

Sustainable Modes of Travel Strategy (for children and young people)- SMoTS

Formally known as the Sustainable School Travel and Transport Strategy – STS (2007)

Foreword from Councillor Matthew Offord, Cabinet Member for Environment and Transport

Barnet Council's Sustainable School Travel and Transport Strategy sets out our vision to keep the borough clean, green and safe through promoting more environmentally-friendly travelling.

We recognise the need to give parents and children access to more options to encourage them away from relying on cars.

School Travel Plans have proved to be an excellent method of achieving this. We are working towards ensuring that every school in Barnet has a Travel Plan in place. Schools with travel plans are already reporting significant decreases in the number of car journeys and I am confident that this trend will be maintained.

We will continue to identify and overcome barriers to sustainable travel as the borough changes and grows.

Aside from the environmental benefits of cutting congestion on the borough's roads, greater emphasis on walking and cycling will help build a strong and healthy Barnet.

We will also continue our efforts to ensure the right transport infrastructure is available to bring about a real shift in the way we travel.

A key element of this strategy is working closely with schools, parents, the police and of course children and young people themselves.

I believe this approach will enable us to protect our environment, improve road safety and help ensure Barnet remains a successful suburb in a world class city.

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Executive Summary

The Education and Inspections Act 2006 requires Barnet to produce a Sustainable School Travel and Transport Strategy (STS). This strategy aims to deliver increased accessibility to all schools, develop sustainable travel and transport infrastructure and ultimately improve Barnet's environment, increase health of children and improve transport safety.

The overall vision for the strategy is:

To enable children and young people to access appropriate education training and employment through promotion and facilitation of more sustainable travel options.

There are 5 objectives identified so that the travel and transport needs of children and young people are better catered for.

- Reduce single passenger or driver car journeys on all school related journeys;
- Increase walking, cycling, use of public transport, and where appropriate more sustainable forms of car use;
- Facilitate choice of school, training or employment for all groups by improving travel and transport infrastructure and providing access to sustainable transport;
- Enable all children and young people access to a healthier lifestyle through improved access to sustainable travel and facilitation to attend extended school activities;
- Provide a clean and safe environment for all children and young people by reducing congestion, improving public transport linkages and access for all school related travel, improved journey times and reduced pollution.

There are a number of national and local policies described within the strategy which provide a context and framework for this strategy. Locally there is the School Travel Plan (STP) Strategy which has direct links to the promotion of sustainable travel. School travel plans are key to the delivery of the STS strategy and are providing a measure of the success in achieving the work programme. For example, based on data from 87 borough primary and nursery schools there has been a 12% increase in walking initiatives and an 11% decrease in the use of cars. Funding for the STS strategy will mostly come from TfL through the LIP funding system.

As part of the STS an extensive audit of existing travel and transport infrastructure across the borough has been carried out and details can be found in the technical appendix. This covers matters such as the identification of barriers to sustainable travel like bullying on buses, safety issues, lack of crossing patrols and accessibility.

This information is important in helping to identify strengths, weaknesses and opportunities for travel within Barnet so they can be addressed accordingly, as set out in the work programme.

Barnet has adopted a sustainable hierarchy for school travel within the borough:

- Walk - includes using scooters
- Public Transport - bus, train or underground train (tube)
- Cycle
- Park and Stride: Car part way, walking the rest of the way (at least 5 minutes walking)
- Park and Ride: Car part way, public transport the rest of the way
- Car Share: travelling by car with a child or children who live in another house.

This hierarchy is the basis which Barnet uses to identify sustainable travel. A survey of pupil's mode of travel (actual and preferred) is a key part of the information presented within the strategy. This information comes from the school travel plans and will be used to monitor, over the coming years, the degree to which children and young people have adopted more sustainable modes of travel both in practice and preference.

The work programme, within this strategy, identifies existing initiatives that promote sustainable travel in Barnet. Many of these initiatives are already in place but are subject to ongoing development and will provide to be important in delivering the objectives identified in this strategy. An important element of the strategy is working closely with the many key stakeholders across the borough, but especially with schools, parents, the police and most importantly the children and young people. The STS work programme has a number of initial targets and associated key performance indicators (KPIs) which focus on the development and review of STPs for the 152 borough schools, improvements to each of the modes in the sustainable hierarchy, infrastructure upgrades and safety education.

This is the inaugural STS and it will be updated annually. In particular the targets and KPIs will be constantly monitored and reviewed as part of the STP process to ensure a step change in travel conditions for children and young people across the borough.

1. Introduction

In response to changing legislation in the field of school transport, especially in respect of **Section 6 of the Education and Inspections Act (2006)**, there is a duty on Local Authorities (LAs) to produce an annual Sustainable School Travel and Transport Strategy (STS).

This strategy sets out how Barnet will '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' as identified in the **Home to School Travel and Transport Guidance (DfES 2007)**. It will set an overall vision and work programme to deliver increased accessibility for schools and will lead to an improved environment, increased health of children and improvements in transport safety.

2. Vision and Objectives

2.1 Vision

To enable children and young people to access appropriate education training and employment through promotion and facilitation of more sustainable travel options.

2.2 Objectives

- Reduce single passenger or driver car journeys on all school related journeys;
- To increase walking, cycling, use of public transport, and where appropriate more sustainable forms of car use;
- Facilitate choice of school, training or employment for all groups by improving travel and transport infrastructure and providing access to sustainable transport;
- Enable all children and young people access to a healthier lifestyle through improved access to sustainable travel, and facilitation to attend extended school activities;
- Provide a clean and safe environment for all children and young people by reducing congestion, improving public transport linkages and access for all school related travel, improved journey times and reduced pollution.

3. Policy Context

There are a number of relevant policies at both national and local level which provide a context and framework for this strategy and will contribute to the overall objectives identified in section 2.

3.1 National Framework

3.1.1 The Education Inspection Act (EIA) (DfES 2006)

The Education and Inspections Act (clause 63) inserts a new section, 508A, in the Education Act 1996. This places a general duty on local authorities to promote the use of sustainable travel and transport (in force from 1 April 2007).

Extent and coverage

The duty applies to children (i.e. of compulsory school age and below), and young people of 6th form age and:

- to those resident in the authority's area, and receiving education or training in the authority's area; and
- to those not resident in the authority's area, but who travel within the authority's area to receive education or training.

The duty relates to journeys to and from institutions at the start and end of the day (including attendance at pre- and after-school activities), and journeys between institutions during the day. Journeys may be to, from or between schools (including independent schools), further education institutions, and other institutions where education or training might be delivered. As such, the duty includes consideration of the travel implications of extended schools, and delivery of education and training at different institutions for the 14 to 19 age group.

There are four main elements to the EIA duty:

- a) An assessment of the travel and transport needs of children, and young people
- b) An audit of the sustainable travel and transport infrastructure within the authority that may be used when traveling to and from, or between schools/institutions
- c) 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
- d) The promotion of sustainable travel and transport modes on the journey to, from, and between schools and other institutions.

Sustainable travel definition

The EIA (section 508A (3)) defines sustainable travel 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, bus use (and other forms of public transport), as well as car-sharing, where there is no practical alternative to the private

car on the journey to school.

Therefore Barnet has identified the following sustainability hierarchy:

- Walk- includes using scooters
- Public Transport - bus, train or underground train (tube)
- Cycle
- Park and Stride: Car part way, walking the rest of the way (at least 5 minutes walking)
- Park and Ride: Car part way, public transport the rest of the way
- Car Share: travelling by car with a child or children who live in another house.

3.1.2 Sustainable Schools National Framework (DfES 2006)

The Sustainable Schools National Framework introduces eight 'doorways' or themes through which schools are encouraged to initiate or extend their sustainable school activities, embedding sustainable development into the whole school. The Travel and Transport doorway specifies a target of 2020 for 'all schools to be models of sustainable travel where vehicles are used only when absolutely necessary and facilities for healthier, less polluting or less dangerous modes of transport are exemplary'.

3.1.3 Extended Schools Agenda

The Extended School Propectus "**Extended Schools building on experience**" (DfES 2007) explains how schools should offer access to a range of services and activites which support and motivate children and young people to achive their full potential.

In primary schools this means access to a varied menu of activites, combined with childcare from 8am to 6pm, 5 days a week, 48 weeks a year. In secondary schools this means access to a vaired menu of activities which also offer young people a safe place to be from 8am to 6pm during term time. As this provision does not have to be on the schools site if suitable transfer arrangements are available, this has implications when considering the travel and transport needs of children and young people.

3.1.4 14-19 Education and Skills Agenda, (DfES 2005)

The 14-19 agenda intends to provide young people with extended opportunities and raise overall learning standards. The wide variety of learning being promoted by the agenda will have various implications for travel due to the fact that these learning opportunities could be in a range of locations through the combination of practical workplace experience, attendance to education establishments or places of employment. The potential for young people to travel to two to three different locations each week is anticipated from the implementation of the agenda.

3.2 Local Framework

3.2.1 Sustainable Community Strategy (2006-2016)

The Sustainable Community Strategy demonstrates how local organisations and agencies will work together to improve the economic, social and environmental well-being of their area.

It identifies four priorities which matter most to Barnet's communities and can only be tackled by partnership working. Two of these priorities are particularly relevant to this strategy:

- Investing in Children and Young People;

Vision: That by 2016 all 16-18 year olds in Barnet will be in education, employment or training.

- Growing Successfully;

Vision: by 2016 Barnet's residents will say their local area is a better place to live.

Ambition: Keep Barnet moving

This ambition makes reference to the fact that car usage in Barnet is high and will continue to rise with the steadily growing population unless measures are taken to ensure that good quality public transport is available.

3.2.2 Corporate Plan (2007 – 2010)

The Corporate Plan is a map of how the council seeks to deliver the Sustainable Community Strategy, through providing services that meet the needs of residents and communities by taking forward the council's key priorities;

- A bright future for children and young people;
- Clean, green and safe;
- Supporting the vulnerable;
- Strong and healthy; and
- A successful suburb.

The Road Safety Plan and School Travel Plan Strategy support these priorities, with particular reference to children and young people and promotion of a clean and safe environment.

3.2.3 Key Priority Plan (2007/08 – 2010/11)

The Key Priority Plan details how the Corporate Plan priorities will be met. The principal contributions to the delivery of the key objectives from the Environment and Transport service are:

- Promoting trip demands management and travel plans; and
- Effective traffic and road safety engineering and parking control.

3.2.4 Barnet's Children & Young People Plan (2007/08-2009/10)

Produced by Barnet's Children and Young People's Partnership Board, this is built around the five Every Child Matters outcomes for children and young people to:

- Be Healthy
- Enjoy and Achieve
- Make Positive Contribution
- Achieve Economic Wellbeing
- Stay Safe:

One key action identified to achieve 'stay safe' is to 'Continue programme to develop school travel plans for all schools by 2010' with a key measure of its success to 'increase the number of schools with a travel plan in place'.

3.2.5 Home to School Transport Strategy (2007)

The Home to School Transport Strategy directly links to this STS strategy and is part of Barnet's overall approach to school transport. The policy deals specifically with arrangements for home to school transport as inserted into the EIA in sections 508B and 508C, and includes arrangements for those eligible for whom travel arrangements will always be provided free of charge. The policy will come into affect as of 3 October 2007 and will be available on the council's website.

3.2.6 Air Quality Action Plan (2003)

The Air Quality Action Plan investigates the borough's main air quality problems and identifies solutions. It has an important role in delivering air quality improvements under the council's Local Air Quality Strategy.

School Travel Plans (STPs) are included within the Action Plan which in particular refers to the STP process as making access to schools safer, to encourage more walking, cycling and use of public transport, to discourage unnecessary car journeys to and from school, and discourage parking on main traffic routes and reduce congestion.

3.2.7 Local Implementation Plan (LIP) (2005/06-2010/11)

The LIP sets out how the borough will implement the Mayor's Transport Strategy in their area.

Road Safety Plan (chapter 6)

Chapter 6 of the LIP, 'The Road Safety Plan' seeks to improve road safety in Barnet by setting out a strategy to address the borough's particular road safety issues and reduce casualties in line with both national and London-wide targets and as part of its statutory duty to promote road safety under the Road Traffic Act 1988.

School Travel Plan Strategy (chapter 8)

The council is responsible for promoting School Travel Plans at a borough wide level, together with assisting and enabling schools to develop them individually. The

STP Strategy incorporating 'Safe Routes to School' project work (now referred to as School Travel Plan Implementation Engineering Schemes - STPIES) promotes modal shift and seeks to contribute to casualty reduction. The aim of the STP Strategy is that all schools within Barnet have an approved travel plan in place by the end of the academic 2009-2010 year. It identifies processes to encourage schools to successfully develop and implement STPs.

The STP strategy is integral to this (STS) Strategy as it provides a basis to measure the success of the STS in terms of actions set, is the mechanism for collecting data and will directly feed into the annual review of the STS strategy.

4. Audit of sustainable travel and transport Infrastructure

In order to assess the travel and transport needs of children and young people in Barnet an audit of sustainable travel and transport infrastructure has been initiated. (Full details can be found in appendix A.) The information collected will be reviewed and revised annually during the review of this STS strategy.

5. Pupil usual mode and preference of travel

5.1 Pupil usual mode and preference of travel to school/college

Although mode of travel has been collected through the School census since January 2007 data for Barnet schools is limited. Census data does not also differentiate between park and stride and travelling by car and does not collect preference of travel. Therefore data from travel plan 'hands up' surveys is used here. It has been found that how children and young people travel to and from school changes as they get older therefore the following data is split into Primary and Nursery Schools, Secondary Schools and Sixth Form Colleges.

5.2 Primary and Nursery Schools

Figure 5.1 shows how pupils travel to school at 3 points in the travel plan process based on data from 87 out of 109 schools:

Baseline – how the pupils travel to school before the instigation of the STP process;
Approved – how the pupils travel to school once the travel plan has been approved;
Review – how the pupils travel to school a year after the STP was approved.

The influence of the STP process can be seen on the use of more sustainable forms of transport with an average 12% increase in walking initiatives and an average 11% decrease in the use of cars.

Figure 5.2 shows how the pupils would like to travel to school at the same 3 points in the STP process based on data from 87 out of 109 schools.

Figure 5.1 Primary pupil modal review

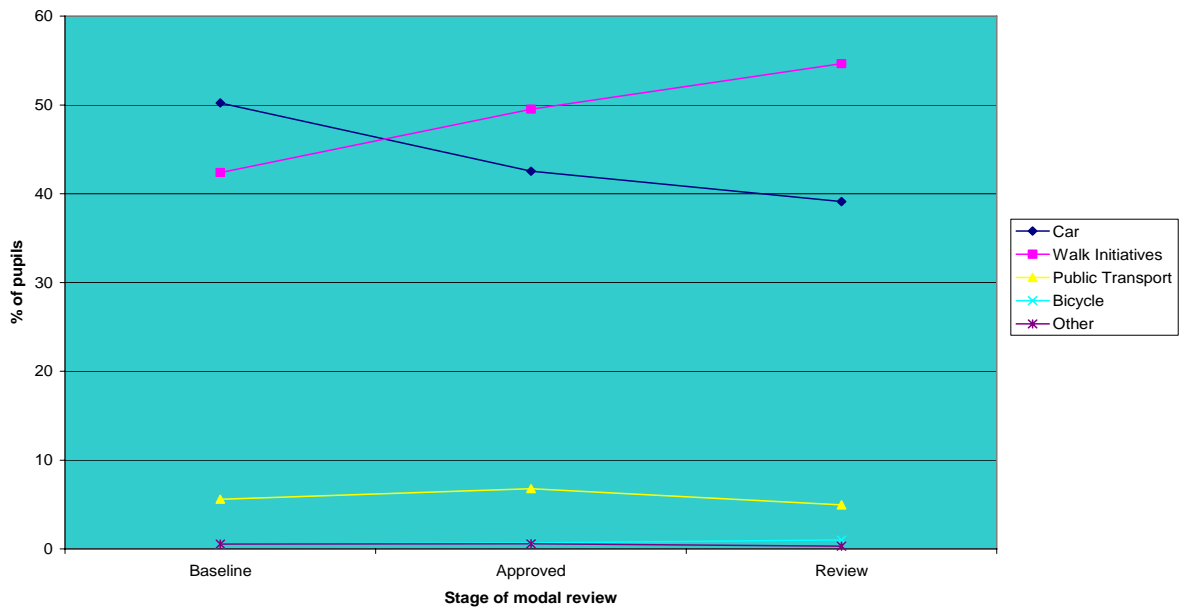
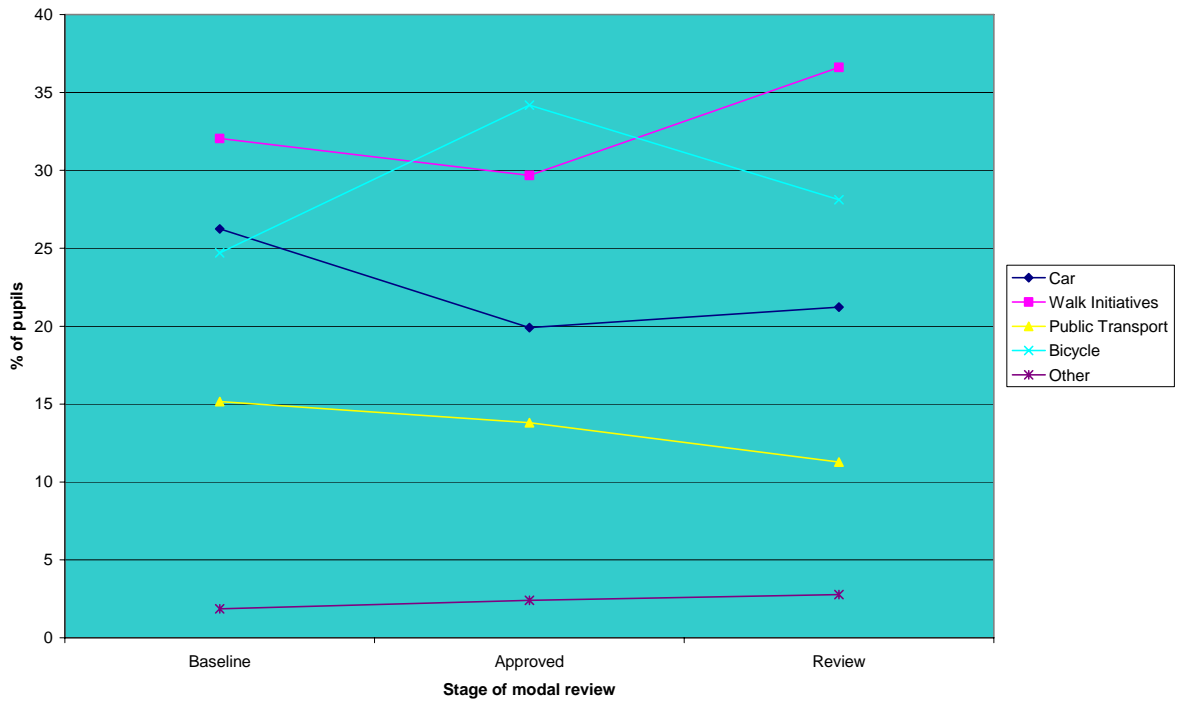


Figure 5.2 Primary pupil preference modal review



5.3 Secondary schools

As currently hands up data is only held for 9 of the 24 Secondary Schools, 6 of which are currently developing their travel plan, it is only possible to show in Figure 5.3 how the students travelled to school before the instigation of their travel plan. The same is true for travel preference shown in Figure 5.4.

The Secondary pupil modal baseline information in Figure 5.3 shows car/van, walk and bus as the predominant modes of travel. There is an obvious preference (Figure 5.4) for higher bicycle use (1% usual mode compared with 13% preferred modal travel), a slight increase in preference for walking and decrease for car/van model transport.

Figure 5.3 Secondary baseline- student usual mode of travel

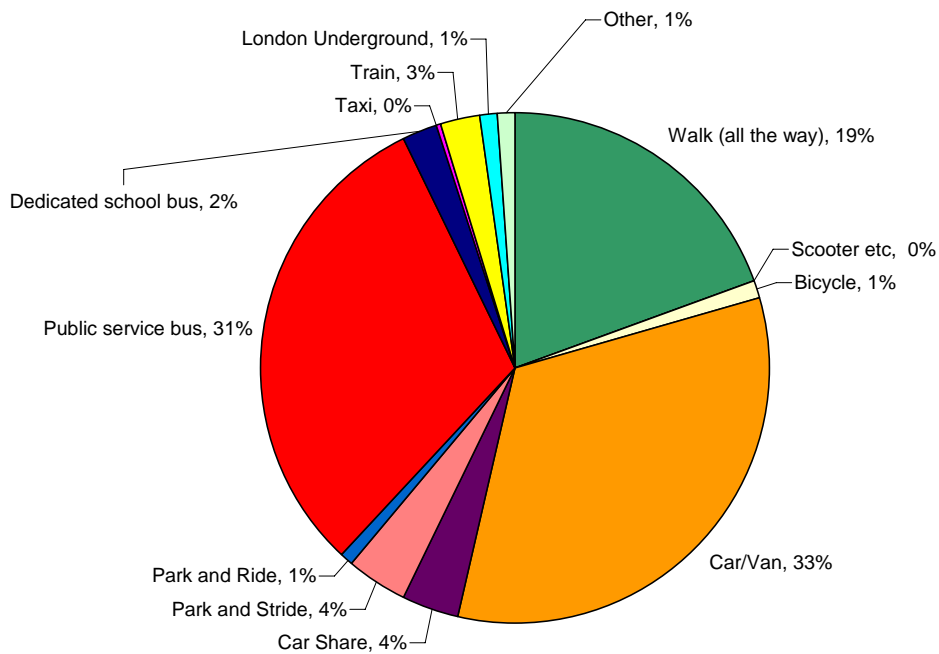
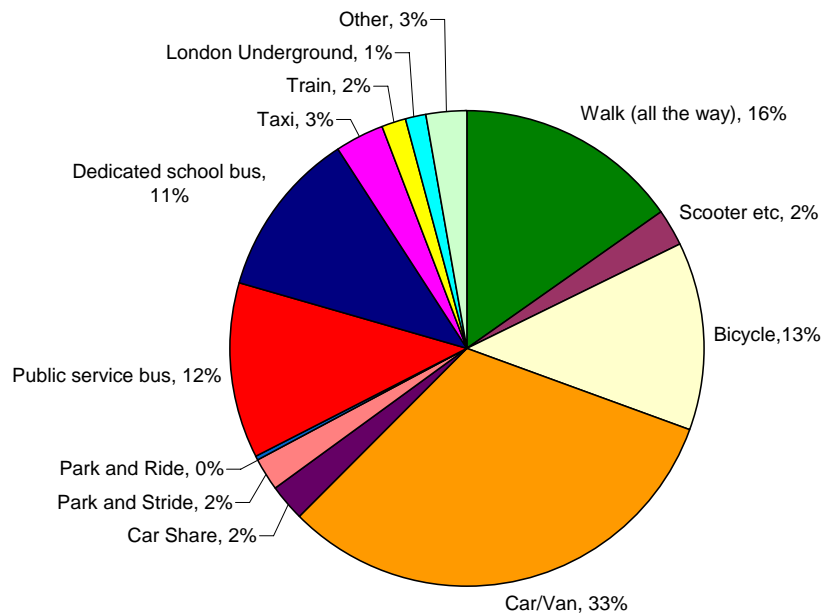


Figure 5.4 Secondary Baseline- student preference mode of travel



5.4 Special Educational Needs Schools

Barnet has 5 SEN schools and 3 Pupil Referral Units (PRU), 2 of which are hospital schools which do not have transport issues. To date only one SEN school has surveyed its pupils, Northway School, where all pupils travel on dedicated school mini-buses due to the students specific needs. It is expected that this pattern will continue when the remaining 4 SEN schools collect their travel data.

5.5 Sixth Form Colleges

Figure 5.5 shows how students at Barnet College and Woodhouse Sixth Form College travel and shows the reliance on public transport.

Figure 5.5 Barnet and Woodhouse College baseline- student usual mode of travel

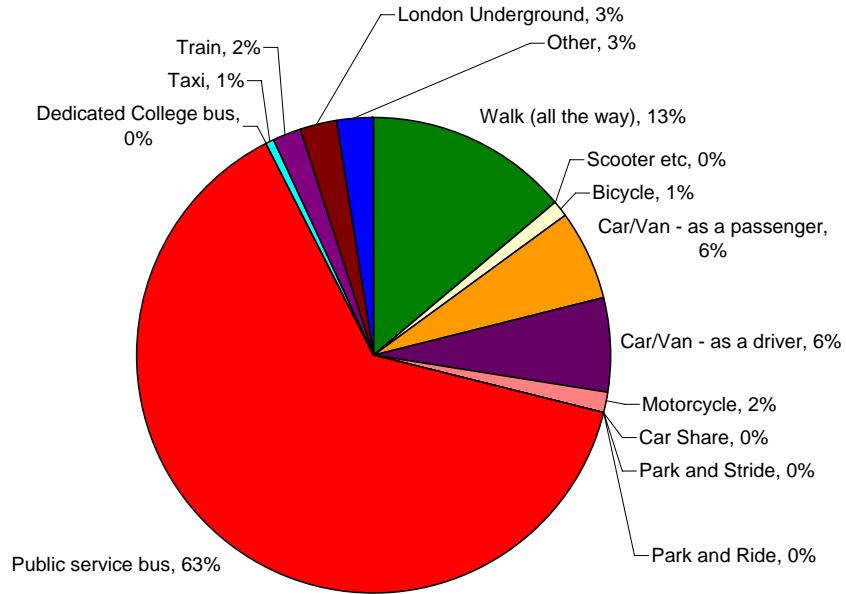
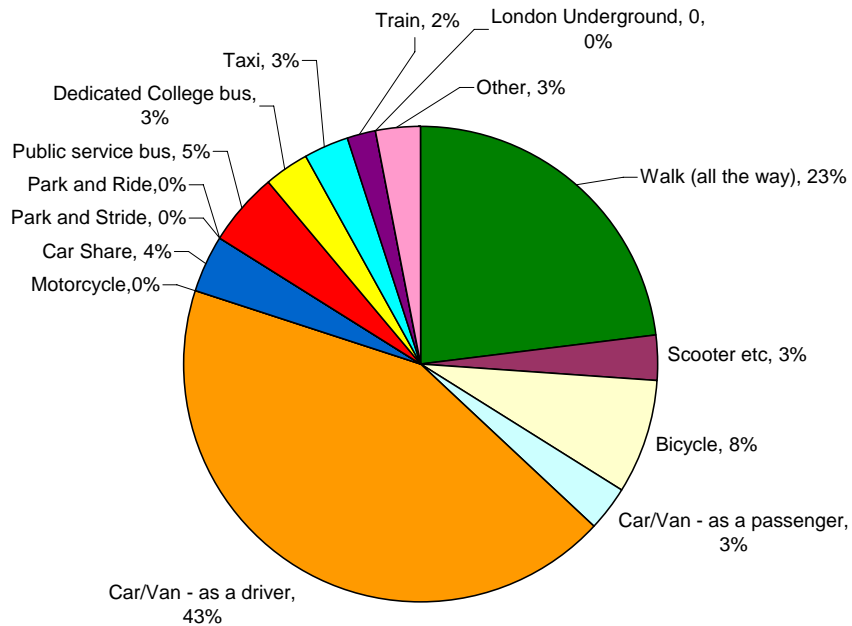


Figure 5.6 from Woodhouse College shows the interest of the students, before the development of the travel plan, in driving to college.

Figure 5.6 Woodhouse College baseline- student preference travel mode



6. STS Work Programme

6.1 Introduction

This work programme identifies existing initiatives that promote sustainable travel in Barnet. Many of these initiatives are already in place but are subject to ongoing development and will provide to be important in delivering the objectives identified in this strategy. An important element of the strategy is working closely with the many key stakeholders across the borough, but especially with schools, parents, the police and most importantly the children and young people. The STS work programme has a number of initial targets and associated key performance indicators (KPIs), found in the action plan, which focus on the development and review of STPs for the 152 borough schools, improvements to each of the modes in the sustainable hierarchy, infrastructure upgrades and safety education.

The development of STPs will be the key tool to achieve the objectives of this strategy. The STP process is described in the STP Strategy which forms chapter 8 of the LIP and is revised annually as part of the LIP bidding procedure.

Barnet currently has 59 out of 152 schools with an approved STP (39%) and aims to have a further 60 plans in place by March 2008 (78%).

Through the development and implementation of STPs the following will be achieved:

- Travel data collected through an annual hands up survey;
- Barriers to using more sustainable travel identified by pupils, staff and families;
- Travel issues and concerns identified by pupils, staff and families including identifying locations of perceived or real danger;
- A review of safety conducted in the area around the school and improvements made to the transport infrastructure where appropriate;
- Promotion of more sustainable modes of travel to pupils, staff and families and their health and environmental benefits;
- Promotion of personal and road safety;
- Access to funding for on-site improvements to facilitate sustainable travel (Capital Grant from DCSF) and for purchasing materials to promote safe, sustainable travel (Small Grant Scheme).

6.1.1 STP Accreditation Scheme

All schools with an approved STP are encouraged to apply for the London-wide accreditation scheme STAR – Sustainable Travel Accredited and Recognised, which has been designed to reward long-term commitment to sustainable travel in schools. The STAR accreditation scheme is awarded annually in June; one of the aims of the programme is to ‘increase the number of young people and adults choosing ‘active travel’ over travel by car’.

6.2 Walking Initiatives

- Walk to School week

In May 2007 over 60 Primary and Nursery schools took part in Walk to School Week. STP schools are encouraged to include Walk to School week as part of their action plan and the Road Safety Team will promote this to all schools in May 2008.

- Walk on Wednesday (WoW)

Also often included in STP action plans, Walk on Wednesday or Walk once a Week schemes are popular ways to encourage more walking. From September 2007 11 Barnet schools will take part in the full WoW scheme, receiving monthly badges for those that walk all or part of the way to school at least once a week.

- Walking Bus

Barnet's established Walking Bus at Frith Manor school continues successfully. During 2006/07 several new formal Walking Buses were set up following the schools involvement in developing their STP and/or receiving a DFES Walking Bus grant, received by 7 schools with a further 14 being awarded Walking Initiative grants. The borough's Road Safety Officers support schools who wish to set up either formal or informal walking buses; risk assessing routes and providing advice.

- Improvements to walking routes

Where members of a school community identify issues or concerns relating to walking routes through their STP these will be considered when officers complete the safety review of the school locality and, if appropriate, funding sought in order to make improvements.

6.3 Cycling

6.3.1 Cycle storage

Cycling is always a popular preference with pupils and with a small number of staff. Whilst developing their STP schools are encouraged to consider their cycling policy and if their current cycling facilities are adequate. Additional storage can be requested through their STP from the Mayor's Cycle Initiative.

6.3.2 Cycle training

During 2006/07 349 year 6 pupils attended Barnet Safer Cycling Courses. These off and on road courses are offered to all Year 6 pupils and run at 2 sites during the Easter and Summer holidays. Approximately 50 Year 7/8 students in 2006/07 took part in one-to-one route training from home to school which is promoted in all secondary schools. Barnet's three Sports Partnerships also have funding this year to provide cycle training to schools in their area.

6.3.2 Cycle promotion

Schools are encouraged to incorporate the TfL cycling curriculum resources into their curriculum and take part in the associated annual competitions that promote cycling.

6.4 Public Transport

6.4.1 Promotion of free public transport

During 2007 Barnet's schools and colleges with Sixth Form students have been asked to take part in an on-line Oyster card application scheme which aims to increase uptake. From September 2007 Primary and Secondary Schools will be asked to promote ownership by all 11 year olds, and older, of an 11-15 Oyster Photo Card which will be required from January 2008 to access free bus travel. To obtain an Oyster card young people will be expected to sign a behaviour code.

6.4.2 Independent travel training

Barnet's Safe Independent Travel Training project provides travel training for adults with learning disabilities wishing to access college or work, or younger people wishing to travel to school independently. The service is free to people living in the borough (and accessing council services).

6.4.3 TfL Citizenship Initiative and Junior Citizen Scheme

Each year a selection of Barnet Primary Schools are invited to send year 6 pupils to Junior Citizen events which involve role play safety scenarios including safety on public transport. Those schools not involved in Junior Citizen are encouraged to book a presentation with the TfL Citizenship Initiative Team which promotes safety and citizenship on all modes of public transport.

6.4.4 Safer Transport Team

Close links are being developed with the newly formed Police Safer Transport Team who monitor key transport hubs where students from a number of schools meet during their school journey, as well as particular bus routes and stations associated with inappropriate behaviour by school children. This will enable targeted response to issues highlighted during the STP process.

6.4.5 Requesting school bus or adjust route

Where a school identifies issues relating to public transport provision through their STP this request will be passed to the borough's Public Transport Officer for consideration.

6.5 Car based Initiatives

Initiatives that encourage a reduction in the impact of car use whilst allowing for the need to travel large distances by car are promoted and included in many STP action plans as detailed below:

- Park and stride - where an area or areas a distance from the school are identified and promoted for parents/carers to park and walk the rest of the way;

- Park and ride- where an area or areas a distance from the school are identified and promoted for parents/carers to park so that their children can travel the final part of the journey by public transport;
- Car sharing – including formal and informal schemes organised by schools, Parent/Teacher Organisations or individual parents/carers. The Road Safety Team regularly publicise the need for children to use appropriate car seats, particularly when car sharing, and run car seat checking events.
- Parking campaigns

Where schools identify problems with inappropriate parking by parents and carers the council supports parking campaigns through:

- Loaning zig zag banners and providing leaflets which remind parents not to park on the school keep clear markings;
- Encouraging schools to involve their pupils, including Junior Road Safety Officers, to develop material to remind parents to park appropriately;
- Inclusion on the monthly school parking enforcement list;
- Joint events with Planning and Safety Officers, Safer Neighbourhood Police Officers and School representatives.

6.6 Road and personal safety

6.6.1 Road Safety

All Barnet Schools are offered a comprehensive package of Road Safety projects as listed in the Road Safety Plan (LIP chapter 6) and on the council's website. These include:

- Officer led Practical Pedestrian training for Year 4
- Officer supported Junior Road Safety Officers in Year 6 (76 pupils took on the role of JRSO during the academic year 2006/07)
- A range of age targeted resources for loan
- Theatre in Education for Primary and Secondary age groups
- Annual pre-driver safety talk for Sixth Form College students.

6.6.2 Personal safety

STP schools are encouraged to include the development of personal safety skills in their STP action plan, this often includes organising annual talks from Community Police Officers and for Jewish Schools involvement in the CST's (Community Security Trust) Streetwise scheme.

6.6.2 Youth Board

The Barnet Youth Board is leading a Sustainable Community Strategy project to make Barnet a safer place for Young People to live and travel. This will involve developing a programme of work to tackle bullying and intimidation on the street and on public transport and as part of this organised a successful Youth festival in June 2007.

6.7 Healthy Lifestyle

For a school to achieve National Healthy Schools status it needs to demonstrate that it is in contact with the School Travel Plan Coordinator and has a STP in place or is developing one, has utilised STP surveys, promotes walking and cycling to pupils, parents/carers and staff and makes pedestrian and cycle skills training available. Schools are supported by the Barnet Healthy Schools team who actively encourage schools to get involved in travel planning.

6.7.1 Promoting travel to and from school as part of daily exercise

When developing their STP it is suggested to schools that they promote daily sustainable travel as part of a healthy lifestyle in their physical activity and science curriculum. Schools with an approved STP can request funding from the borough's School Travel Plan Coordinator through the small grants scheme for pedometers.

6.8 Environmental Benefits

6.8.1 Barnet Environmental Action for Real in Schools (BEARS)

The Education Officer from the Waste and Sustainability Team promotes and supports environmental projects and sustainability through the BEARS network. It is open to all schools in Barnet. The network enables schools to communicate ideas, resources and good practice to one another. The Waste & Sustainability team can also direct schools to organisations or other council departments with expertise in specific areas.

6.8.2 Theatre in Education

Primary and Secondary Schools with an approved STP are offered an age appropriate Theatre in Education production which promotes the environmental and health benefits of sustainable travel in an interactive manner.

6.9 Infrastructure

Schools can also request the investigation of a possible School Crossing Patrol Officer through their STP. The Road Safety Officers will, where funding allows, risk assess sites, advise on recruitment, train and supervise.

6.9.1 School Travel Plan Implementation Engineering Schemes (STPIES)

Any school which requests engineering measures are asked to develop a STP so that the full travel picture is understood. Once their STP is approved requests will be considered and funding bid from TfL where the council identifies that measures will improve safety and therefore encourage more sustainable travel. In 2006/07 8 STPIES were put in place supporting STPs at 13 schools. In 2007/08 10 schemes are planned for 14 schools.

6.9.2 Capital grant

Support is given to schools by the STP Coordinator when deciding how to spend capital grant on on-site capital items to improve safety and encourage more sustainable travel.

7. Work Programme Action Plan

Work programme areas	Key performance indicator	Responsible officer	Targets - financial year				
			2006/07	2007/08	2008/09	2009/10	2010/11
School Travel Plans	Number of schools with an approved STP in place <ul style="list-style-type: none"> All schools by end of academic year 2009 	School Travel Plan Coordinator	59 schools	92 schools	122 schools	All schools	
	Review of travel to school <ul style="list-style-type: none"> All schools by March 2008 		90 schools	All schools			
	Review of safety around school <ul style="list-style-type: none"> All schools by March 2008 	School Travel Plan Coordinator	70 schools	All schools			
Walking Initiatives	Walk to school week <ul style="list-style-type: none"> Promote to all primary schools annually Increase participation year on year 	Road Safety Officers		May 07 60 schools			
	Walk on Wednesday <ul style="list-style-type: none"> Continue to promote initiative through development of STPs Increase participation year on year 	School Travel Plan Coordinator	6 schools	11 schools	15 schools	20 schools	20 schools
	Walking bus <ul style="list-style-type: none"> Continue to promote initiative through development of STPs Increase participation year on year 	Road Safety Officers	1 school				
	Improvements to walking routes <ul style="list-style-type: none"> In response to issues identified through STP process 	School Travel Plan					

		Coordinator					
Cycling	Cycle storage <ul style="list-style-type: none"> Assess requirement through STP process and bid through Mayor's Cycle Initiative 	School Travel Plan Coordinator	5 schools	18 schools	20 schools	20 schools	20 schools
	Cycle training <ul style="list-style-type: none"> Year 6 pupils train 250 pupils annually 	Road Safety Officers	250	250	250	250	250
	Cycle promotion <ul style="list-style-type: none"> Benefits of cycling promoted in all schools 	School Travel Plan Coordinator					
Public Transport	Promotion of free public transport <ul style="list-style-type: none"> Promotion of Oyster card online trial to all schools /colleges with sixth form students Promotion of Oyster photo card to all schools with 11-19 year olds 	School Travel Plan Coordinator					
	Independent travel training <ul style="list-style-type: none"> Travel training provided in response to identified need 	Safe Independent Travel Training Team					
	TfL Citizenship Initiative and Junior Citizen scheme <ul style="list-style-type: none"> All year 6 pupils receive guidance on safely using modes of public transport 	School Travel Plan Coordinator					
	Requesting school bus or adjust route <ul style="list-style-type: none"> Assess need through STP process 	Public Transport Officer					
	Park and stride <ul style="list-style-type: none"> Continue promotion through STP action plans Respond to need as identified Increase participation year on year 	Road Safety Officers	Primary review data = 6% Secondary				

			baseline data = 4%				
Car based Initiatives	Park and ride <ul style="list-style-type: none"> Continue promotion through STP action plans Respond to need as identified Increase participation year on year 	School Travel Plan Coordinator	Secondary baseline data = 1%				
	Car sharing <ul style="list-style-type: none"> Continue promotion through STP action plans Respond to need as identified Increase participation year on year 	School Travel Plan Coordinator	Primary review data = 1% Secondary baseline data = 2%				
	Parking campaigns <ul style="list-style-type: none"> Continue to implement measures such as use of zig zag banners and education of pupils and parents 	Road Safety Officers	15 schools per term	15 schools per term	15 schools per term	15 schools per term	15 schools per term
	Personal safety <ul style="list-style-type: none"> Personal safety included in all STP action plans 	School Travel Plan Coordinator					
Road & personal safety	Youth Board <ul style="list-style-type: none"> Develop a programme of work to tackle bullying and intimidation on the street and on public transport (Children and Young People Plan p15) Key measure of success: Proportion of young people who report feeling 'very safe' or 'fairly safe' in Barnet <ol style="list-style-type: none"> during daylight hours when it gets dark after dark 	Youth Board	Daylight hours 87% Getting dark 47% After dark 30%	A and b) To at least maintain After dark To	A and b) To at least maintain After dark To	A and b) To at least maintain After dark To	A and b) To at least maintain After dark To

				improve year on year	improve year on year	improve year on year	improve year on year
	Theatre In Education (TIE) <ul style="list-style-type: none"> TIE for schools with an approved STP 	School Travel Plan Coordinator	21 schools	30 schools	30 schools	30 schools	30 schools
	Road Safety <ul style="list-style-type: none"> Number of child KSI casualties 	Road Safety Officers	10				
Healthy Lifestyle	Schools reaching National Healthy School Status	Barnet Healthy Schools Team	40% (July 2007)	57%	70.2%	83.3%	
Environmental Benefits	Barnet Environmental Action for Real in Schools (BEARS) <ul style="list-style-type: none"> Continue to promote the network for schools to communicate ideas, resources and good practice to one another. 	Education Officer , Waste and Sustainability Team					
Infrastructure	School Travel Plan Implementation Engineering Schemes (STPIES) <ul style="list-style-type: none"> Continue through STP process to achieve 10 STPIES schemes annually 	School Travel Plan Coordinator	8 schemes 13 schools	10 schemes 14 schools	10 schemes	10 schemes	

8. Monitoring

The STS Strategy will be reviewed and progress monitored annually using information gathered through the School Travel Plan process. The revised strategy will be published on the borough web-site by 31 August each year.

Appendix A: Infrastructure Audit

4. Audit of sustainable travel and transport Infrastructure

In order to assess the travel and transport needs of children and young people in Barnet an audit of sustainable travel and transport infrastructure has been initiated. The information collected will be reviewed and revised annually during the review of this STS strategy.

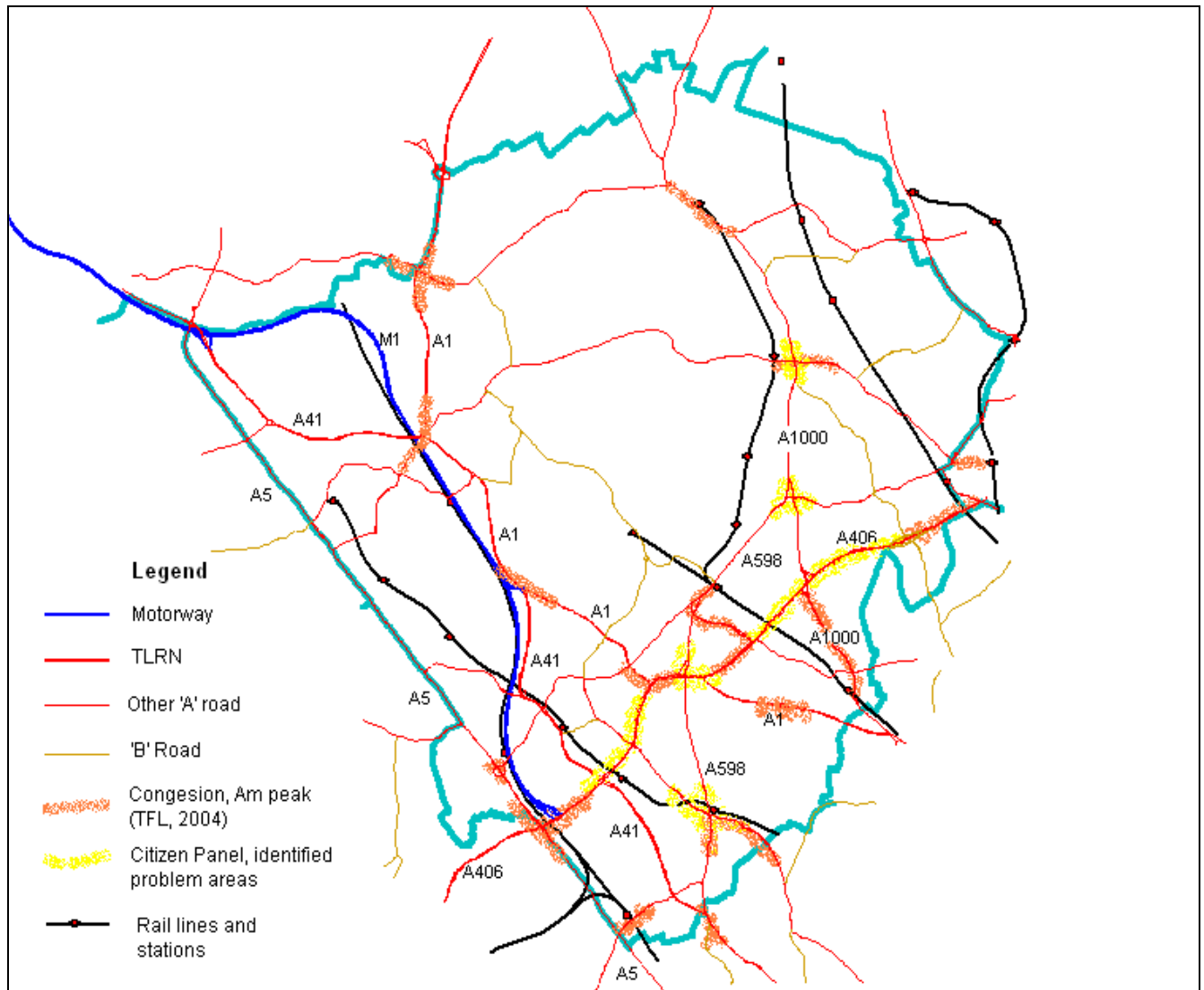
Following recommended practice this STS strategy bases its assessment of children and young people's travel and transport needs on data provided in school and college travel plans.

Currently 59 out of 152 Barnet Schools have an approved STP with a further 60 schools developing theirs. Barnet College developed a travel plan as a requirement of planning permission and Woodhouse College have completed initial travel surveys. Additional information is collated from a number of council sources including the STP strategy, Road Safety Plan and the LIP.

4.1 Car based Infrastructure

Figure 4.1 shows the major roads that pass through Barnet and associated congestion throughout the borough.

Figure 4.1 - Road network and congestion and Road classifications



4.2 Public Transport

In outer London greater distances, more dispersed settlement patterns and less widespread public transport provision, coupled with a tendency for travel into London to be less of a dominant factor make car use more important, and car ownership more common. In particular the green belt wedge in the middle of the borough presents a significant barrier to travel across the borough by public transport, but the east of the borough also suffers from limited public transport accessibility. Figure 4.3 highlights public transport accessibility in Barnet. Good public transport accessibility exists for services that cater for radial movements towards Central London.

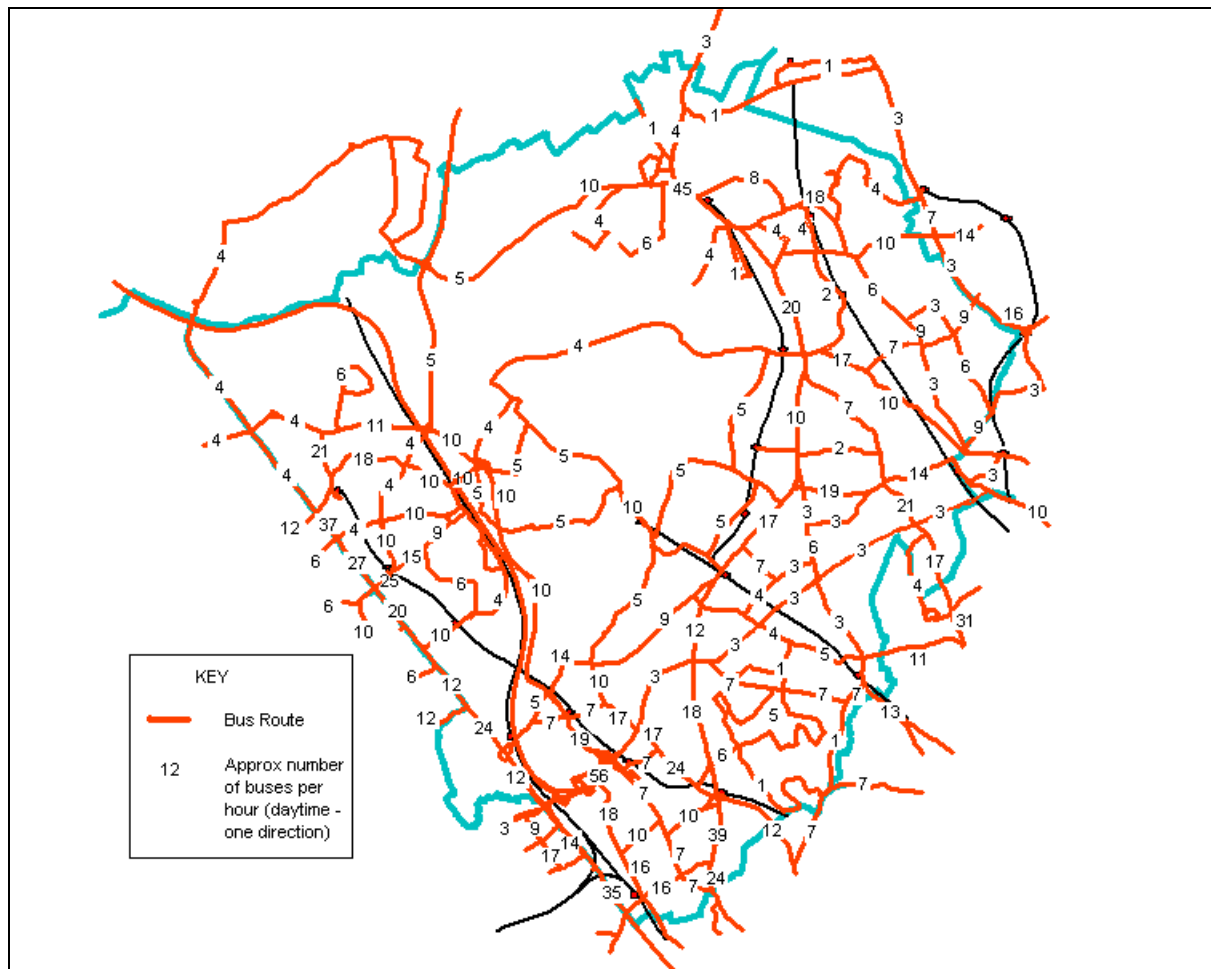
4.2.1 Public Transport routes & provision

Bus

Barnet residents make about 11% of all trips by bus, and bus is the only real public transport option for east-west trips through the borough. However routes catering for such movements and for trips north into Hertfordshire are fewer and less frequent

than those for movements into London and often a number of changes have to be made to complete a journey. Figure 4.2 shows the approximate number of buses per hour travelling in one direction during the daytime.

Figure 4.2 - Bus network in Barnet



The network generally caters well for those who are reliant on the bus for their accessibility needs, despite some areas of lower accessibility, especially compared to many areas outside London.

Contracted school bus routes

Table 4.1 shows the contracted school bus routes that serve Barnet schools. They are available at normal fares to any member of the public but carry pupils predominantly.

Table 4.1 Contracted school buses

Bus	No. of buses (each am & pm)	Name of school	Start	Finish
605	1	Mill Hill County	Edgware	Mill Hill County
606	2	QE Boys & Ravenscroft School	Queensbury	Ravenscroft School
611	1	Bishop Douglas & Christ's College	Neasden	Christ's College
626	4	Dame Alice Owens	Finchley Central	Dame Alice Owens
632	3	St James	Cricklewood	St James
634	1	QE Girls & QE Boys	Muswell Hill	QE Boys
642	2	St James & London Academy	Kilburn	London Academy
643	1	Bishop Douglas & Christ's College	Brent Cross	Christ's College
683	3	JFS	Friern Barnet	JFS
688	4	Mill Hill County	Southgate	Deansbrook Road
628	4	JFS	Queensbury	JFS
699	3	Dame Alice Owens	Winchmore Hill	Dame Alice Owens
H1	2	Henrietta Barnett	Golders Green	Henrietta Barnett
143	1	Bishop Douglas & Christ's College	Archway	Christ's College
183	1	JFS	Golders Green	JFS
184	1	East Barnet	Wood Green	Barnet

Table 4.2 shows the school run buses that Barnet is aware of. There is no requirement for the services, their routes, their pick up and set down points or their timetables to be published publicly as they are in place to service pupils only.

Table 4.2 Private contracted school buses

Name of school	Type of bus	No. of routes
Ravenscroft	Service bus	2
QE boys	Coach	several
East Barnet	Coach	1
St Vincent's	Service bus	1
Mill Hill Foundation	Mini-bus	several
Menorah Foundation	Service bus	1

Inaccessible stops on bus

Problems in regards to inaccessible bus stops can be caused by:

- Private school coaches and school coaches which pick up/set down at normal bus stops, sometimes blocking the carriageway and the bus stop for conventional buses;
- "parental park and ride" where the pupils are taken to the pick up point/collected in the afternoon, by car, which can block the carriageway close by the bus stop

Poor behaviour/bullying on buses

Unruly behaviour, sometimes resulting in serious damage to vehicles, is known to be a problem on buses carrying schoolchildren. The presence of large numbers of school students is also a deterrent to other passengers.

Underground Network

Barnet is served by two branches of the Northern Line (refer to Figure 4.3). The Piccadilly line also runs just to the east of the borough, providing a service to residents in that area. The Jubilee Line runs close to the north-west of the borough, providing an alternative to the Northern Line for some residents.

Rail Network

Currently, trains are relatively lightly used in Barnet, accounting for only 1.4% of all trips by residents, although around 5% of trips to work are made by train.

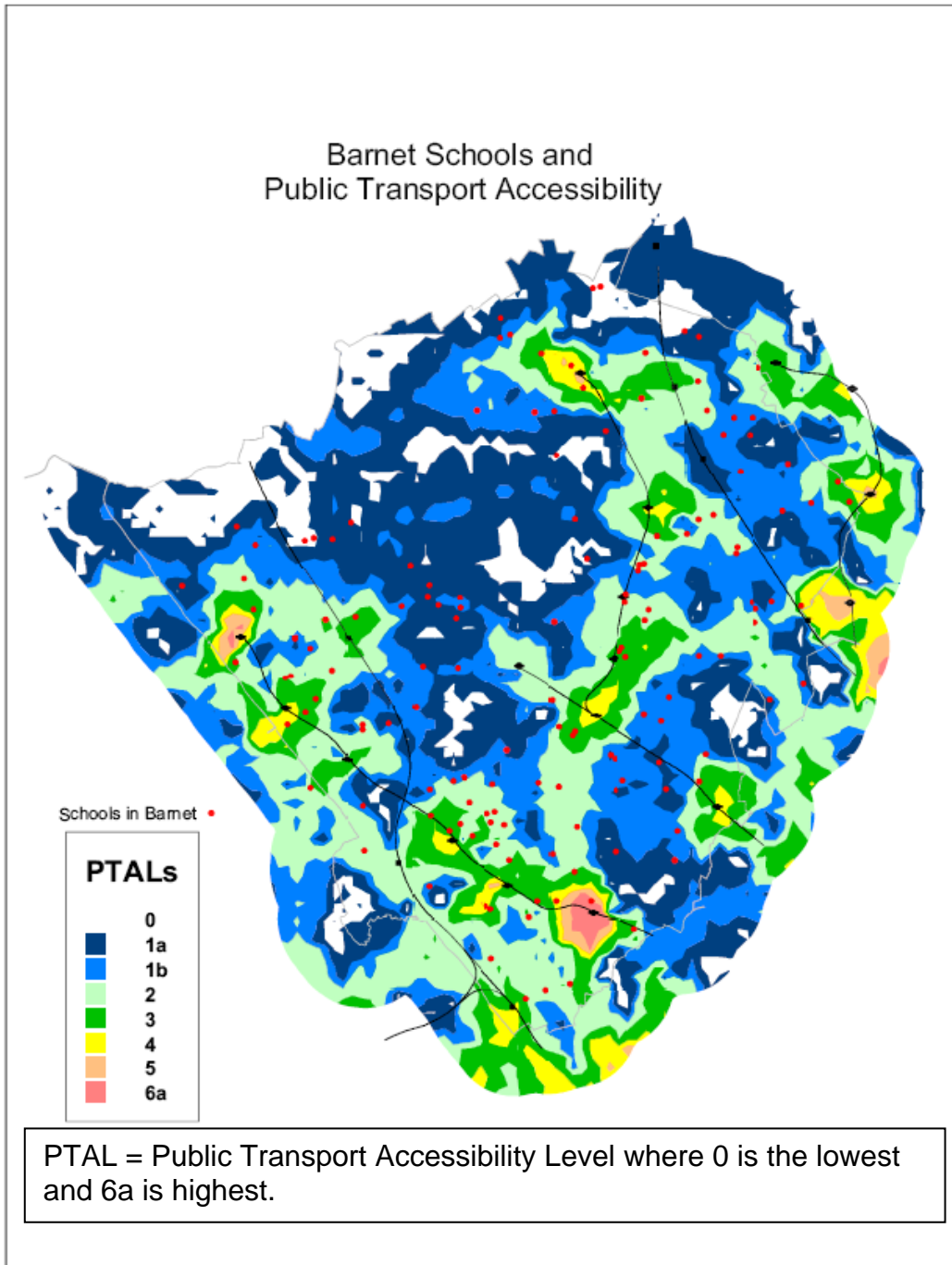
There is currently little or no morning peak capacity on Thameslink or WAGN trains down the west and east of the borough, with trains mostly full on reaching stations such as Cricklewood, Mill Hill Broadway and Oakleigh Park.

4.2.2 School Location and Accessibility

Precise details of school locations are available in the composite prospectus published for parents and carers seeking a new school for their child annually and in Barnet's geographical Information system (GIS) available on the Borough's website. Figure 4.3 shows the distribution of Barnet's 152 schools and the public transport accessibility level (PTAL score) for that area. It shows that 52% of the schools fall within the lowest PTAL rating 0-1b, deeming them to be poorly accessible, 45% in the areas of PTAL scores of 2-4 and only 2% in the highest PTAL areas 5 & 6a.

It is recognised that many schools in Barnet have a large catchment area due to the number of faith schools, selective schools and the effect of parental choice. In January 2005 it was found that less than 25% of Secondary students attend their nearest school in Barnet (Source: Nigel Campbell, DfT, Travelling to school: policy update October 2006).

Figure 4.3 Barnet Schools and Accessibility



Source: Transport for London (2004)

Nick Walkley,
Executive Director of Resources



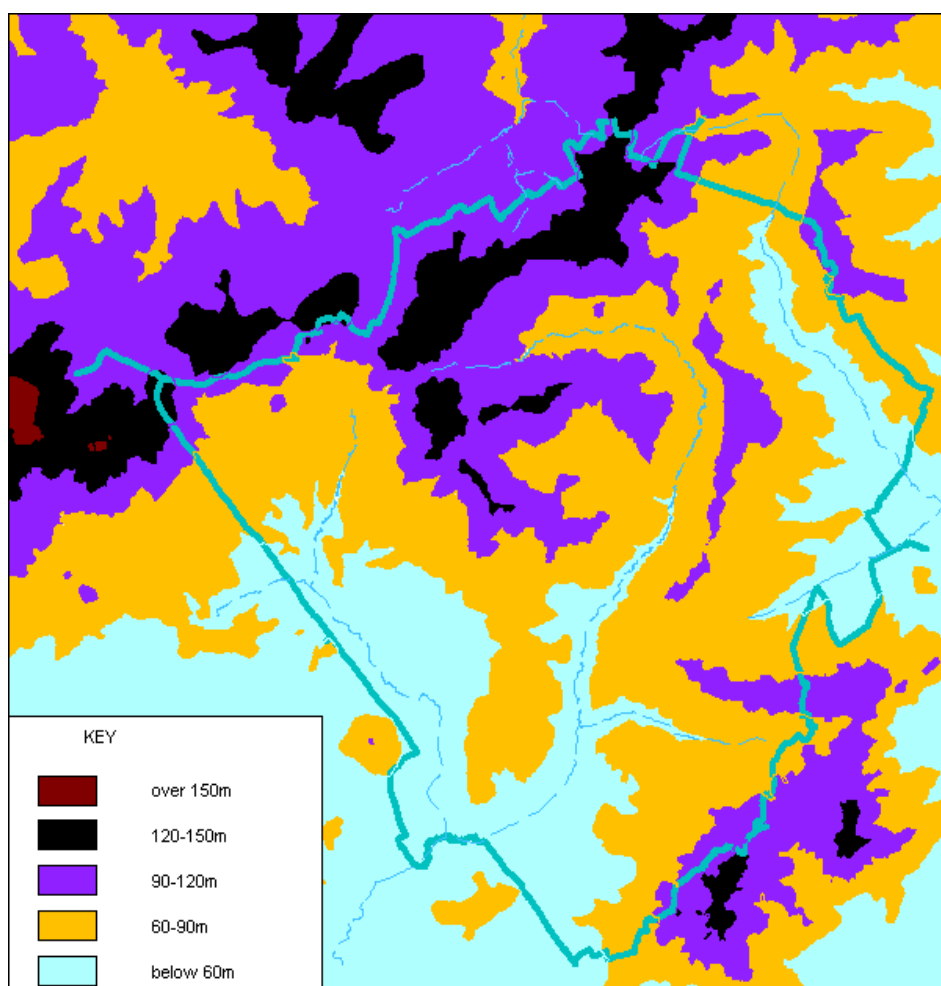
London Borough of Barnet,
North London Business Park,
Oakleigh Road South,
New Southgate,
London, N11 1NP
Tel. 020 8359 2000
Produced by the Information Observatory
Resources
London Borough of Barnet

4.3 Cycle routes

There are relatively few cyclists in Barnet, (0.6% of trips undertaken by Barnet residents are by cycling. This may, in part at least, be explained by the borough's topography; a series of ridges and valleys cross the borough result in steep gradients in many areas (Figure 4.4). Settlements and main roads have historically tended to develop on the more level ground and therefore routes that are more attractive for cycling tend also to be the busiest with other traffic.

Schools show a reluctance to allow pupils to cycle to school because of parking and security problems. Parents have echoed this reluctance because of the perceived dangers to young cyclists.

Figure 4.4 Topography



Cycle storage

Each School or College Travel Plan identifies available cycle storage and whether it is adequate for the demand. Where schools with an approved STP identify a need for cycle storage this can be requested from the Mayor's Cycle Initiative. Table 4.3 lists the schools where cycle storage was installed in 2006/07 and is planned to be installed in 2007/08.

Table 4.3 Cycle storage

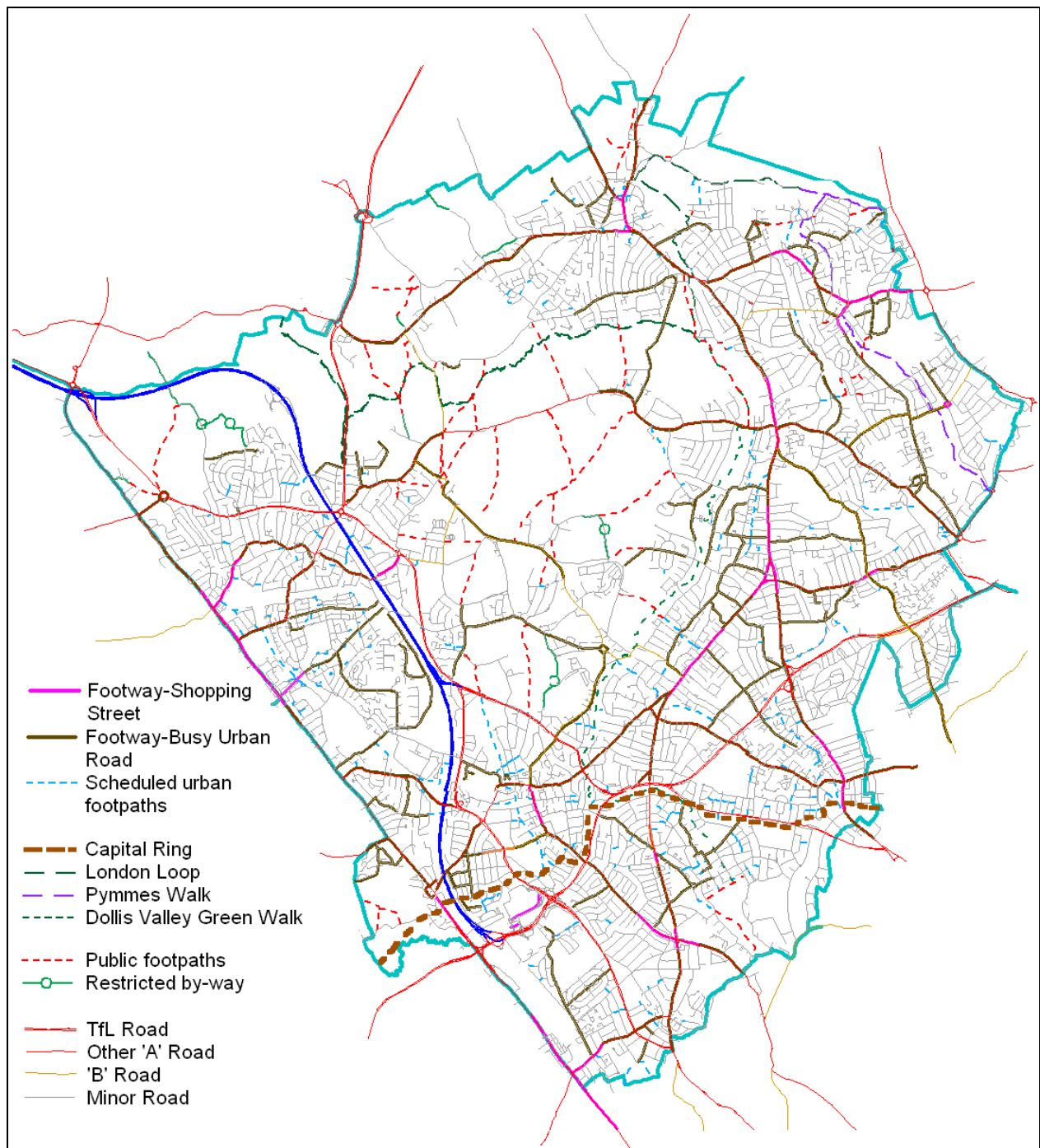
Year	School	No. cycle spaces
2006/07	Fairway	10
2006/07	Holy Trinity	10
2006/07	Moss Hall Infant	5
2006/07	Moss Hall Junior	10
2006/07	Underhill Junior	10
2007/08	All Saint's N20	10
2007/08	Beis Yaakov	10
2007/08	Brookland Junior	10
2007/08	Christ Church	10
2007/08	Christ's College	20
2007/08	Garden Suburb Junior	10
2007/08	Hollickwood	10
2007/08	Manorside	10
2007/08	Martin Junior	10
2007/08	Matilda Marks Kennedy	10
2007/08	Mill Hill Foundation	20
2007/08	Monkfrith	10
2007/08	Queenswell Junior	10
2007/08	Rosh Pinah	10
2007/08	St Andrew's	10
2007/08	St Paul's N11	10
2007/08	Trent	10
2007/08	Woodridge	10
	Total	245

4.4 Walking Initiatives

Pedestrian routes

Walking forms a part of virtually every journey, and there is a wide range of walking routes within Barnet. These range from local streets that provide access to bus stops, schools and local shops, to rural footpaths that provide valuable leisure opportunities.

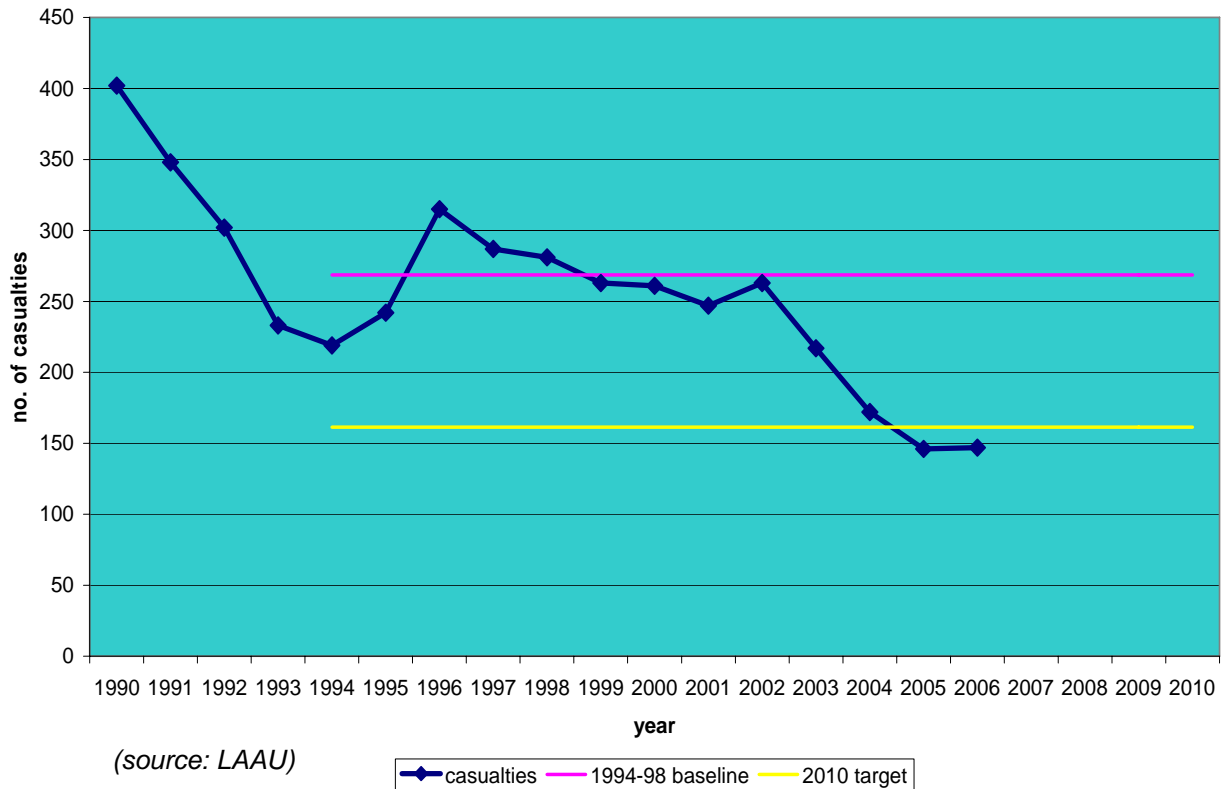
Figure 4.5 Walking routes in the borough



4.5 Road accident casualties in Barnet

As Figure 4.6 below shows, Barnet has achieved a 44% reduction in killed and seriously injured casualties (KSIs) from the 1994-98 baseline figure showing that the council has exceeded the Government target of a 40% reduction four years earlier than the target year of 2010.

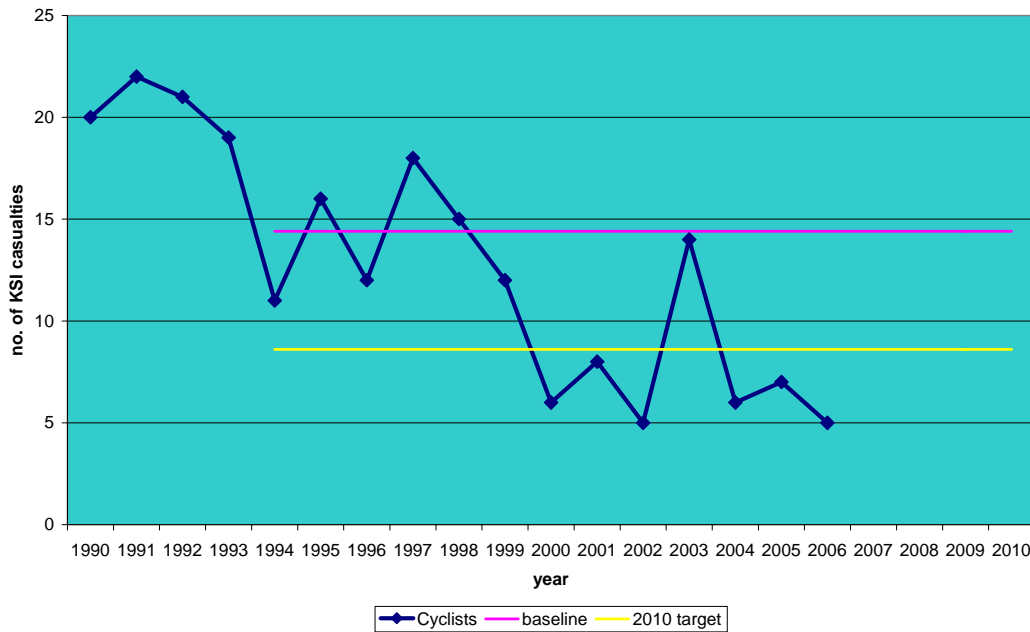
Figure 4.6 KSI casualties in Barnet 1990-2006



4.5.2 Pedestrian, cyclists and child casualties in Barnet

As shown in Figure 4.7 there has been a significant reduction in the number of casualties to cyclists since 1990. As the numbers are generally very low, annual fluctuations tend to distort the trend line.

Figure 4.7: Cyclist KSI casualties in Barnet 1990-2006

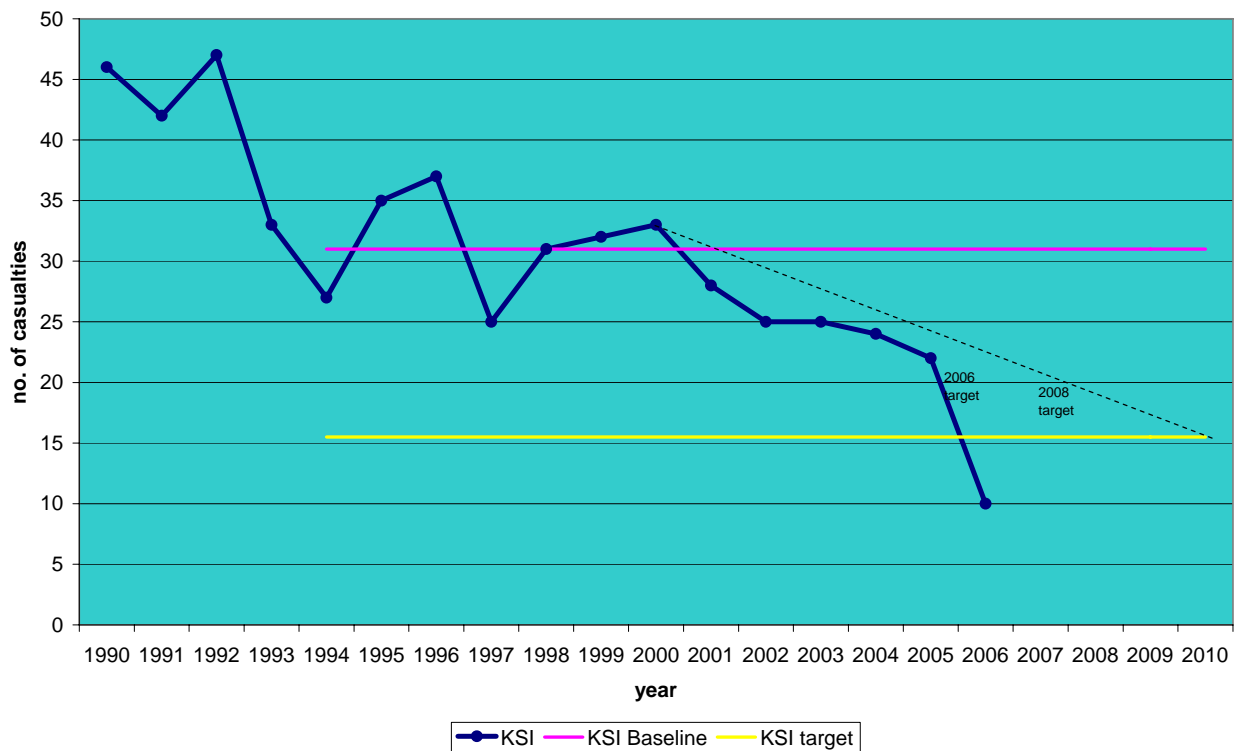


The council considers child cyclists an important target in relation to casualty reduction as they comprised 21% of 2003 cycle casualties and are most likely to respond to educational road safety measures.

It should be noted that as the 1994-98 baseline figure for cyclist KSI casualties is relatively low, an increase in the popularity of cycling, as promoted by the Mayor's Transport Strategy, could result in an increase in casualties amongst this user group.

As shown in figure 4.8 the number of children injured on Barnet's roads has fallen significantly since 1990. In 2006 there were 10 child KSIs on the borough's roads. This represents a 67% reduction from the 1994-1998 baseline figure of 31, and exceeds the Mayor's 2010 target of a 50% reduction.

Figure 4.8 – Child KSI casualties in Barnet 1990-2006



4.6 Existing hard measures

Existing hard measures are audited as part of the STP process and recorded in each school's travel plan. These include school keep clear markings, 20mph zones, vehicle activated signs and crossing points.

4.7 Real and perceived dangers

4.7.1 Identified Infrastructure barriers

Schools involved in travel planning identify, through consultation with the whole school community, infrastructure barriers such as concerns with speed of traffic, poor lighting and lack of crossing points. These are recorded in each STP. Travel plan consultation also identifies perceived dangers from staff, pupils and their families.

Common issues raised are:

- Personal safety - stranger danger, bullying;
- Road Safety - speed of traffic, behaviour of car users considered to be dangerous, inappropriate parking; and
- Infrastructure – crossing facilities, litter.

Consultation activities during the development of the Children's and Young People's Plan identified feeling safe from bullying, feeling safe on the streets, in parks and on buses and improved transport as 3 of the 5 key outcomes of the plan.

4.8 School Crossing Patrols

Barnet currently has school crossing patrols at 12 sites across the borough. The council's Road Safety Team is responsible for the evaluation of proposed patrol sites and the training and monitoring of personnel. School crossing patrols are currently employed at the following sites;

- a) Dollis Junior School, Pursley Road, NW7
- b) Colindale School, Poolsford Road, NW9
- c) St Vincent School, The Ridgeway, Mill Hill NW7
- d) All Saints School, Cricklewood Lane, NW2
- e) Brunswick Park School, Osidge Lane, N14
- f) Frith Manor School, Lullington Garth, N12
- g) Bell Lane School, Hendon, NW4
- h) Monkfrith School, Monkfrith Way
- i) Brookland Infant & Junior School, NW11
- j) Moss Hall Infant School, N3
- k) Parkfields School, NW4
- l) The Mount School (Independent) NW7.

A number of additional sites have been identified as part of the STP process and School Crossing Patrol personnel have been recruited to fill two of these.