

Our School Catchment:

2010 Student Postcode Data:



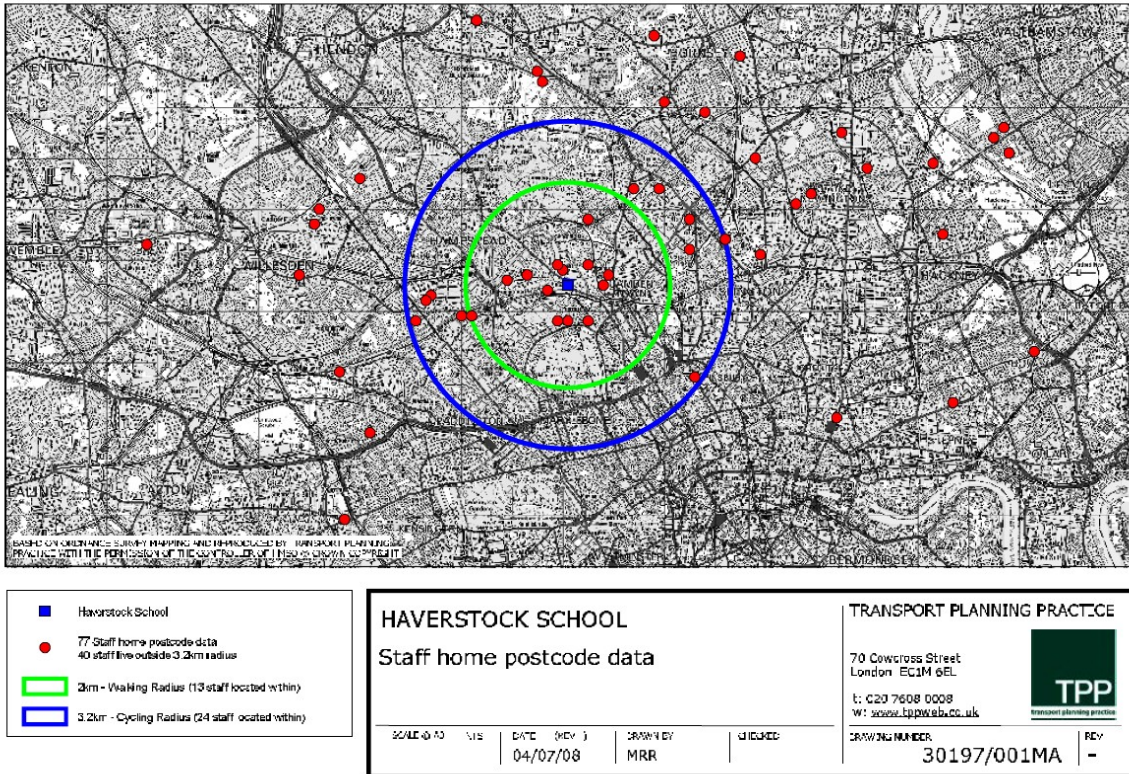
Robert West Drawing 2961/001/SK036

The above diagram shows the postcodes for the 2010 Haverstock School population taken from the school census data.

The above diagram shows the locations of the student population who attend Haverstock School. This diagram indicates that almost all students live within a reasonable walk or cycle distance (approximately 3.2km). Within this, it can be seen that the majority of these actually live within a walk distance (approximately 2km).

It should be recognised the distances are only approximations and in reality people may travel further via walking or cycling and vice versa.

Staff Postcode Data:



(Diagram taken from TA for proposed UCL Academy (as written by TPP consultants, July 2008))

A no data was available for staff in 2010 therefore the 2008 Travel Plan data has been used.

The above diagram shows the locations of the members of staff employed at Haverstock School. It shows that staff are scattered throughout the borough with few staff located within Camden. This could be attributed to the high cost of living in Camden compared to other areas in the borough.

It should be recognised the distances are only approximations and in reality people may travel further via walking or cycling and vice versa.

School travel working group:

A working group will be set up within one month of the school opening.

Is there currently a working group?

N/A

When was the group set up?

N/A

How often does/will the group meet?

The working group will meet once a month.

Travel Plan Co-ordinator:

The Travel Plan Coordinator will be appointed before the first intake of students starts on site.

Identifying our baseline information

Survey Results

How students usually travel to school

This census data was taken from the January 2010 census at the nearby Haverstock School.

It provides an indication of how students who will attend the new UCL Academy will travel. The survey identified 1,262 modes of travel. It is assumed that people who have used more than one mode in their journey have been counted more than once. This still provides a suitable mode split to be applied to future predicted numbers of students.

'Hands up' surveys are in the process of being undertaken which will provide more detailed information on how students would prefer to travel to school. This data was not available at the time of writing this Travel Plan. The results of the survey will be included in the next iteration of this Travel Plan.

Date of survey	January 2010
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Mode	2010	%
Car (not sharing)	0	0%
Carshare (travelling with someone who lives at another house)	0	0%
Rail (Train, Tube, DLR, Tram)	9	<1%
Bus	563	45%
Cycle	0	0%
Walk (all the way)	690	55%
Total	1,262	100%

The above table indicates that 100% of students at Haverstock currently travel sustainably to school with no students arriving by car or car share. The predominant mode shares are walking (55%) and bus use (45%) with a small number of students (less than 1%) using rail.

No students cycle to school.

Survey Results

How staff travel to school

No 2010 survey data is available therefore the 2008 Travel Plan staff data has been used to determine staff mode splits. A total of 146 teachers were surveyed and 141 responded thus providing a 97% response rate. This is deemed to be an appropriate response rate to be applied to the proposed UCL Academy.

Date of survey	January 2008
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Mode	2008	%
Car (not sharing)	19	14%
Carshare (travelling with someone who lives at another house)	6	4%
Rail (Train, Tube, DLR, Tram)	57	40%
Bus	32	23%
Cycle	13	9%
Walk	14	10%
Other	0	0%
Grand totals	141	100

The above table shows that the majority of staff arrive at the school via sustainable modes of transport with 63% using rail or bus and 19% cycling or walking. Only 14% of staff arrive by private vehicle.

This is likely to be due to the location of the school and the public transport links available to it and limited parking facilities.

Evidence of consultation and involvement

As the UCL Academy is a new facility there is no evidence of consultation available.

This Travel Plan will ensure that a Travel Plan Coordinator will be in place before the Academy is occupied. A working group will be in place within a month of the school opening and consultation on the Travel Plan will begin within 3 months of the schools first occupation.

Due to the gradual nature of the intake of students it will allow for changes to the STP to be made so that a comprehensive and detailed STP can be implemented once full occupation occurs.

Those parties that will be invited to attend consultation evenings and be involved with the STP include;

- STP Coordinators (School, Local Authority and SCSSS)
- Staff (teaching, admin and general)
- Students
- Parents
- Local Authority members
- Local residents
- Local businesses
- Traffic police
- Road safety officers
- Other interested parties

Objectives:

- Minimise the number of car trips made to the school at the beginning and end of the school day. It is UCL policy to strongly discourage driving and encourage car sharing.
- In line with UCL policy, encourage carsharing to take place among members of staff and students.
- Encourage walking by educating on the benefits to health and the environment.
- Encourage the use of sustainable forms of transport by students, staff and school visitors.
- Ensure safe routes to schools education is provided for those who walk to school
- Whilst the school will not actively encourage cycling it will ensure the safety of those who wish to cycle to school. Students will be properly trained and know the safe cycle routes to school. This will be done through ensuring that anyone wishing to cycle to school **must** have had road safety training and use protective equipment such as helmets and high visibility jackets.

Targets

- As the school has not yet been built we have used information from the nearby Haverstock School to determine the predicted mode shares. We have used mode share data for students from the 2010 student census and mode share for staff from the 2008 Travel Plan data.
- New 'hands-up' surveys for both staff and students are in the process of being produced but were not available at the time of writing this Travel Plan. Updated data will be included in the next iteration of this document.
- Based on the above information we would set the following initial aspirations that the school will be looking to achieve. These would be reviewed and incorporated into this STP document after every 'hands up' survey is undertaken.

Targets will be based on the SMART criteria and relate to achieving objectives.

SMART

S – Specific
M – Measurable
A – Achievable
R – Realistic
T – Time related

Students Based on proposed 1,150 students at UCL Academy

Mode	Existing	3 year target	5 year target
Car (not sharing)	0	0	0
Carshare (travelling with someone who lives at another house)	0	0	0
Rail (Train, Tube, DLR, Tram)	8	15	30
Bus	519	420	310
Cycle	0	50	100
Walk (all the way)	623	665	710
Total	1,150	1,150	1,150

Staff – Based on 150 staff at new UCL Academy

Mode	Existing	3 year target	5 year target
Car (not sharing)	21	9	3
Carshare (travelling with someone who lives at another house)	6	5	3
Rail (Train, Tube, DLR, Tram)	60	63	64
Bus	34	35	36
Cycle	14	21	25
Walk	15	17	19
Other	0	0	0
Total	150	150	150

Objective	Actions needed	Who is responsible? Must be named person or group)	Target date Must be specific date/month NOT "ongoing"	Projected cost if known and source of funding
	<ul style="list-style-type: none"> • Organise a sponsored walk to increase interest in walking • Consider improving visibility of school uniform • Hold assemblies about benefits of walking • Set up displays in school about benefits of walking to school 		travel habits at opening of school	

Monitoring & Reviewing Our Plan

Our 'hands up' surveys will be undertaken on:

An initial 'hands up' survey will be undertaken within 3 months of first occupation of students.

They will be taken at **yearly** intervals to ensure that the most relevant data is being fed into the STP thus keeping it as fluid as possible.

Annual Progress reviews will be completed every January.

This will allow time for the completed 'hands up' questionnaire information (undertaken yearly in December) to be processed and incorporated into the STP document.

This will commence from first occupation.

Our full review of the School Travel Plan will be completed once the school is fully occupied in 2015:

Due to the staggered increase in students it is expected that the school will not be fully occupied until 2015. The Travel Plan will be fully reviewed once the site is fully occupied.

The person(s) responsible for ensuring the annual review will be undertaken will be:

The School Travel Plan Coordinator. An initial STP Coordinator will be appointed at first occupation of the site.. This may be subject to change as the occupation of the school increases until full occupation in 2015.

When reviewing our School Travel Plan we will take into consideration any issues arising from new developments in education and transport since the original STP was completed.

Sign off and formal approval - School signatures

The following signatures confirm the school management have read and approve the contents of this document. By signing this document the school is committing itself to make every effort to resolve problems identified within the enclosed document and implement the actions identified. The school further acknowledges that they have committed to achieving all targets highlighted in their action plan and to the annual review and monitoring of the plan.

Headteacher

Chair of Governors

School Council Representative

Parent Governor

Council signatures

The following signatures confirm that the document has been Quality and Assessment checked by representatives from the relevant Education and Transportation departments at the London Borough of Camden.

School Travel Plan Officer

**Assistant Director
(Education/Children's Services)**

**Assistant Director
(Planning)**