Delivery Plan for Schools and Young People
Setting our future direction
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London’s young people are central to its future. More than a third of the Capital’s total population is aged under 25 and that proportion is set to increase significantly over coming years.

We have been working hard to ensure our young people are equipped to make the right travel choices, whether for safe and secure journeys to school or college, to meet friends and family, or to go to work.

Our reach to educational establishments is vast. Each year our programmes work with more than 3,000 London schools and nurseries, along with colleges, universities and voluntary youth organisations.

Together with the police and the London boroughs, we have made great progress in encouraging young people to choose sustainable travel, to consider the transport sector as a profession, to reduce their chances of being victims of crime, and to be safer on our roads.

Crime on the transport network is at its lowest level ever. Over the past decade, the number of people injured on London’s streets has reduced by more than a third, while deaths and injuries have more than halved. There is still more work to do.

Young people still need to be encouraged to choose sustainable travel to create habits for life. They have been disproportionately affected as victims of crime. They also remain at greater risk of injury on London’s roads compared with the rest of the adult population.

This plan sets out how we will address these remaining challenges, and our future direction for engaging with young people. This document will evolve as we develop the programme with our delivery partners, educational establishments and young people, reflecting our aim to continuously improve our service to the benefit of London’s children and young people.

Sir Peter Hendy CBE
Commissioner, Transport for London
Executive summary

Young people are an important stakeholder group for us. Not only do they make up a significant proportion of the travelling public, they are also the future users of the Capital’s transport system.

Young people are classified as those aged 25 and under, living, working, visiting or studying in London.

There are 2.8 million1 young people living in Greater London2, many of whom frequently use the transport network. More than 418 million journeys were made by under-18s on buses alone in 2012/133. By 2031, there are likely to be 3.1 million young people under the age of 25 living in the Capital.

This delivery plan brings together all our activities with young people for the first time. These projects are mainly channelled through schools and other educational establishments, such as colleges and universities, and will enable our stakeholders to identify what is on offer for young people in London.

Our vision is for young people to have access to the right information to help them make appropriate choices – for themselves and for London. We encourage young people to choose active, safer and responsible travel and we want them to continue doing so throughout their adult life. We also want to ensure young people are aware of the travel options available, are educated and engaged in travel-related issues that matter to them, and are aware of the career opportunities in transport. The plan falls into five programme strands:

1. Community and personal safety – reducing the disproportionate level of young people as offenders and victims of crime, and promoting secure and responsible travel.

2. Skills and employment – using transport to access learning and training, and raising the awareness of careers in TfL, our suppliers and the transport industry.

3. Casualty reduction – reducing the number of young people killed or injured on and around all modes of transport.

4. Active and independent travel – promoting active travel choices such as cycling, walking and confident use of public transport.

5. Youth involvement – connecting with young people and youth stakeholders to involve them in informing, influencing and communicating our priorities and key messages.

Taking each of the strands individually, this delivery plan outlines the objectives and deliverables which contribute to our vision for young people. It summarises the individual data-led projects which make up each programme strand, highlights a successful case study, and lists the key performance indicators (KPIs) by which the programme will be measured.

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1 Mid 2011 Census data
2 GLA population prediction models
3 TfL 2012/13 financial year data for under 11, 11-15 and 16+ Zip Oyster Card journeys by bus
Executive summary

It is important to note that this plan only covers initiatives and educational programmes for young people and not activities aimed at all users of the transport network. For example, there is a large capital infrastructure programme to improve the road network for all users and modes. There are also campaigns to target car drivers and other road users. These are not referenced in the plan as they are not specific programmes for this audience. More details can be found at tfl.gov.uk/roadusers.

We have consulted with a range of stakeholders – schools, other educational institutions, young people and stakeholders working with them – on the activities included in the delivery plan. We have incorporated, wherever possible, this feedback into the plan and will consider it when making recommendations for the future.

A full updated delivery plan will be published every two years, with newsletters each term and the Schools and Young People webpage on our website providing regular updates. For further information about any of the programmes listed in this Delivery Plan, visit tfl.gov.uk/younglondon or use the web form to contact us at tfl.gov.uk/contact. Your enquiry will be directed to the appropriate department.

We want to keep London moving, working and growing while improving the quality of residents’ lives. Many young people use the city’s transport network, whether it’s for their journey to school or college, meeting friends or family, or going to work. Using the transport network is incredibly important to young people, so we want to ensure that travelling in London is a happy, healthy and safe experience for them so they can get the most out of the Capital.

We face a number of challenges on the transport network as the population of London grows, impacting on existing levels of congestion and air quality. Coupled with this, obesity levels are rising, and we have a role to play in encouraging Londoners to be physically active when travelling around the city. Our vision is for young people to have access to the right information so they can make appropriate choices for themselves and for London. We want to encourage young people to choose active travel modes, such as walking and cycling, and ensure they travel in a safe and responsible way – behaviours that will remain with them through adult life. We also want to ensure we support young people as they develop their careers in the transport industry and contribute to London’s economy.

This will be achieved by ensuring that:

• Young people, their families and stakeholders working with young people are aware of the travel options and fare concessions available
• Young people are educated and engaged in travel-related issues that matter to them
• Young people are aware of the opportunities to get involved with us and know of the potential career opportunities within the organisation and its suppliers
• Young people are educated on how to use the network and different modes of transport safely and with confidence
• Young people can access information directly related to them in a clear and consistent way

Introduction

Our vision for young people

4 The Mayor’s Response to his Education Inquiry Final Report – www.london.gov.uk
Introduction

Our vision for young people

Communicating to young people and schools

We are keen to ensure information on our projects and programmes is communicated to young people in a clear and consistent way. Information is made available to young people in three main ways:

- Newsletters – termly newsletters to schools and regular updates to youth stakeholders
- Letters – sent directly to schools on specific campaigns
- Our website – a direct link from the home page to the schools and young people landing site for all information on projects and programmes available to schools and young people

Monitoring progress

This plan sets out our commitments to help realise the Mayor’s vision as set out in his transport strategy (MTS), his strategy for young people and our vision. It also supports the principles outlined in the Mayor’s Vision for Cycling, which aims to make travelling by bike a more viable option for everyone including young people. While we have been organising activities for this age group for many years, this is the first time that all the objectives and goals are set out in one document. A full, updated delivery plan will be published at appropriate intervals every two years including feedback from stakeholders and details of other developments in the programme.

The implementation of this plan is dependent on internal partnerships between our directorates and a number of external partners, in particular the Metropolitan Police Service (MPS); City of London Police (CoLP); the British Transport Police (BTP); London boroughs, including road safety officers and school travel advisers, bus operators; and London Transport Museum (LTM). The number of institutions through which we reach this audience is vast. It includes:

- More than 3,000 schools in the Capital, including nurseries, state-maintained primary and secondary schools, academies, special schools, pupil referral units and independent schools
- More than 300 colleges and universities, and a large number of voluntary youth organisations

Stakeholders’ views

The draft plan was open for consultation for eight weeks at the start of 2013. We received nearly 70 responses and a wealth of useful comments and observations which have been incorporated wherever possible. Stakeholder views are extremely important and have helped to shape this plan so that the programmes we deliver can make a real difference to young people.

For more information about any of these projects, go to tfl.gov.uk/younglondon or use the web form to contact us at tfl.gov.uk/contact
Chapter one

Community and personal safety

Children and young people should be able to travel around London without being victims of crime, and without the fear of crime. The good news is that crime on and around transport in London has been falling consistently for the past eight years. However, young people, particularly those aged between 10 and 19, have been disproportionately affected as victims when compared to the rest of the adult population who make up a larger proportion of users of the system.

Unfortunately, antisocial behaviour and criminal offences against the young are often committed by other young people, so supporting activities often carry a dual message of crime prevention and enforcement.

Along with our policing partners, we have been running a number of youth-related projects to deliver these messages and support the Mayor’s three-year strategy to improve transport safety and security, as outlined in The Right Direction (2011).

Objectives

1. To reduce victimisation experienced by young people.
2. To promote secure and responsible travel among young people.
3. To facilitate partnership working between ourselves and the MPS, BTP and CoLP to deliver joint community and personal safety projects targeted at young people.

KPIs

- Reduce youth crime/youth victimisation levels through targeted work in priority boroughs
- Improve the behaviour of pupils on targeted bus routes (demonstrated through passenger and driver surveys, and driver incident reports) and reduce levels of fare evasion

MPS Safer Transport Teams (STTs) regularly seek to identify the problems of crime, overcrowding and antisocial behaviour on bus routes serving secondary schools in London. They have a range of tactics as highlighted in the following examples:

- STTs encourage young people to register their phones on the National Mobile Phone Register, a national database of property which police officers can use to return stolen items to their owners
- STTs work with pupils to reinforce the TfL Zip behaviour code which young people must keep to in order to gain access to concessionary travel. The code is there to ensure young people travel safely and show respect for fellow passengers, staff and property
- STTs have restored unclaimed bikes from local police stations and provided these cycles, along with safety training, for students to use

Along with our policing partners, we have been running a number of youth-related projects to deliver these messages and support the Mayor’s three-year strategy to improve transport safety and security, as outlined in The Right Direction (2011).

## Community and personal safety projects

The table below sets out the projects and programmes we are delivering to achieve the community and personal safety objectives.

<table>
<thead>
<tr>
<th>Project and owner(s)</th>
<th>Description</th>
<th>Audience</th>
<th>Age range (years)</th>
<th>Medium of delivery</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1 Earn Your Travel Back (EYTB), Enforcement on Street EOS/ Greater London Authority (GLA)</td>
<td>EYTB is the Mayor’s scheme that allows young people who have had their concessionary travel privilege removed by us (on buses, trams and Tube) for breaking our behaviour code the opportunity to earn it back by volunteering.</td>
<td>London-wide</td>
<td>11-18</td>
<td>One-day experience</td>
</tr>
<tr>
<td>1.2 Transport policing and youth engagement, EOS</td>
<td>All 32 MPS Safer Transport Teams and BTP Neighbourhood Policing Teams, funded by us and consisting of more than 2,000 officers across London, regularly engage with young people on a range of local initiatives. Examples include: problem solving local issues to make young people feel safer; attendance at school events and youth clubs; and encouraging positive behaviour from this age group.</td>
<td>Young people travelling on the transport network and schools</td>
<td>Up to 19</td>
<td>STTs in schools and BTP officers</td>
</tr>
<tr>
<td>1.3.1 Pre-transition Junior Citizenship schemes, Safety and Citizenship, London Transport Museum (LTM)</td>
<td>Multi-agency initiative preparing students for the challenges they face as they become young adults through short activities simulating real life scenarios and preparing them for the transition from primary to secondary school.</td>
<td>All primary schools</td>
<td>10-11</td>
<td>Workshops and role play</td>
</tr>
<tr>
<td>1.3.2 Pre-transition in-school presentations, Safety and Citizenship, LTM</td>
<td>Where a borough does not run a Junior Citizenship scheme, or a school is unable to attend, the offer of an in-school presentation will be made. These aim to teach safer, active and responsible travel plus personal safety to prepare young people for the transition from primary to secondary school.</td>
<td>All primary schools</td>
<td>10-11</td>
<td>Interactive presentations and role play</td>
</tr>
<tr>
<td>1.4 Post-transition youth intervention events and in-school presentations, Safety and Citizenship, LTM</td>
<td>Community event or in-school presentation aimed at children of secondary school age in ‘hotspot’ areas. These safety awareness talks provide educational messages about the use of Zip cards and behaviour on and around buses, and different modes of transport.</td>
<td>Children of secondary school age, residents and commuters in all London boroughs</td>
<td>11+</td>
<td>Discussions, media, debates and role play</td>
</tr>
<tr>
<td>1.5 Restorative justice sessions, Safety and Citizenship, LTM</td>
<td>A bespoke service where Safety and Citizenship sessions provide a response to serious incidents of antisocial behaviour and/or crime on or around the transport network.</td>
<td>Pan-London young people identified through the criminal justice route</td>
<td>11+</td>
<td>Bespoke service incorporating mediation, facilitation and discussion-based sessions</td>
</tr>
<tr>
<td>1.6 Youth Travel Ambassador project, Surface Strategy &amp; Planning (SS&amp;P)</td>
<td>A peer-to-peer engagement project with secondary schools to identify and train selected pupils as Youth Travel Ambassadors to deliver safer, active and responsible travel messages to other pupils in the school, and to promote careers in the transport industry.</td>
<td>All schools in the 33 London boroughs</td>
<td>11-19</td>
<td>Youth engagement/educational resources for pupils</td>
</tr>
<tr>
<td>1.7 Safer Travel at Night, Marketing</td>
<td>Campaign to reduce the tendency to use unbooked minibacs and help reduce the number of cab-related sexual offences.</td>
<td>16 to 34-year-old women</td>
<td>16+</td>
<td>Face-to-face, advertising</td>
</tr>
<tr>
<td>1.8 Railway safety advice, London Overground Rail Operations Ltd (LOROL) and British Transport Police (BTP)</td>
<td>LOROL has dedicated BTP Neighbourhood Policing Teams who visit local schools to provide railway safety advice – both in terms of planned advice and in response to specific incidents.</td>
<td>Young people travelling on transport network and schools</td>
<td>5+</td>
<td>Interactive presentations</td>
</tr>
<tr>
<td>1.9 Railway safety patrol, LOROL and BTP</td>
<td>LOROL and the BTP work together to provide a special train which travels the network looking out for trespassers or stone throwers – a more negative interaction with youth, perhaps, but one which increases confidence about the safety of the network as a whole.</td>
<td>Young people travelling on transport network</td>
<td>5+</td>
<td>Policing patrols</td>
</tr>
<tr>
<td>1.10 DLR safety advice</td>
<td>Serco’s DLR Ambassadors visit local schools to provide advice on using the network safely, as well as providing teaching materials and activities.</td>
<td>Young people travelling on DLR and schools</td>
<td>5+</td>
<td>Presentations, downloadable teaching resources, on-network demonstrations</td>
</tr>
</tbody>
</table>
Chapter two
Skills and employment

The UK currently has a shortage of young people pursuing careers in science, technology, engineering and maths (STEM) subjects. This has led to a skills shortage within key disciplines in the transport sector. We support the recommendations of the Mayor’s Education Inquiry and are committed to encouraging young people from all backgrounds to pursue STEM subjects by providing opportunities for them to gain experience. It is hoped this will also help reduce the number of children and young people not in education, employment or training (NEET) now and in the future.

In 2009, we launched our Skills and Employment Strategy to support the Mayor’s apprenticeship target and to encourage young people to consider a career in STEM subjects. We identified a range of projects to ensure that we and our suppliers have the right people, with the right skills in place at the right time, to deliver our long-term transport objectives. We published an updated Skills and Employment Strategy in 2011 which celebrates achievements since the launch of the plan.

We have had our success in generating apprenticeship and employment opportunities through our supply chain activity and by working with other organisations to promote best practice. Innovative procurement requirements, coupled with the support of a Greater London Authority (GLA)-funded Supplier Skills Team, have generated more than 2,600 apprenticeship opportunities in our supply chain since 2009. This approach has secured a number of awards for the programme, including the Race for Opportunity Awards 2012, Youth Partnership Award.

Crossrail has also launched its own skills and employment strategy. This includes activity in youth engagement and getting young people to consider a career in STEM subjects to support the delivery of the Crossrail Skills and Employment Strategy 2010.

We are committed to ensuring young people can access their place of education or training facility by offering concessionary travel to those in full-time education or training through the Zip concessionary travel, apprentice and student Oyster photocard schemes.

8 TfL’s Skills and Employment Strategy, December 2011. Source website: tfl.gov.uk/assets/skills
Our skills and employment objectives aim to include as many young people and partners as possible. This ranges from programmes which are open to all, such as the apprenticeship and graduate recruitment, to targeted partnership programmes. Examples include Steps into Work or Classroom to Boardroom, which aim to demonstrate examples of best practice and can be replicated by other organisations and schools to promote skills and employment development to the broadest range of young people.

**Objectives**

1. Develop a supply of competent and capable people to provide a workforce for the future.
2. Continue providing concessionary travel to young people in full-time education and training.

**KPIs**

- To increase the number of apprentices employed by us and through our supply chain
- To increase the number of young people exposed to career opportunities in STEM subjects
- To increase the number of young people from under-represented groups participating in our skills and employment schemes

**Case study**

**Skills and employment**

The STEM and Employability Programme

Our education programmes seek to engage with young people in schools and colleges, those with special educational needs, NEETs, disengaged young people, ex-offenders and those with refugee status to encourage them to consider a career in transport and acquire a better understanding of the skills required in the world of work.

**Engineering Ambassadors (led by LTM in partnership with STEMNET*)**

More than 100 TfL engineers and transport professionals have been trained to deliver presentations and lead activities in schools and at careers events as part of the Engineering Ambassadors programme. They work with young people between the ages of five and 16. This has resulted in more than 400 visits being undertaken by our Ambassadors, giving young people the opportunity to meet trained professionals and ask about their experiences and careers.

* STEMNET is a UK-wide organisation that aims to ensure all young people, regardless of background, can understand and enjoy STEM subjects and recognise the career opportunities they offer.

**Classroom to Boardroom (in partnership with Entrepreneurs in Action**)**

Business challenges are set for groups of secondary school pupils. They have one week to develop a solution and present it to senior managers in the boardroom. Some of the challenges have ranged from planning for the London 2012 Olympic and Paralympic Games to modernising traffic lights. The activities are being extended to provide fair access to work placements for pupils and have included the London Academies Enterprise Trust (LAET) academies.

**Entrepreneurs in Action is an organisation that delivers entrepreneurial and employability programmes for the education and corporate sectors.**
## Skills and employment projects

The following table sets out the projects and programmes we are delivering to achieve the skills and employment objectives.

<table>
<thead>
<tr>
<th>Project and owner(s)</th>
<th>Description</th>
<th>Audience</th>
<th>Age range (years)</th>
<th>Medium of delivery</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2.1 Youth Travel Ambassador project, Surface Strategy &amp; Planning</strong></td>
<td>A peer-to-peer engagement project with secondary schools to identify and train selected pupils as Youth Travel Ambassadors to deliver safer, active and responsible travel messages to other pupils in the school, and to promote careers in the transport industry.</td>
<td>All schools in the 33 London boroughs</td>
<td>11-19</td>
<td>Youth engagement / educational resource for pupils</td>
</tr>
<tr>
<td><strong>2.2 Inspire, Engineering, Human Resources (HR)/London Transport Museum (LTM)</strong></td>
<td>The programme, co-funded by the Luke Rees-Pulley Charitable Trust*, is a showcase day for engineering careers at TfL, with interactive activities to encourage young people to take STEM subjects at GCSE.</td>
<td>Secondary school pupils</td>
<td>11-13</td>
<td>STEM – workshop events</td>
</tr>
<tr>
<td><strong>2.2.1 The King’s Cross Engineering Trail</strong></td>
<td>LU is sponsoring, in partnership with the Association of Consulting Engineers, a virtual engineering trail to inspire future generations to become engineers. The trail is in the form of a mobile device application, which takes the user on a guided tour of King’s Cross St. Pancras station to share engineering successes achieved during the development.</td>
<td>Secondary school pupils</td>
<td>14-19</td>
<td>Mobile application</td>
</tr>
<tr>
<td><strong>2.3 TfL STEM Ambassador Programme, HR/LTM</strong></td>
<td>The programme, co-funded by the Luke Rees-Pulley Trust, allows the recruitment, training and coordination of engineering and planning ambassadors. These ambassadors are used to promote STEM take-up in schools by delivering presentations and running activities.</td>
<td>Primary and secondary school pupils in London</td>
<td>5-16</td>
<td>Ambassador Programme</td>
</tr>
<tr>
<td><strong>2.4 Work experience/ extended work experience and internships, HR</strong></td>
<td>One to two-week work experience placements which are part of the National Curriculum. Also, paid internships of between one and six months which are sometimes part of a degree course and intended to provide practical experience of industry.</td>
<td>Years 10-11 pupils in London / students and NEETS</td>
<td>Work experience 14-16 (Years 10 and 11) Internships 16+</td>
<td></td>
</tr>
<tr>
<td><strong>2.4.1 Steps into Work, HR</strong></td>
<td>A one-year development programme for adults with learning difficulties. Students complete three x 9-11 weeks unpaid work experience placements during the year with us, while studying for an NVQ Level 1/2 in workability skills.</td>
<td>People with learning difficulties</td>
<td>Ex-offenders 18+</td>
<td>Placement and apprenticeships</td>
</tr>
<tr>
<td><strong>2.4.2 Ex-offender programme, Commercial Centre of Excellence, Supplier Skills Team</strong></td>
<td>Work experience placements for ex-offenders, allowing them to develop new skills and build a narrative to use in future interviews. An LU supplier has also offered track maintenance apprenticeships to young ex-offenders.</td>
<td>Ex-offenders</td>
<td>18+</td>
<td>Placement and apprenticeships</td>
</tr>
<tr>
<td><strong>2.4.3 Young Crossrail education programme, Crossrail apprenticeship and graduate schemes</strong></td>
<td>Partnerships with six schools in route boroughs to promote STEM (through ambassadors), careers and work experience opportunities. There are 400 apprenticeship opportunities over the lifetime of the project. Crossrail graduate scheme had its first intake September 2013.</td>
<td>Selected schools and successful applicants</td>
<td>14-19, apprentices and graduates</td>
<td>Programme of activities and work experience training apprenticeships, secondments</td>
</tr>
<tr>
<td><strong>2.5 LTM Skills Centre – Route Into Work, Commercial Centre of Excellence, Supplier Skills Team</strong></td>
<td>In partnership with a range of organisations, young people aged between 16 and 24 who are not in employment, education or training (NEETs) take part in a four-day training course supported by suppliers and which links them to employment and apprenticeship opportunities brokered through our Supplier Skills Team.</td>
<td>16-24 NEETs</td>
<td>Training courses</td>
<td></td>
</tr>
<tr>
<td><strong>2.6 Internships, HR</strong></td>
<td>A range of paid internship schemes ranging from three months to one year to provide practical experience of industry, aimed at unemployed graduates. This includes an 18-month paid internship scheme sponsored by Network Rail.</td>
<td>Current degree students, NEETs and postgraduates</td>
<td>16+</td>
<td>Three months to one-year placements</td>
</tr>
</tbody>
</table>

* The Luke Rees-Pulley Charitable Trust is a charity set up in memory of Luke Rees-Pulley, a London bus driver, to advance the education of the public on the workings and benefits of public transport in Greater London, and advance and promote the improvement of safety standards in public transport in Greater London for the benefit of the public and relieve financial hardship for individuals who have been employed as public transport bus drivers in Greater London and their dependants.
<table>
<thead>
<tr>
<th>Initiative and owner(s)</th>
<th>Description</th>
<th>Audience</th>
<th>Age range (years)</th>
<th>Medium of delivery</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2.7.1</strong></td>
<td>TfL apprenticeship schemes, Commercial Centre of Excellence, Supplier Skills Team</td>
<td>Entry level programmes attracting 16-year-olds upwards into full-time, work-based learning programmes. The schemes prepare young people for full-time job roles in LU maintenance, surface, information management, traffic engineering, quantity surveying, project planning and surface traffic systems. One scheme – LU Operations Apprenticeship Programmes – is specifically aimed at 16 to 18-year-olds.</td>
<td>16 to 18-year-olds who wish to continue their education as an apprentice</td>
<td>16+</td>
</tr>
<tr>
<td><strong>2.7.2</strong></td>
<td>TfL supply chain apprenticeship schemes, Commercial Centre of Excellence, Supplier Skills Team</td>
<td>Entry-level programmes attracting 16 to 18-year-olds into full-time, work-based learning programmes. The schemes prepare young people for full-time job roles in our supply chain.</td>
<td>16+ year-olds who wish to continue their education as an apprentice</td>
<td>16-18+</td>
</tr>
<tr>
<td><strong>2.8</strong></td>
<td>Classroom to Boardroom challenge, HR</td>
<td>Partner schools, including the London Academies Enterprise Trust (LAET) Academies, are set a transport-related challenge where they research and present their ideas to a panel of our managers at LU’s head office.</td>
<td>School pupils in London</td>
<td>13-14 (Key Stage 3) and above</td>
</tr>
<tr>
<td><strong>2.9</strong></td>
<td>Graduate scheme, HR</td>
<td>Entry-level programmes attracting graduates into a full-time two or three-year graduate scheme. Schemes are offered in a variety of disciplines across our organisation including information management, finance, quantity surveying, engineering, transport planning, project management, LU management, traffic control and commercial.</td>
<td>Graduates</td>
<td>21+</td>
</tr>
<tr>
<td><strong>2.10</strong></td>
<td>Young volunteers, advisers, and apprentices, LTM</td>
<td>Volunteering and paid employment opportunities for young people supporting LTM’s delivery of exhibitions, events and museum operation.</td>
<td>16 to 24-year-olds – including young people coming through the LTM Skills Centre</td>
<td>16-24</td>
</tr>
<tr>
<td><strong>2.11</strong></td>
<td>Mentoring scheme, Commercial Centre of Excellence, Supplier Skills Team</td>
<td>Six-month mentoring programme designed to support young people in their search for work.</td>
<td>18 to 24-year-old unemployed Londoners</td>
<td>18-24</td>
</tr>
<tr>
<td><strong>2.12</strong></td>
<td>The Royal Greenwich University Technical College, HR on behalf of TfL</td>
<td>Co-sponsor of a new college which gives pupils the opportunity to specialise in construction and engineering. We offer lecture and support on site via the STEM TfL Ambassador Programme, see 2.3. The project contributes to the regeneration of Woolwich and provides opportunities in engineering to young people in southeast London.</td>
<td>Pupils attending Royal Greenwich University Technical College</td>
<td>14-19</td>
</tr>
</tbody>
</table>
We want to ensure young people, whether they are drivers, cyclists, motorcyclists or pedestrians, can travel safely on London’s roads. In 2012, 840 young people aged 25 and under were killed or seriously injured (KSI) on London’s roads. This figure is down since 2001 when there were 2,130 KSIs\(^{10}\). However, it’s still too many.

Our Road Safety Plan (2001)\(^{11}\) set a London-wide target to reduce the number of child KSIs (up to 16 years of age) by 50 per cent by the end of 2010, compared with the average between 1994-1998. This was revised to 60 per cent in 2006. By the end of 2010, a 73 per cent reduction in the number of child KSIs was achieved against the 1994-1998 baseline.

Our Safe Streets for London: The Road Safety Action Plan for London 2020\(^{12}\) was open for consultation in autumn 2012 and the final version was launched in June 2013. The plan includes a target to reduce the number of KSIs in London by 40 per cent by 2020 from a baseline of the 2005-2009 average. It highlights child casualties as a key priority area.

We also want to encourage young people to travel safely on and around the public transport network. Furthermore, we want to ensure young people stay safe near construction sites and around heavy goods vehicles.

This section details the programmes that we are running to educate young people and provide them with the skills to travel safely on the transport network. It does not capture the wider programmes which target other road users such as older pedestrians. Similarly, this plan does not reference any capital infrastructure programmes designed to improve the road layout for all users.

**Objectives**

1. Educate young people to stay safe and act responsibly on public transport and on London’s roads.

2. Give young people the life skills to identify potential risks and hazards while travelling.

3. Encourage responsible behaviour by helping young people understand the consequences of their actions to themselves and others.

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\(^{10}\) For the most current data, please refer to tfl.gov.uk/corporate/publications-and-reports/

\(^{11}\) Tfl. Road Safety Plan, November 2001, tfl.gov.uk/roadsafety created as a result of the DfT’s Tomorrow’s roads: Safer for everyone, www.lscp.org.uk

\(^{12}\) Safe Streets for London, June 2013, tfl.gov.uk/roadsafety
Casualty reduction

Stop. Think. Live.

In 2012 there were 1,045 child pedestrian casualties on London’s roads and 20 per cent of all pedestrian casualties were younger than 16. Our road safety advertising, alongside road safety improvements and primary school peer-to-peer education schemes have played an important role in helping to reduce the number of road casualties in London. The most recent teen road safety campaign warns teenagers of the dangers they face from traffic every day on the Capital’s roads. Posters, aimed at 11 to 14-year-olds, alert teenagers to the consequences of not paying attention, or being distracted, when near to or using roads.

These ‘Stop. Think. Live.’ posters each feature a young person that has been killed in a road collision after being distracted by a mobile phone or MP3 player. The campaign is supported by some famous faces which can be seen on our YouTube channel.

KPIs

• To reduce the number of KSIs on London’s roads by 40 per cent by 2020 from a baseline of the 2005-2009 average [Safe Streets for London: The Road Safety Action Plan for London 2020]

• Increase the reach of the Safety and Citizenship programme to achieve 95 per cent coverage of London schools at pre-transition level (10-11 years)

• Increase the level of cycle training at schools in each London borough

• Increase the uptake of our peer-to-peer education schemes – Junior Travel Ambassador and Youth Travel Ambassador

Case study

• Increase the London coverage of ‘The Children’s Traffic Club’, our pre-school road safety resource
## Casualty reduction projects

The following table sets out the projects and programmes we are delivering to achieve the casualty reduction objectives.

<table>
<thead>
<tr>
<th>Project and owner(s)</th>
<th>Description</th>
<th>Audience</th>
<th>Age range (years)</th>
<th>Medium of delivery</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.1.1 Road safety educational resources, Surface Strategy &amp; Planning</td>
<td>A range of curriculum resources covering each key stage of learning, including A-Z of Traffic Tales, Just a Journey and Life’s Journey.</td>
<td>Primary and secondary schools</td>
<td>4-16</td>
<td>Educational resource for teachers and pupils</td>
</tr>
<tr>
<td>3.1.2 The Children’s Traffic Club, Surface Strategy &amp; Planning</td>
<td>Pre-school road safety intervention programme aimed at three to four-year-olds and their families.</td>
<td>All London nurseries, infant schools and children’s centres</td>
<td>3-4</td>
<td>Educational resources for children and their parents</td>
</tr>
<tr>
<td>3.1.3 Junior Travel Ambassador scheme (formerly Junior Road Safety Officer), Surface Strategy &amp; Planning</td>
<td>A peer-to-peer primary school resource focusing on road safety and active travel messages where children are elected at schools and use the resource to deliver road safety and active travel messages and run campaigns for their peers and the wider school community.</td>
<td>All primary schools</td>
<td>10-11</td>
<td>Educational resource for pupils</td>
</tr>
<tr>
<td>3.2 Schools cycle training programme, Surface Strategy &amp; Planning</td>
<td>Cycle training is a borough-led programme delivered within the proven framework of the nationally accredited ‘Bikeability’ training scheme. There are three levels of Bikeability cycle skills training, ranging from basic off-road training, to advanced on-street training.</td>
<td>All schools in the 33 London boroughs</td>
<td>3-16</td>
<td>Cycle training</td>
</tr>
<tr>
<td>3.3.1 Pre-transition Junior Citizenship schemes, Safety and Citizenship, LTM and London Tramlink and Tram Operations Ltd (TOL)</td>
<td>Multi-agency initiative preparing students for the challenges they face as they become young adults through short activities simulating real life scenarios and preparing them for the transition from primary to secondary school. TOL attends Junior Citizen events in Merton, Bromley and Croydon.</td>
<td>All primary schools</td>
<td>10-11</td>
<td>Workshops and role play</td>
</tr>
<tr>
<td>3.3.2 Pre-transition in-school presentations, Safety and Citizenship, LTM</td>
<td>Where a borough does not run a Junior Citizenship scheme or a school is unable to attend a scheme, the offer of an in-school presentation will be made. These aim to teach safer, responsible travel and personal safety to prepare young people for the transition from primary to secondary school.</td>
<td>All primary schools</td>
<td>10-11</td>
<td>Interactive presentations and role play</td>
</tr>
<tr>
<td>3.3.3 Post-transition youth intervention events and in-school presentations, Safety and Citizenship, LTM</td>
<td>Community events or in-school presentations aimed at secondary school age pupils in ‘hotspot’ areas. These safety awareness talks provide educational messages about the use of Zip cards and behaviour on and around buses, and on different modes of transport.</td>
<td>Secondary school age pupils, residents and commuters in all London boroughs</td>
<td>11+</td>
<td>Discussions, media, debates and role play</td>
</tr>
<tr>
<td>3.3.4 Tramlink crossing safety, Tramlink and BTP</td>
<td>Tramlink and the BTP work in partnership to deliver presentations to local schools offering safety advice.</td>
<td>Young people travelling on transport network and schools</td>
<td>11+</td>
<td>Interactive presentations</td>
</tr>
<tr>
<td>3.4 Teen road safety campaign, Marketing</td>
<td>Campaign targeted at teams to bring about a behaviour change and to contribute to an overall reduction in KSIs.</td>
<td>All schools in the 33 London boroughs</td>
<td>11-14</td>
<td>Posters and digital advertising</td>
</tr>
<tr>
<td>3.5 Youth Travel Ambassador project, Surface Strategy &amp; Planning</td>
<td>A peer-to-peer engagement project with secondary schools to identify and train selected pupils as Youth Travel Ambassadors to deliver safer, active and responsible travel messages to other pupils in the school, and to promote careers in the transport industry.</td>
<td>All schools in the 33 London boroughs</td>
<td>11-19</td>
<td>Youth engagement /educational resource for pupils</td>
</tr>
<tr>
<td>3.6 Young car drivers and passengers, Surface Strategy &amp; Planning</td>
<td>Working with London boroughs to develop a young car driver and passenger safety educational programme drawing on best practice from within and outside London.</td>
<td>Secondary schools, colleges and universities in selected boroughs</td>
<td>17-25</td>
<td>Theatre in Education</td>
</tr>
<tr>
<td>3.7 Universities and colleges cycle safety/training pilot, Surface Strategy &amp; Planning</td>
<td>Pilot project aimed at selected London universities to provide information to encourage students and staff to take up cycle training and delivery of other cycle safety awareness initiatives.</td>
<td>Staff and students</td>
<td>18+</td>
<td>Online toolkit, empty belly poster and web copy/banner advertising</td>
</tr>
<tr>
<td>3.8 ScooterSafe-London/BikeSafe-London, Surface Strategy &amp; Planning</td>
<td>Rider skills enhancement courses delivered by the MPS’s Motorcycle Tasking Team in partnership with us. Participants in the programme gain important skills in how to be a safer motorcyclist by attending a one-day course comprised of classroom based and practical on-the-road sessions.</td>
<td>London-wide</td>
<td>16+</td>
<td>Skills assessment days</td>
</tr>
</tbody>
</table>
Our vision for young people is to encourage them to choose active travel modes, such as walking and cycling. Regular trips such as the school run, are key journeys to influence in terms of cutting congestion and contributing to a reduction in obesity. The school run is a major contributor to traffic congestion, especially in residential and suburban areas. Cycle to School Partnerships and cycle training all feature within the Mayor’s Vision for Cycling and we will support schools to develop these and ensure they are aligned with existing programmes to increase the number of young people cycling.

In partnership with borough school travel officers, we work with schools to put in place travel plans which include activities to encourage a shift towards walking and cycling. We have produced a number of guidance documents to support this and to link initiatives to other programmes running in schools and educational establishments. We also run a number of initiatives for schools to promote active travel as well as providing a range of curriculum materials to use in schools.

To encourage schools to deliver the actions within their travel plan and monitor their success, we have put in place the Sustainable Travel: Active Responsible Safe (STARS) accreditation programme, which encourages schools to adopt safer and active travel behaviour and rewards them. STARS accredited schools have achieved on average an eight per cent reduction in car use as part of the school journey. Schools can apply online for STARS accreditation via our website at tfl.gov.uk/younglondon

Objectives
1. To increase the number of young people walking or cycling to schools and other educational establishments.
2. Encourage pupils to make confident independent journeys to educational and training opportunities.

13 Mayor’s Vision for Cycling, March 2013
14 iTrace – School Travel Plan data, 2011
Active and independent travel

Sustainable Travel: Active Responsible Safe (STARS) accreditation scheme

Our STARS scheme is an integrated programme which guides and motivates schools to deliver school travel activities such as walking incentive schemes, competitions, cycle clubs and cycle training by outlining a set of criteria and rewarding schools which demonstrate their commitment to active and safer travel. This is awarded at three levels: bronze, silver and gold. Schools are able to record and monitor their travel activity on the STARS online site. The site enables schools to apply for accreditation status online and provides us with relevant data on the programme. As of 2013, 1,248 schools have achieved accredited status, representing 40 per cent of London schools. Accredited schools demonstrate a greater shift towards walking and cycling. Since 2004, schools on the first level (bronze) have seen an eight per cent reduction in the number of car trips made as part of the school journey, while the two highest levels combined (silver and gold) have seen an 11 per cent reduction.

KPIs

- Increased levels of walking and cycling to school among pre-school and primary school children
- Higher levels of independent active travel, specifically cycling, among secondary school pupils
Active and independent travel projects

The following table sets out the projects and programmes we are delivering to achieve the active and independent travel objectives.

<table>
<thead>
<tr>
<th>Project and owner(s)</th>
<th>Description</th>
<th>Audience</th>
<th>Age range (years)</th>
<th>Medium of delivery</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.1 STARS (Sustainable Travel Active Responsible Safer), Surface Strategy &amp; Planning</td>
<td>An accreditation scheme for schools undertaking safe and active travel initiatives designed to motivate, inspire and reward them at one of three levels.</td>
<td>All schools in the 33 London boroughs</td>
<td>5-9</td>
<td>TfL workshops, toolkits and officer support</td>
</tr>
<tr>
<td>4.2.1 Zip Oyster concessionary photocard schemes, Customer Experience</td>
<td>A number of concessionary travel schemes under the Zip branding, covering the 5-10, 11-15, 16+ Zip Oyster. The schemes offer free bus and tram travel, plus discounted travel. For 16+ applicants to be eligible for free bus and tram travel, they must live in a London borough and may need to meet other criteria – terms and conditions apply. Extensive marketing campaigns remind customers to apply for their photocards in time. The campaign runs at the beginning of the academic year to remind customers to apply in time for their photocards.</td>
<td>All young Londoners</td>
<td>5-18</td>
<td>Application processing, posters/letters/emails. Promotion across social media platforms</td>
</tr>
<tr>
<td>4.2.2 School Party Travel Scheme, Customer Experience</td>
<td>A scheme that offers free travel to schools in the Capital visiting educational, sporting and cultural venues in London. Schools need to register for the scheme and apply for tickets at least two weeks before the trip is made. Those travelling must be aged between five and 17.</td>
<td>All schools in the 33 London boroughs</td>
<td>5-17</td>
<td>Application processing and digital information</td>
</tr>
<tr>
<td>4.2.3 18+ Student Oyster photocard campaign, Marketing</td>
<td>Campaign to encourage eligible students to apply for an 18+ Student Oyster photocard and receive 30 per cent off adult rate Travelcards and Bus and Tram Passes. To be eligible, students must reside in London, enrolled on an eligible full-time or part-time course, aged 16 or over and enrolled with a participating education establishment. Applications are made online. The campaign also advises existing photocard holders to reconfirm their eligibility.</td>
<td>Students (18+) who are in full-time or part-time education in London</td>
<td>Students (18+) who are in full-time or part-time education in London</td>
<td>Application processing and posters. Promotion across social media platforms</td>
</tr>
<tr>
<td>4.2.4 Apprentice Oyster photocard scheme, Customer Experience</td>
<td>Launched by the Mayor in Spring 2013, apprentices living in London may be eligible for an Apprentice Oyster photocard and receive 30 per cent off adult rate Travelcards and Bus and Tram Passes. To be eligible London residents must be over 16 and enrolled in the first year of an approved apprenticeship.</td>
<td>London residents (18+) enrolled in the first year of an approved apprenticeship</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.3.1 Cycle grants for schools, Surface Strategy &amp; Planning</td>
<td>This programme encourages cycling at schools by providing schools with the opportunity to apply for small grants to set up a cycle club or run cycle-related activities.</td>
<td>Targeted nurseries and schools in priority boroughs, with nominated schools in other boroughs</td>
<td>3-16</td>
<td>Grant funding to deliver the activity</td>
</tr>
<tr>
<td>4.3.2 School cycle training programme, Surface Strategy &amp; Planning</td>
<td>Cycle training is a borough-led programme delivered within the proven framework of the nationally accredited ‘Bikeability’ training scheme. There are three levels of Bikeability cycle skills training, ranging from basic off-road training focusing on the manual handling of the bicycle, to advanced on-street training which focuses on safe interactions with other road users and traffic on London’s busy roads.</td>
<td>All schools in the 33 London boroughs</td>
<td>3-16</td>
<td>Cycle training</td>
</tr>
<tr>
<td>4.3.3 Schools cycle parking programme, Surface Strategy &amp; Planning</td>
<td>This programme provides cycle parking facilities to schools that meet a set of criteria, including having or working towards STAR accreditation. Since 2008, more than 12,000 cycle and scooter parking spaces have been provided in schools across London.</td>
<td>All accredited schools in London</td>
<td>3-16</td>
<td>Cycle parking</td>
</tr>
<tr>
<td>4.3.4 Community Cycling Fund for London (CCfFL), Surface Strategy &amp; Planning</td>
<td>The CCfFL provides grants to a range of organisations and establishments to encourage more cycling within their communities. It also funds a programme of ready-made cycling events aimed at those who are already cyclists or are thinking about cycling regularly.</td>
<td>Community organisations and colleges/universities in London</td>
<td></td>
<td>Grants and events programme run by partner organisations</td>
</tr>
<tr>
<td>4.3.5 Bike It Plus, Surface Strategy &amp; Planning</td>
<td>A cycling programme for schools, delivered by Sustrans, where Bike It Plus officers are funded to work directly with schools and their communities to run cycling activities and embed a cycling culture within schools.</td>
<td>Selected schools in specific boroughs</td>
<td>3-16</td>
<td>Officer support, educational resources and activities</td>
</tr>
<tr>
<td>4.3.6 Cycle to School Partnerships (new project), Surface Strategy &amp; Planning</td>
<td>Delivery of infrastructure improvements and supporting activities at schools to increase the number of pupils cycling to school. Infrastructure improvements can include segregated cycle lanes, safety and priority improvements at junctions, crossings for cyclists, filtered permeability and making one-way streets two-way for cyclists.</td>
<td>Selected schools in specific boroughs</td>
<td>3-16</td>
<td>Infrastructure and supporting measures through school/community partnerships</td>
</tr>
<tr>
<td>Initiative</td>
<td>Description</td>
<td>Audience</td>
<td>Age range (years)</td>
<td>Medium of delivery</td>
</tr>
<tr>
<td>---------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------</td>
<td>-----------------------------------------------</td>
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</tr>
<tr>
<td>4.4 Walking pilot projects (under development), Surface Strategy &amp; Planning</td>
<td>Walking pilot project under development to encourage school walking programmes.</td>
<td>All schools in the 33 London boroughs</td>
<td>3-16</td>
<td>Website</td>
</tr>
<tr>
<td>4.5.1 Educational resources – toolkits, Surface Strategy &amp; Planning</td>
<td>A number of new curriculum resources and campaign toolkits to promote active travel have been produced for use in schools.</td>
<td>All London boroughs</td>
<td>5-16</td>
<td>Educational resources</td>
</tr>
<tr>
<td>4.6.1 Pre-transition Junior Citizenship schemes and in-school presentations, Safety and Citizenship, LTM</td>
<td>Multi-agency initiative (London boroughs, TFL, London Fire Brigade, MPS) to teach safer, responsible travel and personal safety to prepare young people for the transition from primary to secondary school. This is delivered either at borough Junior Citizenship schemes or by in-school presentations.</td>
<td>All schools in the 33 London boroughs</td>
<td>10-11</td>
<td>Workshops and role play</td>
</tr>
<tr>
<td>4.6.2 Pre-transition Z information card, LTM</td>
<td>Information card distributed to all Year 6 pupils following the pre-transition Junior Citizenship scheme or in-school presentation incorporating active travel messaging.</td>
<td>Schools in all London boroughs</td>
<td>10-11</td>
<td>Educational resource</td>
</tr>
<tr>
<td>4.7 Travel mentoring service, London Dial-a-Ride</td>
<td>A service available to all disabled Londoners with the aim of enabling independent travel. Provided by one-to-one accompanied trips, groups via ‘bus days’, classroom sessions, outreach work with local authorities, schools and colleges. Specialist work is also referred by LTM’s Safety and Citizenship team.</td>
<td>All special educational needs schools</td>
<td>11-25</td>
<td>Workshops and one-to-one sessions</td>
</tr>
<tr>
<td>4.8.1 Junior Travel Ambassador scheme (formerly JRSO), Surface Strategy &amp; Planning</td>
<td>A peer-to-peer primary school resource focusing on road safety and active travel messages where pupils are elected at schools and use the resource to deliver travel messages and run campaigns for their peers and the wider school community.</td>
<td>All primary schools</td>
<td>10-11</td>
<td>Educational resource for pupils</td>
</tr>
<tr>
<td>4.8.2 Youth Travel Ambassador project, Surface Strategy &amp; Planning</td>
<td>A peer-to-peer engagement project with secondary schools to identify and train selected pupils as Youth Travel Ambassadors to deliver safer, active and responsible travel messages to other pupils in the school, and to promote careers in the transport industry.</td>
<td>All schools in the 33 London boroughs</td>
<td>11-19</td>
<td>Youth engagement /educational resource for pupils</td>
</tr>
<tr>
<td>4.9 Barclays Cycle Hire roadshow, Marketing</td>
<td>Roadshow that educates the public about Barclays Cycle Hire (BCH) and encourages them to try it.</td>
<td>Boroughs in the cycle hire zone – central and east London. Targets students and adults</td>
<td>University students (BCH bikes are only for people aged 14+)</td>
<td>Roadshows</td>
</tr>
</tbody>
</table>

Chapter 4  Active and independent travel

Delivery Plan for Schools and Young People 37
Youth involvement

Young people should be given the opportunity to contribute to and influence the transport projects and priorities that affect them, now and in the future. Through the involvement of young people and organisations representing them, we work to communicate and develop our programmes to meet young people’s needs.

We want to empower young people to have input on decisions about London’s transport network. We believe that young people have an important role to play, and that they ought to be supported in making these contributions. We also believe young people need to have their opinions and decisions recognised, valued and acted on. We also regularly involve core pan-London youth stakeholders at regular meetings and keep them updated through a monthly e-newsletter sent to youth sector organisations.

In 2009, we established our Youth Panel to initiate regular dialogue with young Londoners aged between 13 and 25. The panel is a group of young people who meet regularly to have a voice within our policy-making process. We support panel members so they can share information about campaigns with their peers through presentations, workshops, events and at schools. We also run an annual Youth Participation Day to enable youth representatives from stakeholder organisations to inform and influence our programmes. Throughout the event, young people can share their views directly with our staff. The Youth Panel works with staff to organise the day.

Objectives

1. Consult with youth stakeholders and the young people they work with to enable them to inform, influence and communicate our priorities and key messages.

2. Manage our reputation with youth stakeholders and secure advocates for campaigns.

3. Support the Youth Panel and facilitate its meetings to enable young people to have a demonstrable impact on our work.

We submitted written evidence to the British Youth Council’s Youth Select Committee. This was a pilot initiative supported by the Department for Education and Parliament’s Education Service which enables young people to hold inquiries into issues they care about in order to influence policies and legislation. The committee mirrors the UK Parliament’s Select Committee structure and ran an inquiry into safe, affordable and accessible public transport for young people. This mandate came from issues prioritised by members of the British Youth Council and the UK Youth Parliament, as well as a national poll of 65,000 young people. Following its submission of written evidence, we were invited to give evidence to the committee of 11 young people and the session was broadcast on BBC Democracy Live. The committee produced a report making recommendations to the Government. This noted that we demonstrated significant engagement with young people through our Youth Panel and recommended that every passenger transport executive should have a forum for young people.

Our Youth Panel is a group of young people who give their views on our programmes and campaigns. The members are aged between 13 and 25 and either live in London or regularly use the transport network. Each member volunteers for a year’s term and attends six full panel meetings. They are consulted by staff on proposed activities with a youth audience, and also discuss initiatives that affect the wider public. For example, the group has recently shaped our Single Equality Scheme and teen road safety marketing campaign. Members also champion campaigns in their communities and regularly attend events as our representatives.

- Monthly communication with core pan-London youth stakeholders on our key work and campaigns
- One hundred young people from across London to attend our annual Youth Participation Day

**British Youth Council**

**Role of a Youth Panel member**

**KPIs**

- Monthly communication with core pan-London youth stakeholders on our key work and campaigns
- One hundred young people from across London to attend our annual Youth Participation Day
## Youth engagement projects

The following table sets out the projects and programmes we are delivering to achieve the youth engagement objectives.

<table>
<thead>
<tr>
<th>Project and owner(s)</th>
<th>Description</th>
<th>Audience</th>
<th>Age range (years)</th>
<th>Medium of delivery</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>5.1</strong> Youth Participation Day, Public Affairs and Stakeholder Engagement (PASE)</td>
<td>Annual youth event to showcase our youth participation work, raise awareness of youth-focused campaigns and communicate key messages of our activities.</td>
<td>Young people aged 13-25, voluntary sector staff and youth workers</td>
<td>13-25</td>
<td>Presentation and discussions through workshops</td>
</tr>
<tr>
<td><strong>5.2</strong> Youth Panel, PASE</td>
<td>Our Youth Panel meets every two months to provide their views on our programmes and campaigns. Members of the panel are aged between 13 and 25.</td>
<td>Young people aged 13-25</td>
<td>13-25</td>
<td>Meetings</td>
</tr>
<tr>
<td><strong>5.3</strong> Youth Travel Ambassador project, Surface Strategy &amp; Planning</td>
<td>A peer-to-peer engagement project with secondary schools to identify and train selected pupils as Youth Travel Ambassadors to deliver safer, active and responsible travel messages to other pupils in the school, and to promote careers in the transport industry.</td>
<td>All schools in the 33 London boroughs</td>
<td>11-19</td>
<td>Youth engagement /educational resource for pupils</td>
</tr>
<tr>
<td><strong>5.4</strong> Art on the Underground (LU)</td>
<td>Development of significant artwork for the LU network by working with schools to provide a world-class programme of contemporary art that enriches our customers’ experience.</td>
<td>All schools in the 33 London boroughs</td>
<td>Artist-led young people’s project: 11-21 Schools 5-18</td>
<td>Youth engagement /schools workshops /education resource</td>
</tr>
<tr>
<td><strong>5.5</strong> Emirates Air Line cable car school visits and resources</td>
<td>London schools can make use of Emirates Air Line for educational school trips. Lesson plan packs available to support trips, linked to National Curriculum for subjects Design and Technology, Geography, History and Science.</td>
<td>All schools in the 33 London boroughs</td>
<td>5-16</td>
<td>Educational resource</td>
</tr>
</tbody>
</table>
Appendix A
Casualty data – definitions

Definitions of casualty severity

Fatal injury - ‘Fatal’ injury includes only those cases where death occurs in less than 30 days as a result of the accident. ‘Fatal’ does not include death from natural causes or suicide.

Serious injury – examples of ‘serious’ injury are:

- Fracture
- Internal injury
- Severe cuts
- Crushing
- Burns (excluding friction burns)
- Concussion
- Severe general shock requiring hospital treatment
- Detention in hospital as an in-patient, either immediately or later
- Injuries to casualties who die 30 or more days after the accident from injuries sustained in that accident

Slight injury – examples of ‘slight’ injury are:

- Sprains, not necessarily requiring medical treatment
- Neck whiplash injury
- Bruises
- Slight cuts
- Slight shock requiring roadside attention

Note: an injured casualty is coded by the police as seriously or slightly injured on the basis of information available within a short time of the collision. This generally will not include the results of a medical examination, but may include the fact of being detained in hospital, the reasons for which may vary somewhat from area to area.

Latest data available at tfl.gov.uk/corporate/publications-and-reports/
The images featured in Casualty Reduction and Active & Independent travel sections feature activity in the London boroughs of Hounslow and Redbridge.