

Appendix 5

Northwood College Coach Routes

Coach routes

1. Whitchurch Lane, Edgware 7:35am
2. Whitchurch Lane Police Station
3. Broadfields Avenue (Hale Lane)
4. Edgware Way, A41 bus stop (Ashcombe Gardens)
5. Canons Corner bus stop
6. Stanmore (The Broadway)
7. Church Road bus stop
8. Uxbridge Road (The Chase)
9. Uxbridge Road (Jellicoe Gardens)
10. Uxbridge Road (Hutton Lane)
11. Harrow Arts Centre
12. Hatch End - outside Chaplins

EDGWARE

1. Preston Road (East Lane) 7:30am
2. Kingsbury, Kenton Road
3. Kenton Road (Kenton Lane)
4. Kenton Road Bus Stop (Draycott Avenue)
5. Kenton Road (Churchill Avenue)
6. Kenton Road (Northwick Avenue)
7. Rear of Harrow Met Station
8. North Harrow (Pinner Road)
9. Marsh Road, Pinner
10. Pinner (Bridge Street)
11. Pinner Green (Mans' Florists)
12. Pinner Green (Greenwood Hall)

KENTON

1. Gerrards Cross 7:25am
2. Chalfont St. Peter (Woodside Hill)
3. Chorleywood (Whitelands Avenue)
4. Chorleywood (Common Road)
5. Chorleywood Common (Shell Garage)
6. Rickmansworth (Chorleywood Road)
7. Rickmansworth Station (Rectory Road)

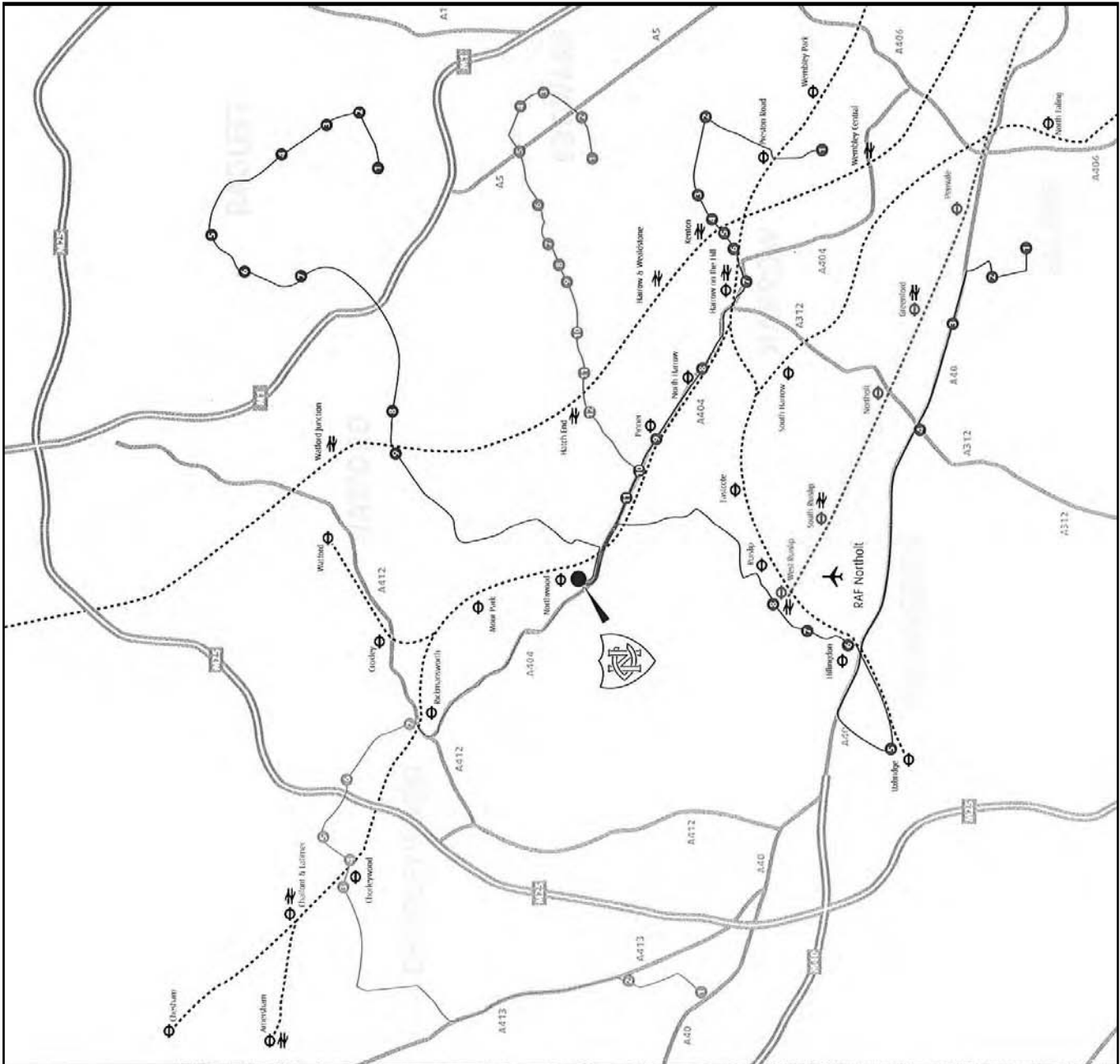
CHORLEYWOOD

1. Borehamwood (Watling Street) 7:35am
2. Elstree Station (Total Garage)
3. Elstree (Theobald Street)
4. Theobald Street (Wetherby Road)
5. Aldenham Avenue (by Theatre)
6. Loom Lane (New Road)
7. Aldenham Road (Woodlands Road)
8. Aldenham Road (Water Works)
9. Bushey (Eastbury Road)

RADLETT

1. Ealing (Argyle Road) 7:15am
2. Ealing (Vallis Way)
3. Greenford Roundabout
4. Target Roundabout
5. Uxbridge (Sainsburys York Road)
6. Hillingdon Station (Bus Station)
7. Ickenham (Glebe Avenue)
8. Ruislip (Ickenham Road)

EALING



Sign off and formal approval of STP annual review

School signatures

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

Jacqualyn Pain
Head Mistress

Janet Johnson
Head Mistress Junior School

Mr Geoffrey Hudson
Chair of Governors

Council Signatures

The following signatures confirm that the document has been Quality and Assessment checked by representatives from the London Borough of Hillingdon

Andy Codd
School Travel Plan Officer

Jean Palmer
**Director of Planning &
Community Services**

Chris Spencer
**Director of Education &
Children's Services**

Northwood College
School Travel Plan 2009 - 2012

APPENDIX I

Updated School Travel Plan

APPENDIX J

Framework Construction Management Plan

Northwood College

Construction Traffic Management Plan

Suggested Details for Inclusion

INTRODUCTION

Planned Development

Site History

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Access Arrangements for Vehicles

Access Route

Vehicle Size and Schedule of Use

Necessary Highway Works

Parking and Loading Arrangements

Parking Bay Suspension

Traffic Management Orders

Proposed Overhang of Public Highway

Proposed Hoarding

Pedestrian and Cyclist Safety

Proposed Working Hours

Proposed Start and End Dates for Each Phase of Construction

OTHER ISSUES

FIGURES

Location Plan

Proposed Access Route

APPENDICES

Scheme Plan & Vehicle Swept Paths

APPENDIX K

Construction Access: Swept Path Analysis



Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Based on 11-02-12 NWC x topo by CPB Surveys.

Large Tipper	10.201m
Overall Length	2.500m
Overall Width	2.853m
Overall Body Height	0.343m
Min Body Ground Clearance	2.500m
Max Track Width	6.50s
Lock to Lock Time	11.550m
Kerb to Kerb Turning Radius	

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT: **GDST**

PROJECT: **Northwood College**

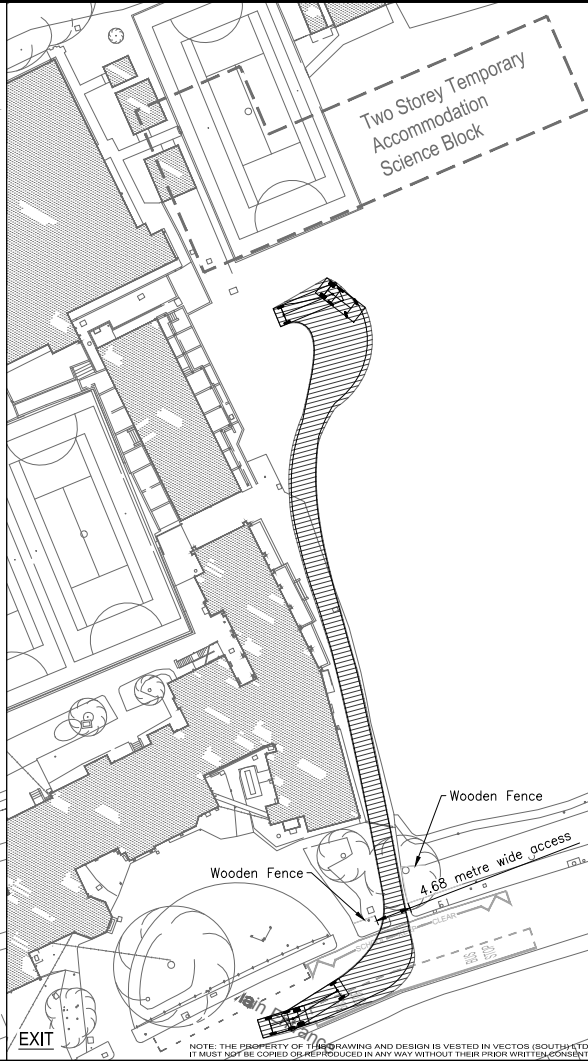
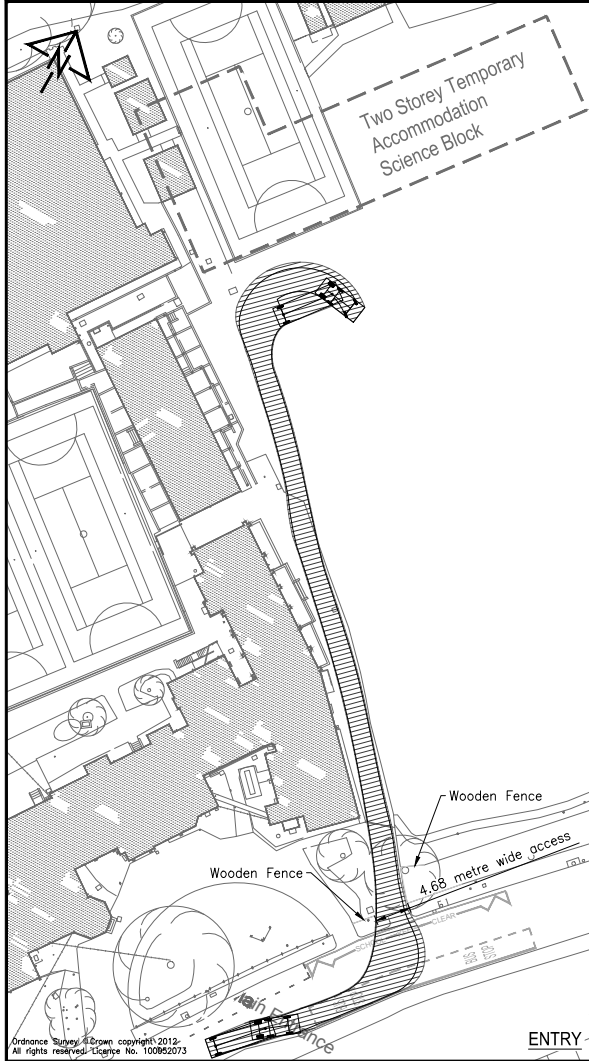
DRAWING TITLE: **Swept Path Analysis
Construction Access
Large Tipper**

SCALE: **1:500 at A3**

DRAWN: **JM** CHECKED: **CS** DATE: **13/02/2014**

Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectos.co.uk

DRAWING NUMBER: **131187/AT/B01** REVISION:



Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Based on 14-02-12 NWC x tpo by CPB Surveys.

Articulated Vehicle (8x2 9.0m Trailer)	12.500m
Overall Length	2.600m
Overall Width	4.058m
Overall Body Height	0.412m
Min Body Ground Clearance	2.437m
Max Track Width	0.900m
Lock to Lock Time	7.750m
Wall to Wall Turning Radius	

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT: GDST

PROJECT: Northwood College

DRAWING TITLE: Swept Path Analysis
Construction Access
12.5m Articulated Vehicle

SCALE: 1:500 at A3

DRAWN: JM	CHECKED: CS	DATE: 13/02/2014
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vector
transport planning specialists

Network Building, 97 Tottenham Court Road, London W1T 4TP
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DRAWING NUMBER: 131187/AT/B05	REVISION: .
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Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Based on H402-12 NWC x topo by CPB Surveys.

Large Mobile Crane	12.300m
Overall Length	2.430m
Overall Width	3.986m
Overall Body Height	0.900m
Min Body Ground Clearance	2.430m
Track Width	6.00m
Lock to Lock Time	10.000m
Kerb to Kerb Turning Radius	

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT: GDST

PROJECT: Northwood College

DRAWING TITLE: Swept Path Analysis
Construction Access
Large Mobile Crane

SCALE: 1:500 at A3

DRAWN: JM CHECKED: CS DATE: 13/02/2014

Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectos.co.uk

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REVISION: .

APPENDIX B

2014-2017 Northwood College Travel Plan

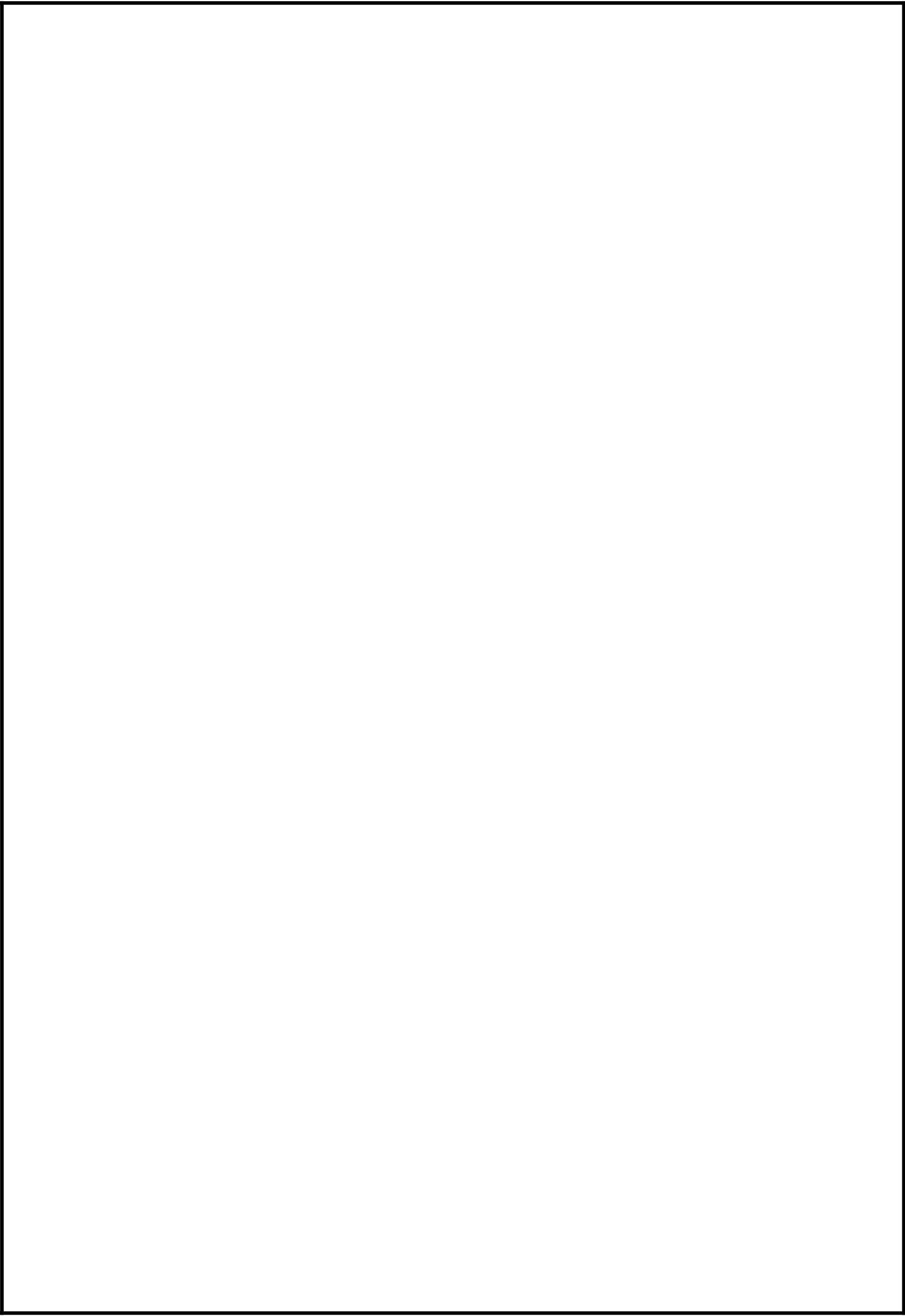


NORTHWOOD
COLLEGE
FOR GIRLS

School Travel Plan

2014 - 2017





Contents

	Page
Aims of the School Travel Plan	5
Why do we need those aims?	5
Location Map of Northwood College for Girls	6
Description of the school	7
Postcode Maps	9
Ethos of the school	11
What we are doing already	11
The travel problems and issues at our school	14
Results of the surveys – October 2014	16
School Travel “Action Plan” 2014-17	26
Risks to Implementation	32
Monitoring and Review	32
Evidence of Consultation	32
Appendices	
1. STP Survey Questionnaires	33
2. Additional Comments by Parents	40
3. Additional Comments by Staff	43
4. Additional Comments by School Council	45
5. School Coach Service map	46
Agreement	47

Aims of the School Travel Plan

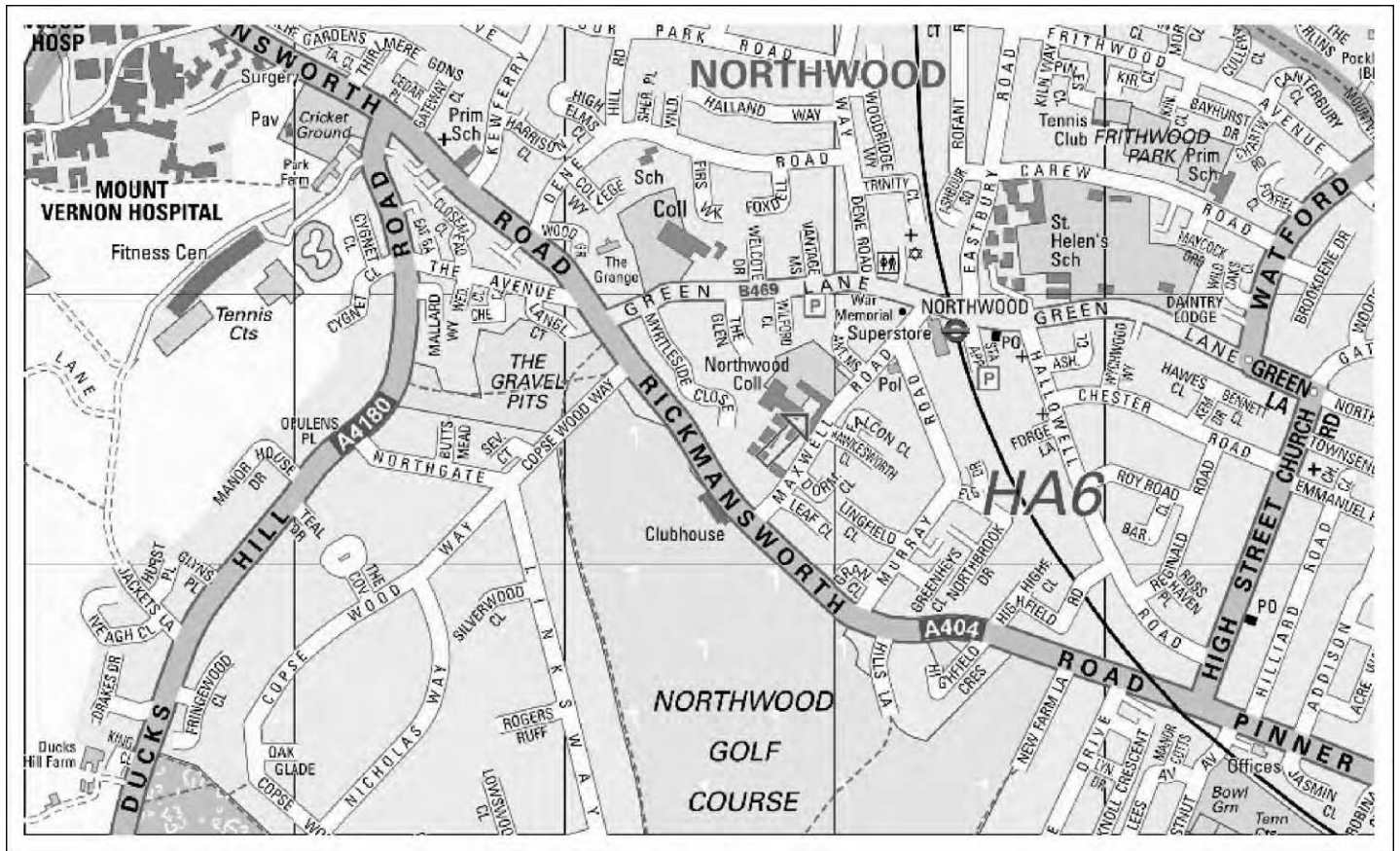
- ☐ Walk or go by bus/tube if we can, only go by car if we have to
- ☐ Be safe – learn to walk and cross the roads safely
- ☐ Help to make the routes to school safe and attractive
- ☐ Enjoy the streets, buildings, plants and creatures, weather and people
- ☐ Learn about the problems cars make, so we can minimise them.

Why do we need these aims?

- ☐ More and more people are coming to school by car
 - o Children who don't walk to school very often don't learn how to walk and cross roads safely. They are also more dependent on their parents/carers
- ☐ Children (and grown-ups) who go everywhere by car are less likely to be fit and healthy
 - o Cars can be really useful, but they are making a lot of problems for all of us too – congestion, pollution and accidents. And the problems are getting worse. If we use the car less, and walk, or cycle, or take public transport more, we can reverse the trend
- ☐ The Government, the Mayor of London and Hillingdon Council want to reduce congestion on the roads, and are helping to make other forms of transport better.



Location map of Northwood College for Girls



Description of the school

Northwood College for Girls is an independent day school for girls. It consists of a Senior School for girls aged 11-18 and a Junior School for girls aged 3-11. There are 934 girls at the College, with 370 girls in the Junior School, 407 in the Senior School and 157 in the Sixth Form. The College is a charity with a Governing Council. It was established in 1878 in Central London and moved to its present site in Northwood in 1893.

There are 2 statemented children at the school. Neither requires specialised transport.

Both the Junior and the Senior schools have very wide catchment areas, with girls travelling from places such as High Wycombe, Ealing, Slough, Langley, Uxbridge, the Chalfonts, Amersham, Chorleywood, Elstree, Aldenham, Borehamwood, Pinner, Harrow, Kingsbury, Edgware, Stanmore. (See map showing post code plot). The College runs 5 different coach routes, which are available for girls aged 7 and above. These routes are heavily subsidised by the College.

The College is located on the West side of Maxwell Road. This is a residential road in the area around the schools but has commercial use at the Northern end. The Metropolitan line station at Northwood lies approx. 100m from the junction of Maxwell Road and Green Lane and is a short walk from the schools. A number of bus routes serve Northwood from the surrounding area and there are bus stops in close proximity to the schools for routes 331 and 282.

Controlled parking is available on Maxwell Road with restrictions between 1pm and 2pm.

The College offers on-site parking for staff only. There are 167 staff employed at the school and x parking places are available. There are fewer spaces than the number required to enable all staff to park onsite. There are 6 reserved spaces, one for a disabled colleague and the others for the Head, Bursar, 2 Deputy Heads and the Head of the Junior School. All other spaces are available on a first-come, first-served basis. Staff unable to park on-site leave their cars on the Rickmansworth Road, a short walk from the site. There are no parking restrictions on this road in the vicinity of the junction with Maxwell Road. Members of the Northwood Golf Club situated in the South side of the Rickmansworth Road also park their cars in this area which can often lead to little space being available.

There are 4 pedestrian entrances to the site from Maxwell Road. One leads directly to the building known as Redington, which currently houses the nursery, one is off the semi-circular drive in front of the original building of the College and leads directly to the main Reception. The third leads through the main College car park and allows access to the centre of the site and the fourth lies south of the car park providing direct access to the Junior School.

The College also has a potential pedestrian access from Myrtleside Close to the rear of the site but planners have refused permission for this to be used other than for emergency access.

We believe that there is also the potential for pedestrian access from the car park on Green Lane which abuts the school site in the north-west corner.

There are 4 points of entry to vehicles from Maxwell Road. From North to South along the Maxwell Road frontage, there is access for emergency vehicles to the school field. The semi-circular drive in front of the original building allows parking for staff cars and access to Reception. There is vehicular access to the site's main car park and to a far smaller car park in front of another administrative building.

At present, there are a limited number of spaces for bikes and these are not undercover. If the numbers cycling to school/work were to increase more would need to be provided and the quality of the storage would need to be improved.

All staff, girls and parents therefore have to enter the site from Maxwell Road. This leads to severe congestion at the start and end of the school day. We have a staggered start and finish to the school day, with the youngest pupils starting later and finishing earlier than the older girls. However, between approx 8.15 and 8.40 in the morning and from approx. 4pm until 4.20 in the afternoon it is often difficult to progress along Maxwell Road. Maxwell Road forms part of a public bus route and congestion is worse when the bus arrives during the above times. This is further exacerbated by the narrowing of Maxwell Road in front of the College and by the inappropriate parking of parents, for example on the zig-zag lines outside the schools. Our coaches park on Maxwell Road, although not in front of the school and not where the road narrows. There is nowhere on the school site for the coaches to wait as we have very limited space.

Girls may arrive at school from as early as 7.45, but are not allowed entry into the main buildings until 8.15 or the arrival of a member of staff on duty, in the case of Junior girls. Until this time, girls wait in the schools' dining room. Before and after school care is provided for our youngest children, from 8am until 9 and from 3 until 6pm. After school activities in the Junior and Senior schools happen regularly and may take place until approx. 6pm but this can vary.

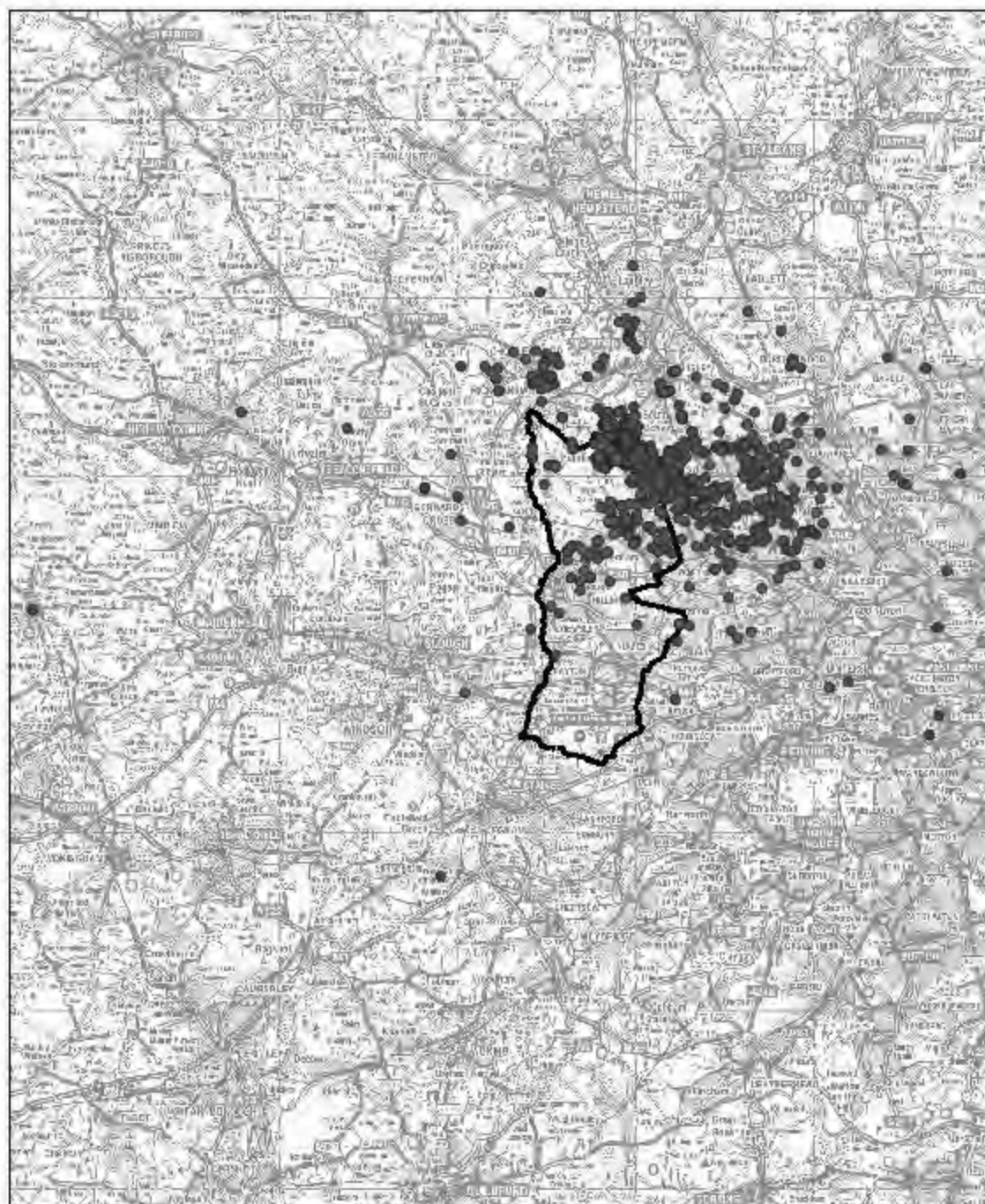
There are, in addition, and as would be expected a substantial number of evening events, involving parents, girls and staff.

There is extensive community use of our sports facilities in particular our swimming pool, on most evenings and at weekends. Other groups use the Hall and the Performing Arts Centre on a less frequent basis. Those attending these clubs generally park on site unless there is a school –based event taking place and all parking spaces are in use.

Trips through the working school day are, if local, made on foot. If longer distances have to be travelled, then coaches are used to transport the staff and students.

There are currently no behavioural policies in place surrounding travel and transport

Post Code Map – Cluster Group



Northwood College Student Postcode Spread



School



Hillingdon Borough Boundary

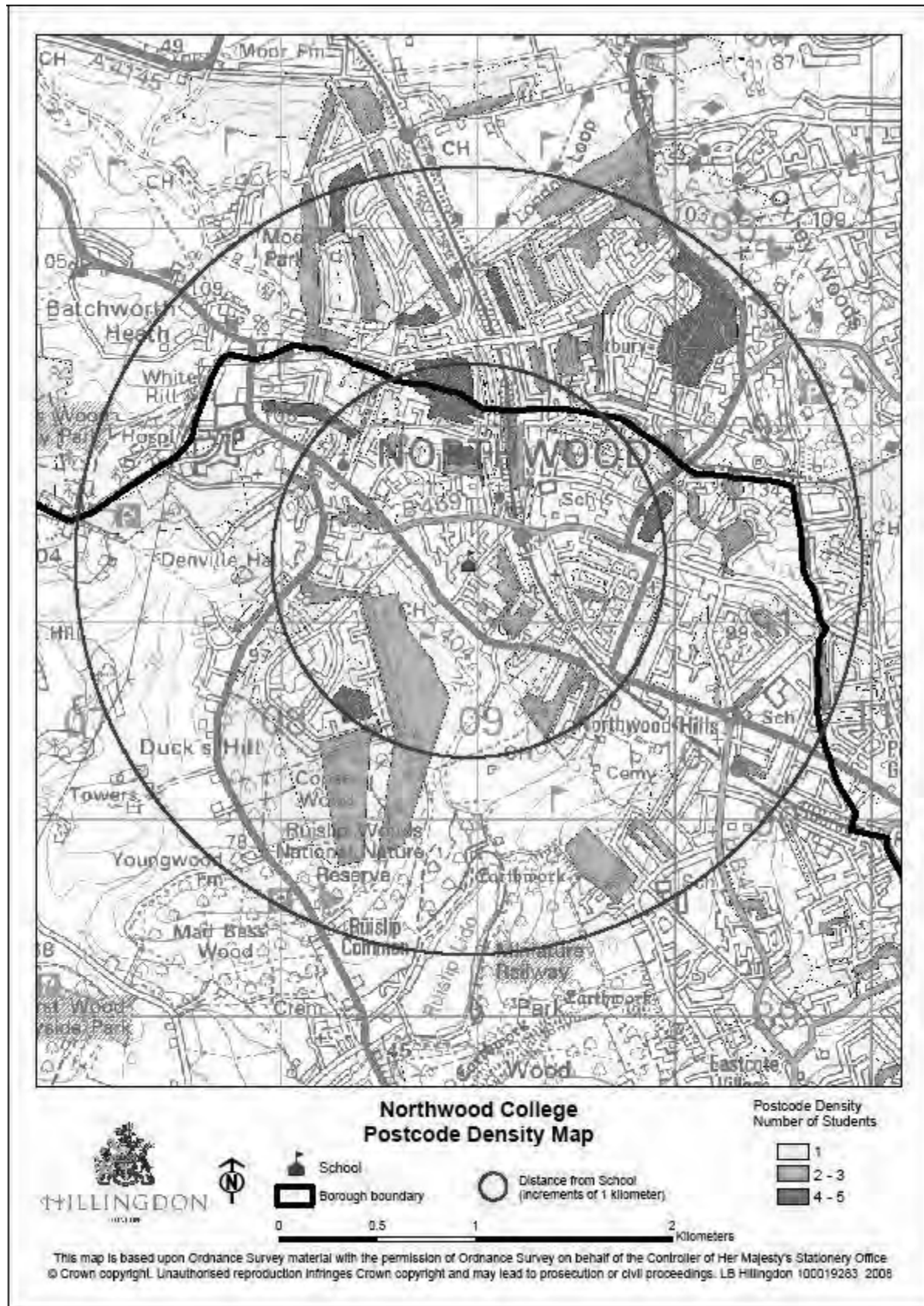


Postcode Points

0 5 10 20 Kilometers

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Post Code Map – 2km Radius from the School



Ethos of the School

Northwood College for Girls is a nurturing environment where we aim to instil in each and every one of our girls a set of attributes, skills and values that will enable them to make informed choices, be responsible and principled citizens, enjoy career success and achieve personal fulfilment. It matters to us that they not only enjoy and succeed at their academic studies whilst they are with us but that they have fun, forging strong and lasting friendships that will sustain them throughout their adult lives.



Entrance to main College reception off Maxwell Road

What we are doing already

Northwood College for Girls is already complementing the School Travel plan in a number of ways through the curriculum and through initiatives designed to reduce the congestion around the school. These initiatives include:

- ☐ Hillingdon Road Safety Team have attended the school to talk to year 7 to year 11 students and educate on various aspects of Road safety.
- ☐ The School Council have led on the issue of cycle proficiency and have been canvassing the school with regard to taking proficiency courses.
- ☐ We are trying some traffic calming measures, by having a staggered arrival time. Girls can arrive between 8 and 9 am. We also have a staggered departure time: between 3 – 4pm

- For parking campaigns: we remind parents periodically about the staggered start times, we recommend they drop their daughters on the Rickmansworth Road or at the Green Lanes car park, in order to avoid over- congestion in Maxwell Road. We are also investigating a cut through from Green Lane car park, this would mean we could require some year groups to be dropped off in the car park and they could walk through our site to school.
- Curriculum links: Yr 5 traffic survey, Hillingdon road safety came in as part of the pastoral programme, TfL have been in to talk to Yr 6, as part of KS2 -3 transfer and they also talk to Yrs 7 – 11 about safety on public transport. Yr 3 trip to Northwood.
- The school has introduced a healthy menu in order to assist in improving the health of the students and focus their attention on healthy options and lifestyles.
- We use the Green Lane car park to collect students for our Walking Bus (park and stride) service. This is advertised to our parents and is free of charge. The girls can collect a stamp in their booklet each time they join in with the Walking Bus and are rewarded with a hot chocolate once they have collected a number of stamps. They also receive a House Point each time they walk.
- The WoW scheme is used within Junior School. Girls track their travel to school every day and are rewarded with WoW badges for using alternative transportation.
- The school run a daily coach service along 6 different routes. Parents are required to contribute towards the cost of the coaches and need to book in advance.

Example of lunch menu from Northwood College for Girls

	Monday	Tuesday	Wednesday	Thursday	Friday
Soup	Celery & Apple (v)	Pea & Ham	Carrot & Orange (v)	Roasted Pepper Soup (v)	Watercress (v)
Fresh Deli Choice	Cold Meat & Vegetarian Dishes, Baguettes & Sandwiches With Your Choice of Salads	Cold Meat & Vegetarian Dishes, Baguettes & Sandwiches With Your Choice of Salads	Cold Meat & Vegetarian Dishes, Baguettes & Sandwiches With Your Choice of Salads	Cold Meat & Vegetarian Dishes, Baguettes & Sandwiches With Your Choice of Salads	Cold Meat & Vegetarian Dishes, Baguettes & Sandwiches With Your Choice of Salads
Pasta Bar	Daily Pasta or Jacket Potato Neapolitan Sauce Leek & Cheese Sauce	Daily Pasta or Jacket Potato Napolitan Sauce Vegetable Bolognaise	Daily Pasta or Jacket Potato Napolitan Sauce Three Cheese Sauce	Daily Pasta or Jacket Potato Napolitan Sauce Asparagus	Daily Pasta or Jacket Potato Napolitan Sauce Primavera Sauce
Main Course	Chicken Curry Vegetable Moussaka (v) Vegetable Samosa (v)	Meat Balls in Tomato Sauce Leek & Mushroom Pie (v) Mushroom Pizza (v)	Roast Pork & Apple Sauce Mexican Bean Hot Pot (v) Broccoli & Stilton Quiche (v)	Chilli Con Carne Broccoli Pasta Bake (v) Stuffed Peppers (v)	Battered Cod Oriental Noodle Stir Fry (v) Tandoori Chicken Wings
Veg	Basmati Rice Country Mixed Vegetables	New Potatoes Green Beans	Roast Potatoes Cabbage	Long Grain Rice Sweetcorn	Chips Peas
Hot Sweet	Jam Sponge & Custard	Pineapple Upside-Down & Custard	Spotted Dick & Custard	Marble Sponge & Chocolate Sauce	Apple & Cinnamon Crumble & Custard
Others	Selection of Cold Desserts Fresh Fruit & Yoghurts	Selection of Cold Desserts Fresh Fruit & Yoghurts	Selection of Cold Desserts Fresh Fruit & Yoghurts	Selection of Cold Desserts Fresh Fruit & Yoghurts	Selection of Cold Desserts Fresh Fruit & Yoghurts

The travel problems and issues at our school

Northwood College for Girls has undertaken a number of consultations in order to ascertain the travel and transport issues relating to the school. During October 2014, surveys were carried out with pupils, parents and staff and the comments analysed to understand the issues that affected the different groups.

The School Council meet regularly to discuss issues that concern the school and how best to alleviate these problems. The main points arising from this meeting are found in Appendix 5.

Issues that have been raised and need to be addressed include:

- ☐ Lack of safe crossing places in the streets surrounding the school, particularly Maxwell Road and Rickmansworth Road.
- ☐ Traffic congestion at both school entrances.



Narrowness of Maxwell Road, particularly with a bus route using it

- ☐ Speeding vehicles in Rickmansworth Road and Maxwell Road.
- ☐ Lack of suitable parking surrounding the school.
- ☐ Need for car sharing scheme to reduce congestion.

- ☐ Poor public transport frequency.
- ☐ The need for improving the cycle facilities both on street and within the school.



Possible location in Green Lane Car Park for park and stride through to the College

Results of the Surveys

Initial classroom surveys were undertaken at school during October 2014 to establish an initial baseline understanding of how pupils currently travel to school. The pupils were also asked how they would like to get to school and their perception of danger on the routes used.

The parents were also surveyed to gain an understanding of the reasons decisions were made in respect of their children's travel arrangements. This detailed survey looked at the impediments to walking and cycling and asked for the identification of measures that would induce parents to allow their children to use more environmentally friendly travel methods.

Finally, the staff were surveyed to determine how they travelled to school and to assess the impact of their choices on the congestion situation around the school.

1. Pupils Hands Up Surveys

The results of the pupil's hands up survey indicated that 55% came to school by car whilst a further 11% car shared. This is a high percentage car sharing and suggests that this is one avenue that could be explored in reducing the congestion outside the school gates. Currently, only 8% of pupils walk to school with a further 26% travelling by either public transport or school coach or school coach.

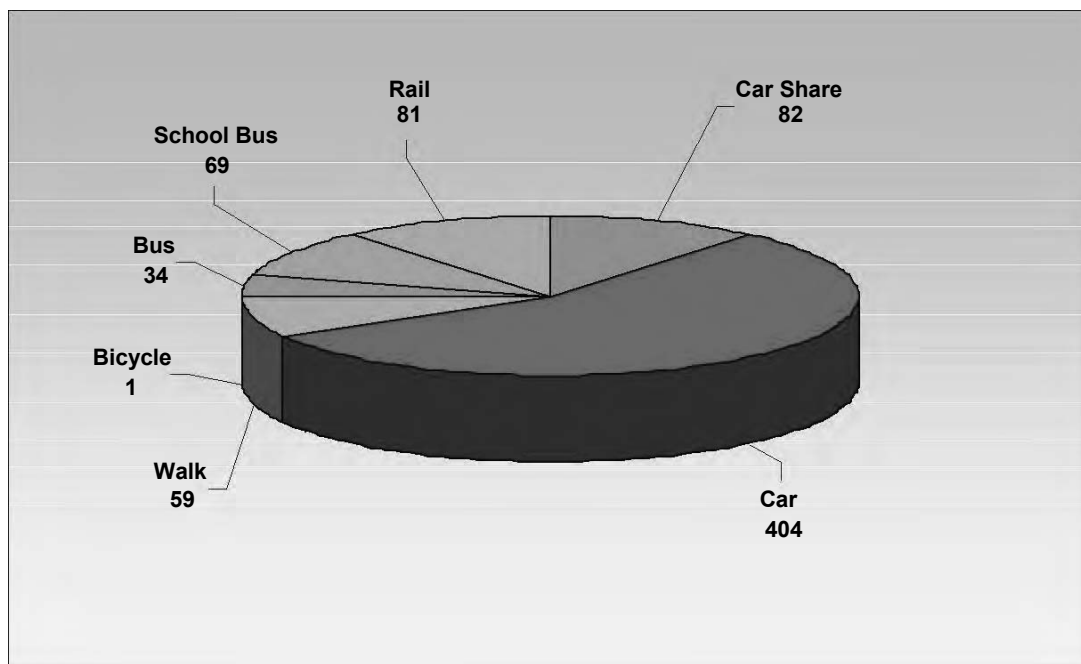


Table 1: Current Travel Choices

When asked to indicate their preferred travel methods, despite a still high desire for the car, the pupils also indicated an interest in alternative modes of transport to the car. Both walking and cycling increased over the actual totals whilst bus and rail travel also slightly increased. Surprisingly, the wish to travel by school coach fell, the reason for this is unknown. The fact that walking and cycling increased whilst car use fell dramatically suggests that there is scope for promoting these forms of transport as alternatives to the car.

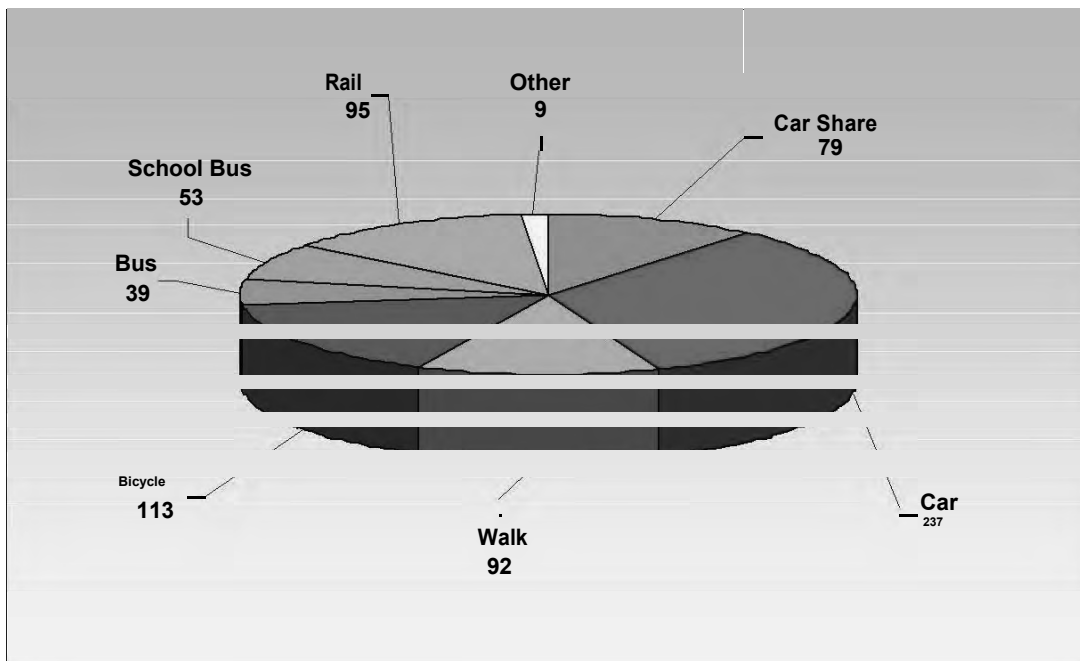


Table 2: Preferred travel choices

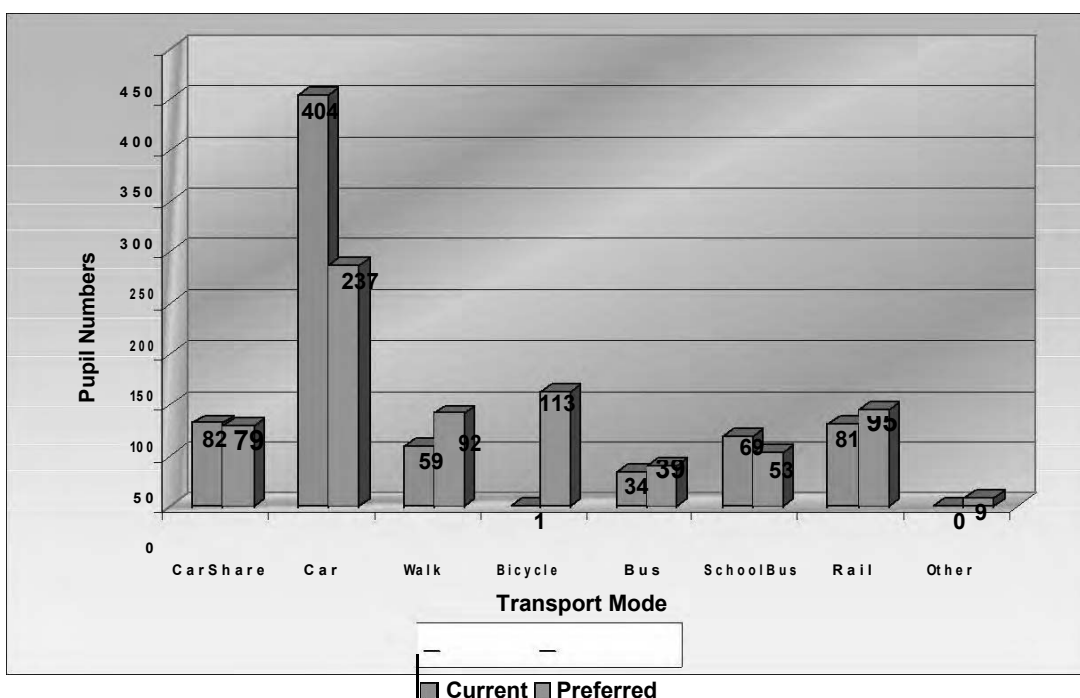


Table 3: Comparison of travel choices

Regarding the perception of danger on the route to school, most pupils (61%) regarded the school journey as being either safe or ordinary. However, that leaves 439% who consider the routes unsafe or dangerous. This is a perception that needs to be overcome before there can be a modal shift away from the car.

2. Parents Survey

The parents were asked a more detailed set of questions as they are generally regarded as the primary decision makers when deciding what method of travel to use for the school run.

These questions not only looked at how they took their children to school, but also questioned their reasons for using the car and thus for not using more sustainable forms of transport such as the bicycle or walking.

The results of the surveys conducted with the parents is extremely useful as the problems and suggested remedies put forward by the parents can be imputed directly into the Action Plan and thus influence modal shift in later years.

Despite the fact that the school has a large catchment area, a surprisingly large number of parents indicated that their journey to school took less than 20 minutes (54%). This suggests that there is scope for looking at alternative forms of travel for the school run.

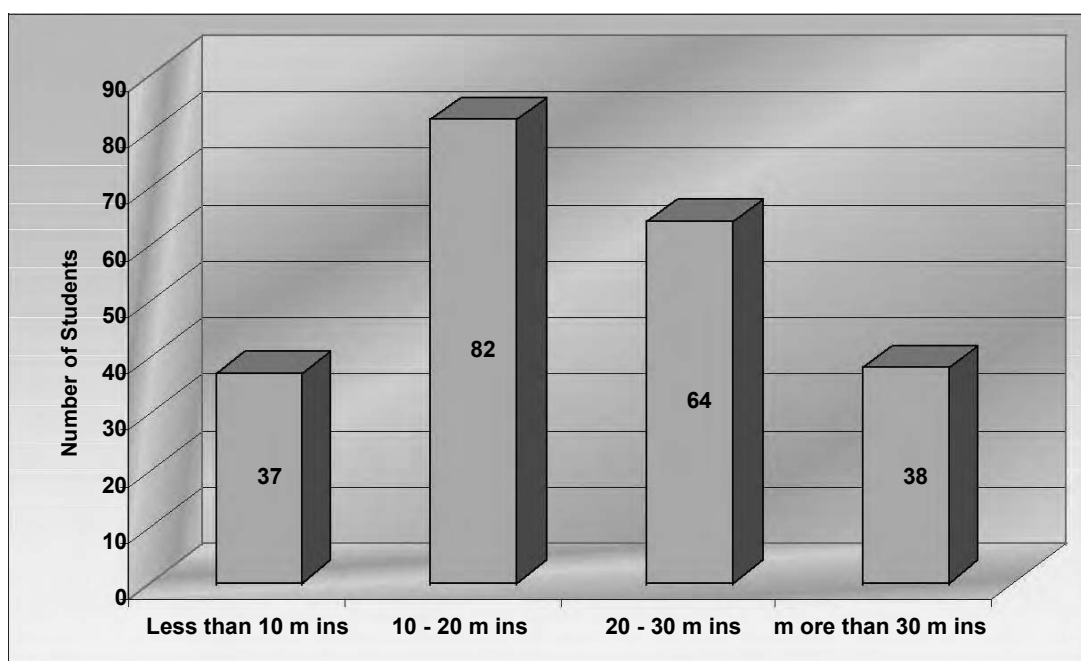


Table 4: How long does the journey to school take?

When asked how they took their children to school, the parents conferred with the pupils and indicated that the vast number drove to school (62%). Encouragingly, a further 11% car share whilst 8% walk and 18% allow their children to go to school via public transport.

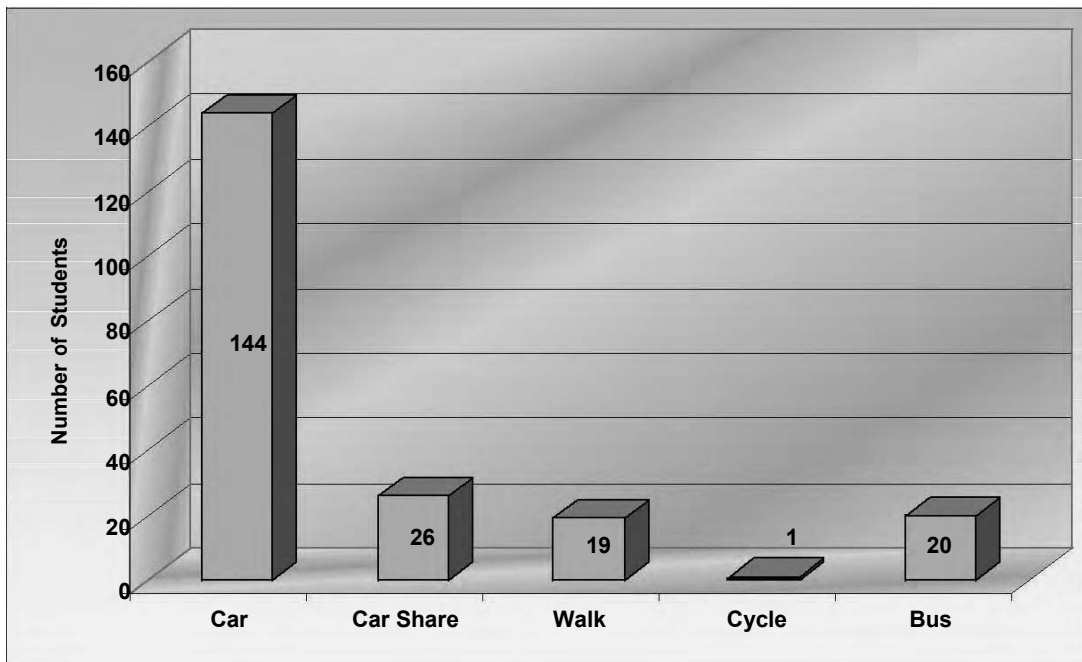


Table 5: How does your child normally get to school?

The return journey was almost identical in make up to the journey to school, the only difference being a slight increase in the numbers of single car journeys as opposed to car share journeys.

Again, the parents agreed with the pupils in that their overall perception of danger on the routes to school was lower than that of the routes being safe. 63% of parents considered their route safe whilst 37% did not. This could be accounted for by the fact that the majority of parents drive their children and therefore do not have a realistic perception of the hazards faced by those outside the car.

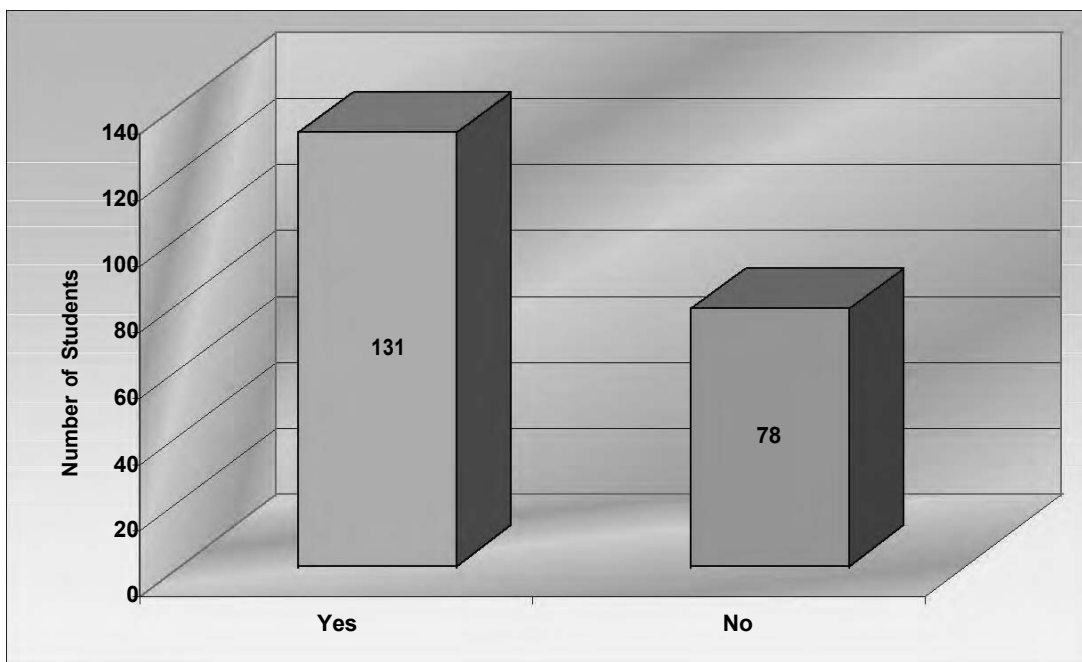


Table 6: Do you consider the roads safe?

The problems encountered by parents travelling to and from school included traffic congestion (21%), inconsiderate parking (18%) and cars dropping their children directly off into the road (17%). Other problems encountered included illegal parking (14%), speeding vehicles (11%) cars performing 3 -point turns near the school gates (10%) and dangerous road crossings (9%).

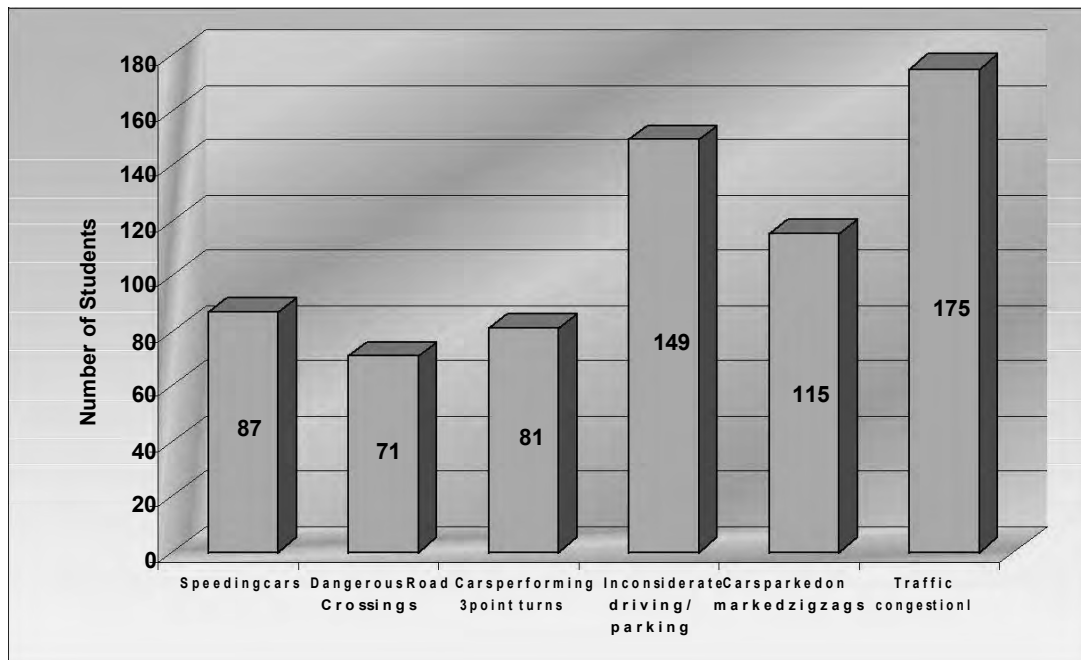


Table 7: Problems encountered on the routes to and from school

Those parents that did not allow walking to school were asked to give reasons for their decision. As expected, the main reason was that of distance (65%), the argument being that it was too far for them to consider walking as an option. This, however, does not mean that driving part way and walking the rest of the way, is out of the question. Other reasons given for not walking included 14% suggesting that they would not allow their child to walk alone, implying that they are too busy to walk with their child. 11% of parents considered the roads too unsafe to consider walking whilst 9% thought the lack of suitable road crossings the reason.

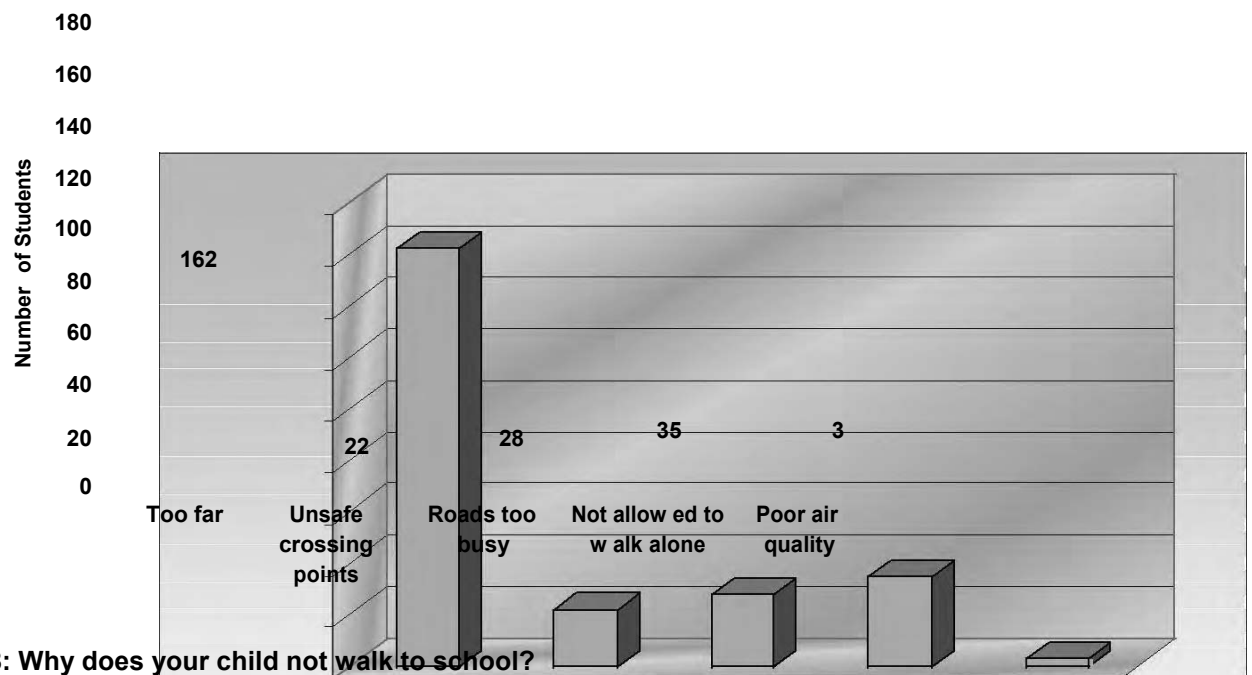


Table 8: Why does your child not walk to school?

Suggestions given by parents for overcoming their reluctance to drive were varied and again, a large number of parents indicated that as they lived too far away to walk, nothing could persuade them to give up the car. Other suggestions included slower car speeds (12%), better road crossings (11%) and road safety training for their children (8%).

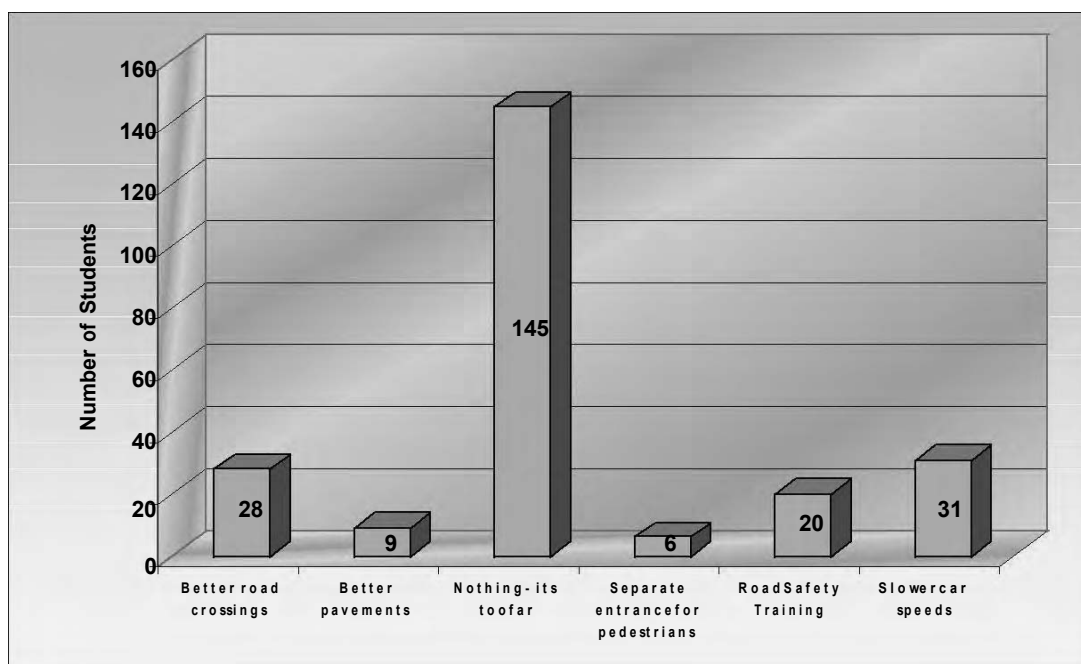


Table 9: What improvements would encourage you to walk to school?

Similar questions were asked with regard to cycling to and from school. As with the walking issue, most parents considered distances a factor in preventing cycling. However, in this instance, only 34% of parents put forward this argument. Other reasons given included a lack of safe cycling routes (26%), the need for cycle training

(22%) and the fact that their children could not cycle (10%). This is encouraging as it suggests that cycling to school, once these obstacles are overcome, could be one method for reducing the dependency on car travel.

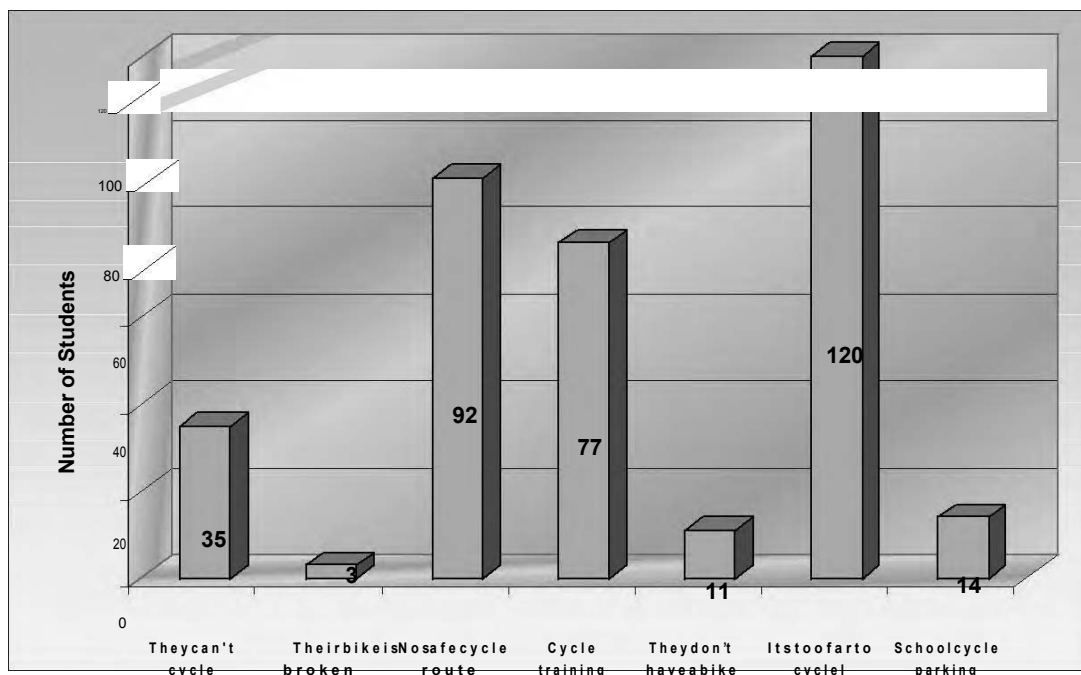


Table 10: Reasons given for not cycling

Those parents that did drive were asked to explain why they took that decision. As expected, 42% of parents considered the distance they lived from the school to be the overriding factor whilst a further 26% stated that they needed the car to go to work straight after the school run. Other reasons included poor weather (14%) and dark nights (10%).

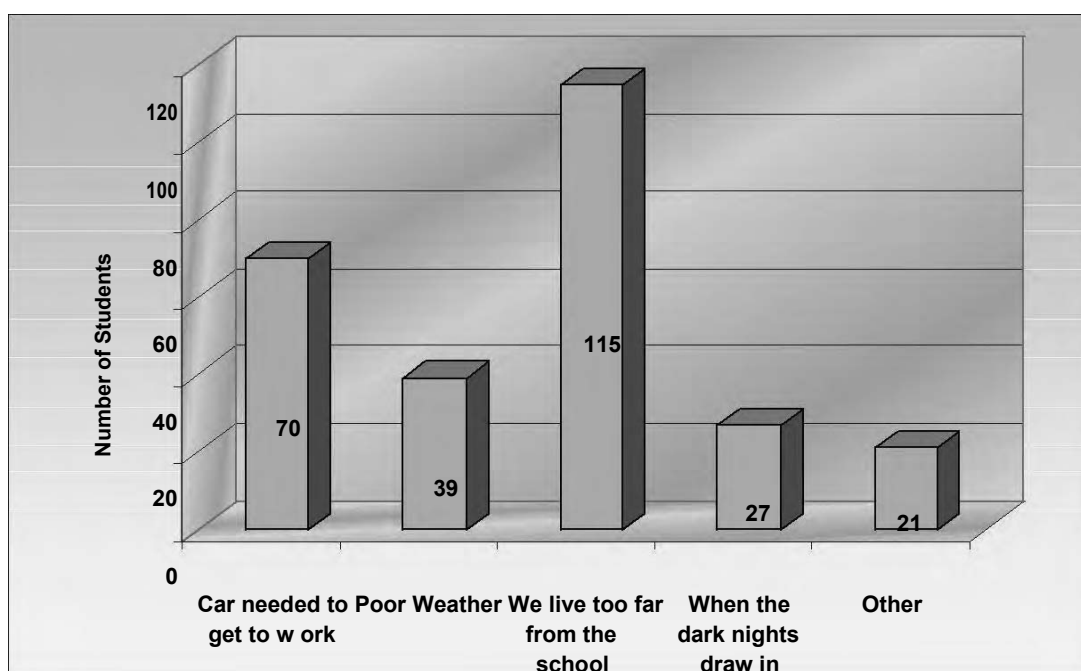


Table 11: Why do you use your car?

54% of parents who responded to the question asking if they would car share indicated that they would. This is a high response rate and suggests that car share is something the school must investigate as part of the School Travel Plan. 48% of parents agreed that they would be prepared to use a “park and stride” facility with a further 35% indicating that they would be prepared to use such a facility some of the time. Again these are encouraging figures and should be further investigated in the School Travel Plan.

3. Staff Survey

As the staff also add to the general traffic in the vicinity of the school, they were also surveyed to see how they got to school and how they could be encouraged to make a modal shift.

113 members of staff were surveyed and asked how they got to school. 69% indicated that they drove to school with a further 10% using public transport, 6% car sharing, 4% walking and 3% cycling.

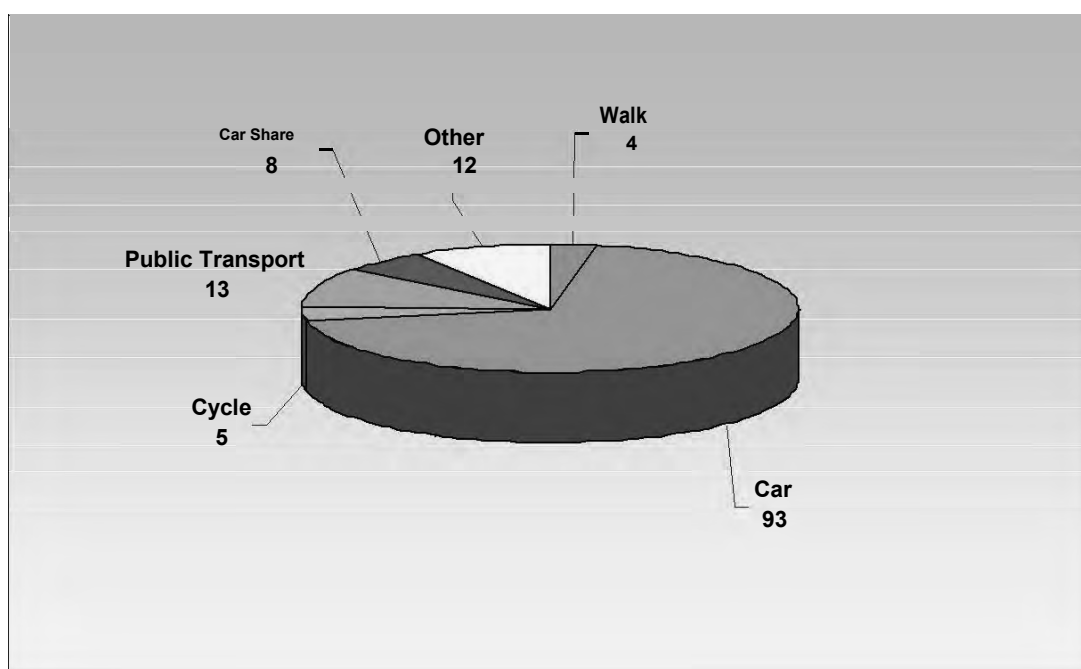


Table 12: How do you travel to school?

With regard to the distance that members of staff travel to school, 7% live within a mile with a further 39% living within 5 miles of the school. This does suggest that it is possible to look at the modes of transport used by staff with a view to reducing car travel.

It would be expected that most staff members would cite the distances needed to travel as being the main reason for using a car and this is the case, however, although this did

constitute the main reason, it only accounted for 30% of responses. Other reasons for using the car included the convenience of the car 24% and the need to carry books and

other heavy equipment to and from school (21%). Staff also considered the need to transport others as part of the journey (12%) and the weather (7%) as factors in their decision.

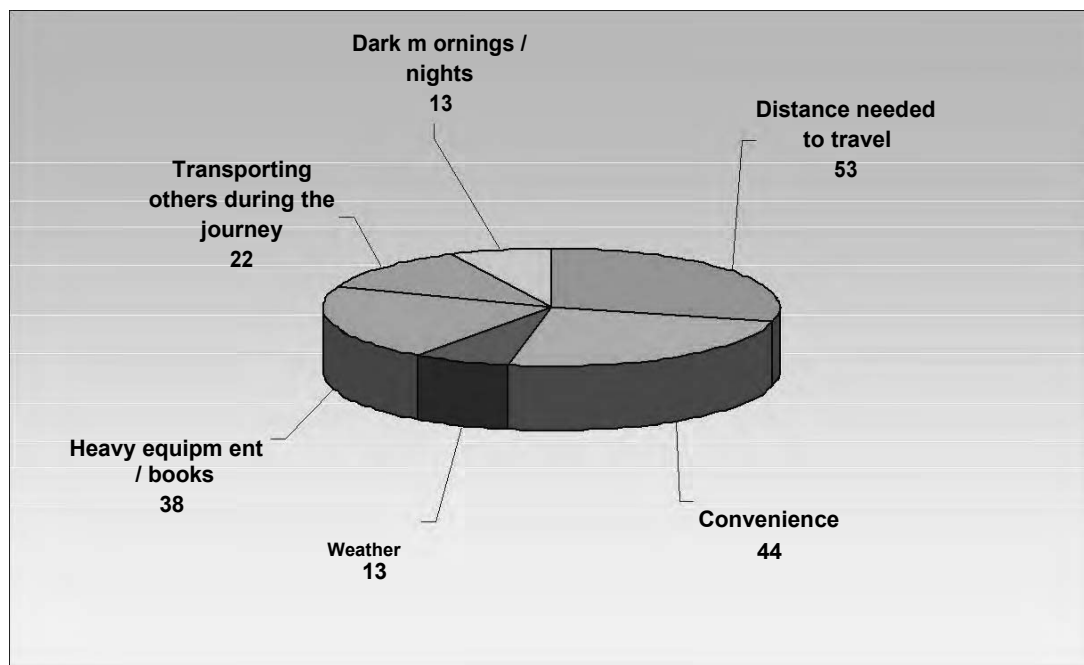


Table 13: Why do you use the car?

Members of staff were asked to indicate which alternative methods of travel, if any, they would be prepared to consider over the car. Interestingly, 40% suggested that they would be prepared to consider car sharing whilst 37% were prepared to look at public transport. Cycling 9% and walking 7% were also mentioned. The car share option is certainly something that the school could investigate through the School Travel Plan as is promotion of public transport.

Northwood College for Girls
School Travel “Action Plan”
2014-2017

Objective 1: To improve safety for parents and pupils on the routes to school

Target: Reduce the pupils perception of danger on the routes to school by 10%

Action		Responsible Person(s)	Timescale	Success Criteria	Monitoring and Evaluation			Resources Required	
No.	Description				Method	Timescale	Responsible Person(s)	Requirement	Funding
1	20 mph zone in Maxwell Road	Andy Codd	Feasibility and design work by March 2016	Designs and consultation complete	Designs on file ready for implementation	March 2016	Andy Codd	LBH Traffic Engineers	TfL LIP Allocation
2	Reduce the instances of illegal parking	Andy Codd	March 2016	Reduction in illegal parking	Number of PCO visits and PCN's issued	March 2016	LBH Parking Control Management	LBH PCO's to attend site	None
3	Safe crossing of Maxwell Road close to the school	Andy Codd	Feasibility and design work by March 2016	Designs and consultation complete	Designs on file ready for implementation	March 2016	Andy Codd	LBH Traffic Engineers	TfL LIP Allocation
4	Hold Road Safety training sessions	Senior School – Liz Skelton Junior School – Simon Sandys & Elaine D'Souza	December 2014	100% of pupils receive road safety training	Record of training in school files	December 2014	Senior and Junior School Head Teachers	LBH Road Safety team to attend school	None

Objective 2: Reduction of car use for the journey to and from school									
Target: Reduce the number of car journeys to and from school by 10%									
Action		Responsible Person(s)	Timescale	Success Criteria	Monitoring and Evaluation			Resources Required	
No.	Description				Method	Timescale	Responsible Person(s)	Requirement	Funding
1	Sixth form safe driving policy	Head of Sixth Form	December 2014	Copies of the letter sent out to the students	Records of students driving to school held Designs on file	February 2015	Head of Sixth Form	None	None
2	Investigate the use of car share for pupils and staff	Senior and Junior School Head Teachers	March 2015	Decision made to promote car share	Car share file kept within school records	March 2015	Senior and Junior School Head Teachers	None	None
3	Cycle proficiency training for all pupils who wish to participate	Senior School – Liz Skelton Junior School – Nina Sharma Rod Cottrell	April 2015	All pupils who wish to participate have had the opportunity to do so	Issue of certificates	April 2015	Senior School – Liz Skelton Junior School – Nina Sharma & Rod Cottrell	LBH Road Safety team to attend school	None
4	Cycle storage	School Bursar and Head	March 2015	Erection of cycle storage	Observation	March 2015	School Bursar	TfL Cycle Team to provide storage	Mayor's Cycle Grant

Objective 2: Reduction of car use for the journey to and from school

Target: Reduce the number of car journeys to and from school by 10%

Action		Responsible Person(s)	Timescale	Success Criteria	Monitoring and Evaluation			Resources Required	
No.	Description				Method	Timescale	Responsible Person(s)	Requirement	Funding
5	Participate in WOW	Senior School – Liz Skelton Junior School – Nina Sharma	Continue using the scheme	10% Reduction in car use to and from school	Issue of WOW badges monthly	September 2014 and every month thereafter	Nina Sharma	LBH to provide WOW resources	TfL LIP allocation
6	Investigate use of footpath via Myrtleside Close as pedestrian only access	Andy Codd and School Bursar	March 2015	Decision made regarding pedestrian entrance	Decision records on file	March 2015	School Bursar and School Head	LBH Departments input	STP Grant & TfL LIP allocation

Objective: Promote the School Travel Plan to the whole school community									
Target 3: The Travel Plan is available to all members of the school community									
Action		Responsible Person(s)	Timescale	Success Criteria	Monitoring and Evaluation			Resources Required	
No.	Description				Method	Timescale	Responsible Person(s)	Requirement	Funding
1	Place a copy of the STP on the school Web Site	Hina Thaker Claudine Moyles	July 2015	STP available on school website	Observation and use	July 2015	Hina Thaker	Space allocation on web site	None
2	Distribute STP Action Plan to all parents and pupils	Senior and Junior Head Teachers	April 2016	Action Plan distributed	Copy of newsletter on file	April 2016	Senior and Junior Head Teachers	Copies of action plan printed and distributed	None
3	Provision of an environmental notice boards	Eco Committee, NCPA and School Councils	July 2015	Notice boards being used	Observation and use	July 2015	Eco Committee, NCPA and School Councils	Provision of notice boards	STP Grant
4	Distribute Action Plan to residents and invite comments	Hina Thaker Claudine Moyles	July 2016	Action Plan distributed	Copy of letter on file and responses recorded	September 2016	Muna Ausat	Copy of action plan provided	None

Risks to implementation

Risks to implementation of the above actions include a failure for engineering schemes to pass initial feasibility studies or, at a later date, to reach final implementation due to a failure to secure funding.

The car sharing scheme is subject to favourable acceptance by staff and parents alike although initial survey results show that there is interest in car sharing.

Monitoring and Review

- ☐ The School Travel Working Group will meet to monitor progress and consider whether activities need to be revised or new ones set in June 2015.
- ☐ The School Council will meet to discuss the STP in October 2015.
- ☐ The Governors will review the School Travel Plan progress in December 2015.
- ☐ The annual hands up surveys will be conducted by form teachers in October 2015.
- ☐ The annual review will be conducted in October 2016 by Jacquelyn Pain – Head Mistress, Hina Thaker – Junior School Head Mistress and Lisa Coker – School Travel Advisor
- ☐ The three year re-write will be carried out in September 2017.
- ☐ The reviews will consider pupils travel needs arising from new developments in education and transport provision and that the STP will be revised to as necessary to take account of these.

Evidence of Consultation

The steering group responsible for writing the travel plan consisted of:

- ☐ Ruth Mercer – Head Mistress until January 2009
- ☐ Jacquelyn Pain – Head Mistress from January 2009
- ☐ Janet Johnson – previous Junior School Head Mistress
- ☐ Andy Codd and Lisa Coker – School Travel Advisors
- ☐ Nina Sharma – Junior School Humanities Coordinator

Additional consultation was carried out with the school council in November 2014, the notes of which are included in Appendix 4.

The Governors have been informed of the STP process at various stages through their regular meetings. The issues affecting the school and the remedies put forward in the action plan have been addressed and approved.

Appendix 1

STP Survey Questionnaires

1. Pupils Hands Up Survey
2. Parents Survey
3. Staff Survey

Pupil Hands Up Survey



Our School Travel Survey



To be completed by the whole class, by a show of hands:

Date _____ School _____

Class _____ Year group _____

Number of pupils present _____ absent _____

The weather today is: _____



How do pupils usually get to school?

(the main part of the journey – hands up for one option only)

Car Share * _____ Car _____ Walk _____ Bicycle _____

Bus _____ School Bus _____ Rail _____ Other _____

How would pupils like to travel to school?

(the main part of the journey – hands up for one option only)

Car Share * _____ Car _____ Walk _____ Bicycle _____

Bus _____ School Bus _____ Rail _____ Other _____



How would pupils describe the roads on their route to school?

Safe _____ Unsafe _____

Dangerous _____ Average or Ordinary _____

* Please ask for the number that Car Share first (ie share with other children other than those that live in their home)

School Travel Plan – Parents Survey

Please answer the questions below so we can find out how you usually get to and from school. This information will be used to compile a school travel plan. **To answer the question put a clear X in the box beside the right answer.** For questions where you need to write please answer clearly and in block capitals. Please use a **black pen**, as we will not be able to process your entry.

Where there is more than 1 child per family at the school, please tick one box per child.

Personal Details

Q1. What school does your child / Children go to?	
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Q2. How many children do you have at the school?	1		2		3		<3	
--	---	--	---	--	---	--	----	--

Q3. Is / are your child/Children?	Male		Female	
-----------------------------------	------	--	--------	--

Q4. What school year is / are your child / children in?	
---	--

Q5. What is your postcode?										
----------------------------	--	--	--	--	--	--	--	--	--	--

Current Travel Patterns

Q6. How long does your journey <u>TO</u> school take?	Less than 10 mins		10 – 20 mins		20 – 30 mins		30 mins +	
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Q7. How long does your journey <u>FROM</u> school take?	Less than 10 mins		10 – 20 mins		20 – 30 mins		30 mins +	
---	-------------------	--	--------------	--	--------------	--	-----------	--

Q8. How does your child / children normally get <u>TO</u> school?									
Car		Car Share		Walk		Cycle		Bus	

Q9. How does your child / Children normally get home <u>FROM</u> school?									
Car		Car Share		Walk		Cycle		Bus	

Q10. Do you accompany your child / Children?	Yes		No	
---	-----	--	----	--

Q11. Do you consider the streets surrounding the school safe?	Yes		No	
--	-----	--	----	--

Q12. Do you encounter any problems on your journey to school?			
Speeding Cars		Inconsiderate Driving / parking	
Dangerous road crossings		Cars parking on marked zig zags	
Cars performing 3 point turns near the school gates		Traffic congestion in the vicinity of the school	
Cars stopping outside school to drop their children out of the car into the road			

Walking to School

Q13. If your child / Children does / do not walk to school, can you tell us why?									
Too far		Unsafe crossing points		Roads too busy		Not allowed to walk alone		Poor air quality	

Q14. If your child / children does / do not walk to school, what would make you encourage them to walk?			
Better Road Crossings		Separate entrance for pedestrians	
Better pavements		Road Safety Training	
Nothing – it's too far		Slower car speeds	
Pedestrian shelters for parents / carers waiting for children			

Cycling to School

Q15. Do you currently allow your child / children to cycle to school?	Yes		No	
--	-----	--	----	--

Q16. If no, can you tell us why? Tick as many answers that apply			
They can't cycle		They don't have a bike	
Their bike is broken		It's too far to cycle to school	
There is no safe cycle route from home to school		School cycle parking is not safe	
They need cycle training to be confident on the road			

Car Drivers Only

Please answer this section if you generally drive your children to school by car.

Q17. If you use the car, what are your reasons for doing so?			
The car is needed to get to work or for after school activities			
Poor weather		When the dark nights draw in	
We live too far from the school		Other	

Q18. If you drive your child / children to school, do you regularly take other children as well?	Yes		No	
---	-----	--	----	--

Q19. Would you be prepared to join a car-sharing scheme run by the school?	Yes		No	
---	-----	--	----	--

Q20. Do you find parking near the school a problem?	Yes		No	
--	-----	--	----	--

Q21. If suitable parking were available, would you be prepared to "Park and Walk" i.e. park away from the school and walk the rest of the way?					
Yes		Not practical		Maybe sometimes	

Areas of Concern

Please give details below of any particular places that you think are unsafe: (no safe place to cross, parking a problem, speeding cars etc)

Location and Problem:

1.	
2.	
3.	

Please use this space to comment on the proposal to develop a School Travel Plan, any concerns you have about the school journey and what measures you think should be considered to improve the school journey.

--

If you would like to be involved in representing parents on the School Travel Plan Steering Group or would like to volunteer to assist in running schemes such as a Walking Bus, please provide your contact details.

--

School Travel Plan – Staff Survey

Please answer the questions below so we can find out how you usually get to and from school. This information will be used to compile a school travel plan. **To answer the question put a clear X in the box beside the right answer.** For questions where you need to write please answer clearly and in block capitals. Please use a **black pen**, or else we will not be able to process your entry.

Q1. How do you travel to school?

Walk		Public Transport	
Car		Car Share	
Cycle		Other	

Q2. How far from the school do you live?

About a mile		Less than 5 miles		More than 5 miles	
--------------	--	-------------------	--	-------------------	--

Q3. If you drive to school, why do you use your car?

Distance needed to travel		Heavy Equipment / books	
Convenience		Transporting others during the journey	
Weather		Dark mornings / nights	

Q4. If you drive to school, which of the following would you consider?

Waking		Public Transport	
Car Share		Cycling	
Other			

Q5. How would you rate your journey to and from school?

Difficult		Just about ok		No problem at all	
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Q6. What would encourage you to use green transport to get to school?

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Appendix 2

Additional Comments made by Parents through the October 2014 surveys

Areas of Concern

- 1 Maxwell Road
- 2 Maxwell Road - traffic congestion, speeding cars, inconsiderate parking
- 3 Lights at Rickmansworth Road and Green Street - there is no option for crossing - new lights were installed
- 4 Green Lane - too busy
- 5 No safe places to cross
- 6 Children don't cross roads safely
- 7 Inconsiderate parking
- 8 Maxwell Rd - parking problem
- 9 No safe places to cross
- 10 Pedestrian crossing at Northwood tube station
- 11 No safe places to cross
- 12 Speeding cars and buses
- 13 Parents park on zig-zags, reducing visibility when crossing
- 14 Green Lane - dangerous driving
- 15 Buses sometimes speed and cause great congestion
- 16 Maxwell Road - very big parking problem, buses coming from both directions causing congestion
- 17 No safe place to cross
- 18 No lollypop lady
- 19 Insufficient parking
- 20 Not safe to cross near school
- 21 Parking is an enormous problem - parents have a complete disregard for double yellow lines and zig-zags. Existing restrictions need to be strictly enforced
- 2 No safe places to cross
- 23 Maxwell Road - speeding cars
- 24 Parking is a problem
- 25 Should be a pedestrian crossing outside school entrance
- 26 Zebra crossing too far from the school entrance
- 27 Traffic congestion outside both entrances
- 28 Unsafe outside school gates due to bad parking
- 29 Speeding cars on Rickmansworth Road and Maxwell Road
- 23 Congestion and inconsiderate driving close to school
- 24 Parents opening doors on the roadside to allow children to leave car - v. dangerous
- 25 Difficult to cross Maxwell Road
- 26 There should be a drop-off zone. Parking should be banned during busy times
- 27 2-way traffic in Marsh Lane in Pinner creates congestion - should be 1-way
- 28 Speeding
- 29 Maxwell Road - too much traffic both ways, too congested
- 30 Maxwell Road - bad drivers
- 31 Lorries on Green Lane and Maxwell Road at peak times make traffic even worse
- 32 Crossing Rickmansworth Road

- 33 No safe place to cross
- 34 Maxwell Road - speeding cars
- 35 Dangerous crossing Rickmansworth Road
- 36 Parents parking on zig zag lines
- 37 No crossing on Maxwell Road
- 38 Crossing Maxwell Road and side streets
- 39 Cars parking on zig zag lines
- 40 Maxwell Road - unsafe to cross, bad driving/parking
- 41 Where the coaches park
- 42 Green Lane - no safe crossing
- 43 Maxwell Rd and Green Lane junction
- 44 Speeding cars
- 45 Poor parking
- 46 School coaches cause congestion
- 47 No safe crossing
- 48 Lack of parking spaces
- 49 Parking in Maxwell Road
- 50 Buses cause congestion at peak times. Four wheeled drives should be banned.
- 51 Lack of crossings - no safe place to cross
- 52 Parking problem
- 53 Maxwell Road - no safe place to cross
- 54 Parking a problem outside school - often dangerous with cars pulling out without looking
- 55 Parking a problem on Maxwell Road
- 56 Speeding cars
- 57 Drivers not looking when kids are crossing the road
- 58 Rickmansworth Road - no safe place to cross
- 59 Eastbury Rd and Green Lane - dangerous
- 60 Inconsiderate and dangerous driving
- 61 Crossing road near school gates is dangerous
- 62 Coaches should be parked in a different place - impossible for coaches, buses and cars to use Maxwell Rd at the same time
- 63 Inconsiderate drivers

Comments

- 1 Turn Maxwell Road into one-way during school times
- 2 Secure drop-off area
- 3 Increase the frequency of buses during school hours
- 4 Lower speed limits. Stricter measures for improper parking. Re-route the bus.
- 5 Lower speed limits or speed bumps. Crossing needed outside school entrance.
- 6 Car sharing is often impractical for most school journeys as the cars is already occupied by the driver and 2 children
- 7 More traffic wardens at peak times
- 8 There needs to be more parking facilities for parents to pick up kids
- 9 If there was a school bus pick up service this would alleviate a lot of the problems
- 10 Coaches for the school should be accommodated in the school grounds
- 11 Stagger school finish times
- 12 Buses/lorries/vans should be allowed on Maxwell Road at peak times. Northgate should be one-way
- 13 Parking on zig-zags should result in instant fines
- 14 The school should offer a car share scheme database so that parents who want to car share can get details of other suitable parents

- 15 Make Maxwell Road one-way
- 16 There should be a secure bicycle shed
- 17 Road traffic congestion and car parking are huge problems; it might be worth staggering school start and finish times for different years
- 18 Open second entrance to junior school - currently only workmen have access and would share traffic out more evenly
- 19 School uniforms need to incorporate reflective strips - all very dark and not very visible.
- 20 Make the road a voluntary one-way street during school hours
- 21 As a working parent, any help in indentifying and making other options would be welcome
- 22 Traffic light controlled crossing near the school

Appendix 3

Additional Comments made by Staff through the October 2014 surveys

Less work to take home

Direct tube or bus route

Reliable and frequent public transport Fewer

books to carry. Car share scheme Travel

allowance for using public transport

Convenient public transport. Less books to carry

More direct public transport

If it worked out financially in my favour - at the moment it does not

Availability and frequency

Nice weather

Punctuality

Much better public transport from where I

live Free public transport

Subsidised public transport

It's too far and too many changes on public transport

Cheaper transport fares

Reliable public transport

Reliable public transport

Subsidised public transport

Quicker more convenient public

transport Subsidised public transport

I can't think of any other way, due to drop-offs and

timing# Door to door service

A direct train journey. Bike storage for staff

I would cycle if the roads were safer

Nothing - car is quickest and easiest

Easier public transport system

I have used the tube for 6 years, as I am part-time it is ok but help with the cost of a travel card would be the biggest incentive. What about parking charges to subsidise this?

More frequent train service

Cheaper public transport. Less books to carry

Changing rooms/shower facilities/locker available on site. Secure parking for bicycle. More frequent bus service

Reasonable cost of public transport

Simple, frequent bus route and no books to

carry Free school bus ride in!

I drive a hybrid car

Flexible working hours

A better bus service

When I don't need to collect or drop off my kids I am more than happy to walk or cycle Living closer

More frequent and reliable buses and less to carry Subsidised tube fares. Lift share scheme

A more convenient public transport system

Help with cost of buying a decent bike

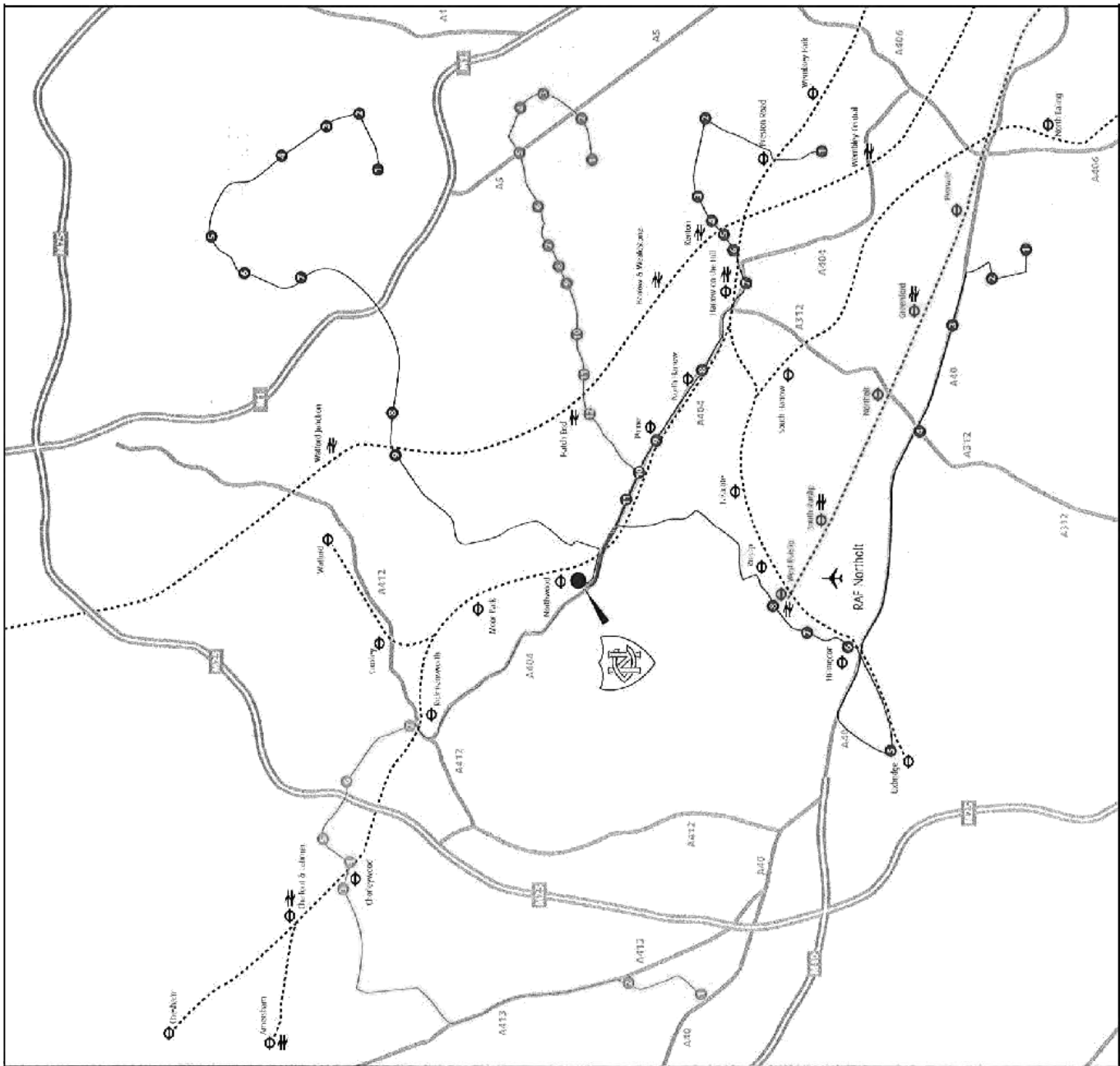
Appendix 4

Additional Comments made by the School Council on 12th November 2014

Suggestions that were put forward by the students include:

1. Car sharing
2. Cycle sheds / lockers / panniers
3. Cycle routes in roads surrounding the school
4. Cycle time in PE
5. Geography tie in with other countries
6. Under use of coaches – linking in with other independents
7. Crossing problems on Maxwell Road
8. Use of Green Lane Car Park as “drop & go”
9. Year per day parking in Maxwell Road
10. Use of older years to chaperone youngsters from “drop & go”

Appendix 5 – Northwood College for Girls Coach Routes



Coach routes

1. Whitchurch Lane, Edgware 7:35am
2. Whitchurch Lane Police Station
3. Broadfields Avenue (Hale Lane)
4. Edgware Way, A41 bus stop (Ashcombe Gardens)
5. Canons Corner bus stop
6. Slanmore (The Broadway)
7. Church Road bus stop
8. Uxbridge Road (The Chase)
9. Uxbridge Road (Jellicoe Gardens)
10. Uxbridge Road (Hilton Lane)
11. Harrow Arts Centre
12. Hatch End – outside Chaplins

EDGWARE

1. Preston Road (East Lane) 7:30am
2. Kingsbury, Kenton Road
3. Kenton Road (Kenton Lane)
4. Kenton Road Bus Stop (Draycott Avenue)
5. Kenton Road (Churchill Avenue)
6. Kenton Road (Northwick Avenue)
7. Rear of Harrow Met Station
8. North Harrow (Pinner Road)
9. Marsh Road, Pinner
9. Pinner (Bridge Street)
10. Pinner Green (Mansel Florists)
11. Pinner Green (Greenwood Hall)

KENTON

1. Gerrards Cross 7:25am
2. Chalfont St. Peter (Woodside Hill)
3. Chorleywood (Whitlands Avenue)
4. Chorleywood (Common Road)
5. Chorleywood Common (Shell Garage)
6. Rickmansworth (Chorleywood Road)
7. Rickmansworth Station (Rectory Road)

CHORLEYWOOD

1. Borehamwood (Watling Street) 7:35am
2. Elstree Station (Total Garage)
3. Elstree (Theobald Street)
4. Theobald Street (Welthby Road)
5. Aldenham Avenue (by Theatre)
6. Loom Lane (New Road)
7. Aldenham Road (Woodlands Road)
8. Aldenham Road (Water Works)
9. Bushey (Eastbury Road)

RADLETT

1. Ealing (Argyle Road) 7:15am
2. Ealing (Vallis Way)
3. Greenford Roundabout
4. Target Roundabout
5. Uxbridge (Sainsbury's York Road)
6. Hillingdon Station (Bus Station)
7. Ickenham (Glebe Avenue)
8. Ruislip (Ickenham Road)

EALING

Sign off and formal approval of STP annual review

School signatures

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

Jacquelyn Pain
Head Mistress

Janet Johnson
Head Mistress Junior School

Mr Geoffrey Hudson
Chair of Governors

Council Signatures

The following signatures confirm that the document has been Quality and Assessment checked by representatives from the London Borough of Hillingdon

Lisa Coker
School Travel Plan Officer

Jean Palmer
**Director of Planning &
Community Services**

Chris Spencer
**Director of Education &
Children's Services**

Northwood College for Girls
School Travel Plan 2014-17