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1 - 3 ARKWRIGHT ROAD, HAMPSTEAD, LONDON
School Travel Plan

18/12/2014



ST. ANTHONY'S SCHOOL
HAMPSTEAD

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1 - 3 ARKWRIGHT ROAD, HAMPSTEAD, LONDON

School Travel Plan

18/12/2014

Client

St Anthony's School,
90, Fitzjohn's Avenue,
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APPENDIX

Appendix A – St Anthony’s Current TfL STARS Travel Plan 2014

Appendix B – Kiss and Drop proposals for Arkwright Road

Appendix C – Current School Travel Information Pack

1 Introduction

1.1 Appointment

- 1.1.1 WSP UK Limited (WSP) have been appointed by Alpha Plus Group Limited, the parent company of St Anthony's Preparatory School, to provide transport consultancy services in support of a planning application for St Anthony's expansion from 1 Arkwright Road into 3 Arkwright Road, Hampstead, London.
- 1.1.2 This School Travel Plan (STP) has been prepared in accordance with current DfT and TfL School Travel Plan Guidance. It aims to build on the schools current TfL Accredited Bronze Travel Plan and set out the measures and targets which will be used to reach TfL Gold Accreditation, as part of the development proposals.

1.2 Background to Alpha Plus Group

- 1.2.1 Alpha Plus Group (APG) creates high quality centres of educational excellence such as Primary Schools, Secondary Schools and Colleges.
- 1.2.2 APG own and manage 19 schools and colleges in the UK predominately in the South East.
- 1.2.3 They have a firm commitment to sustainability throughout their portfolio with a particular emphasis on encouraging sustainable travel to and from their schools.
- 1.2.4 WSP has successfully worked with APG in the past to provide effective school transport strategies and assist with school travel planning, across Alpha Plus Groups school portfolio, to reduce car travel at many schools.
- 1.2.5 WSP and Alpha Plus Group have a successful history of delivering travel planning across its network of schools and will ensure this expertise is used to the full to achieve all Travel Plan targets set at St Anthony's. Importantly, Alpha Plus Group also has the experience and evidence of adhering to S106 agreements, which have been enforced rigorously and positively within affected schools. A successful example of this can be seen at Wetherby Preparatory School (which has reduced its total car mode share from 44% to 25%).

1.3 St. Anthony's School

- 1.3.1 St. Anthony's is an academic Independent Association of Preparatory Schools (IAPS) for boys between the ages of 4 – 13 years.
- 1.3.2 St. Anthony's currently provides high quality education to 295 pupils across two buildings:
 - 90 Fitzjohn's Avenue – Junior House, and
 - 1 Arkwright Road – Senior House.

1.4 Proposed Development

- 1.4.1 The development proposals seek to improve and expand St Anthony's Preparatory School. In 2013, St. Anthony's purchased 3 Arkwright Road, a vacant residential property adjacent to 1 Arkwright Road, with the intention of expanding the school into this property.

- 1.4.2 The additional building will facilitate one extra class per year group for girls from Reception to Year 6. This will result in the school being able to gradually offer up to an additional 140 school places at 3 Arkwright Road, across 7 new classrooms. All necessary support ancillary and administration facilities will be located in the building. 3 Arkwright Road will be self-contained with dining facilities located on the ground floor and the kitchen located on the lower ground for use of both existing and new pupils located in 1 and 3 Arkwright Road. Access to the building is retained from Arkwright Road.
- 1.4.3 The proposals also incorporates the creation of an on-street 'Kiss and Drop zone' outside 3 Arkwright road, which will help enable more efficient 'drop off' and 'pick up' of children during busy peak periods, helping to alleviate traffic congestion on Arkwright Road.
- 1.4.4 Full details of the development proposal are summarised below:
- Creation of seven new classrooms, enabling the school to expand to offer up to an additional 140 school places;
 - The creation of a new Dining Hall facility to accommodate the school at the enlarged Arkwright Road site, thus alleviating the need to cross the busy road several times a day;
 - The creation of a 'Kiss and Drop zone' outside of 3 Arkwright Road through the relocation of a residents parking bay, further north-east, and the closing of redundant crossovers to create a single yellow line drop area on Arkwright Road;
 - 20 covered cycle spaces and additional scooter parking
- 1.4.5 The site location for 1 and 3 Arkwright road is shown below:

Figure 1 Site Location



- | | |
|-------|--|
| 1.4.6 | St Anthony's is actively engaging with its existing School Travel Plan. The School achieved a TfL Bronze accreditation this year, and is currently implementing additional measures which will continue to significantly offset any car trips generated by its proposed expansion. |
| 1.4.7 | The measures set out in this updated Travel Plan, will be implemented in combination with a clear marketing and engagement strategy targeted at existing and future parents. The development proposals will be underpinned by strict and legally enforceable Travel Plan targets, secured within an S106 agreement associated with the planning permission for the proposed works. Therefore failure to meet these targets could potentially limit growth until they are achieved. |

1.5 School Information

1.5.1 St Anthony's Preparatory school contact details information are summarised below.

School Contact Details:

School Travel Advisor: Paul Cheetham
Email: Paul.Cheetham@stanthonysprep.co.uk
Bursar: Sarah Anderson
Email: Sarah.Anderson@stanthonysprep.co.uk
Tel: 020 7435 3597 / 020 7435 0316
Web site: www.stanthonysprep.org.uk

1.5.2 St Anthony's Preparatory School details are summarised below.

School Details:

School Status: Independent school
Type of School: Preparatory School
Age Range: 4 – 13
Number of Students: 295 (2014 / 2015 school year)
 Junior School – 152 pupils
 Senior School – 143 pupils
Number of Staff: 60 (2014 / 2015 school year)

- Full time-teachers: 28
- Part time teachers: 9
- Teaching assistants: 10
- Office staff: 4
- Premises staff: 2
- Catering staff: 7

1.5.3 The following provides School opening and closing times.

School Opening Time:

Existing School Opening Times are:

■ School site opening time	07:15
■ School site closing time	20:00
■ Breakfast club start time (if applicable)	n/a
■ Student's official school start time	08:30

Existing leaving time of the pupils is as follow:

■ Reception	15:15
■ Juniors	15:30
■ Seniors	16:00
■ After School Clubs (e.g. music...)	18:00

1.6 Extant Travel Planning

- 1.6.1 As noted the School has recently received TfL Travel Plan Bronze Accreditation. The school has previously held a TfL Bronze accreditation award in 2009 and 2010. A copy of the schools current Travel Plan is provided in **Appendix A**.

1.7 Travel Plan Overview

- 1.7.1 In general a Travel Plan should establish a structured strategy with clear objectives and targets, supported by suitable policies and quality measures for implementation. Whilst the location of a site, its physical design and proximity to facilities and services create the conditions to make sustainable travel choices a natural option; communicating these opportunities to staff and pupils is also critical to the success of the Travel Plan.
- 1.7.2 The Travel Plan should demonstrate a holistic approach by incorporating both the 'hard' engineering measures and the 'soft' marketing and management measures necessary to address the transport impacts arising from development.
- 1.7.3 The Travel Plan essentially a 'living document' requiring monitoring, review and revision to ensure it remains relevant to the organisation and those using the site and provides continuous improvements for its duration. These aspirations and actions should be documented in a Travel Plan, the structure and content of which are dependent upon a range of factors including location, nature of development, the occupiers and the end users.
- 1.7.4 Additionally Alpha Plus Group is well positioned to make this a successful Travel Plan due to their experience and success in implementation of Travel Plans with previous school projects.

2 School Accessibility & Existing Conditions

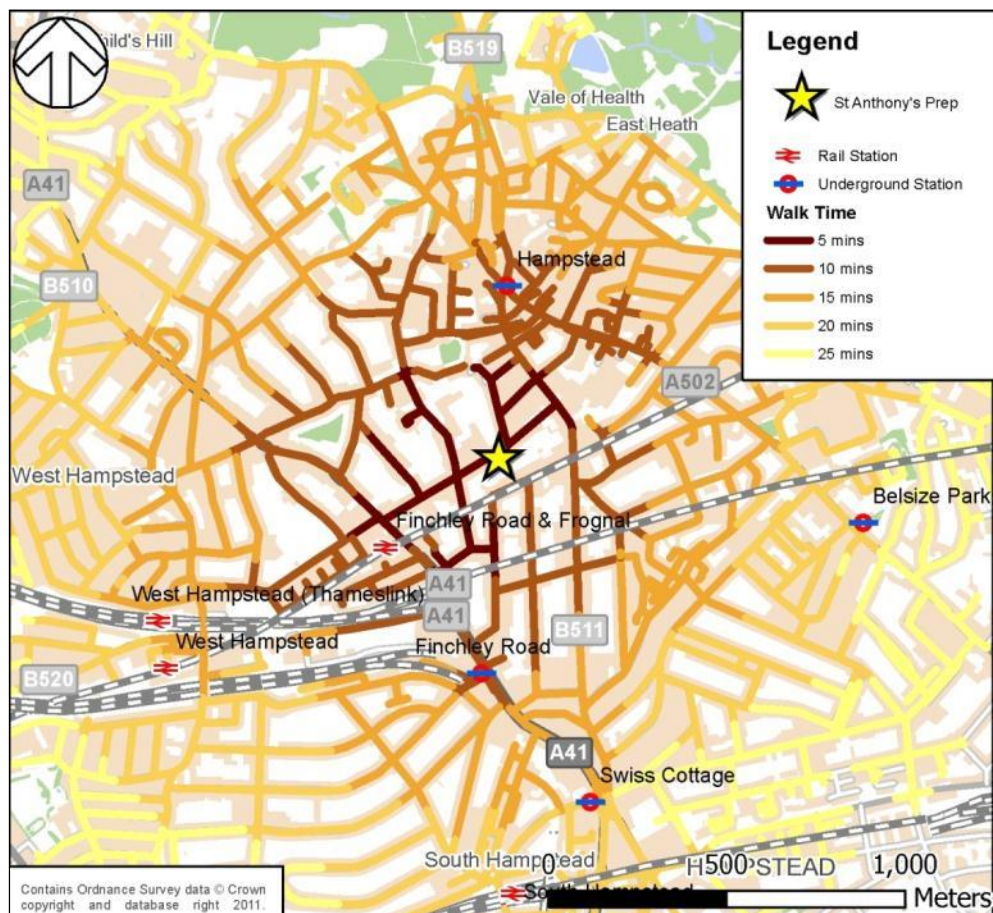
2.1 Introduction

- 2.1.1 This section is a summary of the baseline conditions for the St Anthony's Prep, detailing the levels of accessibility of the School site with regards to walk, cycle and public transport including buses, underground and rail services. Existing mode shares and travel characteristics are also identified

2.2 Pedestrian Network

- 2.2.1 DfT research has identified that walking is a prominent mode of travel at the local level and has the potential to replace car trips for journeys less than 2km in length.
- 2.2.2 A 800m walking catchment includes many of the retail and business areas of Hampstead as well as many of the residential areas within the vicinity of the school. A 2km catchment includes Golders Green to the north, Gospel Oak to the east, St Johns Wood to the south, and Kilburn to the west. An isochrones plan identifying the 2km walking catchment around the school is included in **Figure 2**.

Figure 2 2km Walking Isochrones



- 2.2.3 Hampstead, West Hampstead and Finchley Road railway stations can all be reached within a 10 minute walk of the school, with Swiss Cottage, Belsize Park and South Hampstead all being located within a 20 minute walk of the school.

- 2.2.4 The pedestrian facilities in the vicinity of the school are of a good quality. Arkwright Road has footways on both sides of the carriageway and these are well lit. There are 'School' signs along Arkwright Road reminding drivers that school children will be present, safety is reinforced by 'slow' road markings and the presence of speed bumps to limit speed. A formalised zebra crossing is present at the junction of Arkwright Road and Frognaal to ensure that children can cross safely, and this is shown in **Figure 3** below.

Figure 3 Arkwright Road Zebra Crossing



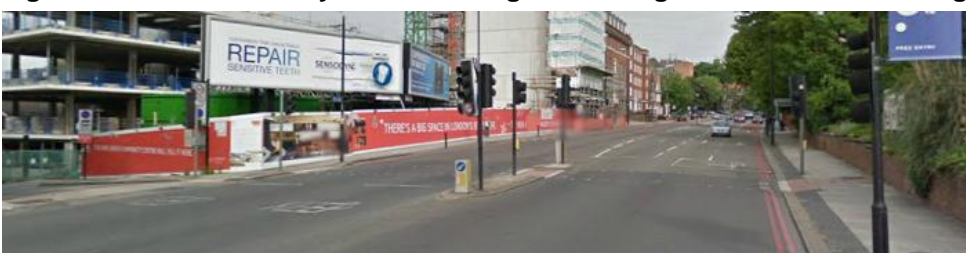
- 2.2.5 The B511 Fitzjohn's Avenue has footways present on both sides of the carriageway, which are in good condition and well lit, and there is a formalised pelican (pedestrian light controlled) crossing at the junction of the B511 Fitzjohn's Avenue and Arkwright Road to ensure that children can cross safely (as shown in **Figure 4** below).

Figure 4 Fitzjohn's Avenue/Arkwright Road Signal controlled Crossing



- 2.2.7 Furthermore, wide footways are present on both sides of the carriageway along the A41 Finchley Road, which are in good condition and are well lit. A formalised pelican (pedestrian light controlled) crossing is present at the junction of the A41 Finchley Road and Arkwright Road to ensure that children can cross safely, and have safe access to the bus stops present on the A41 Finchley Road (see **Figure 5** below).

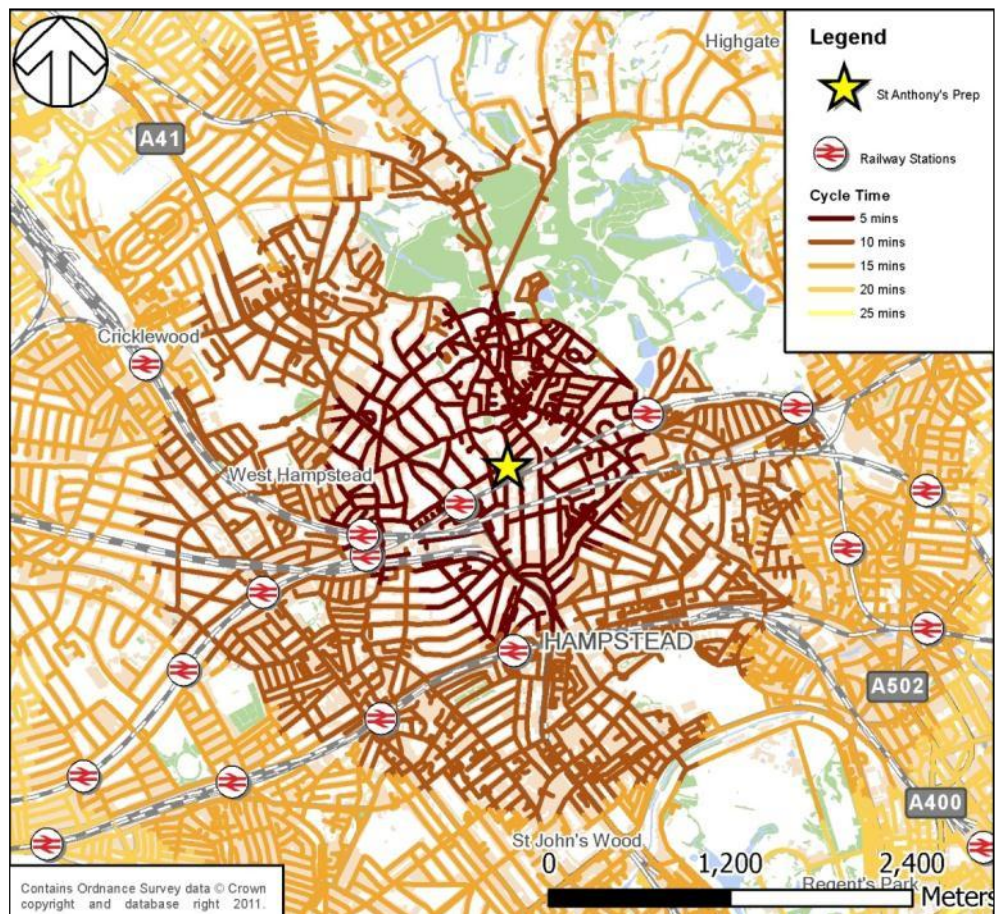
Figure 5 A41 Finchley Road /Arkwright Road Signal controlled Crossing



2.3 Existing Cycling Facilities

- 2.3.1 DfT research has indicated that cycling also has the potential to replace short car journeys under 5km, and form part of a longer journey by public transport. It is considered that a significant distance can be covered by bicycle and that large areas around the school are accessible by this mode of transport.
- 2.3.2 A 5km catchment includes Finchley Central to the north, Finsbury Park to the east, Bayswater to the south, and Neasden to the west. An isochrones plan identifying the 5km cycling catchment around the school is included in **Figure 6**.

2.3.3 **Figure 6 5km Cycling Isochrones**



- 2.3.4 Arkwright Road is signed on London Cycle Map “Local Cycling Guide 7” as being a route signed or marked for use of cyclists on a mixture of quiet or busier roads. The school also benefits from being located close to a number of recommended and signposted cycle routes.

2.4 Public Transport Accessibility Level

- 2.4.1 The proposed site is located in an area of excellent accessibility for public transport. The Public Transport Accessibility Level (PTAL) for the site has been assessed as having a PTAL value of 6a which equates to an ‘excellent’ level of accessibility.

2.5 Buses

2.5.1 3 Arkwright Road is located within close proximity to a number of bus services, with the nearest bus stops to the site being located on Fitzjohn's Avenue and the A41 Finchley Road.

2.5.2 **Table 2-1** shows the services that are available within a short distance of the site together with a summary of the frequency of services available.

2.5.3 **Table 2-1 Bus Services and Frequencies within the vicinity of 3 Arkwright Road**

Service Number	Route Summary	Frequency
13	Golders Green Station – Langland Gardens – Finchley Road and Frognal Station – Finchley Road – Swiss Cottage – Piccadilly Circus - Aldwych	5-8 minutes
46	Lancaster Gate – Belsize Lane – St Mary's School - Lyndhurst Road/Akenside Road – Heath Street – Hampstead Station – Kings Cross Station – High Holborn – St Bartholomew's Hospital	9-12 minutes
82	North Finchley Bus Station – Golders Green – Langland Gardens – Finchley Road and Frognal Station – Baker Street – Marble Arch – Victoria Bus Station	5-9 minutes
113	Edgware – Langland Gardens – Finchley Road and Frognal Station – Finchley Road – St Johns Wood – Baker Street – Marble Arch	8-11 minutes
187	Central Middlesex Hospital – Kensal Rise – Warwick Avenue – St Johns Wood – Swiss Cottage – Finchley Road – O2 Centre	9-12 minutes
268	Golders Green – Hampstead Station – Belsize Village – Buckland Crescent – College Crescent – Finchley Road – O2 Centre	10-13 minutes
603	Swiss Cottage – Belsize Lane – St Mary's School - Lyndhurst Road/Akenside Road – Fitzjohns Avenue – Hampstead Station – East Finchley Station – Princes Avenue	4 per day

Source: Transport for London (December 2014)

2.6 Underground

2.6.1 The nearest underground station to 3 Arkwright Road is Hampstead Tube Station which is approximately 430m to the north-west of the site via the B511 Fitzjohn's Avenue / Heath Street, making it within easy walking distance for teachers, staff, parents and pupils. The Northern Line can be accessed at Hampstead Station, and provides frequent services throughout the day between Edgware and Morden via Central London.

2.6.2 **Table 2-2** provides a summary of the weekday service information for Hampstead Underground Station.

2.6.3 **Table 2-2 London Underground Services Operation from Hampstead Station**

Weekday Service Information			
Direction	First Train	Last Train	Peak Service Freq
Northbound	06:06	00:56	2 – 5 minutes
Southbound	05:38	00:17	2 – 5 minutes

Source: Transport for London (December 2014)

2.7 Existing Rail Services

2.7.1 The nearest railway station to the 3 Arkwright Road is Finchley Road and Frognal Station which is approximately 580m to the south-west of the site via Arkwright Road, and the A41 Finchley Road, making it within easy walking distance for teachers, staff, parents and pupils. From Finchley Road and Frognal there are direct trains to a number of destinations including Hampstead Heath, Highbury and Islington, West Hampstead and Stratford. The station is served by London Overground, and there is car and cycle parking, along with bus services within close proximity.

2.7.2 **Table 2-3** provides a summary of the number of weekday peak period services to the main destinations from Finchley Road and Frognal Station.

2.7.3 **Table 2-3 Rail Services from Finchley Road and Frognal Station**

Route / Destinations	Weekday Frequency of Services (Number of Trains)	
	Morning Peak – 08:00 – 09:00	Evening Peak – 17:00 – 18:00
Hampstead Heath	8	8
Highbury and Islington	8	8
Gospel Oak	8	8
Stratford	8	8
West Hampstead	9	8
Willesden Junction	9	8

Source: Transport for London (December 2014)

2.8 Loading Bays

2.8.1 There is currently a parking bay located adjacent to No.1 Arkwright Road allocated for the parking of buses with the following restrictions:

- Bus Parking for 30 minutes only between Monday and Friday between 08:00-09:00 and 15:00-17:00 with no return within 30 minutes, and no waiting between Monday and Saturday between 09:00-15:00

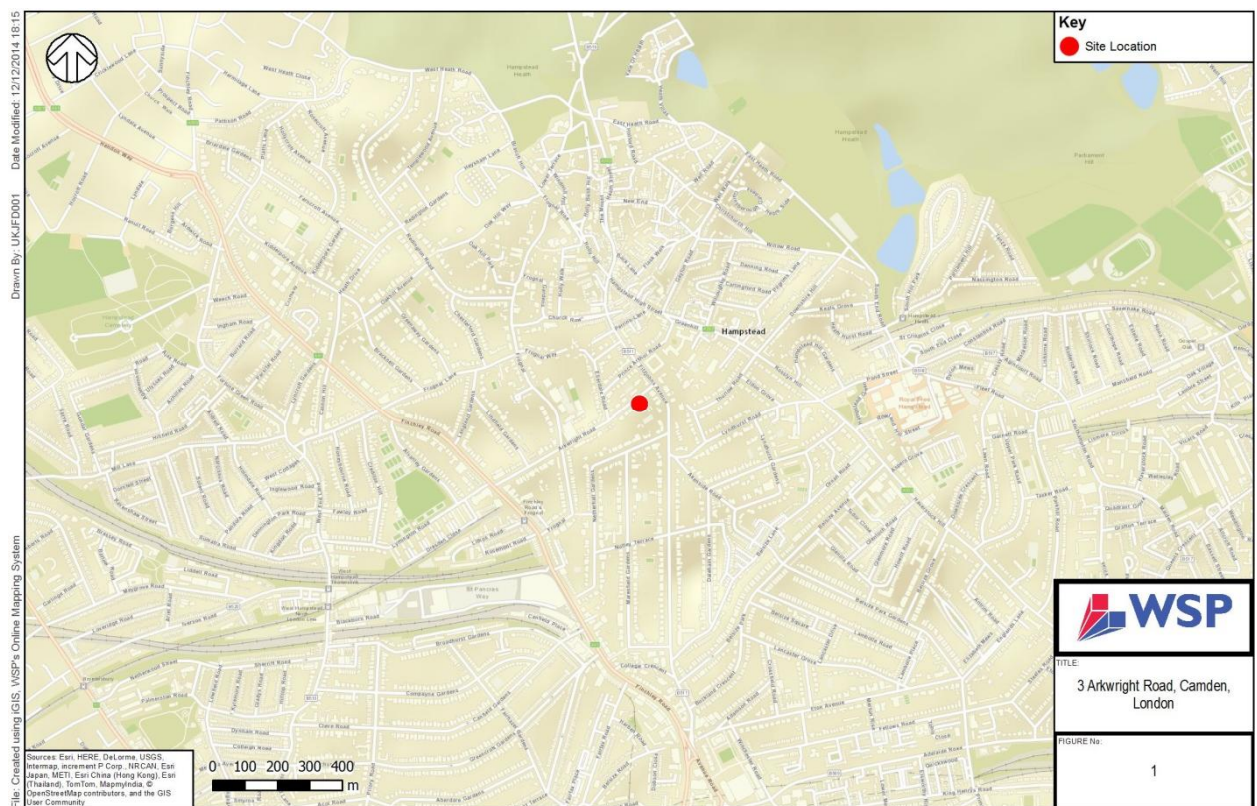
2.8.2 There is also currently a restriction outside No.3 Arkwright Road which states that the waiting by goods vehicles over the maximum weight of 5 tonnes, and buses is prohibited between 18:30 and 08:00.

3 Existing Travel Characteristics

3.1 Introduction

- 3.1.1 As noted, the School currently operates two buildings, 1 Arkwright Road, located at approximately 80m west of Fitzjohn's Avenue junction, and 90 Fitzjohn's Avenue located opposite to Arkwright Road at the traffic signal junction.
- 3.1.2 As shown on **Figure 7**, the school is located within the London Borough of Camden, within 550m of the A41 Finchley Road and within walking distance of Hampstead High Street. It is located in a mixed urban quarter which is predominately residential. There is also an existing school, several public houses, a major hospital and an array of small businesses in the local area.

3.1.3 **Figure 7 Site Location**



3.2 Current School Access

- 3.2.1 At Arkwright Road / Fitzjohn's Avenue a signal controlled junction is provided with controlled pedestrian crossing on all 3 arms. Pedestrian guardrails are provided along Fitzjohn's Avenue between the two pedestrian crossing points.
- 3.2.2 90 Fitzjohn's Avenue is a large Edwardian/Georgian House, where the main access door, a large porch entrance is located on the house frontage.
- 3.2.3 The pedestrian access to 90 Fitzjohn's Avenue is located to the east of the junction. The pedestrian access then leads to the building porch entrance, next to the existing car parking within the court front, or to a gateway which leads to the rear of the school.

- 3.2.4 Vehicular access to the School car park is located to the west of the junction. The access is a simple crossover, provided with dropped kerbs. The access point is restricted in width and allows only one vehicle entering or leaving the School at any one time. The access is shared with a third party property located to the north of the site.
- 3.2.5 1 Arkwright Road is another large Edwardian/Georgian era house. The main access to the building is located approximately 80m west of Fitzjohn's Avenue junction. The entrance is provided via stairs up to the front door of the building.
- 3.2.6 There are several cross overs along the property frontage, such as one located on a road humps which leads to the School sports ground, and one that leads to one parking space to the southwest of the property.

3.3 Parking

- 3.3.1 Currently the school provides 8 staff car parking spaces and 1 visitor space. One of these spaces is available at 1 Arkwright Road, accessed via a vehicle crossover. The rest of the spaces are located on 90 Fitzjohn's Avenue forecourt car parking. The school has a policy that no new staff are offered car parking and hence, as senior staff members leave, car parking is reduced.
- 3.3.2 The School also provides 6 cycle racks and scooter parking facilities located at 90 Fitzjohn's Avenue.

3.4 Mini Bus Service

- 3.4.1 St. Anthony's runs a Home to School bus service from Highgate Village. The Service is operated by Brent Community Transport. In the morning, the bus arrives at the junction of Southwood Lane and Highgate High Street at 7:45 and departs at 8:00, arriving at St Anthony School at 8:30. For the reverse journey in the afternoon, the bus arrives at 16:00 at the School and departs at 16:15, arriving in Highgate at approximately 16:50.

3.5 Servicing

- 3.5.1 On average there are around 7 deliveries per day to the School. Most deliveries occur within the School forecourt for 90 Fitzjohn's Avenue, occasionally larger vehicle park on the pay and display along Fitzjohn's Avenue.
- 3.5.2 Refuse/Recycling collections are provided on a weekly basis by the London Borough of Camden Council, from the highway.

3.6 Sports and Dining Facilities

- 3.6.1 1 Arkwright Road does not currently offer pupils a dining hall. Senior pupils studying within this building are therefore required to travel to No. 90 Fitzjohn's Avenue on at least a daily basis for lunchtime and school assemblies, sports etc. Such trips require crossing the signal controlled junction of Arkwright Road/ Fitzjohn's Road which lies between the two school buildings.
- 3.6.2 The School has identified, that as a result of these required pupil movements, each week there are approximately 2,122 pupil crossings at the pedestrian crossing on the junction of Arkwright Road and Fitzjohn's Avenue.

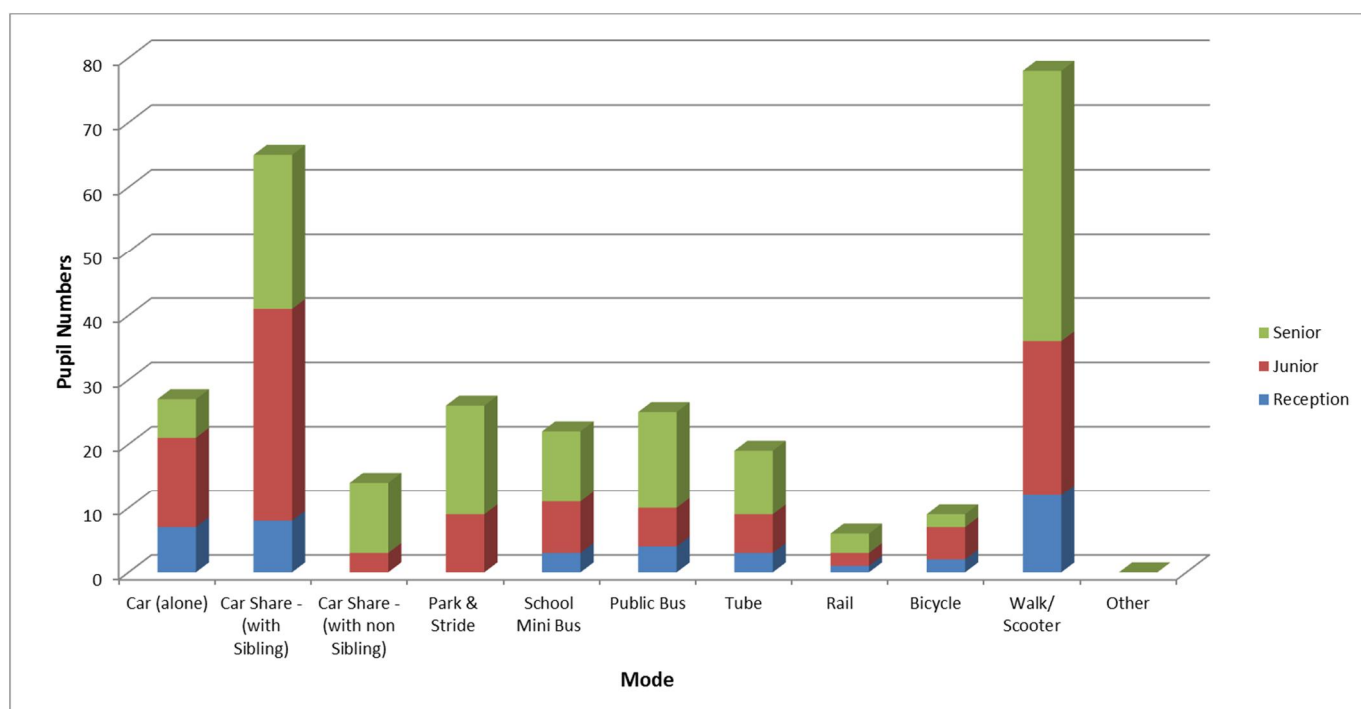
3.7 Current Pupils Travel Characteristics

- 3.7.1 In order to understand how pupils currently travel to the School, a “hands up” survey was undertaken in September 2014. Each class was asked to simply reply how they currently travel and what would be their favourite mode of transport if available.
- 3.7.2 These surveys followed the same methodology used within the TfL School Travel Plan Accreditation guidance. The surveys have been broken down between Reception, Junior and Senior houses for transparency. For their own records the school have looked to use these survey records, by pupil, to assist with identifying car share partners and identify those pupils who could potentially benefit from an expansion of the schools existing mini bus network.
- 3.7.3 **Table 3-1** and **Figure 8** below summarise the results of the September 2014 “Hands Up” travel survey.

Table 3-1 2014 Pupils “Hands Up” Travel Survey

2014/2015 Results	Car (alone)	Car Share (with sibling)	Car Share (with non-Sibling)	Park & Stride	School Mini Bus	Public Bus	Tube	Rail	Bicycle	Walk/ Scooter	Other
Reception	7	8	0	0	3	4	3	1	2	12	0
	18%	20%	0%	0%	8%	10%	8%	3%	5%	30%	0%
Junior	14	33	3	9	8	6	6	2	5	24	0
	13%	30%	3%	8%	8%	8%	5%	2%	5%	13%	9%
Senior	6	24	11	17	11	15	10	3	2	42	0
	4%	17%	8%	12%	8%	11%	7%	2%	1%	30%	0%
Total	27	65	14	26	22	25	19	6	9	78	0
	9%	22%	5%	9%	8%	9%	7%	2%	3%	27%	0%

Figure 8 Travel to School Survey Results 2014/2015



- 3.7.4 The above 2014/2015 survey shows that of the 291 pupils surveyed (from a total of 295) only 27 (9%) currently travel to and from the school by car alone.
- 3.7.5 The highest mode share for the 2014/2015 pupils is walking/scooting (27%) with a further 22% of pupils' car sharing with their sibling to/from the school.
- 3.7.6 A comparison of the current Travel Plan's 2013/2014 survey and the more recent 2014/2015 pupil travel survey results are shown in **Table 3-2** and **Figure 9** below:

Figure 9 Comparison of Pupil Travel to School Survey Results

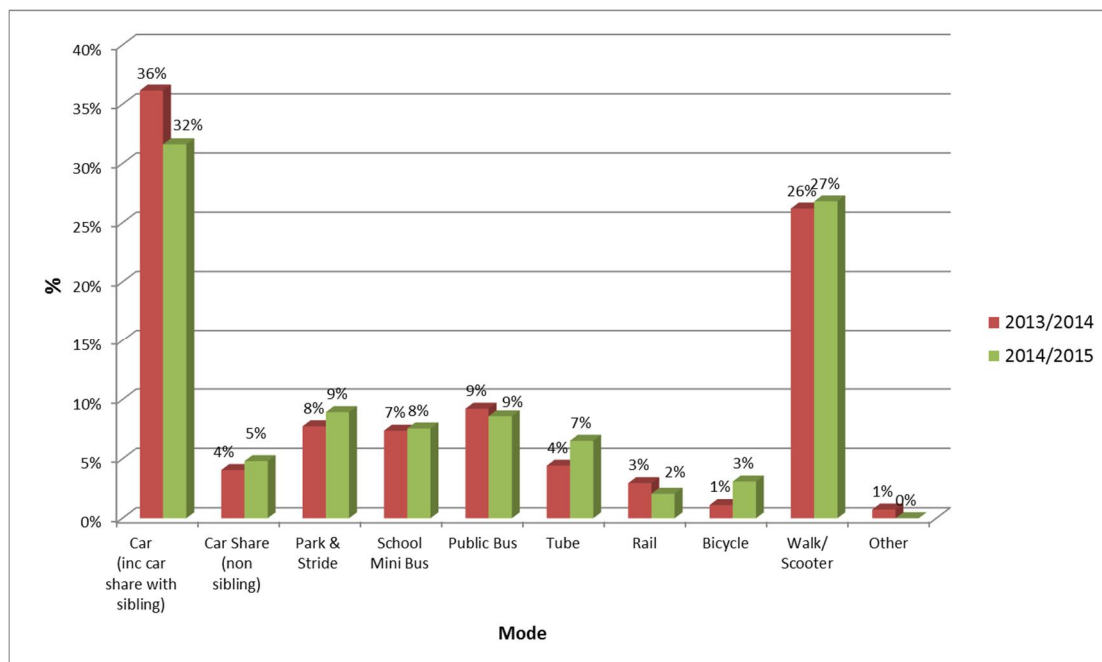


Table 3-2 Comparison of Pupil Travel to School Survey Results

Year of Survey	Car (inc car share with sibling)	Car Share (non sibling)	Park & Stride	School Mini Bus	Public Bus	Tube	Rail	Bicycle	Walk/ Scooter	Other
2013/2014	36%	4%	8%	7%	9%	4%	3%	1%	26%	1%
2014/2015	32%	5%	9%	8%	9%	7%	2%	3%	27%	0%

- 3.7.7 The comparison between survey years indicates that pupil car mode share has decreased by 4% (including those pupils that car share with their sibling) between 2013/2014 and 2014/2015. Car share has increased by 1% (non-sibling), as has park and stride, school mini bus and walking.
- 3.7.8 Cycling has increased by 2% between 2013/2014 and 2014/2015, and tube has increased by 3%
- 3.7.9 The school was awarded Bronze accreditation in regard to its current travel plan and the 2014/2015 results show the positive steps this Travel Plan is already having on decreasing car alone mode share. The school is now looking to build on this success with additional measures to maintain its accreditation level and build to achieving Silver. This is being led by the schools Senior Leadership Team (SLT), including the Schools Travel Plan Coordinator Paul Cheetham, and has resulted in the implementation of a number of sustainable travel principles and measures which will be well established before the expansion of the school into 3 Arkwright Road.

3.8 Current Staff Travel Characteristics

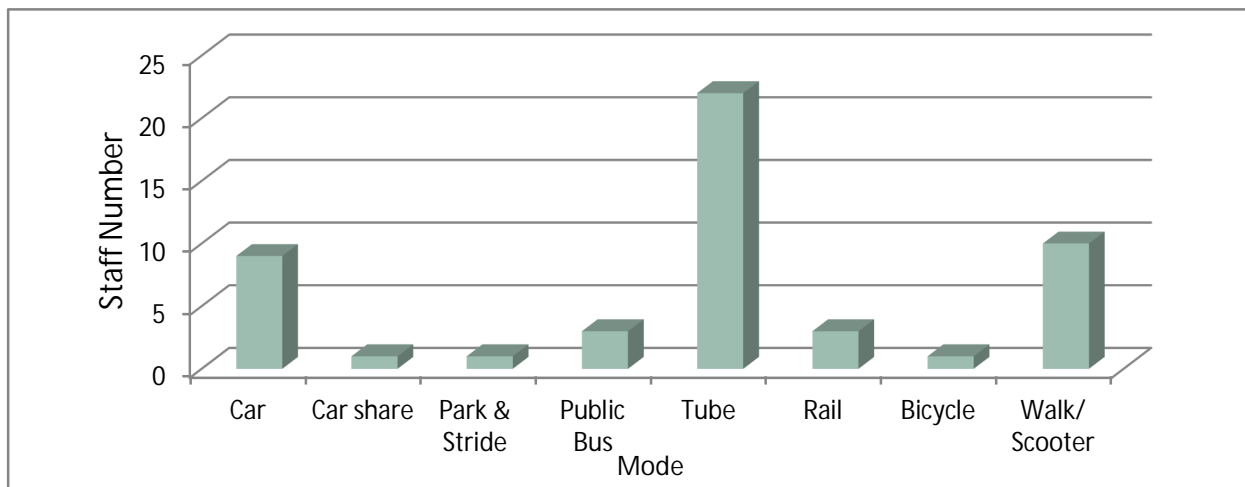
3.8.1 The results of the 2014/2015 staff travel surveys are shown below, relative to the 49 staff surveyed.

3.8.2 **Table 3-3** and **Figure 10** below summarise the results of the September 2014 “Hands Up” travel survey.

Table 3-3 2014 Staff Travel Survey

2014/2015	Car	Car Passenger	Bicycle	Motorbike	Walk	Bus	Tube	Train
Staff	9	1	1	0	10	3	22	3
%	18%	2%	2%	0%	20%	6%	44%	6%

Figure 10 Staff Travel Survey Results 2014/2015 (50 staff surveyed)



3.8.3 The above 2014/15 surveys shows that for the 50 staff members surveyed, only 9 staff members (18%) currently drive to work on a regular basis. The majority of staff travel by sustainable modes such as tube (44%), walk (20%) and bus or rail (6% /6%).

3.8.4 A comparison of the current Travel Plan’s 2013/2014 survey and the more recent 2014/2015 staff travel survey results are shown in **Table 3-4** and **Figure 11** below:

Figure 11 Comparison of Staff Travel to School Survey Results

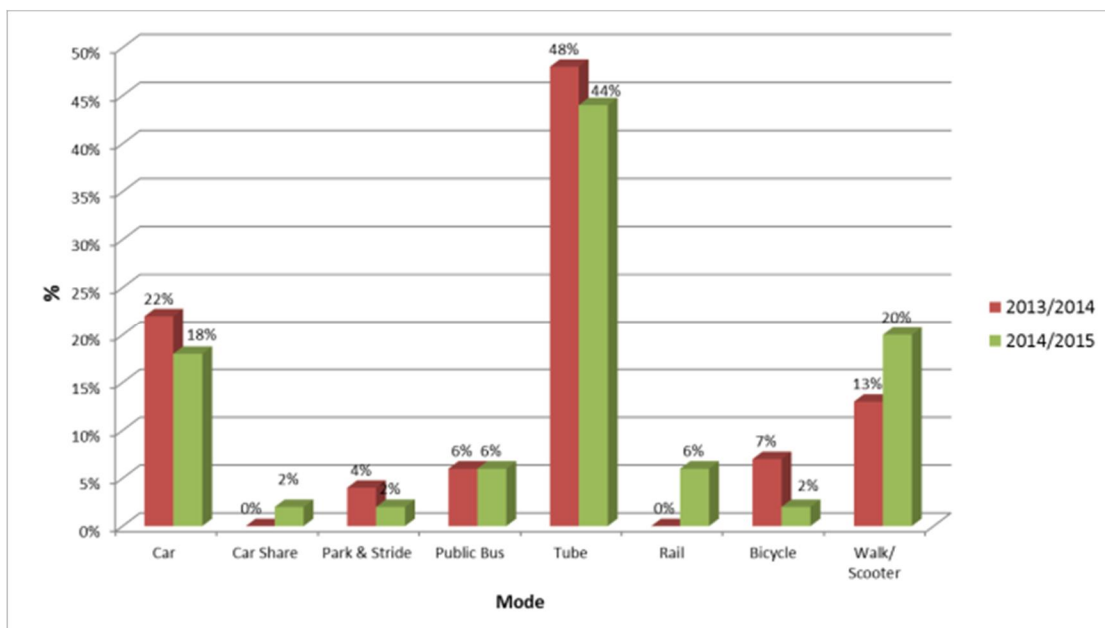


Table 3-4 Comparison of Staff Travel to School Survey Results

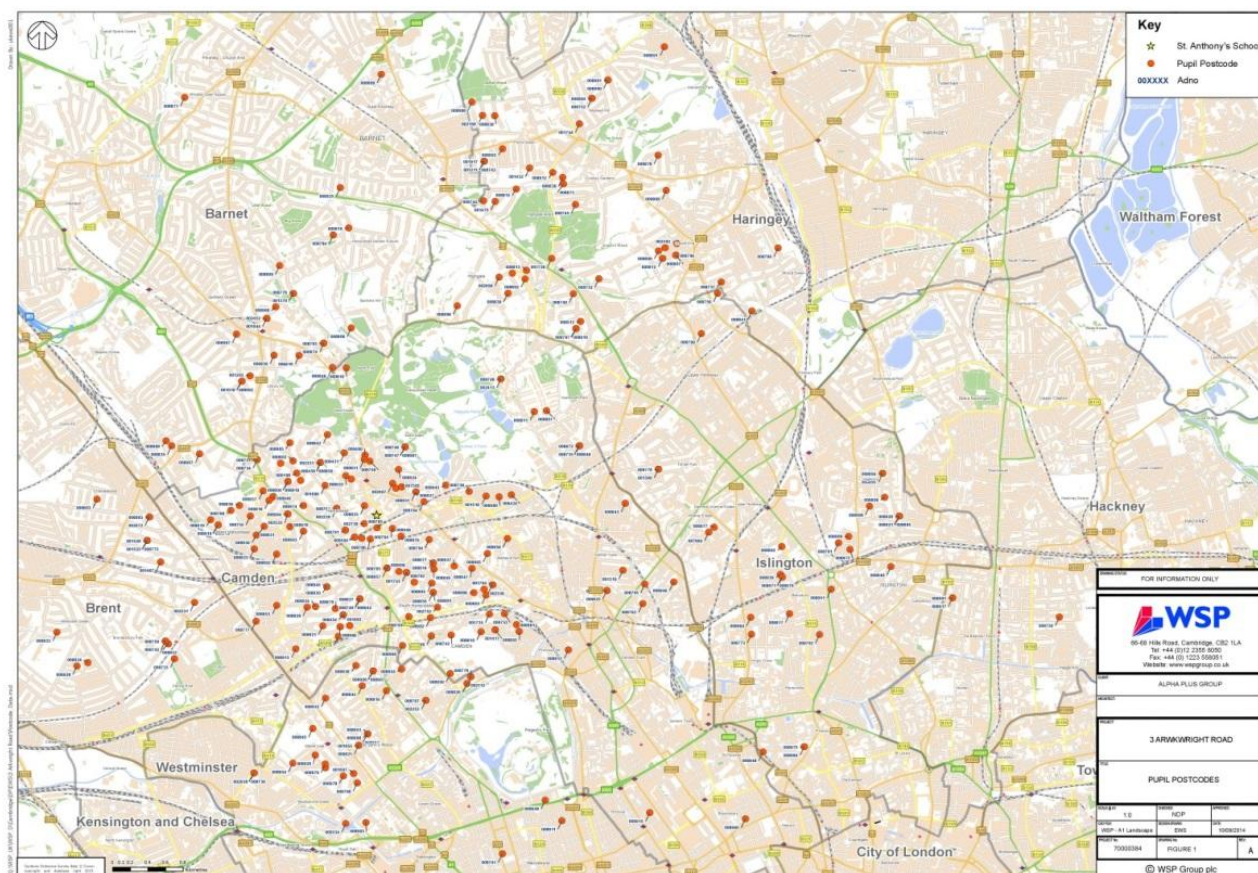
Year of Survey	Car	Car Share	Park & Stride	Public Bus	Tube	Rail	Bicycle	Walk/ Scooter
2013/2014	22%	0%	4%	6%	48%	0%	7%	13%
2014/2015	18%	2%	2%	6%	44%	6%	2%	20%

3.8.5 The comparison between survey years indicates that staff car mode share has decreased by 4% between 2013/2014 and 2014/2015. Car share has increased by 2%, as has park and stride. Tube travel has decreased but to the benefit of rail, and cycling has decreased to the benefit of walking. Public bus use has remained stable.

3.9 Pupil Catchment Area

3.9.1 Current pupils' post codes have been provided and an analysis has been undertaken in order to assess the feasibility of travel modes to the School. The results indicate that approximately 80% of the schools current pupils live within a 3 mile radius of the school, and 50% live within a two mile radius. An example of the post code analysis results are displayed in **Figure 12**.

Figure 12 Pupil Post Code Location



4 Objectives and Targets

4.1 Objectives and Principles

- 4.1.1 The objectives and principals of the School Travel Plan have been formed using DfT and TfL best practice which states that a Travel Plan should:
- Raise awareness and increase the attractiveness of alternative modes of transport available to and from the School and, in particular the benefits associated with walking and cycling for short journeys; and
 - Reduce traffic generated by the School, lowering the levels of car trips which would be produced without a Travel Plan.

4.2 Progress on 2015 Targets

- 4.2.1 The DfT recognises that the primary aim of a STP is to reduce car use to and from Schools by supporting alternative forms of transport and reducing the need to travel in the first place.
- 4.2.2 TfL Sustainable Schools guidance supports the use of measureable 'SMART' targets for each objective stating that each one should be made Specific, Measureable, Achievable, Realistic and Time-related.
- 4.2.3 Within the Schools 2013/2014 Travel Plan the following pupil mode share targets were set, to be reached by June 2015:
- Non Mode shift – School to engage with Camden to introduce increased scooter parking and scooter/cycle training with pupils.
 - Car – target to decrease mode share by 3%, from 36% to 33%.
 - Car Share – target to increase mode share by 3%, from 4% to 7%.
 - Walking – target to increase mode share by 3%, from 18% to 21%.
- 4.2.4 In examining the 2014/2015 survey results conducted in September 2014, and set out in Section 3 of this STP, it is clear that although not all the targets have yet to be met, the target to reduce car mode share by 3% has already been surpassed with pupil car mode share currently at 32%.
- 4.2.5 In relation to the 'Non-Mode Shift' target the school has been liaising with LBC's Cycle Officer Ben Knowles who visited the school on 07/11/14 to talk to the senior boys about the benefits of cycling. Ben is now working with the school to deliver cycle and scooter training.
- 4.2.6 In regard to car share and walking, both these mode shares had increased by 1% by September and looks on course to reach the travel plan targets on these modes by June 2015.
- 4.2.7 The above analysis identifies that nearly all the 2015 targets set in 2008 have already been reached or surpassed. Therefore in order to ensure the STP remains focused on continual improvement an update of targets has been identified relative to a future outlook of 2020.

4.3 Proposed 2021 Targets

- 4.3.1 In order to offset the impact of the development proposals the following long terms targets have been identified within the associated Transport Assessment for pupils, relative to a future year of 2021. This future year represents the time when the proposed school extension to 3 Arkwright Road would be at full capacity with 140 female pupils, within 7 years' time.

Table 4-1 – Proposed 2021 Pupil Mode Share Targets

Mode	Pupils		
	Current	Target	Difference
Car Alone	9%	6%	-3%
Car Share (with sibling)	22%	15%	-7%
Car Share (with non-siblings)	5%	6%	+1%
Park and Stride	9%	10%	+1%
School mini Bus	8%	9%	+1%
Public Bus	9%	10%	+1%
Tube	7%	8%	+1%
Rail	2%	2%	+0%
Bicycle	3%	4%	+1%
Walk/Scooter	27%	31%	+4%

- 4.3.2 The targets set out in **Table 4-1** aim to build on the excellent progress already achieved by the School by seeking to encourage healthier modes of travel such as walking and cycling while also seeking to further reduce the number of solo and family cars driving pupils to the School. Based on the above the headline targets, relative to pupils travel include:

- Overarching target to reduce the number of solo and family cars driving pupils to School by a further 10%
- Secondary target to increase walking by 4%; and
- Secondary target to increase all other sustainable modes by at least 1%.

- 4.3.3 The school has already shown it can meet the Travel Plan targets it sets itself and over 7 years these targets are realistic yet challenging, and will be achieved in conjunction with the TfL Accreditation process and a commitment to achieving Gold Accreditation, as part of the development proposals.

5 Travel Plan Measures

5.1 Introduction

- 5.1.1 St Anthony's Prep has the ability to strongly influence existing parents and pupils, and an engagement strategy, particularly with all new parents to the school, has been undertaken to introduce both parents and pupils to the school's current Travel Plan. The school's Travel Plan for 2014/2015 has a number of key measures which are currently being implemented within St Anthony's, a selection of which are set out below. These have been informed through discussions with LBC's School Travel Plan Officer (Lorraine Hinds) as part of the TfL accreditation process:

5.2 Current Key Travel Plan Initiatives

- 5.2.1 The school is ensuring pupil interest is maintained in the School Travel Plan by holding a sustainable travel week which is repeated annually. Presentations in assemblies focus on viable sustainable travel, road safety and the introduction of new travel plan measures. This is being run in conjunction with offering road safety and cycle training classes throughout the year in conjunction with LBC.
- 5.2.2 The current travel pack for parents on the school's website has been updated (viewable at www.stanthonysprep.org.uk/Parents/TravelPlanning/) and has been heavily promoted to parents (see Appendix C). In addition details of the current mini bus service have been added to the school's website to enable easier sign up of the service by parents. The school has continued to update its website to provide a 'one stop shop' for sustainable travel and School Travel Plan events or initiatives occurring at the school or within Camden more widely.
- 5.2.3 Although already greatly encouraged, current car sharing has previously been informal with parents liaising with one another to best co-ordinate journeys. This is now being enhanced by the setup of a pupil travel database which is informed by GIS analysis of home location post codes to identify potential car share companions. This information is being distributed to parents who wish to be part of the scheme to help encourage further car sharing. The school is also investigating using an online car share provider (www.liftshare.com) to help further encourage car sharing.
- 5.2.4 The school is continuing to promote walking to/from school for those within reasonable walking distance, and implementation of 'park and stride' for those living further away. This has been enhanced through the promotion of Walk on a Wednesday (WOW). The school had previously operated WOW independently but is now integrating with LBC's scheme to benefit from the official advertising material and incentives. The school is also supporting Walk to School Week in May and the National Walk to School Month in October.
- 5.2.5 There has been renewed promotion of the school's mini bus service to seek to increase take-up, targeted at those students who live too far from the school to walk or cycle. This has commenced through the provision of additional information on the school's website. The school is currently in the process of engaging with parents to identify suppressed demand for this service and should there be sufficient demand an additional 2 mini-bus routes will be offered to greatly increase the catchment area for the service. The development proposals for 3 Arkwright Road include plans to use the school's playground (outside of pupil playtime use) for off-street set down/pick up of pupils and to help manage additional mini bus use. This is anticipated to greatly help traffic congestion outside the school in the longer term by reducing reliance and competition for the current on-street bus bay.

- 5.2.6 The school is consulting with parents through induction meetings to seek to overcome any barriers that are stopping pupils travelling to and from school in a sustainable way. The school is also continuing to working pro-actively with other schools in the local area to address any traffic and safety issues that come about.

5.3 Proposed Future Travel Plan Measures Linked to Development Proposals

- 5.3.1 The proposed expansion and reconfiguration of St Anthony's presents the opportunity to commit to a legally binding School Travel Plan (secured under S106) with enforceable targets and mitigation measures which will apply not only to the proposed school extension but also the existing school site as a whole. This therefore offers the opportunity to help address any existing school travel issues within the immediate highway network, providing a delivery platform for promoting and enhancing alternative sustainable travel options and travel management initiatives to parents, pupils and staff.
- 5.3.2 With a legally binding Travel Plan in place, if School Travel Plan targets are not reached then penalties on the school can be legally enforced and could potentially limit planned growth until target mode shares are met. In this way the school will seek to provide assurance that any increases in car trips to/from the school will be managed by its Travel Plan.
- 5.3.3 In line with these proposals, the School will look to manage any transport impact through a two part strategy, within a revised Travel Plan. First and foremost, the school's strategy is to further reduce pupils travelling to the school by car and secondly to then implement a number of measures which will assist in alleviating current traffic congestion experienced in the local area. As part of the expansion proposals these goals will be achieved through the following additional Travel Plan measures.

5.4 Gold TfL STARS Accreditation:

- 5.4.1 As part of the development proposals the school will implement stricter new Travel Plan targets and additional Travel Plan measures which will be set and enforced (through the S106 agreement) to ensure that car mode share continues to decrease with current and future pupils. The school has already achieved a Bronze level of TfL accreditation and will seek to provide reassurance to LBC that it will increase its Travel Plan targets and measures through a S106 commitment to achieve Gold TfL Travel Plan Accreditation within a realistic time period. Evidence of this approach can be seen at Chepstow House School (run by Alpha Plus Group) located on Lancaster Road in Notting Hill, which has agreed with RBKC to reach a Gold standard of travel planning as part of its lease agreement.

5.5 Parental Agreement to Travel Sustainably:

- 5.5.1 As part of the school's Strategic Management Plan parents of new pupils joining the school will be asked to sign up to an agreement endeavour to use sustainable transport or Park and Stride to bring their children to school. This will be rolled out to all new pupils joining both the existing and new girl forms, ensuring that by the time of full occupation (over 7 years) all pupils will be covered by this agreement. The parking bays within the surrounding streets of the school do not come into operation until 9am and therefore this enables parents to park up away from the school and then walk their children to the school gate. Use of a parent agreement has been successfully used at Wetherby Preparatory School, which has helped achieve a reduction of car travel from 44% to 25%.

5.6 Increased Cycle Parking Spaces:

- 5.6.1 The 3 Arkwright Road development proposals provide the opportunity to significantly increase cycle parking at the rear of 3 Arkwright Road, which meets the preferred travel aspirations of pupils at the school. The school currently provides 6 cycle racks and a micro scooter parking area. The development proposals will provide an additional 20 covered and secure cycle parking spaces which would be offered in relation to a school wide program of cycle training and road safety awareness (in combination with cycle safety programmes offered by LBC). In this regard LBC's Cycling Officer Ben Knowles has already visited the school to deliver a school assembly on cycling.

5.7 Increased School Mini Bus Use:

- 5.7.1 The school will seek to heavily promote its mini bus service, by increasing the bus routes offered, and discounting fares to significantly increase bus mode share. The promotion and development of a mini bus network has worked well at other Alpha Plus Schools, including Wetherby Preparatory School which currently achieves an impressive 55% pupil mode share by school mini bus.

5.8 Increased Shared Trips:

The proposed development of 3 Arkwright Road will allow the school to accommodate both boys and girls for the first time. This presents increased opportunity for siblings to share school trips, offsetting any potential car trips generated by the new girls' form. The school endeavours to accommodate pupils with siblings already at the school. Currently, 84 pupils have a brother at the school (representing 30% of the total school population) and it is anticipated that in the opening year of the new girls' form, incorporating a 20 pupil intake, as many as 70% could be sisters of pupils already at the school and will have the ability to share trips to and from school (based on St Anthony's junior school records).

5.9 Breakfast Club and After School Classes:

- 5.9.1 Currently, St Anthony's Prep School and the neighbouring Devonshire House School (located opposite) operate very similar opening times in the AM peak which increases the potential for traffic congestion along Arkwright Road. As part of the development proposals a new dining hall at 3 Arkwright Road will enable the school to offer a breakfast club, enabling the school to accept pupils from 7.30am. There is already parent demand for this service and the local roads are considerably quieter at this time. Such a measure would offset the drop off time for a significant percentage of St Anthony's Prep School pupils and create a real benefit to current traffic congestion experienced in the local area during peak periods. Similarly the new hall would also enable additional after school clubs which would enable an extended school pick up period.

5.10 Improved Road Safety:

- 5.10.1 As indicated above, the expansion and redevelopment of 3 Arkwright Road will enable dining and kitchen facilities to be installed within both buildings (90 Fitzjohn's Ave & 3 Arkwright Road), as well as enabling assemblies to be held on both sides of the road. This greatly reduces the need for children to cross the road, lessening trips from 2,122, to only 478 a week. This 78% reduction in road crossings will significantly improve road safety for pupils and will reduce the use of the crossing, which in turn could assist in improving traffic flow through the Arkwright Road / Fitzjohn Ave junction.

5.11 Kiss & Drop Zone:

- 5.11.1 The school will request that parents, who feel they have no option but to drive to the site, drop off and their children at the dedicated Kiss & Drop site where trained staff will assist pupils and direct them safely to the school pedestrian entrance and main reception.
- 5.11.2 The school's Kiss & Drop zone is proposed to be located along the highway boundary of No 3 Arkwright Road, as proposed and shown on WSP Drawing 0384/SK/006 (**Appendix B**). The school's Kiss & Drop service will be in operation between 07:30 and 08:30. If parents arrive outside of this time they will be requested to park away from the site and walk with their children to the school.
- 5.11.3 Parents who transport their children to the school by car will be required to sign up to a Kiss & Drop contract which will have the following rules:
- Pull forward as far as possible into the designated Kiss & Drop bays before dropping off or picking up;
 - Drop / pick up in the Kiss & Drop area only;
 - Drop / pick up from the passenger side of the car only;
 - Keep "good-byes" brief;
 - Remain in the driver's seat (Safety patrols can assist with car doors);
 - Do not pass other cars that are dropping / picking up;
 - Do not overtake cars queuing for the Kiss & Drop;
 - Do not park in the Kiss & Drop bays and leave your car unattended;
 - Exit the Kiss & Drop promptly.
 - Only park in resident on-street parking bays **if you have a permit**, in order to collect children.
- 5.11.4 This list is not exhaustive and the School has entire discretion to modify or add elements to it

6 Travel Plan Management Strategy

- 6.1.1 The STP targets set out in Section 4, and measures identified in Section 5 will be achieved via the following management framework and strategy.

6.2 Management

Travel Plan Coordinator (TPC)

Travel Plan Co-ordinator:

The TPC role for St Anthony Preparatory School is currently fulfilled by **Paul Cheetham** and he will be responsible for implementation of the sustainable travel initiatives.

- 6.2.1 The Travel Plan Co-ordinator will continue to take responsibility for the development and management of the plan, and ensuring its delivery.
- 6.2.2 The roles and responsibilities of the TPC are set out below:
- Implementation and management of the Travel Plan;
 - Awareness-building and engagement with staff and students;
 - Strategic marketing and communication;
 - Implementing and managing measures;
 - Measuring success and monitoring change;
 - Reporting progress to all Travel Plan stakeholders, including staff, pupils and the planning and highway authorities.
 - Obtaining and maintaining commitment and support from staff;
 - Giving advice and information on transport-related subjects to staff and visitors; and
 - On-site coordination of data collection for the plan.

6.3 Senior Management Support

- 6.3.1 Senior Management support is vital for an STP to be successful. The Plan will therefore continue to be supported by the schools Senior Leadership Team (SLT) made up of:
- Paul Keyte – Head Master ;
 - Simon Detre – Deputy Head Teacher
 - Dana Hoskin – Deputy Head Teacher
 - Sarah Anderson – Bursar
 - Paul Cheetham – School Travel Plan Co-ordinator (and Deputy Head)

6.4 On-Site Representatives

- 6.4.1 To ensure that there is site wide adoption of the Travel Plan the TPC will be assisted in delivering the measures by school representatives, these can be enthusiastic students within the school or other staff members.
- 6.4.2 This role is not considered to be a full time job and can therefore be undertaken by alongside normal school duties. This role will involve:
- Giving a 'human face' to the Travel Plan – explaining its purpose and the opportunities on offer. This may include offering personalised journey planning advice and helping establish and promote the individual measures in the plan;
 - Obtaining and maintaining commitment and support from staff and pupils;
 - Raising awareness and implementing any measures which are specific to that occupier/ land use;
 - Liaising with different departments or year-groups within the school and the TPC;
 - Giving advice and information on transport-related subjects to staff and pupils;
 - Helping establish and promote the individual measures in the plan; and
 - Providing on-site support to the TPC, as required.

6.5 Marketing Strategy

- 6.5.1 It is recognised that a marketing and communication strategy is key to the success of the Travel Plan. The marketing strategy will aim to raise awareness of the key services and facilities implemented as part of the Travel Plan and continue to disseminate travel information and notification of events and facilities provided. The marketing activities to be undertaken include:
- Provision of links to relevant journey planning information and timetable for public transport services will be provided within promotional material
 - Notification of sustainable travel events and incentives such as interest free season ticket loans will be communicated to employees via email and on notice boards.
 - Maintain the Travel Plan Section of the school website and the downloadable Travel Information Pack (Appendix C)

6.6 Securing the Travel Plan Funding

- 6.6.1 As with the current Travel Plan, all measures implemented will be funded by the School, including the role of the TPC and the production of marketing material. The school will also fund any travel surveys.
- 6.6.2 Funding for the monitoring and management of the Travel Plan is to be secured by the school. The costs will relate to the implementation of measures outlined within the Travel Plan and also for surveys and monitoring to occur through the lifecycle of the Travel Plan.

7 Monitoring and Review

7.1 Summary

- 7.1.1 As part of the schools continued commitment to the TfL School Travel Plan Accreditation process the Travel Plan will be monitored and review in conjunction with LBC's School Travel Plan Officer, in order for accreditation to be validated on an annual basis, through the recording of evidence throughout the year. This will help to establish whether the agreed objectives and targets are being met. Monitoring and review will be the responsibility of the TPC, assisted by the schools Bursar (Sarah Anderson).

7.2 Monitoring

- 7.2.1 An updated (Hands-up) travel survey of the pupil and staff travel modes has recently been undertaken and the results have been communicated in Section 3 of this report.
- 7.2.2 Going forward travel surveys will continue to be undertaken on at least an annual basis and the specification of the travel surveys will be in keeping with the TfL accreditation process. Based on current requirement it monitoring includes:
- Hands up survey will continue to be undertaken annually to identify site specific details and pupils and staff preference to transport modes.
 - Cycle and scooter monitoring.
 - Monitoring of any the take up of Travel Plan measures (Such as WoW).

7.3 Review

- 7.3.1 In line with the TfL Accreditation Process and in consultation with LBC's Travel Plan Officer, the online STAR Accreditation Travel Plan will be completed and submitted annually for review by LBC and TfL..
- 7.3.2 Through the course of the year the TPC will also keep an evidence portfolio which will report all of the work undertaken on the STP. This could include minutes from meetings, photographs of events and engineering measures, survey results, examples of pupil work etc. The Portfolio will make it easier to update the plan and enable LBC's Travel Plan Officer to quickly see the progress the School has made each year.
- 7.3.3 Alpha Plus Group already have extensive experience in undertaking the monitoring associated with Travel Plans for other School projects, this experience will lend itself to meeting the targets and objectives outlined in Section 5.

7.4 Action Plan

- 7.4.1 One of the key mitigation measures of the schools development proposals is to provide a commitment to LBC that the school will achieved Gold TfL Accreditation. In order to identify how this would be achieved an initial action plan has been developed to identify when and which measures will be implemented at the school in order to accrue sufficient mode share reduction, and Travel Plan measures, to secure Gold accreditation.

7.4.2 St Anthony's Preparatory School achieved TfL Bronze level accreditation for its Current Travel Plan in 2014. A copy of the current Travel Plan can be found in **Appendix A** and identifies a record of both 'initiatives' which have already proven to be completed by the school and also those 'initiatives' which the school is currently taking forward to enable Bronze accreditation to be maintained and to build towards the schools medium goal of achieving Silver Accreditation. **Table 7-1** below sets out the completed and current initiatives which are identified within the current Travel Plan, as well as identifying medium and long term initiatives which will be needed to achieve Gold Accreditation.

Table 7-1 – TfL Accreditation Summary Action Plan for St Anthony's Prep School,

Completed initiatives	Completed initiatives (Bronze Accreditation)	Current initiatives (Silver Accreditation)	Medium and Long term initiatives (Gold Accreditation)
Walking Cycling and Road Safety	A2 - Big Walk A3 – Walk to School Week A10 – Independent travel training A11 – Pedestrians skills training A15 – Junior citizen event A18 – Cycle parking / cycle pod installation	A9 – Scooter Storage request A11 – Pedestrian skills train A12 – Scooter training A14 – Cycle training for pupils A15 – Junior citizen event A16.1 – Road Safety talks	A8 – Walking trips A21 – Cycling at break times A23 – Cycling competitions / school cycle challenge
Smarter Driving	A34 – Promote car sharing / pool A37 – Removing car parking spaces	A39 - Promote the Highway Code	A35 – Car free days
Public Transport	A42 – Use PT for school trips A45 – Safety and Citizenship talk A46 – Promote responsible behaviour on public transport A47 – Private coaches location	A51 – Personal safety	A42 – Public transport used for school trips
Promotion	PR1 –Newsletter PR4 – Assembly PR6 – Information on the website	PR5 – Parent / induction evenings PR2 – Notice Board	
Curriculum	C1. School does competitions C4. Active travel and health C5. Green active travel C13 – Mapping exercises – route planning	C3 – Focus on the Environment	C13.2 Pupil Journey Planning
Partnerships	PT1 – Work with police / SNT PT2 – Work with members / mayor and MPs PT5 – Work with local charities	PT4 – Healthy Schools Status	

7.4.3 A more detailed action plan for medium and long term initiatives, which are not identified for delivery in the School's current Travel Plan, are detailed in **Table 7-2** below.

Table 7-2 – TfL Accreditation Summary Action Plan of Medium & Long Term Measures

Initiative	Action needed	Lead person	Time scale	Success criteria / Outcomes / Evidence	Resources	Risks
A8 – Walking trips	Walking Trip – related to Geography and other curriculum areas (wherever possible looking for year group school trips to be local to encourage walking to them)	Paul Cheetham	From Autumn term 2015 and on going	Children aware of local area and that local place can be reached on foot. Walking is a healthier option for both themselves and the environment Photographic evidence EV paper work Children's write up on a blog, to go in Newsletter, on website	EV risk assessment forms Local places of interest that are related to the curriculum	Weather Risk assessments not properly completed Adult ratio to children not being sufficient. Poor quality planning.

Initiative	Action needed	Lead person	Time scale	Success criteria / Outcomes / Evidence	Resources	Risks
A42 – Public transport used for school trips	Use Public Transport for school trips (KS2 children)	Paul Cheetham	Autumn term and on-going	Teachers actively looking for alternative routes using PT when taking children on trips in the local area.	TfL tickets (which need to be ordered in advance) EV risk assessment forms Local places of interest near to local PT routes	Travel disruptions due to unforeseen circumstances Parents fearing their children using PT. Poor quality planning.
A23 – Cycling competitions / school cycle challenge	Children encouraged to compete in a school, borough or TfL led competition.	Paul Cheetham	Annually	Generates awareness of cycling amongst children Children want to cycle to school more frequently More children cycling to school	Time, materials and budget for promotion of competitions amongst staff and pupils. Awareness of borough and TfL led competitions. Time to prepare internal school only competitions	Not promoted well enough so children and staff do not partake.
A20 – Cycling at break times	Each form is given the opportunity once a month to use their bicycle / scooter at break times on the playground	Paul Cheetham	Monthly	Develops pupils cycling skills More children cycle to school on “cycling at break time days”	Risk assessment Staff to supervise children	Not promoted well enough so children partake. Risk assessments not properly completed.
C13.2 – Pupil journey planning	Pupil Journey Planning	Paul Cheetham	From Autumn term 2015 and on going	Children aware of local area and that local place can be reached on foot. Walking is a healthier option for both themselves and the environment Children aware of the PT in their area and how they can use it to get around their locality and further afield when journeying to places of interest Photographic evidence EV paper work Children's write up on a blog, to go in Newsletter, on website	EV risk assessment forms Local places of interest that are related to the curriculum TfL tickets (which need to be ordered in advance)	Weather Risk assessments not properly completed Adult ratio to children not being sufficient. Poor quality planning. Travel disruptions due to unforeseen circumstances Parents fearing their children using PT
A35 – Car free days	Car free days – in relation to walk to school week	Paul Cheetham	Monthly and a as a part of walk to school week	Children, parents and staff are all on board and partaking in WoW and Walk to School Week. Completed surveys and certificates Children's write up on a blog,	Letters, posters, Certificates, badges, wall charts Budget implications – Certificates, badges,	Not promoted well enough so children and parents do not partake.

				Recognition of those participating regularly to go in Newsletter, website, STP notice board		
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Appendix A: St Anthony's Current TfL STARS Travel Plan

2013/14 School travel and accreditation plan for St Anthony's Preparatory School

London Borough of Camden



Accreditation record

2014 Bronze Level
2012 Not Accredited
2011 Not Accredited
2010 Bronze Level
2009 Bronze Level
2008 Not Accredited
2007 Not Accredited

Basic Information

Staff Contact Details

Lead school contact name	Sarah Anderson
Lead school contact email	Sarah.Anderson@stanthonysprep.co.uk
Optional school contact name (1)	Paul.Cheetham@stanthonysprep.co.uk
Optional school contact email (1)	bursar@stanthonysprep.co.uk
Optional school contact name (2)	
Optional school contact email (2)	

School Details

Name of school	St Anthony's Preparatory School
Telephone number	020 7435 3850
E-mail address	Sarah.Anderson@stanthonysprep.co.uk
Street	90 Fitzjohn's Avenue
Town	London
County	
Postcode	NW3 6NP
Borough	Camden
Website	http://www.stanthonysprep.org.uk/
DFE Number	202/6181
Type of school	Preparatory
Category of school	Private/Independent - Other
Age range	4 - 13
Number of students including nursery	280
Number of staff full time and part time	42
Catchment area	88.8% of pupils live within 5km of the school
Please provide details of any expansion plans or changes to student school times	
Bus routes	113
	13
	268
	46
	603
	603
	82
	C11
	C12

School Opening Times

School site opening time	07:15
School site closing time	20:00
Breakfast club start time (if applicable)	-
Student's official school start time	08:30
Student's official school finish time	16:00
Enrichment / Extended school's finish time	18:00

Cycle Parking Facilities

"Covered Sheffield Stand" cycle parking spaces	0
"Sheffield Stand" cycle parking spaces	0
"Cycle Racks" cycle parking spaces	6
Cycle parking lockers	0
"Cycle-pod" or "Mini-pod"	
Scooter parking spaces	0
Other cycle parking spaces	0

Other School Transport Facilities

Staff parking spaces	8
Staff car share spaces	0
Disabled parking spaces	0
Visitor car-parking spaces	1
Coach parking spaces	Yes
Student storage lockers	90
Staff storage lockers	15
Staff shower facilities	Yes
Engineering measures in and around the school site	A new pedestrian road crossing outside the school was petitioned and installed in 2006. This stopped the boys having to cross the road twice for assemblies and lunch at the dining hall.

Site Working Group Members

Working group members	Paul Keyte	Head Teacher
	Simon Detre	Deputy Head Teacher
	Dana Hoskin	Deputy Head Teacher
	Sarah Anderson	Bursar
	Paul Cheetham	School Travel Advisor

Other Information

Any other relevant information

The school is split over 2 buildings, with a road crossing between. The junior pupils located at 90 Fitzjohn's Ave and the seniors are located at 1 Arkwright Road. The leaving time of children is staggered as follows: 15:15 Reception, 15:30 Juniors, 16:00 Seniors, 18:00 after school clubs such as music



STAR-Track
Accredited and Recognised



Survey Results

Pupil Survey Results

Responses: 271

Response Rate: 97

Date: 01-SEP-13

Survey completed by whole school

	Car	Car Share	Park and Stride	DLR	Rail	Tram	Tube	Public Bus	School Bus	River	Cycle	Buggy	Scooter	Walking
Actual 2013/14	98	11	21	0	8	0	12	25	20	0	3	0	24	49
	(36%)	(4%)	(8%)	(0%)	(3%)	(0%)	(4%)	(9%)	(7%)	(0%)	(1%)	(0%)	(9%)	(18%)
Actual 2012/13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)
Preferred 2013/14	35	3	4	0	8	0	11	12	21	0	113	0	18	46
	(13%)	(1%)	(1%)	(0%)	(3%)	(0%)	(4%)	(4%)	(8%)	(0%)	(42%)	(0%)	(7%)	(17%)
Preferred 2012/13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)

Commentary on results: The results show that the 71 pupils (27%) walk or scoot to school, 21 (8%) park and stride and 45 (18%) either use the public or school bus. In relation to car travel the level recorded is deceptive because of the 98 (38%) pupils shown to travel by car only 35 (13%) travel to school by car alone. The remaining 63 (23%) of pupils traveling to school with their sibling (so effectively car sharing). The TfL hands up survey only asks to record how many pupils car share with non-siblings so these figures are masked and therefore indicates a higher preference for car travel then is actually the case. The survey shows there is a strong preference of students to cycle to school, however the school is reluctant to promote cycling due to safety concerns on the local roads.



STAR-Track
Accredited and Recognised



Survey Results

Staff Survey Results

Responses: 54

Response Rate: 129

Date: 01-SEP-13

Survey completed by Staff ()

	Car	Car Share	Park and Stride	DLR	Rail	Tram	Tube	Public Bus	School Bus	River	Cycle	Buggy	Scooter	Walking
Actual 2013/14	12	0	2	0	0	0	26	3	0	0	4	0	0	7
	(22%)	(0%)	(4%)	(0%)	(0%)	(0%)	(48%)	(6%)	(0%)	(0%)	(7%)	(0%)	(0%)	(13%)
Actual 2012/13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)
Preferred 2013/14	14	0	1	0	0	0	21	2	0	0	4	0	0	12
	(26%)	(0%)	(2%)	(0%)	(0%)	(0%)	(39%)	(4%)	(0%)	(0%)	(7%)	(0%)	(0%)	(22%)
Preferred 2012/13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)	(0%)

Commentary on results: The majority of staff travel to school by Public Transport - 26 (48%) by tube and 3 (6%) by public bus. The School does not provide parking spaces to new staff and when staff members who have a parking space leave (due to historic policies) these spaces are taken out of use. The preferred method of travel shows and increased interest in walking to school (22%).



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School Consultation

Planned Consultations

Category	Details	Planned Date	Documents
HS1. Set up a school working group	The school will look to set up a Travel Plan working group that includes pupil representatives.	SEPTEMBER 2014	



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School Consultation

Completed Consultations

There are no completed consultations entered for this school



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Issues

Current Issues

Category	Date identified	Details	How identified	Solutions	Documents
Road Safety	SEPTEMBER2013	The school would very much like to see Traffic light enforcement cameras placed on the Fitzjohn/Arkwright Road junction due to concerns that cars try to jump red lights when children are crossing.	Potential danger to staff and students when crossing between the two school buildings on a daily basis (for lunch and assemblies)	Traffic light control camera fitted to junction	



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Issues

Resolved Issues

Category	Date resolved	Details	How identified	Action Taken	Documents
Road Safety	SEPTEMBER2006	Previously, to travel between the two school buildings the children had to first cross Arkwright Road and then Fitzjohn's Ave. This created road safety issues.	Issue identified from staff and students needing to cross between the two school buildings on a daily basis (for lunch and assemblies).	The school petitioned Camden and TfL for a new pedestrian crossing on Fitzjohn's Ave to enable the children to only have to cross the road once each way. This new crossing was installed around 2006.	



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Targets

Survey Data

	Car	Car Share	Park and Stride	DLR	Rail	Tram	Tube	Public Bus	School Bus	River	Cycle	Buggy	Scooter	Walking
Actual 2013/14	98	11	21	0	8	0	12	25	20	0	3	0	24	49
	(36%)	(4%)	(8%)	(0%)	(3%)	(0%)	(4%)	(9%)	(7%)	(0%)	(1%)	(0%)	(9%)	(18%)

Current Targets

Type	Non modal shift	Current	Target	Date
Non modal shift	School to engage with Camden to introduce increased scooter parking and scooter training with pupils			SEPTEMBER2014
Car		36	33	JUNE 2015
Car Share		4	7	JUNE 2015
Walking		18	21	JUNE 2015



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Targets

Completed Targets

There are no completed targets entered for this school



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Initiatives

Current Initiatives - Walking, Cycling & Road Safety

Initiative	Owner	Actions	Planned date
A9. Scooter storage request	Paul Cheetham	The school will seek to put in a funding request with Camden next week to formalise the space in which scooters are currently stored.	SEPTEMBER2014
A11. Pedestrian skills train	Paul Cheetham	The school are planning to run pedestrian skills training with LBC for year 5 pupils	JUNE 2015
A12. Scooter training	Paul Cheetham	The school is engaging with LBC to arrange for Scooter training next year	SEPTEMBER2014
A14. Cycle training for pupils	Paul Cheetham	The school is engaging with LBC's Cycling team to arrange cycle training for older pupils next year	SEPTEMBER2014
A15. Junior Citizen event	Paul Cheetham	The school will endeavour to continue participating in the event year on year	JUNE 2015
A16.1. Road Safety talks	Paul Cheetham	The school is looking to invite representatives from LBC to provide pedestrian skills training	SEPTEMBER2014



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Initiatives

Current Initiatives - Smarter Driving

Initiative	Owner	Actions	Planned date
A39. Promote the Highway Code	Paul Cheetham	The school is looking to increase its promotion of the Highway Code within its curriculum. This will be in combination with Road Safety talks and training from LBC officers.	SEPTEMBER2014



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Initiatives

Current Initiatives - Public Transport

Initiative	Owner	Actions	Planned date
A51. Personal Safety	Paul Cheetham	The school will seek to use its links with local Police to provide personal safety talks to older pupils.	SEPTEMBER2014



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Initiatives

Current Initiatives - Promotion

Initiative	Owner	Actions	Planned date
PR4. Assembly	Paul Cheetham	To do an assembly to promote sustainable travel and teach about improving air quality in and around the school by lessening car use	MARCH 2015
PR5. Parent/induction evenings	Paul Cheetham	Parents will be invited into the school to discuss sustainable travel and the travel plan.	SEPTEMBER2014
PR2. Notice Board	Paul Cheetham	A notice board promoting sustainable travel to/from school and the school's travel plan initiatives will be placed within the junior and senior school building receptions.	SEPTEMBER2014



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Initiatives

Current Initiatives - Curriculum

Initiative	Owner	Actions	Planned date
C3. Focus on the Environment	Paul Cheetham	The School is looking to use TfL's resources on teaching sustainable travel within the Curriculum next year.	SEPTEMBER2014



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Initiatives

Current Initiatives - Partnerships

Initiative	Owner	Actions	Planned date
PT4. Healthy Schools status	Paul Cheetham	The school will seek to progress its Healthy School Status accreditation next year	SEPTEMBER2014



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Initiatives

Completed Initiatives - Walking, Cycling & Road Safety

Initiative	Owner	Actions	Completed date	Comments / results	Documents
A2. WoW	Paul Cheetham		MAY 2014	Since May 2014 the school has been actively running Walk on a Wednesday. As evidence of this please see results of the WOW surveys from the senior house (Wed 21st May 2014)	● A2 WOW - Wow figur...
A3. WTSW	Paul Cheetham		MAY 2014	The school took part in Walk to school week on May 19th. This is evidenced by the April News Letter (highlighted in Green)	● PR1 Newsletter - N...
A10. Independent travel train	Paul Cheetham		SEPTEMBER2013	The children are taught how to use public transport, such as the tube and what to do in an emergency. This is evidenced by the attached school policy on using public transport	● Tube Travel Proce...
A11. Pedestrian skills train	Paul Cheetham		SEPTEMBER2013	The children are trained on how to cross roads safely and walk safely to school as part of their daily crossing of the road junction (via a pedestrian crossing) between the two school buildings. Pedestrian still are also taught on their weekly walk to church for mass. This is evidenced with photos of the training occurring on the crossing	● A11 Ped Skills Tra...

A15. Junior Citizen event	Paul Cheetham		JUNE 2014	In June 6th 2014 - Yr 6 boys attended the Coram Fields Junior Citizenship Talk run by Camden. Camden should have internal records of this attendance.	
A18. Cycle parking/cycle pod request	Paul Cheetham		SEPTEMBER2013	Cycle parking for staff (although some children do use) was installed in 2006. Currently there are 6 cycle stands. This is evidenced with a photo	<ul style="list-style-type: none"> ● A18 Cycle Parking...



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Initiatives

Completed Initiatives - Smarter Driving

Initiative	Owner	Actions	Completed date	Comments / results	Documents
A34. Promote car sharing/pool	Paul Cheetham		SEPTEMBER2013	The school annually promotes car sharing between parents. At the start of each term the school shares home location and contact details between parents (per class) and encourages them to undertake informal car sharing. This is evidenced through the welcome pack that is issued to all new starters at the school (please see green highlight).	<ul style="list-style-type: none">● Welcome Pack 2013
A37. Removing car park spaces	Paul Cheetham		SEPTEMBER2013	Historically staff at the school were allocated staff parking. This is no longer the case and when older staff members leave their parking space is not reissued, reducing the number of car parking spaces available. This is evidenced by an example of a standard staff employment letter which clearly states that no parking is now offered to new staff at the school and an example of an email discussion with staff about this policy.	<ul style="list-style-type: none">● Evidence of car pa...● A37 Removing Car P...



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Initiatives

Completed Initiatives - Public Transport

Initiative	Owner	Actions	Completed date	Comments / results	Documents
A42. Use PT for school trips	Paul Cheetham		SEPTEMBER2013	Public Transport for school trips is used wherever possible when travelling within London. Examples include Yr 6 trips to St Pauls, Churchill War Rooms and the Globe Theatre. This is evidenced by a school policy document regarding Underground use.	● Tube Travel Proce...
A45. Safety & Citizenship talk	Paul Cheetham		JUNE 2014	In June 6th 2014 - Yr 6 boys attended the Coram Fields Junior Citizenship Talk run by Camden. Camden should have internal records of this attendance.	
A46. Promote resp bhvr on PT	Paul Cheetham		SEPTEMBER2013	The school teaches its pupils to behave responsibly on public transport when on school trips or when traveling independently. Evidence of this is indicated in the school's code of conduct which it expects all its pupils to adhere to. The attached is an Appendix from the school's Trips policy which pupils are instructed in before going on trips.	● Pupil responsible ...

A47. Private coaches location	Paul Cheetham		SEPTEMBER2013	<p>When the students are travelling outside of London, private coaches are used. This is evidenced by a trip authorisation form which shows that a private coach was used for a trip to Hertfordshire.</p>	<ul style="list-style-type: none"> ● A47 Private Coach ...
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Initiatives

Completed Initiatives - Promotion

Initiative	Owner	Actions	Completed date	Comments / results	Documents
PR1. Newsletter	Paul Cheetham		APRIL 2014	The school's Newsletter promotes sustainable travel initiatives such as the School's Walk on Wednesday policy. This is evidenced by the April newsletter 2014.	● PR1 Newsletter - N...
PR4. Assembly	Paul Cheetham		FEBRUARY 2014	Sustainability is promoted within a range of assemblies each year. For example the school held an assembly on sustainable travel in February this year. This is evidenced by the attached assembly lesson plan.	● Sustainability Asse...
PR6. Information on the website	Paul Cheetham		SEPTEMBER2013	St Anthony's School website promotes travel planning information for parents and also enables parents to sign up for the school bus. This is evidenced by the school website which can be found here: http://www.stanthonysprep.org.uk/Parents/TravelPlanning/	



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Initiatives

Completed Initiatives - Curriculum

Initiative	Owner	Actions	Completed date	Comments / results	Documents
C1. School does competitions	Paul Cheetham		JUNE 2014	The School entered and did very well in the Wolfson Prize which tasked participants to design a sustainable garden city. The children need to consider housing, sustainable living and sustainable travel as part of the design. This is evidenced by a Telegraph press article which highlighted the schools success in the competition. An article was also in the Ham & High	<ul style="list-style-type: none">● Wolfson Press Arti...
C4. Active travel and health	Paul Cheetham		SEPTEMBER2013	The health benefits of active travel are communicated to pupils as part of the curriculum in relation to Science (Yr 5) and during the school's sustainable travel week. This is evidenced by a lesson plan for sustainable travel week.	<ul style="list-style-type: none">● Lesson Plan - Envi...
C5. Green active travel	Paul Cheetham		APRIL 2014	In April the school held an Environmentally-friendly travel week. This included assemblies and classes which focused on environmentally friendly travel and reductions in Co2. This is evidenced by the attached assembly and lesson plan from that week.	<ul style="list-style-type: none">● PR4 Assembly - Sen...

C13.1. Mapping exercises - route planning	Paul Cheetham		SEPTEMBER2013	<p>Route planning and mapping is taught as part of the Geography curriculum in Yrs 1-8. Local walking trips from the school are mapped and planned before being undertaken as part of the class. This helps teach the children about independent travel and sustainable travel within and around the school. This is evidenced by the attached lesson plan and class output for yr2</p>	<ul style="list-style-type: none"> ● Yr2 Mapping & Dire... ● Example of y2 mapp...
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Initiatives

Completed Initiatives - Partnerships

Initiative	Owner	Actions	Completed date	Comments / results	Documents
PT1. Work with Police/SNT	Paul Cheetham		SEPTEMBER2013	The school works with the local police (Safer Neighbourhoods Team).	
PT2. Work w/Members/Mayor/MPs	Paul Cheetham / Paul Keyte		APRIL 2014	The school's head (Paul Keyte) has invited several local Councillors in to meet him this year and raised road safety as an issue for discussion. Paul also attends the local Hampstead Neighbourhood Forum (HNF) which recently had a meeting on road safety. Paul followed this up by inviting the Chair to the school for further discussion. This is evidenced by a copy of an email invite to a Councillor and a summary agenda from the HNF meeting where road safety for school children was discussed.	<ul style="list-style-type: none">● Hampstead Neighbou...● Local Councillors ...

PT5. Work w/local charities	Paul Cheetham		APRIL 2014	<p>The pupils take part in a range of events for charity, supporting international projects in India and Nepal, and organising coffee mornings after Mass in the local church, and mini bazaars at school. More locally the boys have raised substantial amounts for the Coram charity for children, the Child Bereavement Charity and Westminster Children's Society, showing that they appreciate the circumstances of those less fortunate than themselves.</p>	
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STAR

Outstanding Level Accreditation

To achieve **Outstanding** standard your school should demonstrate exceptional results in at least one of the following categories : **walking/scooter, cycling, road safety, public transport** or **student lead project**. Please state the category, what your school has achieved and how.

No statement has been submitted (only required for Outstanding standard).

Sign Off

Current Accreditation Level: Bronze

Working Group Sign-off

Name	Role	Date
Paul Cheetham	School Travel Advisor	24-JUN-14
Paul Keyte	Head Teacher	24-JUN-14
Dana Hoskin	Deputy Head Teacher	
Simon Detre	Deputy Head Teacher	
Sarah Anderson	Bursar	24-JUN-14

Additional comments:

Accreditation Criteria

Survey

Please note that to be accredited your school needs to have a 90% response rate from the pupils. If there is good reason why your school has not been able to achieve this please state your reasons in **Additional information**

Modal shift away from the car must be achieved within the last three years for the **Silver level**.

Modal shift away from the car of at least 6% within the last three years is required for **Gold level**. Alternatively 90% must travel by non-car modes.

Consultation

Note: all consultation is valid for 3 years apart from the hands up surveys, which need to be carried out yearly. Only consultations that have been completed can be counted towards accreditation.

- **Bronze level** - Hands up surveys for pupils and staff only
 - **silver level** - Completed categories HS1 - HS6
 - **Gold level** - Completed all categories
-

Initiatives

Note: initiatives carried out in the previous academic year count towards **bronze** level, the last 2 years for **silver** and 3 years for **gold**. Only initiatives that have been completed are valid.

Bronze accreditation standard requirements:

10 different initiatives, from Walking, Cycling and Road Safety, Smarter Driving and Public Transport
6 different initiatives in total; at least 2 from Promotion, 3 from Curriculum and 1 from Partnerships or Funding
No evidence required

Silver accreditation standard requirements:

20 different initiatives, from Walking, Cycling and Road Safety, Smarter Driving and Public Transport
10 different initiatives in total with a minimum of 4 from Promotion, 4 from Curriculum and 2 from Partnerships or Funding
Provide a brief summary of work done and upload evidence for each initiative, such as a photo, letter, e-mail, poster or results that show the activity was done.

Gold accreditation standard requirements:

25 different initiatives in total, with a minimum of 15 from Walking, Cycling and Road Safety and the remaining from Smarter Driving and Public Transport
15 different initiatives from Promotion, Curriculum, Partnerships and Funding, with essential criteria highlighted by an asterix (*) Upload evidence for each initiative.
Upload evidence for each initiative.
Additionally, you must demonstrate an outstanding level of participation in Walking/Scooting, Cycling, Road Safety, Smarter Driving or Public Transport. Provide as much information as possible to explain how your school has gone above and beyond in one of the travel modes and displayed an innovative and creative approach with excellent results. Go to the **STAR** tab at the top of the page choose the **Category**, type in the requested information and then upload further evidence.

Appendix B: Kiss and Drop Proposals for Arkwright Road



EXISTING RESIDENTS—
PARKING BAYS (IN
OPERATION BETWEEN 09:00
– 20:00 MON TO SAT)

EXISTING BUS PARKING—
RETAINED (IN OPERATION
BETWEEN 08:00 – 09:00
AND 15:00 – 17:00 MON
TO FRI)

ON-STREET PARKING BAY—
RE-LOCATED FROM OUTSIDE
3 ARKWRIGHT ROAD

1 & 3 ARKWRIGHT ROAD—
VEHICLE CROSSOVERS CLOSED
AND RETURNED TO FOOTWAYS

SINGLE YELLOW LINE
TO RUN ALONG
DROP-OFF AREA

—DOUBLE YELLOW
LINES TO CONTINUE

DO NOT SCALE

KEY:



PROPOSED KISS AND DROP ZONE

THIS DRAWING CONFINES ITSELF TO PRESENTING THE ARRANGEMENT FOR THE KISS AND DROP PROVISION. FOR DETAILS OF THE INTERNAL SITE LAYOUT REFER TO ARCHITECTS PLANS.

C	18/12/14	JFD	REVISED ROAD LAYOUT	NP	NP
B	15/12/14	GW	REVISED ROAD LAYOUT	NP	NP
A	14/10/14	DRM	FIRST ISSUE	NP	NP
REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

FOR INFORMATION ONLY



66-68 Hills Road, Cambridge CB2 1LA
Tel: +44 (0)1223 558 050 Fax: +44 (0)1223 558 051
<http://www.wspgroup.com>

CLIENT:

ALPHA PLUS GROUP

ARCHITECT:

RPA GROUP

PROJECT:

3 ARKWRIGHT ROAD, CAMDEN, LONDON

TITLE:

PROPOSED ON-STREET KISS AND RIDE FACILITY

SCALE @ A3: 1:200	CHECKED: N. POULTON	APPROVED: N. POULTON
CAD FILE: 0384-SK-006	DESIGN-DRAWN: GW	DATE: October 2014
PROJECT No: 70000384	DRAWING No: 0384-SK-006	REV: C

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Appendix C: School Travel Information Pack

St Anthony's School Hampstead

Travel Information Pack



Welcome...

...to St Anthony's School

St. Anthony's aims to provide high quality education in a caring, supportive and Catholic environment.

It is a school where academic success is achieved within an educational framework that places a strong emphasis on enjoyment of learning and on personal development so that each of our pupils is able to develop fully as an individual, well-adjusted to the wider community.

This Travel Information Pack has been prepared to engage with current and prospective parents, who should be made aware of the limited parking facilities in the Hampstead area and the need to consider alternative methods of travel to the car when traveling to and from the school.

Located on Fitzjohn's Avenue and Arkwright Road, St Anthony's School is well placed to make sustainable travel a real option for parents and pupils. St Anthony's have worked with transport consultants WSP to devise a School Travel Plan which combines a number of measures which seek to encourage more sustainable travel to and from school.

This brochure provides information that allows you to consider how best to make your journeys to and from St Anthony's School and in particular information on using alternative modes to the private car.



By Foot

One of the simplest, easiest and quickest ways to get around is to walk; this is no different for journeys to and from St Anthony's School. Good quality, direct and well-lit pedestrian routes are provided throughout the area, connecting the school to existing footways which provide routes to local residential areas and public transport connections.

Aside from being the most environmentally friendly way to travel, walking can make you feel good and provide genuine health benefits to parents and children alike.

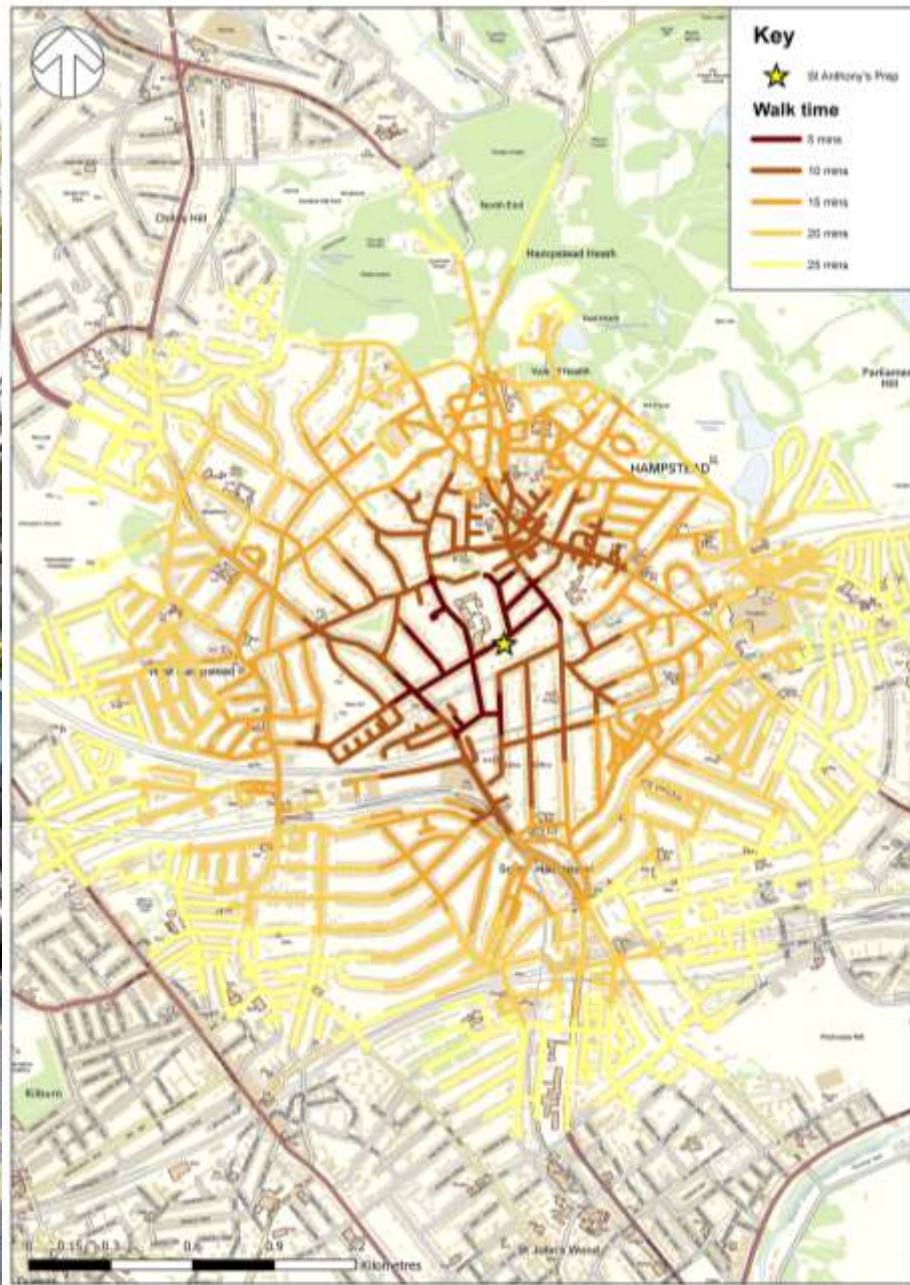
The map opposite shows how far you can get in 25 minutes just by walking, demonstrating that walking can make a great alternative to car travel.

Walk Once a Week (WOW) Initiative

WOW is a walking initiative promoted by St Anthony's to actively encourage children and their parents to walk to school at least once a week. Children who do, will be rewarded at the end of each WOW month. Pupils will be given further information on the initiative from their respective teachers. We look forward to seeing who can rise to the challenge.

Park & Stride

As part of our walking initiative we also encourage Park & Stride. This is where parents park a short distance away from the school and walk the last part of the journey. This helps to reduce the problem of congestion and pollution around the school. Children who Park & Stride are also eligible to take part in the WOW initiative, as long as they include a 10 minute walk in their journey.



By Bicycle

Cycling is often the fastest and most reliable mode of transport, door-to-door, in London. It also helps contribute towards an active and healthy lifestyle for both parents and children.

In comparison to car travel, cycling can significantly reduce the everyday hassle of finding a parking space and negotiating traffic jams on your journey to and from school. It also lowers travel expenses including , congestion charging, parking and other general running costs associated with private car use.

The popularity of cycling in London has growing significantly in recent years and to facilitate cycling as a means of transport, St Anthony's School currently provides 12 good quality, secure cycle parking spaces. It is anticipated that this provision will grow to 32 cycle spaces in line with current development proposals

There are a number of cycle routes throughout the local area and the map opposite shows how far you can get in 30 minutes just by cycling

London Cycling Campaign

The London Cycling Campaign is the Capital's largest, most effective environmental organisation, seeking to help transform our city into a healthier, happier place to live. There are numerous benefits that accompany LCC membership including discounts in bike shops, local group membership and a subscription to London Cyclist magazine. To join simply go to www.lcc.org.uk



Walking and Cycling Events

Walk to School Week

As a means of promoting walking to school, St Anthony's will actively participate in the national Walk to School Week in May each year. This will involve challenges and informative activities to encourage children to walk to school and get active. More information can be found at <http://www.walktoschool.org.uk>.

Walk to school week will also aim to promote and raise awareness of the Walk Once a Week (WOW) initiative which runs throughout the school year.

Road Awareness and Cycle Training

As part of new travel plan initiatives St Anthony's will offer an annual school-wide programme of road safety awareness to all pupils, including special assemblies, lesson content and competitions. This will be incorporated as part of the specially organised Walk to School Week outlined above.

Depending on demand from parents and pupils, cycle training can also be provided through a Bikeability scheme which aims to get pupils trained and ready to cycle safely. Bikeability is described as 'cycling proficiency' for the 21st century, designed to give the next generation the skills and confidence to ride their bikes on today's roads. It's a government run initiative which also provides range of games, interactive discussions, creative ideas and lesson plans – all designed to get the whole class inspired to get on their bikes. For further information visit bikeability.dft.gov.uk

Bike Week – A National Celebration of Cycling

Bike Week is an annual opportunity to make cycling part of everyday life by encouraging 'everyday cycling for everyone'. Demonstrating the social, health and environmental benefits of cycling, the week aims to get people to give cycling a go all over the UK. Find local events at www.bikeweek.org.uk



School Mini Bus Service

For those students who live too far from the school to walk or cycle, a dedicated school mini bus service is available.

The mini bus service is provided by Brent Community Transport, who describe it as one of their flagship services. The company prides itself on giving parents peace of mind by ensuring that children using their service will get to school on time and will arrive home safely.

Your child will be picked up from an agreed designated point on the route at an assigned time and taken to school to arrive no later than 8.30 am. St Anthony's School provides bus parking facilities directly outside the Arkwright Road building.

This service is being promoted and extended as part of St Anthony's new travel planning measures and parents interested in their children using the service must complete a form available from a link provided at the following address:
www.stanthonysprep.org.uk/parents/travelplanning.

Please be aware that it will be important to register as soon as possible as this service proves to be popular and will operate on a first come first served basis for children living outside the designated walking and cycle catchment area.

For peace of mind, vehicles are fitted with satellite tracking and all drivers are DBS Enhanced checked as well as trained to Nationally Recognised Standards.



Local Bus Services

Another great way to travel is by public bus. Children aged under 11 can travel free on buses at any time as long as they are accompanied by a fare paying adult. Children aged 11 to 15 years can get an 11-15 Oyster photocard to travel free.

Accessing local bus services from St Anthony's School couldn't be easier. There are several buses that stop in Hampstead area, including stops on Fitzjohn's Avenue, Hampstead High Street and Finchley Road. Details of bus routes, service frequencies and destinations that can be accessed from nearby bus stops are summarised in the table below.

Service	Nearest Bus Stop	Route	Daytime Service Frequency		Days of Operation
			First Bus	Last Bus	
46	Fitzjohn's Avenue, Hampstead	St.Bartholomews Hospital - Fitzjohn's Avenue - Westbourne Street	Every 10-13 minutes		Monday -Sunday
			05:50	00:15	
603	Fitzjohn's Avenue, Hampstead	Princess Avenue - Fitzjohn's Avenue - Swiss Cottage Station	4 service per day		Monday - Friday
			08:06	16:02	
268	Hampstead Station	Finchley Road - Hampstead Station - Golders Green Station	Every 10-12 minutes		Monday - Sunday
			05:24	00:26	
113	Finchley Road & Frognal Station	Edgware Station – Finchley Road & Frognal - Marble Arch Station	Every 8-11 minutes		Monday - Sunday
			05:00	00:28	
82	Finchley Road & Frognal Station	North Finchley Bus Station – Finchley Road & Frognal – Victoria Bus Station	Every 5-9 minutes		Monday - Sunday
			05:36	00:00	
13	Finchley Road & Frognal Station	Golders Green Station – Finchley Road & Frognal – Drury Lane	Every 5-8 minutes		Monday - Sunday
			05:33	00:03	

Note: Information obtained from TfL website and correct as of February 2014.

London Underground

St Anthony's School is situated within 5 minutes walk of Hampstead Tube on the Northern Line and within 15 minutes walk of Finchley Road Tube on the Metropolitan and Jubilee Lines. Swiss Cottage Station, also on the Jubilee Line, is within 15 minutes walk.

A maximum of four children aged under 11 can travel free on Tube, DLR and London Overground services at any time as long as they are accompanied by an adult using a valid Visitor Oyster card or ticket.

Oyster Card

If you haven't already got one, Oyster is generally the cheapest way to travel. Oyster cards can be purchased from one of the 4,000 newsagents, shops or stations in London.

- An Oyster card can store up to £90 of credit
- It can be used on bus, Tube, trams, DLR, London Overground and National Rail services in London
- Oyster single fares are generally cheaper than cash fares
- Credit can be used as you need it and doesn't expire
- Daily price capping automatically calculates the cheapest fare for all the journeys you make in a single day
- More information can be found at www.tfl.gov.uk/tickets

Children aged 11 to 15 years can get an 11-15 Oyster photocard to travel at the child pay as you go rate on Tube, DLR, London Overground and National Rail services.

Auto-Top Up

Auto top-up ensures you never run out of pay as you go credit by automatically topping up your Oyster card when needed. To set up Auto-top up:

- Log in to your online account or create one
- Set up Auto top-up by choosing the 'add/renew/top-up ticket' option
- Select a top-up amount (£20 or £40)
- Choose a station where you want to activate (start) Auto top-up
- You can choose your Auto top-up amount to be either £20 or £40. This will be added to your Oyster card when you touch it on any card reader, including those on buses, as part of a normal journey whenever your balance falls below £5.

Lift Sharing

Cut your Bills, Save Time and Make Connections by Lift Sharing

As part of the St Anthony's School Travel Plan a dedicated school lift sharing database will be set up, allowing parents to share journeys to and from the school. This will provide parents with the opportunity to pair up and share the burden of the school trip while saving valuable time and money.

Parking in the vicinity of St Anthony's School is very restricted and therefore the aim of this travel plan is to reduce the level of car use for school journeys and improve safety within the vicinity of the school. A lift sharing database will not only benefit the wider school environment by reducing congestion and pollution but will also help you to create valuable connections with other parents.

Once fully established, sign up information to the lift sharing database will be published on the school website at www.stanthonysprep.org.uk/parents/travelplanning.

Should you wish to be offered this service we will endeavour to pair you with other parents who live within close proximity in order to provide you with a convenient and reliable lift sharing partner.

The cost of driving your own car is often more than just the cost of the fuel. By car sharing, you can share these costs with other parents and save valuable time by sharing lifts throughout the week. Research has shown that the average car share user saves £700 a year. The fewer miles driven may also help to reduce wear and tear on your vehicle.



Up to the Minute London Travel Advice



Journey Planner
To plan your quickest route round London, go to tfl.gov.uk/journeyplanner



London Underground customer services
Call 0845 330 9880
8am-8pm every day



Free mobile travel alerts,
sign up at tfl.gov.uk/alerts



Congestion Charging
For payment details, call
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Maps
For the latest London Underground tube map visit
tfl.gov.uk/maps



24-hour travel information
Call 020 7222 1234, or
email travinfo@tfl.gov.uk

London Travelwatch call 020 7505 9000
or visit www.londontravelwatch.org.uk

Do You Know Your Carbon Footprint?



If you were to cycle or walk to school rather than use your car just once a week, you could reduce your carbon footprint by up to 20%. To quickly calculate your carbon footprint, visit the carbon Calculator Website:

carboncalculator.direct.gov.uk.

Around 40% of CO₂ emissions in the UK are caused by things we do as individuals. Across these activities, car travel is the single biggest contributor to personal CO₂ emissions; here are 5 ways to save 5 miles:



Know before you go—using a journey planner can help you find the quickest and easiest route to travel by public transport or car. www.transportdirect.info



Plan ahead—to combine several car trips as part of the same overall journey rather than lots of separate trips. The CO₂ and fuel cost savings add up, and make best use of precious time.



Life on two wheels—nearly a quarter of all car trips are under two miles. Cycling those two miles instead can take just 12 minutes and is a great way to exercise for both you and your child. Each two-mile trip can burn over 100 calories.



It's good to walk—its tempting to use the car to travel just a mile down the road, but it is the perfect distance to walk. As well as health benefits, on average, walking a years worth of one mile trips instead of driving can save you over £160 a year in fuel.



Share a car—travel by car with friends and family or other parents from school.



Contact Us

For further Information and advice regarding travel opportunities at St Anthony's School please refer to the parents section of the school's website:



www.stanthonysprep.org.uk



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