



TRAVEL PLAN (2016)

Thomas's London Day Schools
Battersea Campus

ADL/LRJ/3209/01A

August 2016

Foreword



Thomas's Battersea is a family-run, co-educational, independent preparatory school, which educates just over 540 pupils between the ages of 4 and 13.

We work hard to engender an encouraging, supportive atmosphere within school and to create positive relationships between pupils and pupils, between teachers and pupils and between parents and teachers. We believe in praise as the greatest motivator. Our school rule is 'Be Kind' and our Aims and Values stress the desire to engender in our schools a sense of social responsibility and a culture of respect, humility and of being givers not takers.

This Travel Plan forms a step forward in encouraging our pupils to think about how they travel to school and will help to foster a greater sense of responsibility for their surroundings as they develop. Our school already has a number of measures in place to encourage sustainable travel choices and this Travel Plan considers these, alongside new measures in the future.

The entire school has been involved with the development of the plan, including pupils, teachers and parents. I travel regularly to school by bicycle (admittedly usually in fair weather!) and will be looking to improve my own travel arrangements further. I am encouraging all of our pupils and staff to do the same.

Ben Thomas, Headmaster

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REFERENCES

"What a school travel plan should contain" (TfL)

"Walk this way" (TfL)

"On your bike" (TfL)

1.0 INTRODUCTION

1.1 Background to Travel Plan

1.1.1 This Travel Plan (TP) has been prepared by ADL Traffic Engineering on behalf of Thomas's School Battersea.

1.1.2 Whilst the school is currently considering the rationalisation and improvement of its teaching and kitchen facilities the proposals do not have an impact on the number on the school roll which is expected to remain at around 542.

Our Objectives

1.1.3 The primary objective of our Travel Plan is to reduce the number of car trips to and from the school at the beginning and end of the school day.

1.1.4 As part of this objective, many others come into play, such as:

- Encouraging increased walking
- Encouraging increased cycling in older pupils
- Making the surrounding area safer to encourage walking and cycling
- Encouraging increased use of public transport
- Encouraging car sharing

1.1.5 Our surveys and consultations have also identified specific issues which are set out in Chapters 2.0 and 4.0.

1.2 Guidance from TfL and London Borough of Wandsworth

1.2.1 This report has been based upon the TfL guidance for schools in London provided on STARS website: www.tfl.gov.uk/stars

1.2.2 This guidance is considered to be the most up to date document to use as a reference point. Whilst all the TfL items have been included, the order has been updated to suit the format of this Travel Plan.

1.2.3 The London Borough of Wandsworth Council has published various resources, events and contacts for School Travel Plans. This information has been used to prepare this Travel Plan.

2.0 INVOLVING EVERYONE - CONSULTATION

2.1 Pupils

2.1.1 We have made sure that our pupils are involved in preparing this Travel Plan by undertaking a 'Hands up' survey in April 2016 (to be repeated every April). The 2016 pupil hands-up survey results are summarised in Table 2A. The hands-up survey form was obtained from TfL's STAR website (www.tfl.gov.uk/stars).

Table 2A Travel survey: pupils

| Mode | 2016 Survey | % |
|----------------------------|-------------|-------------|
| Car (with parent/guardian) | 198 | 39% |
| Car share | 13 | 3% |
| Walk | 73 | 15% |
| Bicycle | 23 | 5% |
| Park & Stride | 1 | 0% |
| Public transport | 23 | 5% |
| School mini-bus | 124 | 25% |
| Scooter | 46 | 8% |
| Total | 501 | 100% |

2.1.2 Whilst it is acknowledged that a total of 542 pupils are currently enrolled at the school, the total number of pupils surveyed (i.e. 501) is considered to be a very good response rate (92% sample size). Table 2A demonstrates that 39% of the pupils get dropped off/picked up by their parents/guardians by car and 25% use the school mini-bus service. A significant 36% travel by non-private motorised forms of transport.

2.2 Staff

2.2.1 The staff has also been involved in preparing this Travel Plan. A simple travel questionnaire was distributed amongst staff in April 2016 (to be repeated every April). The staff travel survey results are summarised in Table 2B.

Table 2B Travel survey: staff

| Mode | 2016 Survey | % | Extrapolated to 120 Staff |
|-------------------|-------------|-------------|---------------------------|
| Car (sole driver) | 25 | 22% | 26 |
| Car Share | 1 | 1% | 1 |
| Walk | 54 | 47% | 57 |
| Bicycle | 16 | 14% | 17 |
| Park & Stride | 0 | 0% | 0 |
| Bus | 7 | 6% | 7 |
| Rail/Tube | 10 | 9% | 11 |
| Other | 1 | 1% | 1 |
| Total | 114 | 100% | 120 |

2.2.2 Given that the total number of staff employed is 120 (i.e. a 95% sample size), the above percentages have been used to obtain the total number of staff travelling by each mode. Table 4C demonstrates that the majority of staff (47%) walk to school while 22% of staff use their cars.

2.3 Parents

2.3.1 Along with the pupil and staff surveys, parent travel surveys were also undertaken using the online platform - Survey Monkey, in April and May 2016. This survey will be repeated every May.

2.3.2 The questionnaire form is provided in Appendix 1.0. Out of the total 346 families whose children currently attend the school, 300 responded to the questionnaire i.e. a response rate of 87%. It is considered that a response rate of more than 70% to an online survey to be very robust.

2.3.3 The parents were asked where they park their cars to drop off or collect their children.

Drop off time

2.3.4 The survey revealed that the parents who drive to drop off their children, park their cars at these locations:

| | |
|---|------|
| • Drop at the school gate and leave (do not park) | 37% |
| • Park on Battersea High Street | 17% |
| • Park on Trott Street | 12% |
| • Park on Granfield Street | 10% |
| • Park on Parkham Street | 7% |
| • Park on Vicarage Crescent | 2% |
| • Park on streets more than 200m away | 15% |
| <hr/> | |
| • Total | 100% |

Pick up times

2.3.5 The survey revealed that the parents who drive to collect their children, park their cars at these locations.

| | |
|---|------|
| • Time themselves so they pick up children at school gate and leave immediately | 6% |
| • Park on Battersea High Street | 38% |
| • Park on Trott Street | 18% |
| • Park on Granfield Street | 9% |
| • Park on Parkham Street | 9% |
| • Park on Vicarage Crescent | 1% |
| • Park on streets more than 200m away | 19% |
| <hr/> | |
| • Total | 100% |

2.3.6 The parent travel survey results show that not all parents who drive, park their cars on Battersea High Street, to drop off/collect their children.

2.3.7 The parents were also requested to raise issues regarding their school run or to provide suggestions that would assist them in not using their cars for school runs. This was an open-ended question.

2.3.8 Out of the 300 respondents, 140 suggested various measures while the remaining 160 were either happy with their current situation or already use sustainable modes of transport during school runs.

2.3.9 The most popular measures suggested by the parents are:

- More frequent school buses;
- Free school buses/cheaper school buses;
- Get rid of heavy school bags;
- Better bicycle facilities from riverside promenade to school/cycle lane on Battersea Bridge/footbridge linking Battersea to Chelsea Harbour;
- Car share;
- Walking bus/walk to school week;
- School attendants controlling parking on streets.

2.3.10 The parents also provided suggestions relating to parking:

- Provide map to parents to show where they can park; and
- Remove parking restrictions during school drop off and pick up times.

2.4 Parent Teacher Association

2.4.1 Our Parent Teacher Association is very active and transport will be made a permanent agenda item in order to ensure any matters can be brought forward at meetings.

2.5 Head Teacher

2.5.1 The Head Teacher will have full authority over this TP, as well as any budget-related matters that could arise.

3.0 ABOUT OUR SCHOOL

3.1 Facts and figures

3.1.1 Thomas's School Battersea is an independent primary school, reference number 212/6401.

3.1.2 Our school currently accommodates 542 pupils, ranging from reception to year eight (from age 4 to 13). There are 120 members of staff (full-time and part-time) employed by the school. The building currently has a gross internal area of 4,468sqm.

3.1.3 The school hours are shown in Table 3A.

Table 3A School Opening and Closing Times

| | Number of Pupils in the Year | Start of School Time | End of School Time |
|--------------|------------------------------|----------------------|--------------------|
| Reception | 62 | 07:45-08:30 | 15:10 |
| Year 1 | 62 | 07:45-08:30 | 15:15 |
| Year 2 | 59 | 07:45-08:30 | 15:20 |
| Year 3 | 63 | 07:45-08:30 | 16:00 |
| Year 4 | 61 | 07:45-08:30 | 16:00 |
| Year 5 | 62 | 07:45-08:30 | 16:00 |
| Year 6 | 59 | 07:45-08:30 | 16:00 |
| Year 7 | 58 | 07:45-08:30 | 16:00 |
| Year 8 | 56 | 07:45-08:30 | 16:00 |
| Total | 542 | - | - |

3.1.4 The pupil postcode information supplied by the school reveals that the majority of our pupils live within SW district of London. Our school can therefore justifiably claim to be a local school.

3.1.5 There is no parking provided on site for parents, carers or visitors. There is presently limited parking on site for staff cars plus parking for three school mini-buses.

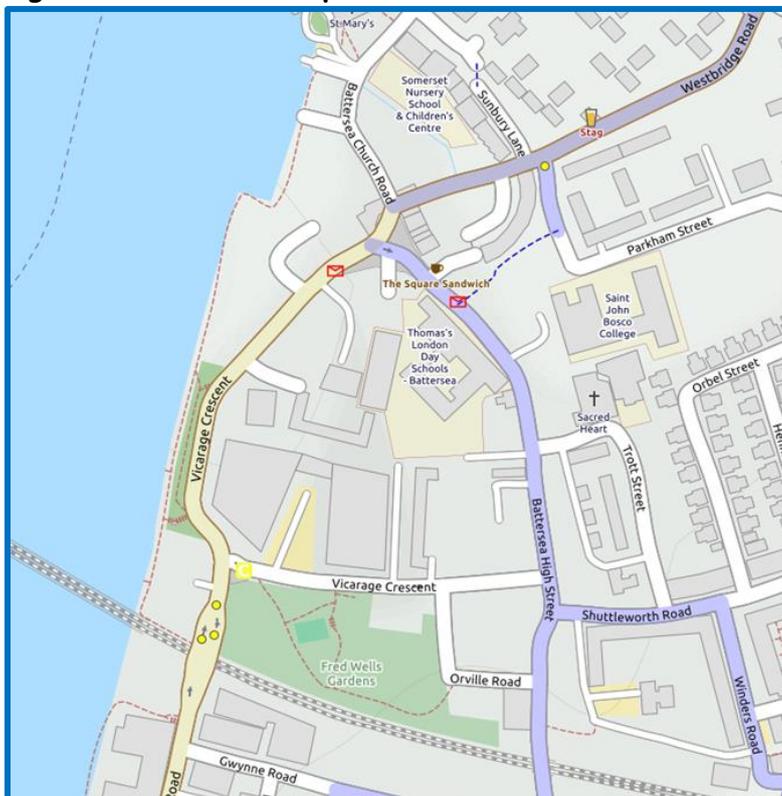
3.2 Where are we?

3.2.1 Our school is located at 28 - 40 Battersea High Street (postcode: SW11 3JB) in St Park's Ward of London Borough of Wandsworth.

3.2.2 The area surrounding the school is predominantly residential. The school is bound by Battersea High Street to the east, residential buildings to the south and west; and Battersea Square to the north.

3.2.3 A map is shown below showing our school location.

Figure 3A Local Map



3.2.4 Our school fronts Battersea High Street and has two primary accesses. The northernmost access is at approximately 47m southeast of the B305 Vicarage Crescent junction with Battersea High Street also known as Battersea Square. The northernmost access is in the form of a gated entrance through an archway and provides access to vehicles and cyclists. It is a simple vehicular crossover with bollards on both sides. There is a double yellow line restriction across this access. There is also school signage advising motorists to keep the access clear.

3.2.5 Approximately 110m to the southeast of the B305 Vicarage Crescent/Battersea High Street is the second access into the school which is for pedestrian use only. There is a 'School Keep Clear' yellow zig zag line across this access with the following time restrictions:

- No stopping on entrance markings
Monday - Friday
08:15-09:45 hours
15:00-16:30 hours

3.3 Accessibility

Pedestrians and Cyclists

3.3.1 Our school is located in a mature urban environment. There are footways typically 1.5m wide on both sides of Battersea High Street. The neighbouring streets surrounding the site are also provided with a very good footway network and benefit from street lighting.

3.3.2 Battersea Square provides public realm space for pedestrians. There are dropped kerbs with tactile paving at the crossing points on Battersea High Street. There are ten Sheffield cycle stands at Battersea Square.

3.3.3 TfL's cycle guide suggests that Battersea High Street is suitable for cyclists. Battersea High Street continues southwards to connect with Battersea Park Road and Falcon Road. Battersea Park Road forms part of the Cycle Superhighway (Wandsworth to Westminster) while Falcon Road, similar to Battersea High Street, is assigned as a cycle route signed for use by other cyclists. The cycle map is shown in Figure 3B.

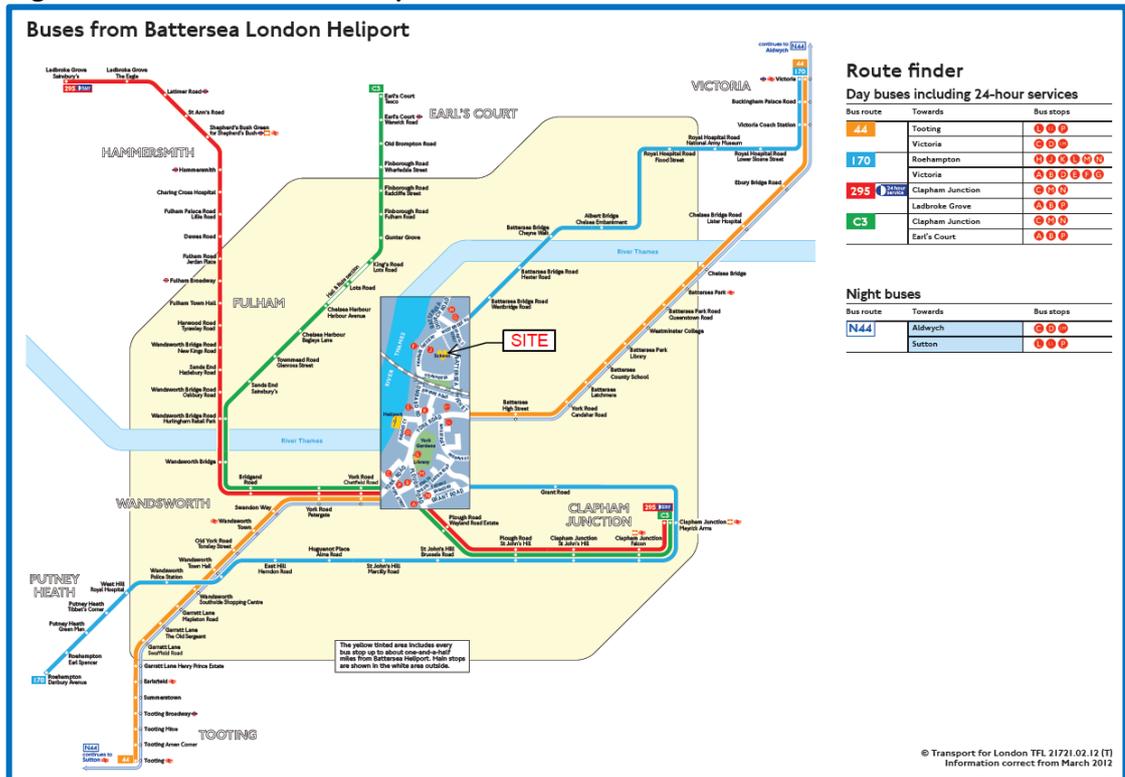
Figure 3B Cycle Map



Table 3B Bus Routes

| Service No | Route | Frequency | | |
|------------|--|----------------------|----------------------|------------------|
| | | Mon-Fri | Sat | Sun |
| 170 | Danebury Avenue/Minstead Gardens to Victoria Bus Station | 6 - 9 buses per hour | 5 - 9 buses per hour | 4 buses per hour |

Figure 3D Bus Route Map



Rail

- 3.3.8 Clapham Junction Railway Station is located 1.2km to the south of the school and is a major railway station and transport hub in the southwest of Battersea.
- 3.3.9 All Southwest Train services from Waterloo pass through the station, so do Southern and Gatwick Express trains from Victoria. The West London Line and East London Line service of London Overground has Clapham Junction as one of its termini. Typically, 120 trains per hour serve this station.

3.3.10 The public transport infrastructure in the vicinity of the site is considered to be adequate.

PTAL rating

3.3.11 Public Transport Accessibility Levels (PTALs) are a detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability. The level of PTAL rating ranges from 1 to 6 where 1 represents low level of accessibility and 6 represents a high level.

3.3.12 The PTAL rating of the school as measured from the northern school access is 3 i.e. moderate level of accessibility.

3.4 What are we proposing?

3.4.1 The school is currently considering the rationalisation and improvements of its teaching and kitchen facilities. However the proposals do not have an impact on the numbers on the school roll, which is expected to remain steady at around 542.

3.4.2 A summary of the proposals is provided below:

- An additional floor on the existing 1960's teaching block in the rear part of the site. This will accommodate the year 3 and 4 classrooms (relocated from the second and third floors of the north range of buildings at the front of the site):
- A new dining hall and servery supported by a refurbished and altered kitchen;

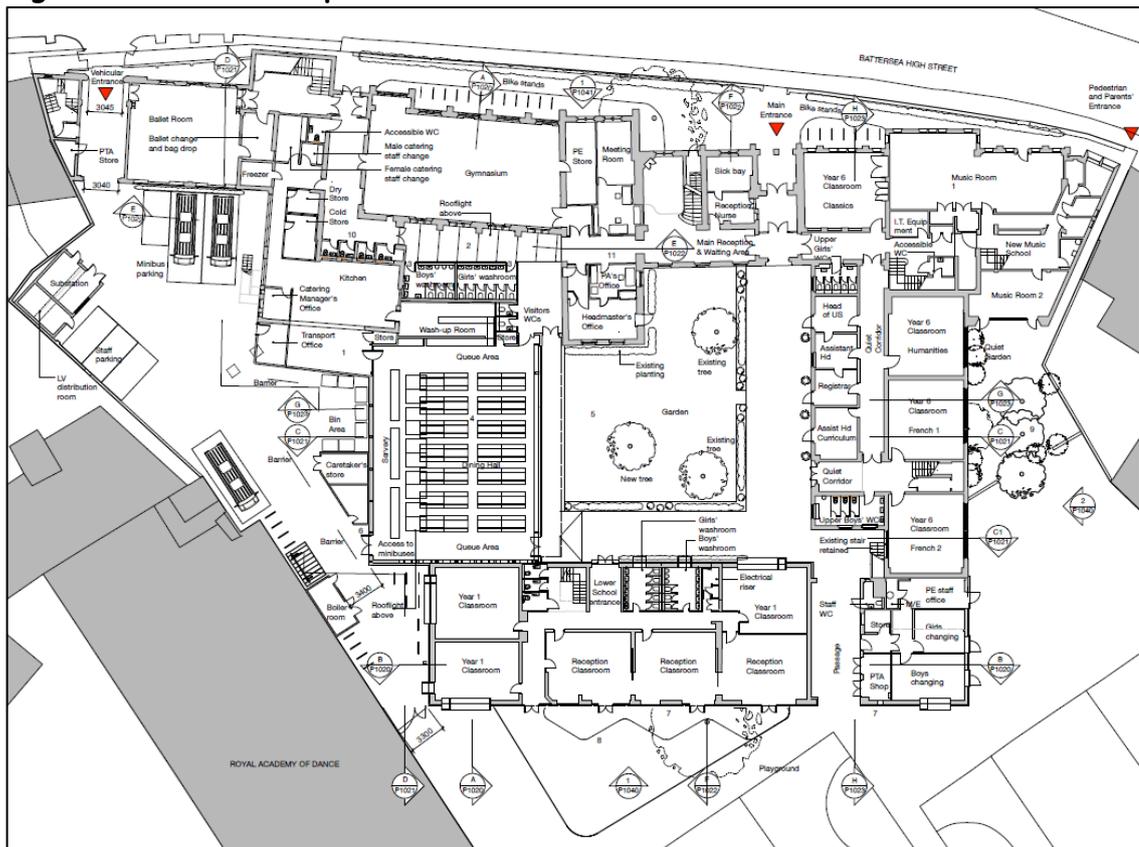
- New WC's to the rear and top right hand side of the dining hall;
- Refurbished art, drama, IT and collaborative teaching areas.

3.4.3 The proposed development achieves the following objectives:

- Improve school grounds and playground area
- Improve and rationalise internal and external access and provision for cyclists
- Enlarge and improve accommodation for pupil dining and food preparation
- Enlarge and improve accommodation for drama, ballet, dance and art
- Ensure all classrooms are large enough for pupil numbers
- Provide more breakout space
- Group together classrooms for each year
- Improve changing room and washroom provision
- Improve provision for SEN
- Improve staff accommodation

3.4.4 The proposed ground floor plan is shown in Figure 3G.

Figure 36 The Proposal



Access and Parking Arrangements

- 3.4.5 The school will be accessed via the existing site accesses on Battersea High Street.
- 3.4.6 As a result of the proposal, there will now be four car parking spaces on site available for staff. This equates to a reduction of ten car parking spaces when compared to the existing situation. The parking survey demonstrates that there is adequate availability of on-street spaces to accommodate the displaced staff parking requirements.

3.4.7 The staff will either use the available on-street pay and display facility or obtain a parking permit. A reduction of free on-site car parking for staff is considered as a school Green Travel Planning initiative as this would encourage more staff to use sustainable modes of transport.

3.4.8 It is proposed to provide 88 cycle parking spaces on site. There will be a provision to store scooters also within the site in a secure location.

3.4.9 There will also be a parking provision for three mini-buses within the site boundary.

Servicing Arrangements

3.4.10 The bin store to be relocated adjacent to the kitchen and dining room in the service yard. The bins will continue to be presented onto Battersea High Street by a member of staff during collection day, as per the existing situation and the collection will be undertaken three times a week.

3.5 School Ethos

3.5.1 Our ethos at Thomas's is that:

"It is our prime concern that children at Thomas's Battersea are happy. We provide for their education by giving each child dignity and esteem through a sense of achievement, be it academic, artistic or sporting. We offer a broad curriculum covering a wide range of subjects and skills so that by the time they leave us our pupils have begun to identify individual areas of talent. Thus, in a positive and stimulating environment, we ensure that each child achieves the best academic results of which they are capable.

Open to all faiths, the schools nevertheless adhere to the principles of Christian belief, which govern the behaviour of one person towards another. Each individual is encouraged to behave in a natural, happy and responsible way and to be mindful of

the needs of others. Thomas's pupils learn at an early age the most important school rule "Be Kind".

We have always accepted that the most rewarding education for children is achieved through an active partnership between home and school. Great emphasis is placed on the involvement of parents and we aim to promote true partnerships between staff, children and parents."

4.0 IDENTIFYING TRAVEL ISSUES AT THOMAS'S SCHOOL, BATTERSEA

4.1 Issues raised by parents

4.1.1 The following main issues were raised by the parents as part of the travel survey.

Table 4A Issues Raised in 2016 by Parent

| Ref. | Details | Comments |
|------|---|---|
| 1 | More frequent school buses required | <ul style="list-style-type: none">• The school already runs eight bus routes to pick up and drop off pupils.• The school will review the situation. |
| 2 | Free school bus/cheaper school buses required | <ul style="list-style-type: none">• Noted for review. |
| 3 | Get rid of heavy school bags | <ul style="list-style-type: none">• The school will investigate the option of providing space for pupils to leave their sports and music equipment in the school so they do not have to carry it home every day. |
| 4 | Provision of better cycle and pedestrian facilities | <ul style="list-style-type: none">• The school will contact the Borough Officer with regards to Road Safety Education and Training for the pupils.• TfL have currently proposed a new southbound cycle lane on Battersea Bridge.• A footbridge which would link Battersea and Chelsea Harbour has been granted permission by LBW. This footbridge will run alongside the existing Battersea Railway Bridge. |

5.0 OUR ACTION PLAN

5.1 Who is involved?

5.1.1 Whilst our Travel Plan involves the entire school, in order to ensure we can meet our targets and achieve our objectives, there are some specific roles which have been assigned:

- **Angela McDonald - Chief of Staff and a member of the Senior Leadership Team**

Angela will maintain overall responsibility for the upkeep of the Travel Plan.

- **Ben Thomas - Head Teacher**

Ben will ensure the Travel Plan and any measures proposed are acceptable to the school and do not conflict with existing school policy or rules.

5.1.2 Jane Greatholder is the School Travel Plan Officer at the London Borough of Wandsworth and we can contact her via jgreatholder@wandsworth.gov.uk or 020 8871 7984 for help and advice about our Travel Plan.

5.1.3 Transport for London have a School Travel Team and they can be contacted on 020 7027 2938 or sta@tfl.gov.uk.

5.1.4 Whilst the persons named above are the key people within our Travel Plan, we are aiming to involve the school as widely as possible, as awareness is key to a successful plan.

5.2 Travel Plan Annual Relaunch

5.2.1 In order to raise awareness of our Travel Plan, when the surveys are circulated to parents and staff in April 2017, a kick-start statement will also be provided, explaining what the Travel Plan has achieved to date and what we are intending to do in the future. A draft copy of this is included as Appendix 3.0.

5.2.2 By providing the kick-start statement alongside the surveys, this will increase awareness and help to generate involvement from parents and ultimately, pupils.

5.2.3 In future revisions of our Travel Plan, this kick-start statement can form the basis of a covering newsletter each April, recapping what has been achieved and the ambitions for the next year.

5.3 Funding and method of securing this Travel Plan

5.3.1 Thomas's London Day Schools are the primary source of funding for the School Travel Plan at their Battersea campus.

5.3.2 The Travel Plan could be secured by Condition.

5.4 Monitoring and review

5.4.1 Our Travel Plan will follow an annual cycle as set out below:

- April: Undertake surveys ('hands up' and online questionnaires)
- May: Update survey results and review previous targets

- May: Update Travel Plan, including updated survey results, targets and initiatives
- June: Obtain Head Teacher approval, submit copy of Travel Plan to London Borough of Wandsworth

5.4.2 The hands-up survey will be undertaken using TfL's Stars platform (www.tfl.gov.uk/stars). The parent questionnaire survey will be undertaken using TfL/LBW approved survey methodology.

6.0 TRAVEL PLAN MEASURES

6.1 The Green Unicorns

6.1.2 The school has its own pupil-led sustainability group, known as 'the Green Unicorns'. Each class from Year 3 to Year 8 elects a pupil representative. The Green Unicorns run initiatives such as our annual 'Green Unicorn Awareness Week', in order to raise the profile of sustainability issues and to challenge pupils' habits and behaviour in matters which include transport to and from school. The Green Unicorns will continue to be closely involved in the development of this Travel Plan.

6.2 Walking

6.2.1 Due to the younger age of pupils at Battersea, walking is considered to be the best alternative to trips by car. We have consulted TfL's "Walk This Way" guide for advice in respect of encouraging this mode of travel.

6.2.2 There are three key messages that can be used to increase our awareness of walking and these have been included in kick-start statement:

"Children walking to school help improve air quality around their school"

"Walking one mile in 20 minutes burns the same number of calories as running one mile in 10 minutes"

"In heavy traffic jams, air quality can be poorer inside the car than outside"

6.2.3 We will pursue realistic and practical initiatives as we continue to develop and implement our Travel Plan.

Walk to school week

6.2.4 Walk to school week occurs every year in May and is a nationwide initiative to encourage pupils to travel on foot. Walk to school week is an initiative from Living Streets (www.livingstreets.org.uk).

6.2.5 Should this prove to be successful, then there are other initiatives that we can participate in:

- **Walk to school month**

This initiative is undertaken in over 40 counties and is also promoted by Living Streets.

- **Walk once a Week (WoW)**

This provides an incentive to pupils who can earn a badge per month, if they walk to school once a week, every week.

Visitors

6.2.6 In addition to the above campaigns, our Travel Plan Champion will arrange for a visitor to do an assembly at the school before Walk to School week in May 2017 to talk about alternative travel.

Rewards

6.2.7 Our first initiative however, will be to reward students who walk to school with stickers, which is a simple to implement, cost effective initiative, that could involve pupils as "Travel Monitors".

6.3 Cycling

6.3.1 Currently 23 pupils and 16 staff cycle to school. In order to encourage cycling, the school will provide a total of 88 cycle parking spaces for pupils and staff. These spaces will be sheltered and secured.

6.3.2 Up-to-date cycle route maps will be displayed on the staff noticeboard.

6.3.3 London Borough of Wandsworth provides free of charge Bikeability training courses to children and adults who live, work or study in Wandsworth. Courses can be tailored for special needs. Courses available are:

- Level 1 - Children's basic cycle training sessions (9 to 10 year olds)
- Level 2 - Children's basic cycle training sessions (10 to 15 year olds)
- Adult cycle training scheme (16+)

6.3.4 The Travel Plan Champion will contact the Borough Office - Gemma Davidson via telephone (020 8871 6677) or email (roadsafetyofficer@wandsworth.gov.uk) to obtain further information regarding Bikeability training course.

Bike It Plus

6.3.5 The Bike It Plus programme aims to increase levels of cycling to school by tailoring assistance and activities to meet each school's needs and to create a pro-cycling culture. Bike It Officers work with pupils, staff, parents and the wider community to achieve:

- Sustained increase in the number of children and young people (and parents) cycling to school.
- Reduction in the use of private motor vehicles to take children and young people to school.
- Provide children and young people with cycling skills for life.

6.3.6 Tailored to the individual needs of the school, activities include awareness-raising assemblies, ride to school events, practical cycle skills sessions and clubs, bike maintenance and classroom sessions linking cycling to the curriculum.

6.3.7 During the first year of the project the school will intensively engage and work closely with their Bike It Plus Officer. After the first year the school will continue to receive support and resources from the Bike It Plus Support Officer, to help to maintain the project in the school.

6.3.8 The Travel Plan Champion will contact the Borough Officer, Jane Greatholden via telephone (0208 871 7984) or email (jgreatholden@wandsworth.gov.uk).

6.4 Travel by car

6.4.1 Where parents travel to school by car and have no viable alternative, we will encourage them to car-share with other parents in a similar situation. The staff that drive will also be encouraged to car-share with other staff members, if possible.

6.4.2 Car sharing could potentially halve the number of cars which visit the school at the beginning and end of the day, whilst also saving fuel and time for parents.

6.4.3 The school will promote car sharing through the school newsletter and parent meetings. London Liftshare Scheme (<https://london.liftshare.com>) will also be promoted through the newsletters. The school will ensure that the car sharing websites are advertised regularly through the school newsletter.

6.5 Travel by public transport

6.5.1 The parents will be informed that the cheapest way for children to travel is to use a Zip Oyster photocard through school newsletter.

6.5.2 With a Zip Oyster photocard:

- 16-17 year olds can travel at half adult-rate on all TfL services and most National Rail services in London;
- 11-15 year olds can travel free on buses and trams and travel at half adult-rate on all other TfL services and most National Rail services in London;
- 5-10 year olds can travel free on all TfL and most National Rail services in London.

6.5.3 Up-to-date public transport information will be displayed on the staff noticeboard.

6.6 Travel by school bus

6.6.2 Our school already runs eight bus routes in the morning and evening. The Travel Plan Champion will make sure that these bus routes are well advertised through school newsletter and also during parent meetings.

6.6.4 The school will investigate the feasibility to provide more frequent school buses to reach more pupils.

6.7 Road Safety Education and Training

6.7.1 LBW provides the following road safety education and training for school children. The Travel Plan Champion will contact the Borough Officer in July 2017 to obtain further information relating to these services.

Pedestrian training

6.7.2 The Council provides pedestrian training for school children years 2 to 6; with the focus being on years 2 and 3 (i.e. ages 6 - 8). Sessions are carried out off-site, in small groups, by a member of staff. Each session takes around 40 minutes.

Road Safety Talks

6.7.3 The Council provides road safety talks aimed at Nursery and Reception children. Each session takes 25 to 30 minutes and is carried out in the classroom as a carpet session. The sessions include songs, stories and pictures. The session covers holding hands, stop, look and listen and wearing a seat belt. Sessions are adapted in order to accommodate older children.

Road Safety Shows

6.7.4 The Council has commissioned customised road safety shows for Primary and Secondary schools in Wandsworth, as well as a show aimed at the elderly. These shows cover a variety of road safety topics from crossing the road safely to being visible at night.

Scooter Training

6.7.5 The Council provides free scooter training for children aged 4 to 7 years for schools with up-to-date School Travel Plans. The sessions include activities to develop children's skill and control when scooting as well as highlighting key road safety messages and consideration for others. The Travel Plan Champion will contact the School Travel Plan Team to request a scooter training session for our school, via email: schooltravelplans@wandsworth.gov.uk

BikeSafe and Scooter Safe Training (for staff)

6.7.6 In conjunction with Transport for London (TfL) and the Metropolitan Police, the Council provides free BikeSafe or ScooterSafe courses. BikeSafe is a police led motorcycle project that is run by most forces throughout the UK. The main aim is to reduce the number of bikers being hurt on the roads.

6.7.7 The BikeSafe workshop explores the main riding hazards that a biker faces. By delivering theory presentations and observed rides, a BikeSafe workshop could help the bikers to discover the strengths and weaknesses and also where to go next to develop and get more from the bike.

6.7.8 For more information, the Travel Plan Champion will contact the Council by:

- Email:
DTSRoadSafetyOfficer@wandsworth.gov.uk
- Telephone:
02088716677

7.0 TARGETS

7.1 Our Travel Plan Targets

7.1.1 It is important that we can increase the success of our TP, therefore we have set targets using the SMART criteria. These criteria will help ensure we set goals that can be met. SMART stands for:

- **S**pecific
- **M**easureable
- **A**chievable
- **R**ealistic
- **T**imed

7.1.2 The targets for the 2017 targets are based upon the 2016 survey results. The targets for the next four years (2018 - 2021) are indicative and are subject to changes. These will be based upon the 2017 to 2020 travel survey results.

7.1.3 The targets for pupils and staff are shown in Tables 7A and 7B respectively.

Table 7A Five-Year Targets: Pupils

| | 2017 | Indicative Targets | | | |
|----------------------------|-------------|--------------------|-------------|-------------|-------------|
| | | 2018 | 2019 | 2020 | 2021 |
| Car (with parent/guardian) | 34% | 32% | 30% | 30% | 28% |
| Car share | 4% | 4% | 5% | 5% | 5% |
| Walk | 16% | 16% | 17% | 17% | 17% |
| Bicycle | 5% | 5% | 5% | 5% | 6% |
| Park & Stride | 1% | 1% | 1% | 1% | 1% |
| Public transport | 5% | 5% | 5% | 5% | 6% |
| School mini-bus | 27% | 29% | 29% | 29% | 29% |
| Scooter | 8% | 8% | 8% | 8% | 8% |
| Total | 100% | 100% | 100% | 100% | 100% |

Table 7B Five-Year Targets: Staff

| | 2017 | Indicative Targets | | | |
|-------------------|-------------|--------------------|-------------|-------------|-------------|
| | | 2018 | 2019 | 2020 | 2021 |
| Car (sole driver) | 21% | 18% | 15% | 13% | 10% |
| Car share | 1% | 1% | 2% | 2% | 2% |
| Walk | 47% | 48% | 48% | 49% | 49% |
| Bicycle | 14% | 14% | 15% | 15% | 16% |
| Park & Stride | 0% | 0% | 0% | 0% | 1% |
| Public transport | 7% | 8% | 9% | 9% | 10% |
| School mini-bus | 9% | 10% | 10% | 11% | 11% |
| Scooter | 1% | 1% | 1% | 1% | 1% |
| Total | 100% | 100% | 100% | 100% | 100% |

7.1.4 Tables 7A and 7B show a gradual decrease in car use and an increase in sustainable modes of transport. The School Travel Plan Champion will discuss the targets with the School Travel Plan Officer and gain their approval, as part of an on-going consultation process.

8.0 ATTrBuTE ASSESSMENT

- 8.1 ATTrBuTE is a web based application that guides both Travel Plan builders and travel plan evaluators through a series of questions to ensure that the Travel Plan is in accordance with TfL's published guidance on travel planning for new development in London.
- 8.2 Whilst ATTrBuTE will score the Travel Plan, this score is only a value attributed to whether the Travel Plan includes all the relevant information. The local authority assesses whether this information is relevant to the location, scale and type of development; also whether the Travel Plan will assist in delivering sustainable transport or address other specific local issues.
- 8.3 An ATTrBuTE assessment has been undertaken in order to ensure that this Travel Plan includes all the relevant information. This Travel Plan passes the ATTrBuTE assessment, as shown in Appendix 3.0.

PARENT QUESTIONNAIRE SURVEYS



Thomas's

BATTERSEA

Thomas's Battersea School

* 1. What is your child's name?

* 2. What is your full postcode?

* 3. How do you usually travel to school?

* 4. If you drive to school, how do you drop your child to school?
(for e.g. I usually park on Trott Street and walk my child to the school gate)

* 5. If you drive to school, where do you pick your child from school?
(for e.g. I usually park on Trott Street and pick my child up from the school gate)

* 6. Please provide any suggestions, no matter how far-fetched they may seem, that would assist you in not using your car for school runs (NOT INCLUDING PARENT PARKING IN THE PLAYGROUND).

* 7. Would the following assist you to use more sustainable modes of transport?

Additional Street Lighting

Lollipop person

Provide more blue school minibuses

Walking Bus scheme (e.g. 12 children walking together to school at the same time every day, led by three parents taking turns, organised by parents within the school)

Other (please specify)

* 8. Would you be prepared not to use your car if your above safety suggestions were implemented?

DRAFT KICK-START STATEMENT



School Travel Plan

As part of our ongoing commitment to our pupils and local community, we are launching a School Travel Plan, which aims to reduce the number of journeys to and from school by car.

Whilst cars are a great way to travel, we all suffer the side effects too ...congested roads, longer journey times and pollution, to name just a few.

The London Borough of Wandsworth and Transport for London require that we have "Travel Plans" for all new and some existing developments.

This is where you come in.

Every Travel Plan will be different, depending on where the site is, the quality of local public transport and who occupies the building. So, we would like our pupils to take on the challenge of producing and implementing our School's Travel Plan.

Remember - this is something we must do. As well as meeting the Government's requirements, we can play the part in making the world cleaner & greener for ourselves and our children.

Did you know:

"Children walking to school help improve air quality around their school"

"Walking one mile in 20 minutes burns the same number of calories as running one mile in 10 minutes"

"In heavy traffic jams, air quality can be poorer inside the car than outside"

What are the benefits of a Travel Plan?

- Reducing the cost of travel.
- Feeling healthier by walking and cycling instead of driving
- Lessen congestion and air pollution - remember, one less car journey a week will help prevent one child getting asthma

- The Travel Plan will provide good PR for us
- Meeting the requirements of the Transport for London and the London Borough of Wandsworth

As well as reducing car trips to the school, our Travel Plan can have benefits for our pupils such as building confidence and proficiency on a bicycle, teaching valuable road safety tips as well as identifying areas that concern pupils and parents when travelling to and from school.

Next Steps

We are in the process of talking to the pupils about their journeys to school already and would also value the input from our parents. As a result we attach a brief questionnaire which we would be grateful if you could complete and return to your child's class teacher.

ATTRIBUTE ASSESSMENT

ATTrBuTe

| | |
|--|--|
| Travel plan name | School Travel Plan |
| Planning application reference number | Not known |
| Name of travel plan author | Amol Pisal |
| Email address of travel plan author | amol@adltraffic.co.uk |
| Telephone number of travel plan author | 01454332100 |
| Name of travel plan assessor | |
| Job title/role of travel plan assessor | |
| Plan Type | Local level Full Travel Plan (occupiers known) |

| |
|--|
| |
|--|

| | | |
|---|------|------------|
| The development | | 3/3 |
| Does the travel plan include a) full address of the development? b) contact details for the person responsible for preparing the travel plan? | NONE | 2 |
| Does the travel plan include details of the number of users expected on site (including employees, residents, deliveries and visitors)? | NONE | 1 |
| Policy | | 0/2 |
| Does the travel plan include reference to relevant national, regional and local / borough... a) transport and spatial policy? b) travel planning guidance? | NONE | 0 |
| Site assessment | | 5/5 |
| To what extent does the travel plan clearly describe the accessibility and quality of... a) existing transport networks? b) existing travel initiatives available to all users? | NONE | 5 |
| Surveys | | 2/3 |
| Are iTRACE (or TRAVL where specified by the borough)-compliant site user travel surveys proposed? | NONE | 1 |
| Are appropriate freight surveys proposed? | NONE | 0 |
| Is a baseline modal split (actual trip numbers and percentage of all trips) estimated for the site? | NONE | 1 |
| Objectives | | 3/3 |
| Does the travel plan include objectives which reflect... a) Mayoral policy & strategic guidance? b) local / borough policy and guidance? c) the challenges and opportunities specific to the site? | NONE | 3 |
| Targets | | 2/2 |

| | | |
|---|------|------------|
| Are there targets linking directly to each objective? | NONE | 1 |
| Have targets been set for three and five years after occupation? | NONE | 1 |
| TP Co-ordinator | | 3/3 |
| Has a travel plan co-ordinator been identified or is there agreement upon when a co-ordinator will be in place? | NONE | 1 |
| Have the travel plan co-ordinator roles and responsibilities been made clear; and is the amount of time they will spend on the plan sufficient? | NONE | 2 |
| Measures | | 7/8 |
| To what extent do the measures... a) support the objectives of the travel plan? b) reflect the context of the site? | NONE | 6 |
| Is an action plan provided which includes... a) short / medium / long term actions? b) timescales and responsibilities? | NONE | 1 |
| Monitoring | | 2/2 |
| Is it clear who is responsible for monitoring? | NONE | 1 |
| Is a clear monitoring programme that adheres to the standardised approach included? | NONE | 1 |
| Securing and enforcement | | 1/1 |
| Is it clear how the travel plan will be secured? | NONE | 1 |
| Funding | | 5/6 |
| Have funding streams been identified for the... a) travel plan co-ordinator post? b) measures? c) monitoring programme? | NONE | 3 |
| Has a sufficient budget been set for the... a) travel plan co-ordinator post? b) measures? c) monitoring programme? | NONE | 2 |
| Total - PASS | | 33 |