

SUSTAINABLE MODES OF TRAVEL STRATEGY 2009/10

Cabinet Member	Councillor Keith Burrows and Councillor David Simmonds
Cabinet Portfolio	Planning & Transportation and Education & Children's Services
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Papers with report	Appendix: Hillingdon's Sustainable Modes of Travel Strategy

HEADLINE INFORMATION

Purpose of report	This report seeks Cabinet Member approval of Hillingdon's Sustainable Modes of Travel Strategy (SMoTS), which all councils are required to prepare and publish under Section 508A of the Education and Inspections Act 2006.
Contribution to our plans and strategies	<ul style="list-style-type: none">• Sustainable Community Strategy• Local Implementation Plan• Air Quality Action Plan• Climate Change Strategy• Road Safety Plan• Council Plan• Local Area Agreement• Community Safety Strategy• The emerging Local Development Framework
Financial Cost	The costs associated with the approval of this Strategy relate to publication of the document and will be met from within the Planning and Community Services (P&CS) budget for 2009/10.
Relevant Policy Overview Committee	Education and Children's Services Residents' and Environmental Services
Ward(s) affected	All

RECOMMENDATION

That the Cabinet Members:

1. Approve the Sustainable Modes of Travel Strategy for Hillingdon;
2. Instruct officers to publish the Strategy; and
3. Instruct officers to update the Strategy in 2010/11 as required by legislation.

INFORMATION

Reasons for recommendation

The London Borough of Hillingdon is required under Section 508A of the Education and Inspections Act 2006 to prepare a Sustainable Modes of Travel Strategy (SMoTS) that covers the local authority's duty and powers relating to sustainable school travel and the provision of school travel arrangements for children and young people. A Cabinet Member decision is required for the approval and publication of the SMoTS.

Alternative options considered / risk management

A decision not to prepare and publish a SMoTS: this would fail to satisfy legislative requirements and would be detrimental in procuring funds through the Local Implementation Plan process for Sustainable Travel projects.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

1. The London Borough of Hillingdon is required under Section 508A of the Education and Inspection Act 2006 to prepare a Sustainable Modes of Travel Strategy (SMoTS) that covers the local authority's duty and powers relating to sustainable school travel and the provision of school travel arrangements for children and young people. The Act defines sustainable modes of travel as those that the local authority considers may improve the physical well-being of those who use them, or the environmental well-being of all or part of the local authority's area, or a combination of the two.

Existing School travel Targets

2. When the School Travel Plan (STP) Programme commenced in 2005, the Council set the following targets for completion:

Action	Target
100% of all schools within Hillingdon owning a STP	December 2009
100% of all schools within Hillingdon engaged in the production of a STP	March 2009
40% of schools within Hillingdon engaged in the writing of a STP	2006
Increase in pupils walking and cycling to school	5%
Decrease in pupils travelling wholly to school by car	5%
Decrease in child accidents around schools, which is in keeping with the Mayor for London's Road Safety child accident reduction targets	50%
Evaluation of air quality around all schools in the borough	2009

3. As at August 2009, the Council has achieved the following:

Action	Achievement
Schools within Hillingdon owning a STP	85%
Schools within Hillingdon engaged in the production of a STP	98%
Reduction in the pupils travelling wholly by car to school.	14%
Increase in pupils walking to school.	7%
Increase in pupils using the bus to get to school.	4.5%
Increase in pupils using car share to get to school.	1.7%
Increase in pupils using rail or bicycling to school.	0.5%

Hillingdon's SMoTS

4. The aim of Hillingdon's SMoTS is to increase physical activity and reduce the carbon footprint by stimulating a change in the way journeys are made to and from schools within the Borough. Encouraging students to make all, or a substantial part of their journey by bicycle, or on foot or by public transport thereby reducing the dependency on the motor vehicle, will help achieve this.

5. It is proposed that a combination of education, training and publicity measures will be used, as well as engineering improvements, to facilitate this change thereby improving the safety and perception of safety for all road users. With its Local Strategic Partners, the Council continues to support and encourage schools and community groups wishing to develop and promote sustainable travel.

6. The SMoTS aims to:

- Reduce car use on journeys undertaken to and from educational establishments in Hillingdon. This also includes a reduction in car journeys taken between such establishments.
- Improve accessibility to, from and between educational establishments within Hillingdon.
- Reduce child accidents around educational establishments.
- Encourage physical activity and improve the health of children within Hillingdon.
- Reduce vehicle speed and traffic congestion and improve air quality, particularly around schools.
- Reduce the carbon footprint and encourage an environmentally friendly and aware Borough.

7. The objectives of Hillingdon's SMoTS are to increase travel by sustainable modes of travel to and from school and to reduce the use of the car by:

- Increasing walking and cycling to school by 15% over 3 years.

- Promoting the use of public transport and reducing the instances of anti-social behaviour on buses and trains.
- Improve safety on routes to and from school for all members of the school community and in particular address the perception of danger along those routes.
- Supporting schools in implementing and reviewing their school travel plans.
- Promoting travel awareness within the schools, including the benefits for health, leisure, safety and to mitigate climate change.
- Encouraging and continuing to develop more fully, partnership working with current steering group members and identify other organisations for engagement.
- Continuing to develop and evaluate the effectiveness of SMoTS targets

8. Hillingdon's SMoTS aims to achieve the following targets by 2012/13:

Target description	Current status	2009/10	2010/11	2011/12
Primary school travel by car	45%	40%	35%	30%
Secondary school travel by car	29%	25%	20%	15%
No of valid travel plans	86	15	100%	100%
No of schools accredited at Sustainable level	0	25	50	80
No of schools accredited at silver standard level	1	10	15	20
No of schools accredited at Gold standard level	0	0	2	5
Increase in numbers walking/cycling to school	59%	65%	70%	75%
Increase schools participating in Walk on Wednesday or other weekday (WoW)	56	60	65	70
Reduction in number of children killed or seriously injured on borough roads	9	8	7	6

9. The Strategy consists of 6 main parts:

- Policy context for the preparation of the Sustainable Modes of Travel Strategy.
- Assessment of the travel patterns needs and travel preferences of young people and children in Hillingdon.
- An audit of the existing sustainable transport infrastructure in the Borough as well as identifying some of the barriers that exist for students to use sustainable modes of travel.
- The Council's initiatives and schemes to promote sustainable travel in Hillingdon.
- The Sustainable Modes of Travel Strategy that includes a statement of the overall vision, aims, objectives and targets and overall programme for improving accessibility to schools.
- A programme of actions that Hillingdon expects to achieve.

Conclusions

10. Areas of work that have proved effective and that will be developed are the various travel awareness campaigns such as Walk on Wednesdays or other weekday (WOW) and Walk to School Weeks. It is proposed that the Council will also continue to develop and promote curriculum resources for use in schools.

11. However, the SMoTS has identified a number of new actions that, when implemented, will assist in ensuring that all young people in the Borough have access to safe, sustainable travel to school.

12. These new key actions include:

- Improved partnership working with internal Council departments and external organisations, particularly in respect of the extended school agenda and Building Schools for the Future.
- Engagement of the secondary schools through various projects and the direct involvement of the Youth Councils.
- Development of projects with the Special Educational Needs (SEN) schools to encourage independent travel based particularly around the 2012 Olympics.
- Identification of alternative funding opportunities in order to ensure implementation of the STP programme, including 20mph zones.

Next Stage

13. The Education (School Information) (England) Regulations 2002, amended with effect from 1 June 2007, requires the Council to publish various information, including the SMoTS on

their website by 31 August each year. A summary of the SMoTS must also be published on the website and hard copies made available.

Financial Implications

The costs associated with the approval of this Strategy relate to the production of the document and will be met from within the P&CS budget for 2009/10.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

Parents/Guardians of all school pupils and students in the Borough will have information on sustainable modes of travel to/from schools within Hillingdon and this is aimed at assisting their choice of mode of transport to school.

Consultation Carried Out or Required

Consultation has been carried out with various stakeholders in order to compile the SMoTS. These stakeholders include:

- Education & Children's Services – Extended Schools
- Education & Children's Services – Building Schools for the Future
- Education & Children's Services – SEN Transport
- Education & Children's Services – 14 to 19 Agenda
- Education & Children's Services – Curriculum Co-ordinators
- Planning & Community Services – Air Quality
- Planning & Community Services – Leisure Services
- Environment & Consumer Protection – Road Safety
- Healthy Schools
- Cycle Experience

CORPORATE IMPLICATIONS

Corporate Finance

The costs associated with the approval of this Strategy relate to the production of the document and will be met from within the P&CS budget for 2009/10.

Corporate Procurement

N/A.

Legal

Section 508A of the Education and Inspections Act 2006 ("the Act") provides a duty on local authorities to *'prepare for each academic year a document containing their strategy to promote the use of sustainable modes of travel to meet the school travel needs of their area ("a sustainable modes of travel strategy")'*.

Officers are aware that the Sustainable Modes of Travel Strategy must be published in accordance with Part 3 of the Education (School Information) (England) Regulations 2002 (“the Regulations”) which prescribe the timings and manner in which the information must be published by authorities.

In discharging their duties under the Act, officers must consult such persons as they consider appropriate and have regard to the Regulations and any other relevant guidance from the Secretary of State.

Corporate Property

There are no corporate property issues associated with this report.

Relevant Service Groups

Officers in Education and Children’s Services have contributed to the development of the Strategy and their comments have been taken into account.

BACKGROUND PAPERS

What is SMoTS? – Sustainable Modes of Travel Strategy Guidance published by TfL (2009)