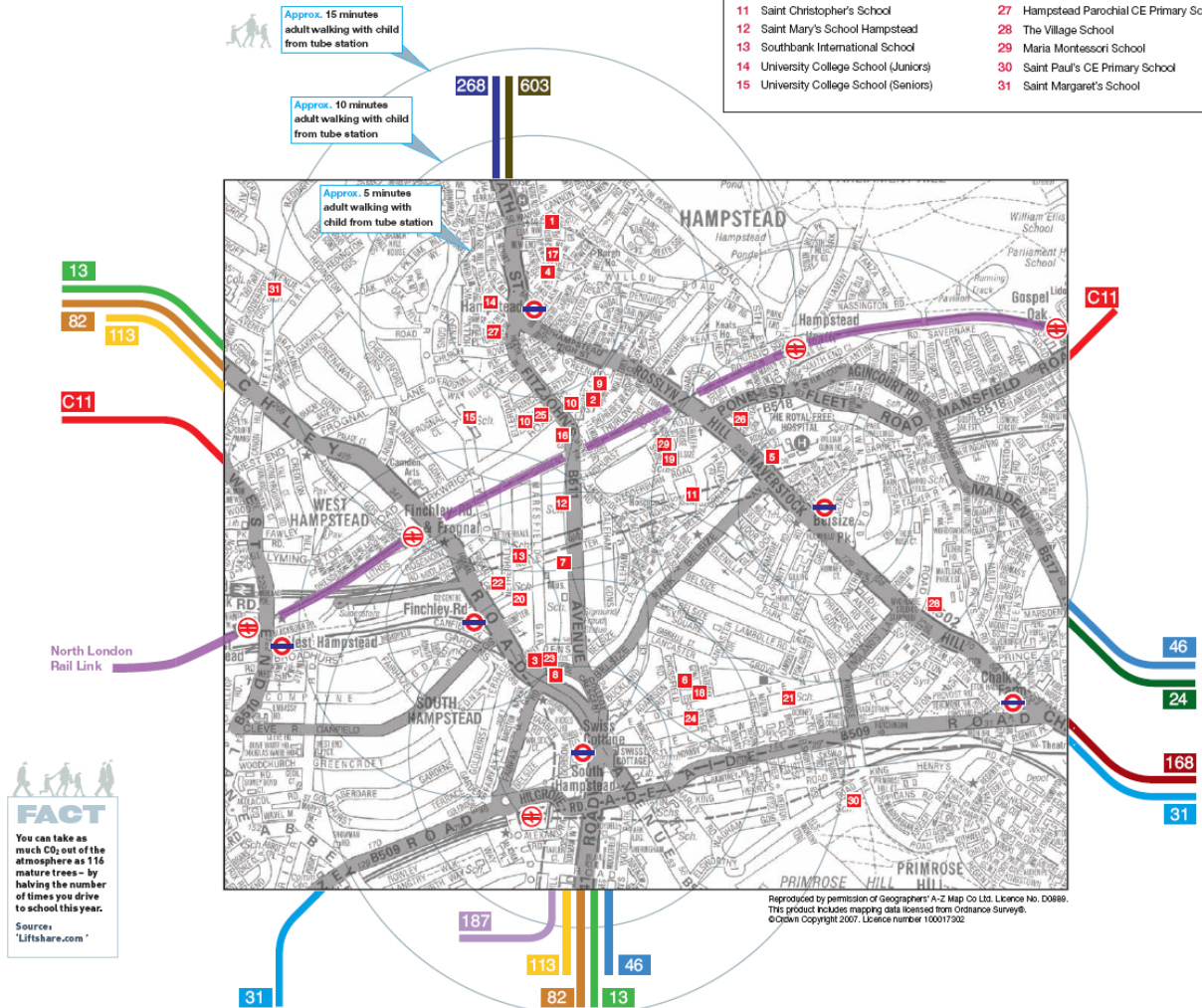


# Time to talk

## SCHOOLS

- |   |  |
|---|--|
| 1 Christ Church CE Primary School               | 16 Devonshire House Preparatory School   |
| 2 Fitzjohn's Primary School                     | 17 Heathside Preparatory School          |
| 3 Holy Trinity (Trinity Walk) CE Primary School | 18 Hereford House School                 |
| 4 New End Primary School                        | 19 Lyndhurst House Preparatory School    |
| 5 The Rosary RC Primary School                  | 20 North Bridge House School             |
| 6 Hall School                                   | 21 Sarum Hall School                     |
| 7 North Bridge House School                     | 22 South Hampstead High School (Juniors) |
| 8 Phoenix School                                | 23 South Hampstead High School (Seniors) |
| 9 Royal School Hampstead                        | 24 Trevor-Roberts School                 |
| 10 Saint Anthony's Roman Catholic School        | 25 Devonshire House Preparatory School   |
| 11 Saint Christopher's School                   | 26 Hampstead Hill School                 |
| 12 Saint Mary's School Hampstead                | 27 Hampstead Parochial CE Primary School |
| 13 Southbank International School               | 28 The Village School                    |
| 14 University College School (Juniors)          | 29 Maria Montessori School               |
| 15 University College School (Seniors)          | 30 Saint Paul's CE Primary School        |
|   | 31 Saint Margaret's School               |



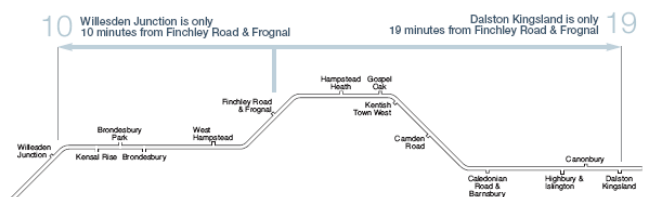
## Hampstead Area Bus Services

BUSES SERVING BELSIZE PARK/HAMPSTEAD		BUSES SERVING FINCHLEY ROAD	
<b>C11</b>	C11 serves South End Green, Haverstock Hill, England's Lane and Adelaide Road. It runs between Archway, Dartmouth Park, Gospel Oak, Swiss Cottage, West Hampstead and Brent Cross.	<b>C11</b>	C11 from Brent Cross, Cricklewood and West Hampstead.
<b>268</b>	268 runs from Golders Green via Hampstead and continues through Belsize Village to Swiss Cottage and Finchley Road.	<b>C11</b>	C11 from Archway, Dartmouth Park, Gospel Oak, South End Green and Belsize Park.
<b>603</b>	603 runs from Swiss Cottage up Fitzjohn's Avenue to Highgate and Muswell Hill.	<b>13</b>	13 From Golders Green.
<b>46</b>	46 runs from Warwick Avenue and St John's Wood to Fitzjohn's Avenue then on to South End Green, Gospel Oak, Kentish Town, Camden and King's Cross.	<b>82</b>	82 from Finchley and Golders Green.
<b>31</b>	31 runs between Notting Hill, Kilburn, Swiss Cottage, Chalk Farm and Camden Town.	<b>113</b>	113 from Edgware and Hendon.
<b>168</b>	168 from South End Green to Camden Town and the West End	<b>187</b>	187 from Harlesden, Queen's Park, Maida Vale and St John's Wood.
<b>24</b>	24 from South End Green to Gospel Oak, Camden Town and the West End	<b>268</b>	268 runs from the O2 Centre in Finchley Road to Belsize Village, Hampstead and Golders Green.

For more information see TfL Journey Planner Guide no 6.  
[www.tfl.gov.uk](http://www.tfl.gov.uk)

## Morning and Afternoon North London Link Rail Services

MORNING TIMETABLE TO SCHOOL (AM)		AFTERNOON TIMETABLE FROM SCHOOL (PM)	
From Islington to Hampstead - every 15 minutes		From Hampstead to Islington - every 15 minutes	
Islington Kingsland	7.33 7.48 8.03 8.17 8.33 8.40	Finchley Road & Frogna	3.40 3.54 4.10 4.24 4.42 4.54
Canonbury	7.35 7.50 8.05 8.20 8.35 8.42	Hampstead Heath	3.43 3.57 4.13 4.27 4.45 4.57
Highbury & Islington	7.38 7.53 8.08 8.23 8.38 8.45	Gospel Oak	3.45 3.59 4.15 4.29 4.47 4.59
Canonbury Rd & Barnsbury	7.40 7.55 8.10 8.25 8.40 8.48	Kentish Town West	3.47 4.01 4.17 4.31 4.49 5.01
Camden Road	7.44 7.59 8.14 8.28 8.44 8.51	Camden Road	3.49 4.03 4.19 4.33 4.51 5.03
Kentish Town West	7.46 8.01 8.16 8.30 8.46 8.53	Canonbury Rd & Barnsbury	3.52 4.06 4.22 4.36 4.54 5.06
Gospel Oak	7.49 8.04 8.19 8.33 8.49 8.56	Highbury & Islington	3.54 4.09 4.24 4.39 4.57 5.09
Hampstead Heath	7.50 8.05 8.20 8.35 8.50 8.56	Canonbury	3.56 4.11 4.26 4.41 4.59 5.11
Finchley Road & Frogna	7.53 8.08 8.23 8.37 8.53 9.00	Islington Kingsland	3.59 4.14 4.29 4.44 5.02 5.14
From Willesden to Hampstead - every 15 minutes		From Hampstead to Willesden - every 15 minutes	
Wilkesden Junction	7.30 7.46 8.03 8.16 8.30 8.46	Hampstead Heath	3.35 3.50 4.05 4.20 4.35 4.50
Kensal Rise	7.33 7.49 8.06 8.19 8.33 8.49	Finchley Road & Frogna	3.38 3.53 4.08 4.23 4.38 4.53
Brondesbury Park	7.35 7.51 8.08 8.21 8.35 8.51	West Hampstead	3.39 3.54 4.09 4.24 4.39 4.54
Brondesbury	7.37 7.53 8.10 8.23 8.37 8.53	Brondesbury	3.41 3.56 4.11 4.26 4.41 4.56
West Hampstead	7.38 7.54 8.11 8.24 8.38 8.54	Brondesbury Park	3.42 3.57 4.12 4.27 4.42 4.57
Finchley Road & Frogna	7.40 7.56 8.13 8.26 8.40 8.56	Kensal Rise	3.44 3.59 4.14 4.29 4.44 4.59
Hampstead Heath	7.43 7.59 8.16 8.29 8.43 8.59	Wilkesden Junction	3.48 4.03 4.18 4.33 4.48 5.03



**By Bus:** Many buses stop near the Hampstead and the Finchley Road and Frognal stations. Those stopping near Finchley Road include: 13 (from Golders Green to Central London); 82 (from North Finchley); 113 (from Edgware, Mill Hill and Hendon); C11 (from Archway, Parliament Hill and Gospel Oak), and 187 (from Park Royal). Those stopping near Hampstead Station include: 46 (from Queens Park, Maida Vale and Kentish Town); 268 (from Belsize Park); C12 (from Tufnell Park); and 603 (from Muswell Hill).

**By Underground:** Hampstead Station is on the Northern Line. Finchley Road is served by the Metropolitan and Jubilee Lines.

**By Rail:** Finchley Road & Frognal Station is on the North London Line which connects Richmond, Kew, Acton and Willesden with Camden and Highbury and Islington. West Hampstead station is on ThamesLink and connects to stations in outer North London and Hertfordshire, and to King's Cross/St Pancras.

**By Car:** The School is situated in a predominantly residential area. Although there is very limited pay and display parking nearby, these bays are rarely vacant, so that opportunities for parents or visitors to park near the School are slight. There are a total of 30 marked parking spaces within the school site. There is additional space for informal visitor and additional disabled parking by arrangement at the front of the building. There is no regular overnight parking. There are designated parking spaces for use by the disabled. Students are not entitled to park at School, nor parents except on a pre-arranged basis by specific invitation. Such other parking space as is available is reserved for visitors and some members of the teaching and support staffs, whose personal circumstances and/or job requirements make travel by car unavoidable. There is no discernable spillage from staff parking onto the surrounding streets.

#### Facilities:

	Description	Numbers
The car park	No. of staff parking spaces	30
	No. of disabled spaces	3
Cycle storage	No. of cycle parking bays	60
	The School is applying for additional racks	50*
How secure is this storage provided	The cycle bays are to the rear of the school behind a locked gate.	
Storage lockers	No. of staff storage lockers	Secure lockers available for all staff who request them.
	No. of pupil storage lockers	One for each pupil*

The Pupil and Staff surveys identified the need for more lockers and cycle rack. The School is planning to provide 50 new larger lockers to enable storage of cycling and wet weather gear for staff and pupils who wish to cycle. The School has also set aside space for a further 50 cycle rack spaces and wishes to apply to the Mayor's Cycle Parking Scheme to fund both these improvements in 2008.

**Access for the Disabled.** The School is keen to provide the fullest support and assistance to disabled pupils, visitors, staff and parents. The main buildings of UCS Senior School were constructed in 1907. A very few areas are not yet accessible to those with certain disabilities. However, the School has undertaken a number of improvements in recent years to improve access for the disabled and, in planning any developments to the site; every effort is made to improve existing access. Any new buildings are designed with the aim of ensuring easy access for all. There are reserved parking spaces for the use of disabled visitors.

## **SEN Pupils**

The School currently has only one pupil with a statement of educational needs. He has very seriously impaired vision, and requires a classroom assistant on a day-to-day basis. He usually travels to and from school by tube with another pupil. If that other pupil is not available (illness, etc) he gets a lift from his parents as far as Finchley Road and then he walks the rest of the way.

The School has a learning support register, which comprises pupils who are not statemented, but who are receiving help from our SEN department. None of these pupils has any specific travel needs or arrangements.

## **Use of school outside of school hours including extended schools activities:**

The School regularly permits use of its facilities by the wider community, including use by other schools, community organisations and private individuals.

The school is used by, for example, the Metropolitan Police, Camden Transport and AVIVA (breast cancer charity) and others. Since these groups are local they are all within walking distance. Other users have included TFL for film production purposes.

The School holds approximately seven parents' evenings a year and stages regular musical and dramatic productions in the evenings.

Under a separately approved Management Plan submitted in accordance with the agreement dated 2005 between University College School and The Mayor and Burgesses of the London Borough of Camden pursuant to the provisions of Section 106 of the Town and Country Planning Act 1990 (as amended by the Planning and Compensation Act 1991) and Section 278 of the Highways Act 1980 in respect of planning application Reference No 2005/0123, UCS operates a commercial sport and leisure facility (UCS Active) on part of the School site outside normal School hours.

## **Section 2: Objectives**

The development of the School Travel Plan (STP) fits well within the School's stated ethos and is consistent with the value system that the School community embraces. The STP now forms an intrinsic part of the School's Development Plan. UCS Senior School's STP broad objectives are to:

- 1. reduce the number of vehicle trips to the School site by encouraging and/or developing alternative travel options, including increasing the proportion of parents who live far away or outside of direct public transport routes who are involved in car-sharing schemes.**
- 2. raise awareness among pupils and within the wider UCS community about the impact of private travel choices upon the local environment, the human environment and upon the health and safety of all citizens.**
- 3. continue to promote responsible, safe and socially engaged pupil behaviour, especially in using public transport.**
- 4. encourage wider use of walking to and from school, identifying and addressing potential hazards and obstacles.**
- 5. encourage wider use of cycling to and from school, identifying and addressing potential hazards and obstacles and working to develop safe cycle routes.**
- 6. become a model of excellent sustainable travel planning, collaborating with our own and other schools to share and promote best practice.**

The Headmaster and the Governing Council are convinced that the School Travel Plan will enhance pupils' education from a number of perspectives:

- **Educational:** The Plan will alert students to environmental issues and to the global significance of local travel choices.
- **Personal Development:** The Plan will support and inform the development of personal decision-making among UCS students.
- **Sensitivity to the Local Community:** The Plan will develop in UCS students an understanding of their individual and collective responsibility for the quality of the shared environment.
- **School Community Values:** Since the Plan is drawn up following extensive consultation and discussion within the School community, it offers an opportunity to define and establish the shared values of the School community and to demonstrate how the choices of each individual member of the community can be

seen to support these values.

- **Healthy School** The School has long promoted a healthy way of life for its staff and pupils. The School is applying to have these qualities recognised by becoming a Healthy School.
- **Eco School** The School has worked for many years on a number of student-led initiatives on environmental issues. The School has asked a group of students to take the lead in applying for the School to become an Eco School to ensure that these initiatives are recognised.
- **Safety and Citizenship** The Junior Department of UCS is currently preparing its own School Travel Plan and is evaluating the fit of TfL's Safety and Citizenship Programme with the School's current PHSE work.

In these ways, the School Travel Plan chimes closely with the ethos and existing policies and practices of UCS Senior School. To underpin these beliefs the Headmaster issued a Letter of Intent (copy included at Appendix 1), in which he outlined the genuine commitment of the School's managers and governors to build within the entire UCS community an understanding that social and environmental responsibility must be seen as key elements of the School's mission for the twenty-first century and beyond:

"The School seeks to foster in its students a sense of community and a respect for others, alongside a tolerance of and sensitivity to the individual. This is central to our ethos. We recognise now, at the start of our second century in Hampstead, that, for today's young people, such a sense of community and of social and individual responsibility must include a full understanding of the environmental and personal impact of private travel choices.

The governors and managers of UCS have decided now that we should take this a step further, building a commitment to the reduction of school-related traffic into all of our future Development Plans. This first UCS Senior School Travel Plan (the first such Plan for any Secondary School in Hampstead) represents just the first stage in our desire to educate the entire UCS community in the huge importance of personal travel choices for the long-term health and safety of themselves and of the wider community."

Kenneth Durham  
Headmaster, UCS Senior School

### Section 3: What the School Is Already Doing

For educational as well as environmental reasons, the School is already committed to courses of action that reduce the volume of School-related traffic in the local area. Indeed, a number of these initiatives have been in place for some years.

**Admission Policy.** In deciding admissions, the School follows well-established practice in line with its own stated Equal Opportunities Policy. Where possible, siblings will be admitted to the School (provided that they meet the School's entrance criteria). This sibling policy has the effect of reducing the number of separate families whose pupils attend the School, with attendant effects upon traffic flows.

**Stated Policies.** Before joining the School at the age of 11 or 13, the family of each pupil receives a set of Joining Instructions in which the School's policy on travel is made clear:

*"It is the considered view of the School that all pupils of secondary age should travel to and from School independently of their parents."*

The Joining Instructions also include a comprehensive list of public transport services (bus, underground train and mainline train) available in Hampstead area.

**Communication with Parents.** In addition to Joining Instructions, the Headmaster communicates regularly with parents through formal meetings, a termly Newsletter, a monthly update by email and regular letters at the end of each term. Issues relating to travel choices, the School run, parking and driving are regularly raised in these communications. The aim is always to encourage parents to reduce the extent to which they drive their children to and from School, and to encourage safe driving and thoughtful parking on the occasions when they do drive.

**Cycling.** The School already provides facilities for the safe storage of bicycles at school, with 60 cycle rack spaces available. The pupil and staff surveys both identified further potential to increase cycling if there was more storage for bikes, better cycle security and larger lockers for helmets and wet weather gear. The School wishes put in an additional 50 cycle rack spaces and to provide larger lockers for pupils and wishes to apply to the Major's Cycle Parking Scheme to fund these improvements in 2008. The School has taken on board the comments by pupils in their survey (P.37, Q17 F) and has enhanced site security to ensure that the bike storage is secure.

Opportunities for cycling proficiency training are communicated annually to parents and to pupils and courses are occasionally held at the School, during vacations and half-term breaks. The School has contacted Richard Riddle (020 7527 5071) regarding the use of the School's facilities for Bikeability. The School also participates in and supports local cycling activities and events and has also allowed its facilities to be used for film production in support of TfL cycling initiatives.

The School distributes copies of the relevant TfL London Cycle Guide series of maps to new pupils and staff. To promote cycle usage the School will issue these to all pupils and staff. The School also encourages their use together with the cycle journey function on the TfL Journey Planner website and will ensure that these details are provided to staff and pupils.



**Uniform Regulations.** Whilst the School has a clear dress code, pupils (and their parents) are informed that they may depart from this code for the journeys to and from School if they believe that school uniform is inappropriate for their chosen mode of transport (e.g. cycling) or if they believe that it might invite unwelcome attention or expose them to street crime.

**Early Start and Late Finish Times.** Whilst the formal school day runs from 08.50 am until 4.00 pm, the School is open to pupils from 07.00 am until 6.00 pm. This enables pupils to take advantage of various school clubs and activities that take place before and after school hours. It also provides parents and pupils with the opportunity to plan their travel to avoid periods of high congestion.

**Traffic on the School Site.** To ensure that the School site is as traffic-free and safe as possible, the School has introduced security measures including entry phones and CCTV monitoring. Since September 2005, the School has also employed a full time Traffic Steward to monitor and manage all vehicles visiting the site during the School day. The School has also introduced a one-way system for traffic through the School site in order to minimise congestion and improve safety. The School has introduced a Traffic Steward to improve pedestrian safety and to prevent parents' vehicles from entering the School site to drop off or pick up pupils.

**Use of the School Sports Ground.** All pupils at UCS have two sessions of sports coaching per week at the School's sports ground in West Hampstead (See Map 2). To reduce unnecessary traffic flows, the School provides transport for pupils in Years 7, 8 and 9 to take them to the sports ground. Pupils in Year 10 and above are instructed to make their own way on foot (15-20 minutes walk) or by bus to encourage the habit of independent travel. To reduce congestion in the vicinity of the School, pupils are instructed not to return to School on days when their school day finishes at the sports ground. If parents choose to collect pupils by car, they will not be visiting Camden on these days.



**Staff Travel.** The School employs a large number of teaching and support staff. The School is located in an extremely high cost residential area and, bearing in mind the salaries paid to teachers and to support staff, a very high proportion of these staff live some way from the School (see Appendix 5 for the Staff Survey analysis). It is in the nature of their responsibilities that the majority of staff work long and often irregular hours during term-time. For example, in addition to a comprehensive programme of consultation evenings for staff and parents held during the evenings, there are also regular plays, concerts and meetings, which frequently end well after the close of the formal School day. Furthermore, staff will normally need to carry books, teaching resources, sports kit and other luggage to and from School. For these reasons, a number of staff will choose to travel to and from School by car on certain days during the School year. The School is aware of this and provides limited parking for them totalling some y spaces. However, the School also takes a number of actions to limit or reduce the use of cars by staff. The School provides:

- Interest-free loans to assist staff with the purchase of season tickets and Oyster Cards.
- A shared equity house purchase scheme to assist staff to purchase property closer to the School.
- Safe cycle storage within the grounds which are only accessible with a school passed and are monitored by security cameras and also the Traffic Steward.
- Showering facilities for staff who choose to cycle to work.
- The School is launching a tax free cycle scheme to encourage employees to cycle to school.

**Educational Initiatives.** The School recognises that the development of social and environmental responsibility is an important element of general secondary education. It is also keen to present these issues to pupils in a way that affects their lives directly:

**Safe Journeys to School.** In its programme of Personal, Social and Health Education the School includes information on the impact of private travel on social and environmental conditions, and holds regular sessions with the police and pupils focusing on safe journeys to School and personal safety on the streets. Presentations are also provided for parents of all new pupils and safety issues will also be highlighted in the new Travel Pack which is to be launched in January 2008.

**Environmental Issues.** Personal travel decisions are not the only environmental cause that the School has adopted. This issue is presented to pupils as part of a consistent and thorough educational programme including issues such as paper recycling, energy consumption and global environmental awareness. This is introduced in Year 7 through the Geography and PHSE syllabuses and provides a clear context for studies through to Year 9 when pupils make their GCSE choices.



The School has worked for many years on a number of student led initiatives on environmental issues. The School has asked a group of students to lead on applying to become an Eco School to ensure that these initiatives are recognised.

**Health, Sport & Fitness.** The School's initiatives on personal travel decisions should also be seen within the wider context of education in personal health.

The School has, for some years adopted a Healthy Eating policy. Sweets and fizzy drinks have been eliminated from catering choices. The School's own caterers provide a healthy, well balanced lunch menu including a full salad bar, vegetarian option and home-cooked hot meal choices. At break times, pupils can purchase a range of fresh fruit and home-baked products.

Sport, particularly team-games, and general exercise are an important feature of life at UCS. All students will have two sessions of sport a week totalling some 4-5 hours a week. The aim is that pupils will enjoy themselves, will grow fitter and will learn from the exhilaration of shared endeavour.



The range of sports available is wide: from rugby, soccer, swimming and cricket to fencing, basketball and tennis. All students have the chance to represent the School. There is an annual programme of overseas touring covering a variety of sports.

The School has invested £7million in a new sports centre to increase the opportunities for indoor sport and swimming.

Since the School has long promoted a healthy way of life for its staff and pupils the School is applying to have these qualities recognised by becoming a Healthy School.

**Links with the Wider Community.** UCS works hard to establish close links with the local community in order to foster a stronger sense of social responsibility among its pupils. It is our belief that work of this kind helps students to appreciate the needs of others and to develop an awareness of the impact of their own decisions.

All UCS Sixth Formers have the opportunity to spend an afternoon a week working in one of a number of local primary schools and schools for the disabled. The School has also pioneered curriculum partnership at secondary level.

Further afield, the School has partner Schools in Africa (Equatorial College School in Uganda) and in India (Rishi Valley School in Andhra Pradesh).

For half a term each year, students focus upon a programme of charitable fundraising. Although overseen by staff, the impetus, the imagination and the choice of charities lies with the pupils. In 2004/5, more than £40,000 was raised for a range of local and international causes.

**Traffic Working Group & Camden School Travel Consultation Steering Group.** UCS is already closely involved in traffic initiatives in Camden. The Headmaster of the Junior Branch and the Headmistress of The Phoenix School are members of the Traffic Working Group. Through the TWG delegates, UCS has also been represented on Camden's School Travel Consultation Steering Group.

## Section 4: Developing the STP

The decision to develop a School Travel Plan was taken in June 2005 with the aim of providing a first draft of the Plan to be presented to UCS Council for endorsement in June 2006. The Plan was then submitted to Camden's School Travel Plan Officer, who provided helpful feedback and advice. This and other developments have been incorporated in this edition of the Plan (Version 2.0).

**Who Is Involved?** Such is the priority that Council, the School and the Headmaster give to this work that the School has decided to retain a close focus by sharing the role of School Travel Plan Officer between the Headmaster and the Vice Master. The School has now appointed Keith Garwood to take this work forward as the School Travel Officer.

**Travel Plan Working Group.** A School Travel Plan Working Group was established in September 2005. Its members are: Kenneth Durham (Headmaster), Christopher Reynolds (Vice Master), Keith Garwood (Bursary), Casimir Bowes-Jones (Common Room); and Donald McKinnon (Support Staff). Jane Simmonds of School Travel Planning is a co-opted member.

**Consultation.** The first stage in the development of the Plan was a detailed and lengthy consultation process within the School and the broader School community. Parents, pupils and staff were initially surveyed online in Autumn 2006 covering both quantitative and qualitative data. Approximately 70% of pupils and staff completed the survey and 225 parents participated. A Pupil questionnaire will be repeated at the beginning of each School year. The School will also undertake a Parent and Staff survey annually.

The surveys provided detailed and up-to-date data covering travel patterns and a detailed postcode analysis for each pupil. This has not only allowed the School to evaluate travel pattern modalities, but also to target those areas that it wishes to change. The travel issues identified by the School community are set out at Section 5.

The Travel Plan Working Group analysed the results of this consultation process and, on the basis of the data, identified a series of initiatives and proposals designed to ensure that private travel decisions are taken seriously by all members of the School community. These initiatives are set out in the STP Action Plan at Section 7.

The specific issues around the School Travel Plan are raised as an Agenda item at each School Council meeting.

## Section 5: Travel Issues Identified by the School Community

Consultation revealed a number of important facts:

- The proportion of pupils travelling to and from School by car was 35.8%. This is 12.2% **lower** than Camden as a whole<sup>1</sup>.
- The proportion of pupils travelling to School by public transport was 39.4%. This is 30.4 **higher** than Camden as a whole<sup>1</sup>.
- The proportion of pupils travelling to School on foot or by bicycle was 24.2%. This is 9.8% **lower** than Camden as a whole<sup>1</sup>.

These suggest that the initiatives and policy statements already put in place by the School have been effective.

Both the Pupil and the Parent Surveys consistently identified a number of further issues:

- Safety on the streets is a major concern. A high proportion of parents and pupils identify this as factor that discourages the use of public transport, or of walking to and from school. Following the initial consultation exercise, areas around Arkwright Road and Fitzjohn's Avenue and on Hampstead Heath have been identified by pupils as clear priorities in the development of cycle lanes on roadways and cycle paths away from roads. The School will review the particular hotspots through its next Pupil Survey to be carried out in 2008. These hotspots will continue to be discussed with the local police.
- Road safety is also of concern. A high proportion of pupils report that they have been involved at some time in 'near-miss' traffic incidents. The Pupil Survey is being redesigned by one of the pupils to include detailed questions to establish where these incidents took place.
- Although there are a substantial number of pupils who live locally, the overall catchment area for UCS Senior School is wide (as one would expect for a secondary School). Many pupils live beyond a reasonable walking distance
- The pupils' survey identifies how much the pupils enjoy independent travel and walking and cycling to school. The pupil survey also highlighted the need for secure and safe cycle parking and storage for cycle helmets and wet weather gear.
- It is a part of the School's ethos to foster a growing sense of independence as the boys' progress through the School. It is noticeable that the proportion of pupils using a variety of travel choices grows in older age-groups.
- Existing radial public transport routes do not meet the full needs of the School's catchment area. An increase in provision of lateral routes would enable more pupils to use public transport. Many respondents describe two or three route changes on the journey to school if public transport is used. The Pupil Survey is being redesigned by one of the pupils to include detailed questions to establish where these service gaps occur.

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<sup>1</sup> Source = London Borough of Camden School Travel Plan Strategy 2005/6, page 3

- Satisfaction with the current London Transport bus service is low. Overcrowding on buses, too few buses, and congested roads leading to too much time being spent in transit are all common complaints. The Pupil Survey is being redesigned by one of the pupils to include detailed questions to establish where these service failures occur.
- A significant number of pupils would be prepared to cycle to school, but are frustrated that the lack of clearly separated cycle lanes and dangerous levels of traffic make such travel appear unsafe in the eyes of their parents. They also comment that they would be more likely to cycle if there was safe and secure cycle storage and large enough lockers available at the School. The School is undertaking a number of measures to encourage pupils to cycle as outlined in the Action Plan including applying to the Mayor's Cycle Parking Scheme for funding for this additional storage.
- A number of UCS pupils have brothers or sisters who attend other schools. This adds complexity to the planning of journeys to School and means that decisions in relation to UCS may be dependent upon the policies or practices of other schools.
- A significant proportion of parents would support the establishment of a dedicated bus service for pupils who live farther away from the school, despite the fact that it would cost more than they currently pay to transport their sons by other means. The School is in contact with Camden's STPO to ascertain if this potential can be developed further.

## Section 6: Specific Numerical Targets for the Next 3 Years

We believe that by implementing the action points laid out we will be able to achieve the following specific targets over the next 3 years

Modal Shift Targets	2005	2007	2008	2009	2010	Total
<b>Pupil Targets</b>						
Increase the journeys per week of pupils walking to school	20%	26%	27%	29%	29%	9%
Increase the journeys per week of pupils cycling to school	3%	5%	6%	7%	7%	4%
Increase the journeys per week of pupils using public transport	39%	37%	39%	41%	43%	4%
Reduce the number of journeys per week to and from school by car	36%	30%	26%	25%	25%	11%
<b>Staff Targets</b>						
Increase the journeys per week of staff walking to school	14%	15%	16%	17%	17%	3%
Increase the journeys per week of staff cycling to school	3%	5%	6%	6%	7%	4%
Increase the journeys per week of staff using public transport	26%	27%	28%	28%	29%	3%
Reduce number of staff travelling by car to school	56%	54%	52%	50%	46%	9%

### Behavioural / Promotional Targets

#### January 2008:

Introduce School Travel Committee  
 Issue Travel Pack to all parents and pupils  
 Update web site to include travel links  
 Set up car share register  
 Hold three assemblies a year on environmental issues  
 Issue safe walking routes  
 Apply to be a Healthy School  
 Apply to be an Eco School

#### March 2008

Work with Camden to set up a Travel Buddy Scheme

#### May 2008

Join Walk to School Week  
 Apply to the mayor's Cycle parking Scheme cycle racks and large lockers

#### June 2008

Plan cycle training for year six and above  
 Update School prospectus

# Transportation Projections, Divided By Catchment Area and Mode:

Average Journeys Per Pupil Per Week (Approximate - Out of 10 - 5 to and 5 from)

MS = Modal shift

	2005	2006		2007			2008			2009			Total	2010			Total
	%	%	No.	%	No.	MS	%	No.	MS	%	No.	MS	No. Shift	%			% Shift
<b>Within 0.5 miles 72 pupils</b>																	
Walking	41.7%	41.7%	30	43.0%	31	1.3%	45.0%	32	2.0%	50.0%	36	5.0%	6	51.0%	37	1.0%	9.3%
Cycling	5.6%	5.6%	4	6.0%	4	0.4%	7.0%	5	1.0%	8.0%	6	1.0%	2	5.4%	4	-2.6%	-0.2%
Public Transport	25.0%	25.0%	18	25.0%	18	0.0%	27.0%	19	2.0%	28.0%	20	1.0%	2	28.0%	20	0.0%	3.0%
Car	25.0%	25.0%	18	18.1%	13	6.9%	15.0%	11	3.1%	13.0%	9	2.0%	-9	13.0%	9	0.0%	12.0%
Other	2.8%	2.8%	2	2.8%	2	0.0%	2.8%	2	0.0%	2.7%	2	0.1%	0	2.7%	2	0.0%	-0.1%
					68			70			73				72		
<b>0.5 Miles - 2.0 miles 380 pupils</b>																	
Walking	24.5%	24.5%	93	25.0%	95	0.5%	26.0%	99	1.0%	26.0%	99	0.0%	6	28.0%	106	2.0%	3.5%
Cycling	5.3%	5.3%	20	7.0%	27	1.7%	8.0%	30	1.0%	9.0%	34	1.0%	14	10.0%	38	1.0%	4.7%
Public Transport	33.4%	33.4%	127	34.0%	129	0.6%	35.0%	133	1.0%	38.0%	144	3.0%	17	40.0%	152	2.0%	6.6%
Car	36.6%	36.6%	139	34.0%	129	2.6%	31.0%	118	3.0%	28.6%	109	2.4%	-30	30.5%	116	1.9%	-6.0%
Other	0.3%	0.3%	1	0.3%	1	0.0%	0.3%	1	0.0%	0.3%	1	0.0%	0	0.3%	1	0.0%	0.0%
					381			381			387				413		
<b>Beyond 2.0 miles 291 pupils</b>																	
Walking	9.6%	9.6%	28	9.6%	28	0.0%	9.6%	28	0.0%	9.6%	28	0.0%	0	9.3%	27	-0.3%	-0.3%
Cycling	1.7%	1.7%	5	3.0%	9	1.3%	4.0%	12	1.0%	5.0%	15	1.0%	10	7.0%	20	2.0%	5.3%
Public Transport	50.9%	50.9%	148	52.0%	151	1.1%	56.0%	163	4.0%	58.0%	169	2.0%	21	60.0%	175	2.0%	9.1%
Car	37.5%	37.5%	109	36.4%	106	1.0%	33.0%	96	3.4%	33.0%	96	0.0%	-13	30.6%	89	-2.4%	-6.9%
Other	0.3%	0.3%	1	0.3%	1	0.0%	0.3%	1	0.0%	0.3%	1	0.0%	0	30.0%	87	29.7%	29.7%
			0		294			300			308		17		398		
<b>TOTAL FIGURES</b>																	
(assume 743/yr & 768 pupils in 2008)	%	%		%	No.	MS	%	No.	MS	%	No.	MS	Total No Shift	%	J.W.		
Walking	20.3%	25.3%	188	25.9%	192	0.6%	26.9%	206	1.0%	28.5%	219	2	31	29.4%	226	0.9%	27.7%
Cycling	3.9%	4.2%	31	5.3%	40	1.2%	6.3%	49	1.0%	7.3%	56	0.5	25	7.5%	57	0.1%	6.6%
Public Transport	39.4%	36.4%	271	37.0%	275	0.6%	39.3%	302	2.3%	41.3%	317	4.5	47	42.7%	328	1.3%	40.1%
Car	35.8%	33.0%	245	29.5%	219	3.5%	26.3%	202	3.2%	24.9%	191	3	-54	24.7%	190	-0.2%	26.3%
Other	0.5%	1.1%	8	1.1%	8	0.0%	1.1%	9	0.0%	1.1%	8	0.5	0	1.1%	8	0.0%	1.1%



## Section 7

### ACTION PLAN

	<b>OBJECTIVE</b> See Section 2	<b>TARGET</b>	<b>ACTIONS</b>	<b>TIMESCALES</b>	<b>LEAD</b>	<b>PROGRESS/ FUNDING</b> As at 19 <sup>th</sup> Dec 07
1	1, 2, 6	Identify a clear responsibility structure for traffic issues	Develop & publish School Travel Plan	By Sep 2006	Headmaster & SMT	<ul style="list-style-type: none"> <li>• V1.0 published and submitted to Camden Council in Mar 06</li> <li>• V2.0 published and submitted to Camden Council in Aug 07</li> <li>• V3.0 published and signed Dec 2007</li> </ul>
2	1,2,3,4,5,6	Establish a permanent School Traffic Committee	<p>Initially chaired by the Headmaster with representatives from the teaching &amp; support staff, parents and pupils. The Committee will:</p> <ul style="list-style-type: none"> <li>• meet at least once a term</li> <li>• monitor progress towards the aims identified in the STP and review the aims of the STP and take responsibility for its regular improvement and development</li> <li>• raise and discuss new issues put forward by any members of the UCS community</li> <li>• communicate proposals to the London Borough of Camden, TfL, the Police and other local services</li> <li>• Oversee processes of consultation with parents staff and pupils to ensure that information is accurate and up-to-date implications.</li> <li>• Report termly to the School's Senior Management Team and annually to Council, stating progress and development of the STP, identifying the basis for any recommendations and their budgetary implications</li> </ul>	By Sep 2006	Headmaster & SMT	<ul style="list-style-type: none"> <li>• Committee Established</li> <li>• School site traffic arrangements reviewed and modified.</li> <li>• See also Target 13</li> </ul> <p>Firm links established with Safer Neighbourhoods Team</p>

3	1,2,3,4,5,6	The STP is an intrinsic part of the <b>School's Development Plan</b> .	Revise the School's Development Plan to include the STP targets.	November 2007	Headmaster & SMT	Keith Garwood
4	1,2,3,4,5,6	<b>Appoint a UCS Traffic Officer.</b>	<ul style="list-style-type: none"> <li>The School has appointed a Traffic Officer responsible for following up on recommendations and proposals, for regular updates of the STP, for communication with Camden, TfL etc., and will be line manager of the Traffic Steward. The Traffic Officer will report to the UCS Director of Finance and the Administration.</li> </ul>	By Sep 2006	Headmaster	Completed Keith Garwood appointed as the Traffic Officer.
5	1,2,3,4,5,6	<b>Engage staff, pupils &amp; families in the development of the School Travel Plan</b>	<ul style="list-style-type: none"> <li>The School has established a School Traffic Committee to work with the school community as outlined in 2 above.</li> <li>The issue is a regular item on the School Council's Agenda.</li> <li>The School will survey all pupils, staff and parents annually</li> <li>A pupil from the School is involved in redesigning and updating the questionnaires</li> <li>The School will provide a dedicated notice board for School run issues.</li> <li>Once the STP has been agreed, the School will introduce a School Traffic Committee (comprising a mixture of parents, staff and pupils) which will meet once a term. This Committee will review progress towards the objectives identified in the STP, and will consider additional initiatives to support these objectives.</li> <li>The School's website will then be updated to include a section on the Travel Plan with maps, travel details and advice upon travel choices, and the STP's relationship to the School's ethos and values will be made clear.</li> <li>March 2008 the Web site will also include any news items on school travel related issues.</li> <li>There will be a link from the School's website to Walkit and TfL's Route Planner.</li> </ul>	By Sep 2006  By Sep 2006  From 31 <sup>st</sup> Sep 2007  May 2008  January 1 <sup>st</sup> 2008  Jan 2008  Jan 2008  January 2008	Headmaster  We need to provide copies of the School council Agenda  School Traffic Committee need Meeting dates  Headmaster's Office  Headmaster's Office	Completed  See Appendix for agenda/Meeting dates  See Appendix for z Agenda/Meeting dates