with car trips nearly doubling to 29% of trips. At the same time there has been a decline in the use of public transport, and cycling has fallen to less than 1% of school journeys.
- 14.3 As a result of these trends, almost one in five car trips in peak hour traffic are on the 'school run', a journey that for many students and parents is less than a mile in length. If allowed to continue, these trends in school travel habits would have significant negative impacts including increased traffic congestion, rising road traffic accidents and casualties, worsening air quality, deteriorating health, and an overall drop in the quality of life enjoyed in Islington. In addition, the present generation of school children is growing increasingly dependent on the car, establishing unsustainable and unhealthy travel patterns for future years.
- 14.4 Islington's School Travel Strategy was developed as part of Islington's Local Implementation Plan, the Sustainable Transport Strategy (STS). The School Travel Strategy outlines how we 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. The strategy sets out all the proposals and programmes included in the overall Sustainable Transport Strategy that will be undertaken over the next ten years to address problems with school travel in Islington.
- 14.5 There are two main aims of implementing School Travel Plans (STPs):
- to 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
 - to increase awareness about travel issues such as pollution and road safety
- 14.6 An STP should identify a series of actions that will:
- minimise car use
 - reduce congestion and pollution around the school
 - improve children's health, fitness and independence
 - improve road safety education in schools
 - seek to identify road safety measures that will make it easier and more attractive for children to walk to school
 - improve knowledge in the community
 - reduce child casualties and fatalities on Islington's roads
- 14.7 The measures set out in a school travel plan should reflect the views of the school and the wider school community. The measures should be aimed at increasing the number of pupils, parents and teachers as well as visitors who walk, cycle, car-share or use

public transport to get to and from school, whilst educating all those involved about environmental and road safety issues and why these travel changes are important.

- 14.8 A school travel plan should describe the current situation at the school, including travel patterns and other information gained from school travel surveys, and should set out measures and proposals to encourage a change to a more sustainable travel pattern.

Programme Summary 2009/10-2011/12

PROPOSAL	2009/10 £000s	2010/11 £000s	2011/12 £000s	Total £000s
Senior School Travel Plan Coordinator	40	24	24	88
STPs Monitoring and Reviews	30	35	40	105
Small Grants	40	40	40	120
Walk on Wednesday's (WOW)	20	20	20	60
Complementary Education Centre (PRU)	34	0	0	34
Paradise Park Pupil Referral Unit (PRU)	34	0	0	34
Project 16 (Special School)	34	0	0	34
St Mark's Primary School	34	0	0	34
Richard Cloudesley	34	0	0	34
The Bridge School	34	0	0	34
Samuel Rhodes	34	0	0	34
Italia Conti Academy of Theatre Arts	34	0	0	34
Central Foundation Secondary School	34	0	0	34
Highbury Grove Secondary School	34	0	0	34
Total	470	119	124	713

School Travel Plans and Engineering Measures

- 14.9 During the school travel plan process, extensive consultation with the school community leads to the identification of engineering measures to address barriers to walking and cycling, to make it safer to walk and cycle to the school, and thus to help promote more sustainable school travel. When funding is secured for School Travel Plan Engineering Measures, the council proposes appropriate measures from those identified in the school travel plan, consults the school community once again, and then implements the agreed measures.
- 14.10 During 2007/08, school travel plans were developed at **15** schools, and associated physical measures were implemented at **20** schools to improve conditions for those travelling by sustainable modes of transport. A summary of the improvements delivered in 2007/08 through School Travel Plan Engineering Measures funding is included at the end of this document. The council has also received TfL School Travel Plan funding for engineering measures at a small number of schools in 2008/09, and is proactively seeking additional funding to implement measures for more schools with recently approved school travel plans.

- 14.11 Finally, the programme summary table above sets out the council's proposals for 2009/10 to 2011/12. These include four schemes for borough-wide advice and promotion around school travel plan issues, as well as funding for engineering measures for ten schools in 2009/10. Further schools will be identified for 2010/11 and 2011/12.
- 14.12 As described above, proposed engineering measures for each school will be compiled in consultation with each school community. Some of the types of measures proposed will include:
- raised crossings
 - formal and informal crossing points
 - changes to traffic signals
 - changes to traffic and parking controls
 - improved cycle facilities
 - kerb build-outs
 - signage and road marking improvements
 - accessibility measures such as tactile paving and dropped kerbs

Baseline Submission Form

- 14.13 The supporting information set out in this document has been compiled to provide more comprehensive descriptions of the proposed schemes outlined briefly in the 2009/10 to 2011/12 Baseline Submission Forms submitted separately to TfL and available for download from the council's website.

Sustainable Transport Strategy (STS) References

- 14.14 Islington's Local Implementation Plan, the Sustainable Transport Strategy (STS), was approved by the Mayor of London in October 2006 and adopted by the council in December 2006. It is available for download from the council's website. The proposals set out in this bid document will contribute towards the following objectives and policies of the STS:
- Appendix D, Islington School Travel Strategy
 - Appendix C, Islington Road Safety Plan
 - Chapter 3, STS policy SA1-5, AC5, G2, G13, E2, SE2
 - Chapter 4, STS proposal ST1, ST2
 - Chapter 7, Target LIP2, Target LIP8, PI LIP16, PI LIP21
 - Appendix A, table A.14
 - Appendix B, Form 29-School travel

School Travel Plan schemes delivered in 2007/08

Scheme Name	Scheme Description	Cost (000s)
St Peter and St Paul RC Primary School	Amendments to existing zebra crossing to reduce crossing distance in what is a particularly wide road. Works to incorporate footway build-outs, amendments to existing adjacent cycle facilities	£54.012
St Andrew's (Barnsbury) CE Primary School	Footway build-outs to reduce pedestrian crossing distance at informal crossing point of carriageway in Muriel Street including associated drainage works. Renew footway outside school to provide improved circulation space.	£34.32
Newington Green Primary School	Reduce speeds on approach to existing zebra crossing by relocating traffic calming measures including associated drainage costs	£34.32
St Joseph's RC Primary School	Installation of zebra crossing in Dartmouth Park Hill, adjacent to school entrance including required amendments to adjacent traffic calming features (humps) to comply with Regulations.	£44.32
Hugh Myddelton Primary School	Install a raised entry treatment in Lloyds Row to reduce the pedestrian crossing distance and vehicle speeds at the crossing point. Incorporate associated tactile to DDA spec and suitable drainage. Improve informal pedestrian crossing point in Myddleton Street.	£42.095
Moreland Primary School	Proposed localised 20mph zone adjacent to school incorporating flat top humps and signs. Incorporate raising of existing zebra crossing.	£49.755
Hanover Primary School	Upgrade informal pedestrian crossing facilities on all arms of three junctions. Extend existing zigzag markings outside school and changes to waiting/loading facility.	£34.32
Highbury Quadrant Primary School	Relocate existing informal crossing facility adjacent to roundabout to a point where suitable vehicle/pedestrian inter-visibility can be achieved to correspond with pedestrian desire line.	£34.32
Clerkenwell Parochial Primary School	Amendments to two existing zebra crossings to improve circulation space, inter-visibility and access for pedestrians. Install suitable informal pedestrian crossing facilities at two junctions.	£34.32
St Luke's Primary School	Proposed localised 20mph zone adjacent to school incorporating humps signs and associated TMO.	£34.32
Elizabeth Garrett Anderson Secondary School	Installation of new zebra crossing adjacent to school entrance. Alterations to existing adjacent traffic calming features (humps)	£34.32
Vittoria Primary School	Install a raised entry treatment in Charlotte Terrace to reduce the pedestrian crossing distance and vehicle speeds at the crossing point. Incorporate associated tactile to DDA spec. Relocate adjacent existing traffic calming	£41.32
Laycock Primary School	Raise existing zebra crossing in adjacent Liverpool Road to footway level	£34.32
Yerbury Primary School	Install footway build-out on pedestrian desire line	£34.32

	to expand pedestrian circulation space and reduce crossing distance near the school entrance. Include an informal crossing at an adjacent junction.	
St Mary's Islington Primary School	Installation of zebra crossing in Cross Street including associated kerblines amendments to provide suitable footway space adjacent to the crossing. Install informal pedestrian crossing facilities at the junction adjacent to the school entrance.	£44.32
Senior Travel Plan Co-ordinator	Match funded by DfES funding	£20
Maintaining and monitoring school travel plans	Supply cover for schools - 1 day each to review plan (23 schools), 2 days each for schools completing 3yr review (2 schools)	£10
Prior Weston Primary School	Install new zebra crossing in Whitecross Street in co-ordination with current redevelopment of the area. Zebra crossing "at grade".	£50.32
Thornhill Primary School	Amend existing kerb lines at three junctions to reduce carriageway crossing distance for pedestrians. Incorporate informal pedestrian crossings to DDA spec. Relay tactile at existing zebra crossing top conform to new guidelines.	£34.32
Gillespie Primary School	Amend existing informal pedestrian crossing point and improve pedestrian's perception of safety.	£34.32
Hungerford Primary School	Install informal raised pedestrian crossing point outside school (incorporating adjacent school vehicular entrance)	£34.32
St John's Highbury Vale Primary School	Install flat top speed hump with informal crossing facility. Install new raised entry treatment with informal crossing facility. Install new guardrail with school keep clear markings. Install new 20mph roundels.	£34.32
STP Development – Engineering	Funding for engineers to work up schemes to the implementation stage – covers feasibility, design and consultation	£20
STP Implementation – Theatre	Funding for 'Theatre in Education' at STP-approved schools. What if it Rains? 29 October & 5 November (£6600); Baron Chance & the Invincibles 15 October & 11 February (£7600); Car Story 14 January 2008 (£5050) TOTAL = £19250	£19.25
Total:		£841.552