

**Decision Maker:** ENVIRONMENT AND COMMUNITY SERVICES PORTFOLIO  
HOLDER  
For Pre-Decision Scrutiny by the Environment and Community Services  
PDS Committee on:

**Date:** 29 January 2020

**Decision Type:** Non-Urgent Executive Non-Key

**Title:** CYCLE AND SCOOTER PARKING AT SCHOOLS

**Contact Officer:** Nicola Kestla, Transport Planner  
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**Chief Officer:** Colin Brand, Director of Environment & Public Protection

**Ward:** Bickley; Biggin Hill; Bromley Common and Keston; Chelsfield and Pratts  
Bottom; Chislehurst; Copers Cope; Cray Valley East; Cray Valley West;  
Farnborough and Crofton; Hayes and Coney Hall; Kelsey and Eden Park;  
Penge and Cator; Petts Wood and Knoll; Plaistow and Sundridge; Shortlands.

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1. Reason for report

To seek approval to install new cycle and scooter parking at 24 schools, in 15 wards of the Borough, funded by TfL's Cycle Parking Implementation Plan.

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2. **RECOMMENDATION(S)**

**For the Portfolio Holder to:**

**2.1 Approve the proposed cycle and scooter parking and installation in schools**

**2.2 Approve spend of £135k from the TfL Cycle Parking Implementation fund allocated for this project**

### Impact on Vulnerable Adults and Children

1. Summary of Impact: The proposal is not thought to have any negative impact on Vulnerable Adults and Children.
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### Corporate Policy

1. Policy Status: Existing Policy: Supports the delivery of improved cycle and scooter parking at schools, to encourage an increase in children cycling or scooting to school, which is set out in the Borough's LIP3 and in each school's School Travel Plan.
  2. BBB Priority: Quality Environment
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### Financial

1. Cost of proposal: Estimated Cost: £135k
  2. Ongoing costs: Not Applicable
  3. Budget head/performance centre: TfL's Cycle Parking Implementation Plan
  4. Total current budget for this head: £345k, of which £135k is set aside for this project
  5. Source of funding: TfL Cycle Parking Implementation Plan
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### Personnel

1. Number of staff (current and additional): 2 FTEs
  2. If from existing staff resources, number of staff hours: 25
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### Legal

1. Legal Requirement: None
  2. Call-in: Applicable
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### Procurement

1. Summary of Procurement Implications: The proposals will be implemented by the Council's term highways contractor. This is provided for by the inclusion of this type of work, within an EU compliant tender, and therefore there is not a requirement to tender this work separately.

### Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Based on the 2018/2019 school travel hands up surveys, across the 24 schools who successfully applied for cycle and scooter storage; only 2.3% (234) of children actually cycled to school.

When asked if the children had a choice to cycle to school, 22.9% (2342) stated they would prefer to cycle.

7.7% (789) of children scoot to school, while 16.1% (1648) of children said they would prefer to scoot.

The data suggests that there is the desire amongst children to scoot and cycle more to schools, supporting schools with adequate covered cycle and scooter storage, would increase the number of children travelling to and from school actively (as evidenced through the TfL STARS School Travel Programme).

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### Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes

2. Summary of Ward Councillors comments:

**Cllr Fawthrop:** *I think this is a very positive move and something we should all support.*

**Cllr Michael:** *Thank you for your message. I'm pleased to learn that the three schools in Bromley Common & Keston Ward have received the cycling storage space that they requested. Hopefully this will help to encourage children to cycle to school in preference to being driven there and bring with it the attendant health and environmental benefits.*

**Cllr Botting:** *Thank you for this information. I have no comments other than to support any scheme that encourages the use of cycles.*

**Cllr Jefferys:** *Thank you for sharing the information of the proposals for funding at the three schools in Bromley Common and Keston Ward. I support the applications made by the schools and hope that these are successful.*

**Cllr Benington:** *Thank you for this information and I am pleased to see that Biggin Hill Primary School has applied for funding. Cycling is not common in Biggin Hill, but I do see many children travelling to and from by scooter. Then later the parent carrying the scooter home or to school in the afternoon.*

### 3. COMMENTARY

- 3.1 74 Bromley schools with Silver and Gold STARS accredited school travel plans (STP) were invited to apply for cycle and/or scooter covered storage, through TfL's Cycle Parking Implementation Plan (CPIP).
- 3.2 STARS (Sustainable Travel: Active, Responsible, Safe) is an accreditation scheme which encourages active travel to school. It enables schools to implement and record measures designed to reduce congestion outside schools, whilst promoting road safety, healthy lifestyles, and environmental awareness. Promotion of walking, cycling, scooting, public transport and 'park and stride' are key to reduce the level of car use on the school run.
- 3.3 Each school creates their own bespoke STARS School Travel Plan (STP) tailored to their individual needs, through this they can achieve either a Bronze, Silver, or Gold level award based on the level of activities being undertaken. Each STARS STP contains individual school travel survey data and local observations meaning STARS can provide the evidence to support local priorities.
- 3.4 The CPIP sets out 20 actions to deliver cycle parking through six key areas; Transport hubs, Town centres, Residential areas, Educational institutions, Workplaces and Community destinations.
- 3.5 Walking, cycling and scooting can make an important regular contribution to children's daily activity levels and can help reduce congestion and improve air quality near schools.
- 3.6 Scootsure is a playground based activity aimed primarily at Year 2 and Year 3 students for Silver and Gold accredited schools. It is intended to improve awareness for riders and pedestrians, making scooting to school a viable, active and sustainable alternative to using the car.
- 3.7 The main objectives covered in the training are; safety checks, starting, stopping and turning, sharing pavement space, footway hazards, being aware of your surroundings, passing driveways and crossing the road. Children are continuously reminded that they share the pavement space with others and must scoot with care and consideration. The Police do not enforce against young children using scooters on pavements.
- 3.8 The Council offers Bikeability cycle training to STARS accredited primary and secondary schools. Children in Year 6 are able to take part in Level 1 and 2 training, while children in Years 7, 8 and 9 are offered Level 1, 2 and 3 training at secondary schools.
- 3.9 Evidence from TfL's school travel programme, STARS, shows that providing secure, safe and sheltered cycle and scooter parking spaces makes active travel more appealing and further reduces car trips to and from schools. Research in TfL's Cycle Parking Implementation Plan, showed that in 2017, schools that improved their cycle parking saw cycling mode share increase by an average of 14% across all London boroughs.
- 3.10 Officers in the School Travel Plan team contacted the Head teachers at all 74 Silver and Gold STARS accredited schools, inviting them to apply for inclusion in Bromley's bid to TfL for scooter and cycle parking. Crofton Infants School was also invited to apply, given the committed investment in the Crofton Road cycle route, of which the schools cycle parking will act as a complimentary measure.
- 3.11 Twenty four schools responded to the invite and all were awarded with the storage they had requested; two secondary schools and 22 primary schools, these are detailed in the table below.

Ward	School	Requested storage
Bickley	Bickley Primary School	Cycle & scooter parking
Biggin Hill	Biggin Hill Primary School	Cycle & scooter parking
Bromley Common and Keston	Bishop Justus School	Cycle parking
Bromley Common and Keston	Southborough Primary School	Cycle & scooter parking
Bromley Common and Keston	St James' RC Primary School	Cycle & scooter parking
Chelsfield and Pratts Bottom	Pratts Bottom Primary School	Cycle & scooter parking
Chelsfield and Pratts Bottom	Warren Road Primary School	Cycle & scooter parking
Chislehurst	Edgebury Primary School	Cycle & scooter parking
Copers Cope	Worsley Bridge Primary School	Cycle & scooter parking
Cray Valley East	St Paul's Cray CE Primary School	Cycle & scooter parking
Cray Valley East	St Philomena's RC Primary School	Scooter parking
Cray Valley West	Leesons Primary School	Cycle & scooter parking
Farnborough and Crofton	Darrick Wood Secondary School	Cycle parking
Hayes and Coney Hall	Hayes Primary School	Scooter parking
Kelsey and Eden Park	Harris Primary Academy Beckenham	Cycle & scooter parking
Kelsey and Eden Park	Marian Vian Primary School	Cycle & scooter parking
Kelsey and Eden Park	Unicorn Primary School	Cycle parking
Penge and Cator	Alexandra Infants School	Scooter parking
Petts Wood and Knoll	Crofton Infants School	Cycle & scooter parking
Petts Wood and Knoll	Crofton Junior School	Cycle & scooter parking
Plaistow and Sundridge	Burnt Ash Primary School	Cycle & scooter parking
Plaistow and Sundridge	St Joseph's RC Primary School	Cycle & scooter parking
Shortlands	Highfield Infants School	Cycle & scooter parking
Shortlands	St Mark's CE Primary School	Cycle & scooter parking

3.13 Data suggests that there is the desire amongst children to scoot and cycle more to schools, supporting schools with adequate covered cycle and scooter storage, would increase the number of children travelling to and from school actively (as evidenced through the TfL STARS School Travel Programme).

#### 4. IMPACT ON VULNERABLE ADULTS AND CHILDREN

4.1 This proposal is not expected to negatively impact vulnerable adults and children, and will provide a positive impact in terms of active travel and reduced congestion around schools.

## 5. POLICY IMPLICATIONS

- 5.1 This proposal supports the children traveling actively, set out in Outcome 1 of Bromley's LIP3 which states that:

*The types of intervention that should be identified in a School Travel Plan which the Council will consider funding need to contribute to increased active and public transport mode share, reduced car use, improved air quality and improved road safety in line with the Council's Zero KSI aspirations.*

## 6. FINANCIAL IMPLICATIONS

- 6.1 The project is expected to cost approximately £135k.
- 6.2 The full cost of the project is being met from TfL's Cycle Parking Implementation Plan funding, which the Borough has successfully bid to TfL for the purpose of delivering the projects listed in this report.
- 6.3 The allocation cannot be used for other projects.
- 6.4 Each school will be responsible for all ongoing maintenance to their storage and therefore there are no ongoing costs or liabilities for the Council beyond installation.

## 7. PROCUREMENT IMPLICATIONS

- 7.1 The proposals will be implemented by the Council's term highways contractor. This is provided for by the inclusion of this type of work, within an EU compliant tender, and therefore there is not a requirement to tender this work separately.

<b>Non-Applicable Sections:</b>	<b>PERSONNEL IMPLICATIONS</b> <b>LEGAL IMPLICATIONS</b>
Background Documents: (Access via Contact Officer)	N/A