



**Ashmole Primary School,
Summit Way, Southgate,
London N14 7NP
London Borough of Barnet**

School Travel Plan

September 2018



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1 INTRODUCTION

1.1 This Travel Plan has been prepared for Ashmole Primary School with the pupils and staff moving into the new building from September 2018, on land associated with Ashmole Academy in the London Borough of Barnet (LBB). The second year has been with the use of the temporary buildings.

1.2 The primary school is situated on the same site as Ashmole Academy (Cecil Road, London, N14 5R), which is a secondary school accommodating 1,500 pupils. Planning permission for the temporary primary school was granted in July 2016 subject to a number of conditions including Condition 14 which states that:

"Prior to the first occupation of the development hereby approved a School Travel Plan (STP) that meets the most recent TfL School Travel Plan criteria shall be submitted to and approved in writing by the Local Planning Authority. The submitted STP shall set out the school's transport policy to incorporate measures to reduce trips to school by the private car and encourage non car modes such as walking, cycling and public transport. The School Travel Plan shall include the appointment of a School Travel Plan Champion, SMART targets and a clear action plan for implementing the measures. The development shall be occupied and managed in accordance with the STP approved under this condition. Monitoring of the approved STP shall be completed in line with Transport for London's 'standardised approach to monitoring' with consultation completed with pupils and their families, staff, Governors and other stakeholders within 6 months of the occupation of the development and an annual 'hands up' survey with staff and pupils completed within 3 months of occupation of the development and annually thereafter."

About the School

1.3 The temporary primary school opened in September 2016 for the first year and catered for 60 pupils. The temporary site was extended for one further year in May 2017. The school currently has 120 pupils in 4 classes from September 2017 - 2 Reception and 2 Y1 classes. It lies immediately to the southwest of Ashmole Academy and is accessed from Summit

Way. The location of the school site is shown at **Figure 1**.

In September 2018 – in the main building, there will be 2 Reception classes, 2 Y1 classes and 2 Y2 classes that will be utilised by the pupils and staff. In total there will be 180 pupils in September 2018 with 6 teachers; 5 HLTAs; 2 TAs and up to 10 ancillary staff associated with the school.

1.4

The pedestrian and vehicular access to the school is from Summit Way. In the new building there will be 20 car parking spaces for staff,

including 2 disabled spaces. Sheltered cycle parking is provided according to the London Plan standards, including 50 spaces. This will also include storage racks for up to 50 children's scooters.

- 1.5 The planning application for a permanent school at the same site was submitted in August 2016 and granted in March 2017.

This Travel Plan applies to the school in the main building.

Travel Plan Aim

- 1.6 The aim of this Travel Plan is to put in place the management tools that are necessary to enable teachers, administration staff, parents and school children to make informed decisions about their travel to the school. This will in effect minimise the adverse impacts of their travel to / from the school on the environment.

Reasons for Developing a School Travel Plan

- 1.7 Reasons for developing a School Travel Plan include:

To remove the barriers to and promote sustainable transport as a viable, safe transport option;

To ease congestion within the local community;

To reduce the potential for accidents and danger in the vicinity of the school and on the journey to school;

To assess parking and drop-off issues;

To improve the health and wellbeing of pupils, staff and parents by promoting exercise and active lifestyles; and

To reflect the ethos of the school in promoting respect for the environment.

Consultation

- 1.8 This Travel Plan has been produced in consultation with LBB. Any subsequent changes to the Travel Plan will involve consultation with LBB, parents, School Governors and any other stakeholders. The Travel Plan will be updated every year following a consultation with all stakeholders.

This Document

- 1.9 This Travel Plan contains all the information needed to effectively implement and monitor the Travel Plan itself.
- 1.10 This Travel Plan is based on best practice guidance aimed at School Travel Plans, which includes TfL's guidance on the preparation of Travel Plans published in November 2013 and 'What a School Travel Plan should Contain 2007-08'.
- 1.11 The remainder of the document is structured as follows:
- Section 2 - Relevant policy guidance;
 - Section 3 - Outlines the accessibility and expected travel patterns;
 - Section 4 - Sets out the objectives and targets of the travel plan;
 - Section 5 - Outlines the travel plan strategy including how it will be managed, together with the marketing strategy;
 - Section 6 - Sets out the measures that will be implemented;
 - Section 7 - Outlines the monitoring and review programme; and
 - Section 8 - Sets out an Action Plan.

National Planning Policy Framework (NPPF)

2.1 The National Planning Policy Framework (NPPF) was published on 27th March 2012 and it sets out the Government's planning policies for England and how these are expected to be applied.

2.2 Chapter 4 – 'Promoting Sustainable Transport' sets out central government national transport policy:

"Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas."

2.3 The NPPF states that a key tool to facilitate the use of sustainable transport modes is a Travel Plan and at paragraph 36 states *"all developments which generate significant amounts of movement should be required to provide a Travel Plan."*

The London Plan

2.4 The London Plan (2011) is a Spatial Development Strategy which sets out the framework for the development of London over the next 20-25 years. Policy 6.3 'Assessing transport capacity' states that:

"Travel Plans should be provided for planning applications exceeding the thresholds in, and provided in accordance with, the relevant TfL guidance."

The Mayor's Transport Strategy (MTS)

2.5 The Mayor's Transport Strategy (MTS) is a statutory document, developed alongside the London Plan and Economic Development Strategy as part of a strategic policy framework to support and shape the economic and social development of London over the next 20 years.

2.6 Paragraph 5.24.2 refers to smarter travel initiatives and states: *"smarter travel aims to reduce congestion, improve health and reduce transport's contribution to climate change by helping people to make the most effective use of London's transport network and encouraging greater use of public transport, cycling and walking."*

2.7 The paragraph continues: *"more than 90 per cent of London schools now have a travel plan in place, with an average 6.5 per cent reduction in the number of car journeys to schools."*

London Borough of Barnet's Core Strategy

2.8 Barnet's Core Strategy was published in 2012 and sets out a framework for development over the next 10 years.

2.9 One of the Core Strategy's main aims is to *"ensure the safe and effective use of the road network that enables residents and visitors to choose convenient and reliable transport that is economically and environmentally efficient, and takes a comprehensive approach to tackling the school run."*

2.10 The Core Strategy states that the Council have *"identified the school run as a key factor in contributing to peak hour congestion (accounting for approximately 30% of car trips by Barnet residents in the AM peak) which negatively impacts on the council's ambition of keeping Barnet moving. Action is required to manage peak period travel if worsening transport network conditions are to be avoided and we will continue to take positive action in this area centred around our work with schools to develop and implement progressive school travel plans."*

2.11 The Council therefore aims to *"ensure that School Travel Plans (STPs) in Barnet are both monitored and effective and that if necessary, remedial measures are taken if targets are not met, and encourage the dissemination of good practice among the borough's schools."*

2.12 The Core Strategy goes on to state that *"Barnet has been very successful in starting to address this major issue, achieving a 12% reduction in numbers of pupils driven to school."*

"In particular we will take more direct action through seeking to increase the availability of funding to implement complementary traffic management improvements in the neighbourhoods around our schools including taking positive action to prevent any pupil parking, promoting car sharing and improved cycle parking facilities, and will encourage more children to walk and cycle to and from school."

3 **ACCESSIBILITY AND TRAVEL PATTERNS**

School Location and Surrounding Area

- 3.1 The school lies to the north of Summit Way and to the east of Arlington Road, approximately 700m southwest of Southgate Station as the crow flies.
- 3.2 The area surrounding the school is largely residential. It is bound to the northwest and northeast by residential properties, further to the east by Barnet and Southgate College, to the southeast by Blagden's Lane and to the southwest by residential properties and by Summit Way.
- 3.3 The land on which the primary school is located lies on the same site as, and immediately to the southwest of Ashmole Academy. Pedestrian and vehicular access for Ashmole Academy is from Cecil Road which intersects Arlington Road at the northernmost point of the site. The primary school has its own pedestrian and vehicular access from Summit Way.

Local Highway Network

- 3.4 Summit Way is a residential road in character and has short border with the site to the west, connecting Arlington Road with Hampden Way. Arlington Road and Burleigh Gardens pass alongside the west and north of the site respectively.
- 3.5 Chase Side (A111) is a north-south road through the east of Barnet. It connects The Bourne and High Street at a junction 300m to the north of Ashmole Academy, with the M25 and Potters Bar in the north.
- 3.6 High Street (A1004) is a north-south road through Southgate, which lies to the east of Ashmole Academy. It connects to Chase Side in the north and to Cannon Hill and The Green in the South.

Travel Issues

- 3.7 As the primary school is a new school which has been in temporary accommodation, there are no known existing travel issues at new the site. However, the new building site will need new school signs for the school; zig zags by the entrance; parents to be encouraged not to idle engines while waiting for their children and parents respecting all parking restrictions that will be set up by the LA.

Active Travel

Walking

- 3.8 A person's willingness to walk is dependent on many factors including access to a car, safety, road congestion, weather, gradients, parking, health, direction of route and purpose of journey. The TfL guidance document 'Walking Good Practice', issued in April 2012, refers to car journeys up to 2km in length which could easily be walked in less than 30 minutes. **Table 3.1** sets out some common trip purposes and suggested walking distances.

Table 3.1: Suggested Acceptable Walking Distances			
Definition	Walking Distances (m)		
	Town Centres	Commuting / Schools	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m
Source: Providing for Journeys on Foot, IHT, 2000			

- 3.9 The school is within walking distance of Southgate Station (13 minutes) and of bus stops on Hampden Way (5 minutes). In general, footways surrounding the school are sufficiently wide and in suitable condition. There are dropped kerbs on both sides of the road which can be used as informal crossing points.

Cycling

- 3.10 It is generally accepted that cycling is a suitable mode of travel for journeys up to 5 miles in length although in London, longer journeys are commonplace. Much of north London is within 5 miles distance of the site including much of Barnet, Walthamstow, Haringay, Stoke Newington and parts of Hampstead.
- 3.11 The local area is predominantly residential in character and suitable for cyclists. Several roads around the school, including Burleigh Gardens and Arlington Road are identified by TfL as being *"Quieter routes that have been recommended by other cyclists."*

Public Transport

Bus Services

3.12 The closest bus stops to the school are Arlington Road, stops X and Y which are located on Hampden Way, approximately 400m (5 minutes' walk) from the site. There are also several bus stops at Southgate Station (stops B-H) which are within 1km (13 minutes' walk) of the school.

Table 3.2 below summarises the bus services within walking distance of the school.

Table 3.2: Summary of Bus services at Closest Stops			
Bus Stop	Route	Origin/ Destination	Freq (Mon-Fri)*
Arlington Rd Stops X & Y (400m/5 mins)	184	Chesterfield Road/ Turnpike Lane Station	7-12
	121	Enfield Island/ Turnpike Lane	8-10
	125	Winchmore Hill/ St Mary's Church	8-12
	298	Arnos Grove/ Cranborne Road Industrial Estate	20
	299	Queens Avenue/ Cockfosters	15
	382	Southgate/ Millbrook Park	15
	W6	Southgate/ Edmonton Green	8-11
	W9	Chase Farm/ Southgate	15
	616 (Sch)	Old Park Ridings/ Edmonton Green	Once
	628/ 688 (Sch)	Southgate/ Jewish Free School	Once
Southgate Stops B-H (1km/13 mins)	692/ 699 (Sch)	Potters Bar/ Green Dragon Lane	Once

*Minutes between services, over most of the day

- 3.13 **Table 3.2** indicates that there are numerous bus services towards other locations in London, within walking distance of the school. A TfL Bus map is included at **Appendix A**.

Rail Services

Underground

- 3.14 The closest underground station to the school is Southgate which is approximately 1km walking distance (13 minutes) to the north east. Southgate is served by the Piccadilly Line which operates every 2-4 minutes between Cockfosters, Uxbridge and Heathrow.

Overground

- 3.15 The closest Overground station is Palmers Green which is approximately a 2.5km walk (32 minutes) from the site, and can also be reached by bus. Services are provided towards Moorgate (every 10 minutes), Hertford (every 10-20 minutes), Stevenage (every 30 minutes) and Gordon Hill (every 30 minutes).

Public Transport Accessibility Level

- 3.16 Public Transport Accessibility Levels (PTALs) are a theoretical measure, from 1-6, of the accessibility of a given point to the public transport network, taking into account walk access time and service availability.
- 3.17 The assessment methodology reflects:
- Walking time from the point of interest to the public transport access points;
 - The reliability of the service modes available;
 - The number of services available within the catchment; and
 - The level of service at the public transport access points – i.e. average waiting time.
- 3.18 The PTAL rating of the school site varies, being between a 1b and increasing to a 3 approximately 20-30m to the north. This suggests a low to moderate level of accessibility to public transport. Whilst the school has a lower PTAL rating, it is not considered to reflect the true accessibility on the basis that there are a number of bus services and an underground station not accounted for within the PTAL calculation, but which are in fact within a reasonable walking distance (up to 2km according to the Institute for Highways and Transportation). A copy of the PTAL Output is included at **Appendix B**.

Existing Travel Patterns

Pupils

3.19 The modal split for pupil travel to the school was estimated using Borough wide data (included at **Appendix C**) for travel to 2FE primary schools within areas of PTAL 1b or 2. The Borough wide data has then been adjusted on the assumption that the schools selected have established Travel Plans in place. As such, the modal share for cars has been increased by 12% to reflect the 12% reduction in number of pupils driving to school achieved by Barnet Council through School Travel Plans (Barnet Core Strategy). The remaining modal split has been adjusted accordingly.

3.20 **Table 3.3** below sets out the Borough wide modal split and the adjusted model split which is the predicted baseline modal split for pupils on occupation.

Table 3.3: Pupil Modal Share for the Temporary School		
Mode	Borough Modal Split (%)	Adjusted Modal Split (%)
Walk	37%	30%
Cycle	2%	2%
Public Transport	9%	8%
Car	32%	44%
Park & Stride	12%	10%
Car Share	7%	6%
Other	1%	1%
Total	100%	100%

3.21 It is recognised that due to the young age of the pupils (Reception children aged 4-5 years, Y1 children aged 5-6 years and Y2 children aged 6-7), that children will not walk or cycle to school alone. However, it is considered that they would walk or cycle with the assistance/ supervision of parents or carers. The majority of trips are new to the school.

Staff

3.22

The modal split for staff is set out below in **Table 3.4** and based on Census 2011 travel to work data for the Super Output Area Barnet 009, which contains the school site. Ancillary staff are expected to work shifts and are therefore unlikely to coincide with pupil or full-time staff trips. The Census data is provided at **Appendix D**.

Table 3.4: Staff Modal Share for the Temporary School	
Mode	Modal Split (%)
Walk	10%
Cycle	3%
Public Transport	25%
Car	55%
Park & Stride	0%
Car Share	4%
Total	100%

4 OBJECTIVES AND TARGETS

- 4.1 This section sets out the overarching objectives for the School Travel Plan, as well as targets for the school. It includes indicators through which progress towards meeting the targets will be measured.

Objectives: They help to give the Travel Plan direction and provide a clear focus.

Targets: Are the measurable goals by which progress will be assessed. The Travel Plan sets out targets which the school will seek to reach within the period covered by this Travel Plan.

Objectives

- 4.2 The Travel Plan's overriding objective is:

To engage with and encourage staff, pupils, parents and visitors to use more sustainable ways of travelling to / from the School through more effective promotion of active modes and sustainable travel initiatives. This will minimise the impact of the development on the surrounding highway network.

- 4.3 The sub-objectives are:

Sub-objective 1: To increase staff, parent and pupil awareness of the advantages and availability of sustainable / active modes of transport;

Sub-objective 2: To promote the health and fitness benefits of active travel to all users;

Sub-objective 3: To introduce a package of physical and management measures that will facilitate staff, pupil, parent and visitor travel by sustainable modes; and therefore,

Sub-objective 4: To reduce unnecessary use of the car for the journey to and from the school by pupils, parents, visitors and staff.

Targets

- 4.4 Targets are measurable goals by which the progress of the travel plan will be assessed. Targets are essential for monitoring progress and success of the travel plan. Targets should be 'SMART' – **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-related.

- 4.5 Targets come in two forms – Action and Aim Targets. Action Targets are non-quantifiable actions that need to be achieved by a certain time, while Aim Targets are quantifiable and generally relate to the degree of modal shift the plan is seeking to achieve.

Action Targets

- 4.6 The key Action targets are set out below following occupation of the main building:

‘Hands Up’ surveys will be undertaken after 6 months and annually and a summary report will be prepared.

Consultation with staff, pupils, families, Governors and other stakeholders including residents and Ashmole Academy will be completed within 1 year and the STP will be updated and resubmitted for LBB approval as necessary / appropriate. The Travel Plan will be reviewed annually thereafter.

Aim Targets

- 4.7 The Aim targets of this Travel Plan are focused on both the pupils and their families as well as the staff.
- 4.8 **Table 4.1** outlines the Aim Targets set out for pupils at the School. The targets are set to measure progress towards the main objectives over the academic year. These targets are to be achieved within a year of the School Travel Plan. The baseline figures are taken from the baseline modal splits, as detailed previously and are the predicted modal splits for the initial occupation.

Table 4.1: Travel Plan AIM Targets (Pupils)				
Target	Indicator	Mode Split		
		Predicted	6 Months	End of year
Reduce single family vehicle trips by 6%	Modal split monitoring surveys	44%	41%	38%
Achieve a 6% increase in the mode share for public transport & active modes		40%	43%	46%

Table 4.2 shows the Aim targets for staff travel over the 1 year travel plan period.

Table 4.2: Travel Plan AIM Targets (Staff)				
Target	Indicator	Mode Split		
		Existing	6 Months	End of Year
Reduce car driver trips by 3%	Modal split monitoring surveys	55%	53%	52%
Achieve a 3% increase in the mode share for public transport & active modes		38%	40%	41%

Pupils

	Reception Class	Reception Class	Rec and Y1	Rec and Y1
Date	Jan 17	June 2017	Jan 18	March 18
No. of students surveyed	61	60	120	120
% surveyed	100	100	100	100

Type of travel	To school ? Jan 17	Prefer to travel?	To school ? Jun 17	Prefer to travel?
Car	23	23	23	23
Car share				
Park and stride				
DLR				
Rail				
Tram				
Tube				
Public bus				
School bus				
River				
Cycle	2	2	3	3
Buggy				
Scooter	11	11	18	18
Walking	25	25	16	16

Type of travel	To school ? Jan 18	Prefer to travel?	To school ? Mar 18	Prefer to travel?
Car	59	45	39	11
Car share	3	3		
Park and stride	3	3	4	0
DLR				
Rail				
Tram				
Tube				
Public bus	4	2	0	4
School bus				
River				
Cycle	3	13	5	32
Buggy				
Scooter	19	22	17	45
Walking	29	32	55	28

Staff survey

	1st year staff		2 nd year staff	
Date	Jan 17	Jun 17	Jan 18	Mar 18
No. of staff surveyed	12	12	22	22
% surveyed	100	100	100	100

Type of travel	To school ? Jan 17	Prefer to travel?	To school ? Jun 17	Prefer to travel?
Car	9	9	9	9
Car share				
Park and stride				
DLR				
Rail				
Tram				
Tube	1	1	1	1
Public bus				
School bus				
River				
Cycle				
Buggy				
Scooter				
Walking	2	2	2	2

Type of travel	To school ? Jan 18	Prefer to travel?	To school ? Mar 18	Prefer to travel?
Car	15	15	15	15
Car share				
Park and stride				
DLR				
Rail				
Tram				
Tube				
Public bus	1	1	1	1
School bus				
River				
Cycle				
Buggy				
Scooter				
Walking	6	6	6	6

5 TRAVEL PLAN STRATEGY

Travel Plan Management

5.1 The Head Teacher of the school will act as the STPC. The STPC is responsible for overseeing the management, development, implementation, monitoring and review of this School Travel Plan.

5.2 The contact details of the STPC are below:

- ☐ Name: Mr Chris Tofallis
- ☐ Tel: 020 8362 8380
- ☐ Email: office@ashmoleprimary.org

School Travel Plan Champion Responsibilities

5.3 The STPC will be responsible for overseeing the Travel Plan for the school. The primary responsibilities of this role include:

The implementation of measures as set out in the Travel Plan;

Managing the development and implementation of the Travel Plan measures;

Promoting the objectives and benefits of the Travel Plan;

Monitoring the success of the Travel Plan against the agreed targets;

Liaising with Ashmole Academy and other schools on progress of measures;

Reporting the results of the Travel Plan to LBB School Travel Plan Officers; and

Acting as a point of contact for all staff/pupils/parents regarding travel and the Travel Plan.

5.4 Regular updating of the Travel Plan document is part of the responsibility of the nominated person.

Marketing Strategy

- 5.5 Staff, parents and pupils at the school are made aware of the existence of the School Travel Plan. The details of the Travel Plan, its objectives in enhancing the environment and the role of individuals in achieving the objectives of the Travel Plan will be explained upon acceptance of job offers and noted in job interviews or similar.
- 5.6 The following will be used as necessary / appropriate as a means of disseminating information to staff, parents and pupils to promote events/campaigns/promotions/services/initiatives:

Notice boards in communal areas;

Newsletters;

E-mail communication;

Questionnaires; and,

Social media.

Parent Travel Awareness

- 5.7 Parents will be made aware of the Travel Plan and the school's commitment to reducing travel by car. All parents will be advised about the procedures in place with respect to reducing travel by car and how pick-up and drop-off activity will be managed.

6 MEASURES AND INITIATIVES

6.1 This section of the Travel Plan outlines the specific physical and management measures that have been and will be implemented as part of the Travel Plan.

Site / Building Design

6.2 In the school main building, emphasis has been placed on providing good, attractive facilities for both pedestrians and cyclists. A dedicated pedestrian entrance and footway is provided into the site from Summit Way, along with dedicated cycle parking (50 spaces) and children's scooter storage (50 spaces). Staff will be able to use changing and wash facilities within Ashmole Primary School if necessary.

Provision for People with Disabilities and Visual Impairment

6.3 Provision for pupils with disabilities has been built into the design of the building, with level access provided and disabled wash facilities on-site.

6.4 The following initiatives / design features / measures are present:

Wheelchair accessible buildings.

Disabled Toilets.

Staff assistance if necessary/appropriate.

6.5 The STPC, through dialogue with the London Borough of Barnet (if necessary / appropriate), will also seek to ensure that routes to/from public transport access points have appropriate provision for people with disabilities and people with visual impairment. Specifically, the following will be reviewed:

Dropped kerbs and tactile paving of the appropriate colour.

Rotating cones on signalised pedestrian crossings.

Pick-up / Drop-off Strategy

6.6 As with all educational land uses, specific attention needs to be paid to setting down / picking up and the impact of on-street parking on residential roads at the start and end of school days, which will be monitored as part of the Travel Plan.

- 6.7 As set out above, the school is accessed from Summit Way and any demand associated with pick-up / drop-off is accommodated on-street in the vicinity of the school. Parking on Summit Way and the adjoining roads is mostly unrestricted, and as shown in parking survey results in the Transport Assessment, there is significant spare capacity during the morning and afternoon peak periods when pick-up / drop-off activity would occur. **However, for the safety of the public travelling by car or foot, on street car parking would be discouraged.**
- 6.8 It is not considered that all pupils will arrive/depart simultaneously as a significant number of pupils are expected to attend breakfast clubs or after-school clubs. Parents/guardians are also likely to pick-up/drop-off children on the way to/from work for example, meaning that many pupils will not arrive exactly as school starts, but rather before opening time and after closing time.
- 6.9 The school will be able to implement parking restrictions if appropriate (e.g. through the STP) such as a parking exclusion zone. This can be used to mitigate pick-up/drop-off activity in the immediate vicinity and disperse any parking demand across a wider area.
- 6.10 A Pick-up/Drop-off Strategy will be provided according to the S106 agreement which requests that:
"The owner shall submit a Pick up/Drop off Strategy as part of the School Travel Plan to the Council and obtain approval to the same from the Council within 3 months post Occupation of the Development."
- 6.11 Once the Pick-up/Drop-off Strategy has been agreed with the Council and incorporation of comments has been made, staff, pupils and parents will be advised of the arrangements outlined in the Pick-up/Drop-off Strategy to ensure that it is followed.
- 6.12 **Drop-offs:** In September 2018 school will commence at 7.45am for the Breakfast Club pupils. Registration for all pupils in the classes is at 8.50am. Children in Reception, Y1 and Y2 cannot be simply dropped off and left unsupervised by a parent/ carer. The children need to supervised by the parent/ carer until handover at registration at 8.50am. **We would encourage parents to arrive no earlier than 8.40am into the school car park drop off zone Parents and Carers are allowed to wait with the children on the school playground outside the classrooms. As the school children get older we will offer the service of a drop off within the school car park with a drop off zone in place ready and will be supervised by staff on site (Caretaker).**
Pick-ups: School finishes at 3.15pm for the EYFS and KS1. Parents/ carers will pick up the children via the playground outside the classrooms. Children in EYFS and KS1 will not be allowed to walk home alone. This will only happen for Y5 and Y6 if the children have a permission letter given to the school office by their parents. There are various clubs on offer for the children after school so some pick up times will vary which will help with traffic congestion outside the school. Currently we have football, tennis, yoga, multi spots, Drama and French clubs after school during the week. These clubs will be extended from September 2018 with more classroom space and more pupil demand for new clubs. KS2 will finish school at 3.25pm from September 2019.

Breakfast Clubs and After School Activities

- 6.12 Breakfast and after school clubs commenced from October 2016 and, as well as providing extra care at the school, have assisted in spreading arrival and departure times over a longer period. This will continue to help reduce any potential impact caused by pick-up/drop-off activity at the beginning and end of the school day. The clubs can accommodate up to 40 pupils at one time and this will help with any traffic congestion at the peak times from September 2018.
- 6.13 The STPC will monitor interest and uptake of after school activities and breakfast clubs.

Park and Stride

- 6.14 The STPC will initiate a 'Park and Stride' initiative whereby parents are encouraged to park a short distance away from the school and to walk their children the remainder of the way. This should help to reduce congestion around the access of the school and on Summit Way in particular, as well as giving pupils the health benefits of physical activity.

Marketing and Promotion of Travel Information

- 6.15 The dissemination of information will be vital in order to raise awareness of the various travel options and the benefits of travelling in a sustainable manner. A number of channels will be used to provide pupils, parents and staff with information including the school website and noticeboards.

School Website

- 6.16 The school website will be updated to include comprehensive detail on how to access the school through sustainable and particularly active modes. Parents will also be directly emailed with the encouragement of walking to school, cycling and using scooters.
- 6.17 Advice will include:
- Public transport information, including routes to the school from local public transport access points.
 - Information on cycling, including details such as safe routes to the school and the availability of secure cycle parking.
 - Safe walking routes to / from local residential neighbourhoods.

Green Travel Noticeboards

- 6.18 The STPC will put up a Green Travel Noticeboard in the lobby, providing location maps showing walking and cycling routes to local destinations. The noticeboard will also contain public transport information including bus/rail timetables and will be regularly updated.

School Wide Initiatives

- 6.19 Initiatives that the school will be involved in include the STARS Accreditation and Sustainable Education. Living Streets (see below) is a website that provides information which the STPC will be able to use to help to promote sustainable travel. The school is on course to achieve the Silver Award with TfL Stars accreditation. The school has promoted cycling to school; scootering to school; road safety awareness and pedestrian safety all with Barnet LA.

STARS Accreditation

- 6.20 TfL awards School Travel Plans using the STARS (**S**ustainable **T**ravel **A**ctive **R**esponsible **S**afe) Accreditation which rewards schools for adopting safe and more active travel behaviour at one of three levels: Bronze, Silver and Gold. The more initiatives delivered and the greater the change in pupil travel behaviour the higher the accreditation award the school will achieve. The school achieved the Bronze STARS Accreditation in June 2017. The school has now completed the Silver Award Accreditation and is due to hold this award in the summer term. More information can be found on TfL's STARS website: <https://stars.tfl.gov.uk/PublicPages/Home.aspx>
The next award in site will be the Gold Award.

Living Streets

- 6.21 The Living Streets website (www.livingstreets.org.uk) contains information and advice on encouraging children to use sustainable transport to access their school. In addition, Living Streets has an online shop where you can purchase:
- Walk to School WoW badges to encourage pupils to walk / cycle at a cost of 17 pence per badge;
 - Walk to School WoW wallcharts so that pupils compete for points (league table) – at a cost of 25 pence per wallchart.

- 6.22 The STPC has purchased all necessary badges and wall charts and the children receive badges for walking to school or using active travel. The school is part of the WOW scheme.

Active Modes

- 6.23 Active modes of transport will be encouraged, in particular, walking, cycling and scooting. The following measures which relate to promoting walking and cycling to school will be implemented by the STPC.

Walking to School Initiatives

- 6.24 Walking is a truly sustainable method of travel which offers pupils independence, predictable journey times and a range of physical and psychological benefits.

- 6.25 Walking to school will provide the following benefits:

Healthier, happier pupils:

Reduced demand for parking from parents;

Overall reduced traffic levels which result in less pollution and improve air quality in the

local area; and

Reduced traffic levels result in reduced road traffic accidents.

- 6.26 The STPC will develop marketing materials to highlight the health benefits of walking and will implement the following measures to encourage walking to school:

Pupils, parents and staff will be provided with information and advice concerning safe, suitable routes.

Walking trips will be organised to the local park or library for example, which will help to teach road safety and promote it to families.

Pupils will be given pedestrian skills training during assembly.

- 6.27 There are a number of 'walking' initiatives set up by the Local Council and non-profit organisations which the STPC will ensure the school are involved in, for example:

Walk on Wednesday;

Walk to School Week; and

Walking Bus.

- 6.28 The STPC will assess baseline levels of walking and the distance of pupils from the school to determine reasonable targets (e.g. for pupils to walk to school every day or once or twice per week).

- 6.29 Staff will be encouraged to walk to school, for example by promoting the pedometer challenge of 10,000 steps per day.

Walk to School / Work Week

- 6.30 The school will participate in Walk to School Week (eg. March 2018 and May 2018) where both pupils and staff are encouraged to walk to school during the week. This will be communicated to pupils during class and to parents by letter prior to the dedicated week.

Road Safety

- 6.31 As part of the Walk to School initiatives, road safety will be promoted to pupils in class and to parents and families at home by the following means:

Road Safety talks will be given at school and a "Walk About, Talk About" Road Safety DVD will be shown to pupils and/or provided to families.

Pupils will be encouraged to use Children's Traffic Club.

Cycling to School Initiatives

- 6.32 The new school building includes the provision of 50 cycle parking spaces for pupils and staff as well as storage for 50 children's scooters.

- 6.33 Cycle parking will be actively monitored through this School Travel Plan.

- 6.34 The STPC will explore with local bicycle retailers the possibility of providing discounts on cycling equipment to pupils and staff of the school. If available, the take up of this discount will be monitored. The school will be purchasing ten bikes to keep at school for future bike training for children in Reception - Y2.

- 6.35 The STPC has purchased tricycles in the outdoor classroom for pupils in Reception to practice with supervision and will obtain more bikes for the older children as well.

- 6.36 Pupils, parents and staff will be provided with information and advice concerning cycle, suitable routes. TfL Cycle Maps (which are free of charge) will also be advertised and made available to those that require them.

- 6.37 TfL cycle maps can be ordered for free from: <https://tfl.gov.uk/forms/12419.aspx>

School's Cycle Training

- 6.38 The STPC has set up cycle training at school for all Y1 pupils in March 2018. Due to the young age of the pupils this included "Ditch the Stabilizer" sessions. This will continue every summer term.
- 6.39 Barnet Council provides free cycle training in primary schools as well as free adult and family cycle training. This will be promoted to pupils, families and staff.

Bike Week

- 6.40 Bike Week is the biggest nationwide cycling event in the UK which usually takes place in June each year. The STPC will actively encourage cycling in Bike Week to pupils, staff and parents considered eligible.
- 6.41 Further information can be found at: www.bikeweek.org.uk

Staff Cycle Measures

- 6.42 Showering and changing facilities are available at Ashmole Primary and Ashmole Academy, with cycle storage provided on-site.
- 6.43 The STPC will investigate whether tax incentive schemes such as the Bike to Work Scheme, Bicycle User Groups and Dr Bike Sessions are appropriate for the staff at the school.

Bike 2 Work Scheme

- 6.44 The Bike 2 Work Scheme enables employees to be able to obtain a voucher to purchase a bicycle/bike equipment for a reduced amount of money. The STPC will establish a Bike 2 Work Scheme by using the website: <http://www.bike2workscheme.co.uk/>.

- 6.45 There are employer and employee incentives for the Bike 2 Work Scheme:

Employer Incentives:

Fitter, healthier and more productive staff;

Healthy staff are less likely to be absent through stress or illness;

Savings on employer NI contributions (up to 13.8%);

Reduction of carbon footprint;

Bike 2 Work will administer the scheme for the company at no extra cost; and,

The scheme is an attractive benefit for employees.

Employee Incentives:

Savings of up to 42% on the cost of bikes/equipment;

Improvement in general health and well-being;

Lose weight and tone up;

Cost is spread over weekly/monthly interest free payments;

Save money on travelling costs; and

After sale service from chosen bike shops.

Bicycle Users Group (BUG)

- 6.46 BUG's are a good way for less experienced cyclists or those who are not confident in their route to gain experience by cycling with more experienced cyclists. A BUG also removes safety concerns of individual cyclists who travel alone. Due to the small size of the school, this could be organised with staff from Ashmole Academy.
- 6.47 Dr Bike sessions are already established in Barnet. Those living and working in the Borough are encouraged to bring their bikes along to various locations within the Borough for a free checkup and minor repairs.
- 6.48 The STPC will promote the uptake of Dr Bike sessions and will advertise when the next sessions are taking place on the website and noticeboards.

Scooter Use

- 6.49 Scooter lessons will be provided at school and scooter use will be encouraged through 'scooter to school' days, particularly for children living further away. This is done in the Spring and Summer term.

Public Transport

- 6.50 Increased use of public transport is a fundamental aspect of the Government's sustainable transport strategy and is particularly important in London where the greatest levels of sustainable transport provision are available in the country.

- 6.51 It is important to recognise that, where possible, walking and cycling are usually favourable to public transport because they have fewer environmental impacts and cost implications, whilst offering health benefits. Nevertheless, public transport remains important, particularly given the schools proximity to bus and underground services.
- 6.52 Up-to-date details of bus, underground and taxi services, including route information and service frequencies, will be made available to pupils and staff.
- 6.53 National Rail and TfL Journey Planner websites and enquiry phone numbers will also be promoted through all relevant means.
- 6.54 The STPC will promote sustainable travel for general travel as part of a healthier way of life not only for travel to and from school.

School Trips and Curriculum Links

- 6.55 The school will use public transport for school trips where appropriate. The School is eligible to join TfL's School Party Travel scheme which offers free off-peak school group travel from Monday to Friday. The STPC could take responsibility for entering the School into the scheme which would offer free travel for a maximum of two trips per child per term. There should be a maximum of two adults for every 10 children in a school party.
- 6.56 Projects undertaken in classes will include links to healthy lifestyles and transport in order to communicate the health benefits of using active modes to pupils.

Car Sharing

- 6.57 Car Sharing is an excellent way to reduce the number of cars arriving at the school / the local area as the scheme reduces the total number of vehicular trips and the number of single family vehicle trips generated by the school.
- 6.58 The STPC will be responsible for implementing a car share scheme at the school. Given the different travel patterns and needs of parents and staff, a number of methods will be assessed.
- A car share database can be set up. This can be done on-line through www.liftshare.com (or similar organisations), where membership is free. These organisations can provide web-based car share schemes for private groups or can be open to the general public. If implemented, measures should be taken to encourage membership and promote the scheme by the STPC.
- The school can design and operate a car share database / spreadsheet. This would be run and set up by the STPC.
- An informal matching system can take place through word of mouth and social interaction car share events organised for all parents interested in car sharing.
- 6.59 The economic, social and environmental benefits of car sharing will be promoted to parents and staff through some or all of the following measures:

School Newsletter, website and text.

Letters to parents advising families of the benefits of car sharing and using active modes.

Parents Evening

- 6.60 The STPC or an assistant will be present at parent's evenings; advice will be given to parents on sustainable ways to get their child to the school.
- 6.61 Specific Measures that will be promoted by the STPC / their assistant include:
- Car Sharing;
 - Cycle Parking;
 - Walk to School Week; and
 - Bike Week.

Welcome Pack and Travel Information Provision

- 6.62 Staff will be provided with a Welcome Pack containing information on public transport services close to the site and other measures for encouraging use of non-car modes of travel.
- 6.63 The provision of information of alternatives to the car is an important aspect of Travel Plans. It is recommended that the packs contain the following information:
- A summarised version of the Travel Plan document, that sets out the purpose and benefits etc.;
 - Timetables and route maps for public transport;
 - Contact numbers and web details for National Rail Enquiries;
 - Local taxi company details;
 - Car Club information;
 - Cycling and walking maps for the local area; and
 - Web details for any community travel sites and community forum sites.

Personalised Travel Planning

- 6.64 The STPC will offer a personalised Travel Planning service for all staff, if requested. The STPC will be able to draw on advice from journey planning websites such as [Transport for London](http://www.tfl.gov.uk/) <http://www.tfl.gov.uk/>.

Delivery and Servicing Management

- 6.65 Servicing will take place via the Summit Way access. This is outlined in the Delivery and Servicing guidelines set up.

Operations are such that deliveries are likely to be undertaken by small to medium sized vehicles. In the event that the occasional delivery is made by a larger vehicle, servicing would take place onsite via the Summit Way entrance.

6.66 In order to ensure that servicing activity is undertaken successfully and without conflict between vehicles and/or pedestrians, the following measures will be implemented.

A site manager / member of staff will issue instructions to all suppliers who book deliveries to set out the delivery procedures;

It will be encouraged that, where possible, deliveries are undertaken by small to medium sized vehicles;

It will be encouraged that vehicles load/unload for the minimum time necessary in order to reduce any potential waiting time and avoid congestion or obstruction;

Drivers will be informed that vehicle engines must be switched off whilst goods are being loaded/unloaded;

Deliveries will be booked so as to avoid the start and end of school as well as waste collection;

A member of staff will maintain a record of delivery and servicing activities at the site.

- 6.67 Refuse is stored in a dedicated area close to the Summit Way access. It is anticipated that refuse is collected on site from Summit Way.

Other Measures

- 6.68 There are a number of other measures which will be established by the STPC which encourage involvement with interested parties including governors, staff, senior management and the school council. For example, a Working Group, where all are invited to discuss the travel plan and the various measures that will be implemented.

7 **MONITORING AND REVIEW**

Monitoring

- 7.1 This School Travel Plan is part of a continuous process for improvement, requiring monitoring review and revision to ensure it remains relevant. This chapter sets out the means for monitoring and review of the travel plan.
- 7.2 All monitoring will be STARS compliant and will follow the most up to date TfL and London Borough of Barnet best practice guidance and will be the responsibility of the School.
- 7.3 The monitoring programme will continue in the third year after 6 months and will take the form a 'hands up' survey. The Travel Plan will be reviewed and updated if necessary after each 'hands up' survey. TfL standard 'hands up' surveys will be used, which are compliant with STARS.
- 7.4 Additional monitoring of the following is also useful to judge whether the implementation or proportion of certain measures needs to be modified. The following factors should be monitored on a constant basis:

The level of usage of cycle parking / demand for additional cycle parking facilities.

Usage of on-site staff parking.

Any issues relating to pick-up/drop-off activity.

- 7.5 Information gathered through the monitoring process will be recorded for the purposes of reviewing the Travel Plan. The information will be made available to the Council's and TfL's travel planning officers.

Reporting

- 7.6 The TPC will compile an updated report for review by the Council annually for approval. The report will include the results of the initial hands up survey and completed consultations. Any relevant feedback from working group discussions with local residents and stakeholders will also be considered, which will then be issued to the Council by email.

Funding

7.8

The funding for all aspects of the Travel Plan, including the introduction of infrastructure measures, employment of the STPC, monitoring and reporting will be the responsibility of the Education Funding Agency unless otherwise agreed.

8 **ACTION PLAN**

- 8.1 The Action Plan outlined below in **Table 8.1** set out the measures included within the Travel Plan that are directed at influencing pupil and staff travel.
- 8.2 The Action Plan will be revised and updated as necessary / appropriate following each review of the Travel Plan.

Table 8.1 Action Plan for Travel Plan Measures – Pupils and Staff			
Measures	Status / Target Date	Method of Monitoring	Responsibility
General			
Appointment of School Travel Plan Champion (STPC)	Head Teacher appointed to role of STPC September 2016	N/A	School
Site / Building design	Completed prior to September 2016 opening. Second year of temporary Y1 buildings set up for September 2017	Site inspections	School / Contractor
After school activities and breakfast clubs	October 2016- on going	STPC to monitor participation levels and interest	STPC
STARS Accreditation scheme	Bronze award targeted by June 2017. Silver award to follow in the following year.	STPC to monitor progress	STPC / School
Information Provision			
Personalised Travel Planning Sessions for staff	When necessary upon recruitment	The STPC will keep a record of which staff have utilised the service as well as the nature of the service (group, one on one).	STPC
Travel information on school website and/or on notice boards	Autumn term	Information will be reviewed and updated regularly	STPC/ School
Welcome Pack	Prior to first journey to school	Provision on commencement of employment	STPC
Cycling			
Provision of secure cycle racks / stands	Installed prior to opening in new building September 2018	Site inspections	School / Contractor
Staff discount on cycles and safety equipment (if possible / appropriate)	When possible	Uptake of offer monitored by STPC	STPC
Provide cycle route maps and other information relating to cycle facilities	Autumn term	STPC to monitor uptake	STPC
Encourage cycling through awareness events such as National Bike Week	Annual event – summer and spring	STPC to monitor participation levels and interest	STPC
Cycle Training, Bikes and Trikes in the outdoor classroom	Completed March 2018 for Y1 pupils.	STPC to monitor participation levels and interest	STPC
Walking			
Walking Initiatives	Variety of measures to be promoted each month	STPC to monitor uptake	STPC
Staff and pupils to be provided with information related to safe walking routes.	October/November	STPC to keep a written/electronic record of information issued and when.	STPC

Promoting road safety (e.g. road safety talk, Children's Traffic Club)	Autumn term	STPC will monitor participation	STPC
Scooters			
Storage for children's scooters will be provided (40 spaces)	Installed September/October 2016	Site Inspections	School
Scooter lessons and "Scooter to School" days	Pupils and parents encouraged via email.	STPC to monitor participation levels and interest	STPC
Vehicles			
Car share scheme for pupil's, parents and staff	Explore opportunities/interest within first 3 months of school of new term e.g. through hands up surveys or emails to parents/staff.	STPC to monitor interest/demand	STPC
Park and Stride	Review necessity in light of whether there are any observed issues with pick-up/drop-off activity in the immediate vicinity.	STPC to monitor through 'Hands Up' surveys and feedback from stakeholders	STPC

Review of the previous STP

The STP is ongoing as we are in a new school in our second year with the last year of the temporary accommodation from Sep 17-18. The school has been awarded the Bronze Award by tfl which was a great achievement. There are clubs on offer everyday which helps congestion after school and a daily Mon-Fri Breakfast and After School Club for at least 24 pupils with the plan to expand to 30+ pupils from Sep 2018. Travel information is shared on the website, via emails to parents and on the school noticeboard. The school has appropriate cycle racks and scooter racks in place and these will be extended in the new building. The school has organised monthly scooter and cycle events with scooters and tricycles available for the children to use every day in Reception. The children have received a DVD on road safety and lessons have been delivered to the Reception children.

The action plan has been updated following hands up surveys and the school will continue to promote active travel to and from school.

The school needs to have the zig zag safety lines painted on by Barnet now that planning permission has been granted and the school will update the STP as the school grows. New school signs will be added. Parents are encouraged not to idle engines and children and parents have been advised about the importance of crossing roads carefully when on bikes and scooters.

The school has participated in Bike training for Y1 pupils; Road safety awareness for Reception and Y1 pupils and encouraged walking to school on a daily/ weekly basis. WoW Badges are given out at the end of every month for every child that walks to school at least once a week. Special badges are given to pupils who walk every day or made a special effort.

Planning Requirements:

Planning permission reference	Permission for:	STP requirements under conditions	STP requirements under S106	Requirements to meet.
16/1258/FUL 16/5530/con 16/6649/con	Permission for temporary school buildings 1 through to September 17.	Condition 14. Full STP prior to occupation Hands up survey within 3 months of occupation Consultation within 6 months occupation October 16 STP has been approved to discharge condition 14.	Full STP within 3 months of occupation to include hands up survey and consultation and approved pick up and drop off strategy. Annual review within 3 months of occupation anniversary. Bronze level STARS.	Dec 16- Full STP within 3 months of occupation to include hands up survey and consultation and approved pick up and drop off strategy. Autumn Term 2017- Annual review within 3 months of occupation anniversary. June 17- Bronze level STARS June 17- Silver Level STARS to follow
16/5606/ful	Permission for permanent school		S106: Full STP 3 months prior to occupation to include pick up strategy, deliveries and servicing plan and community use agreement Resubmit full STP within 3 months of occupation to include hands up survey and consultation. Annual review for at least 5 years.	S106: Summer 18: Full STP 3 months prior to occupation to include pick up strategy, deliveries and servicing plan and community use agreement Autumn 18 Resubmit full STP within 3 months of occupation to include hands up survey and consultation. May 19, May 20 etc.

			Bronze level STARS for at least 5 years.	Annual review for at least 5 years. June 18, June 19 etc. Bronze level STARS for at least 5 years.
17/0820/ful	Extension to permission for temporary buildings		na	na

Targets (to be met by the end of Year 1. Must include at least 2 mode targets and at least 1 staff target)

T1 For 33% of pupils to travel by car in March 2018- met. March 2019 target: 30%

T2 For 64% of pupils to travel by active travel by March 2018-met. March 2019 target: 67%

T3 For 73% of staff to travel by car by March 2018-met. March 2019 target: 70%

Pupils – 5 year targets (include percentage and predict numbers of pupils for each mode for all 5 years)

Mode of travel		2016-17 travel to data	2017-18 Target Year 1	2018-19 Target Year 2	Target Year 3	Target Year 4	Target Year 5
Car		23/60 38%	40/120 33%-met at 33%	60/180 33%	80/240 33%	100/300 33%	120/360 33%
Car share							
Park and stride			4/120 3%				
Walk		16/60 27%	55/120 46%				
Cycle		3/60 5%	5/120 4%				
Bus							

School Bus							
Rail							
Other	Scooter	18/60 30%	17/120 14%				

62% active travel in June 17. 64% active travel in March 2018.

Active travel targets to always be at least 64%+.

Staff – 5 year targets (include percentage and predict numbers of staff for each mode for all 5 years)

Mode of travel		2016/17 travel to data	2017/18 Target Year 1	Target Year 2	Target Year 3	Target Year 4	Target Year 5
Car		9/12 75%	15/22 73%-met at 68%	15/21 71%	20/28 71%	25/35 71%	30/42 71%
Car share							
Park and stride							
Walk		2/12 17%	6/22 27%	5/21 24%	7/28 25%	9/35 26%	11/42 26%
Cycle							
Bus			1/22 5%				
School Bus							
Rail							
Other	tube	1/9 8%		1/21 5%	1/28 4%	1/35 3%	1/42 3%

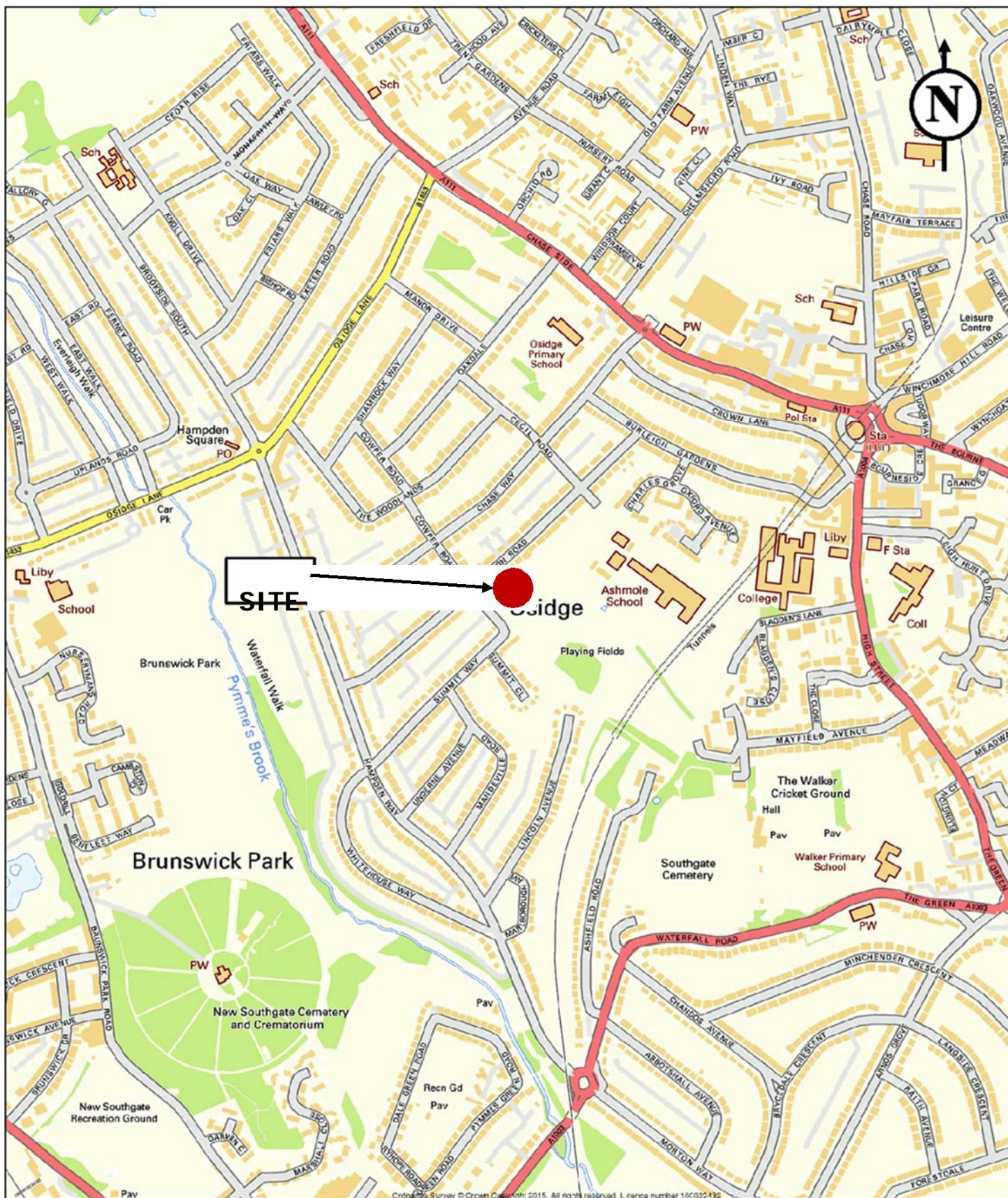
17% active travel in June 17

27% active travel in March 18.

Consultation

School community members	Consultation method/s	Evidence of consultation
Pupils	Surveys, hands up surveys,	STP surveys Tfl Stars
Parents/carers	Website, letters, starting school survey, planning consultations	STP surveys Tfl Stars
Staff	Website, letters, starting school survey, planning consultations	STP surveys Tfl Stars
Governors	Website, letters, starting school survey, planning consultations	STP surveys Governor minutes
Other stakeholders		
L B Barnet	Website, letters, starting school survey, planning consultations	STP surveys Planning

Figures



TITLE:

Site Location Plan

PROJECT:

Ashmole Primary School, Barnet

CLIENT:

Education Funding Agency

CANEPARO
ASSOCIATES

Transport Planning & Highway Design

131 - 151 Great Titchfield Street
London W1W 5BB

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Registered in England: 9930032

DRAWN: CHECKED: DATE: SCALE:

J.S. G.S. 16.03.2016 NTS

DRAWING REFERENCE:

Figure 1

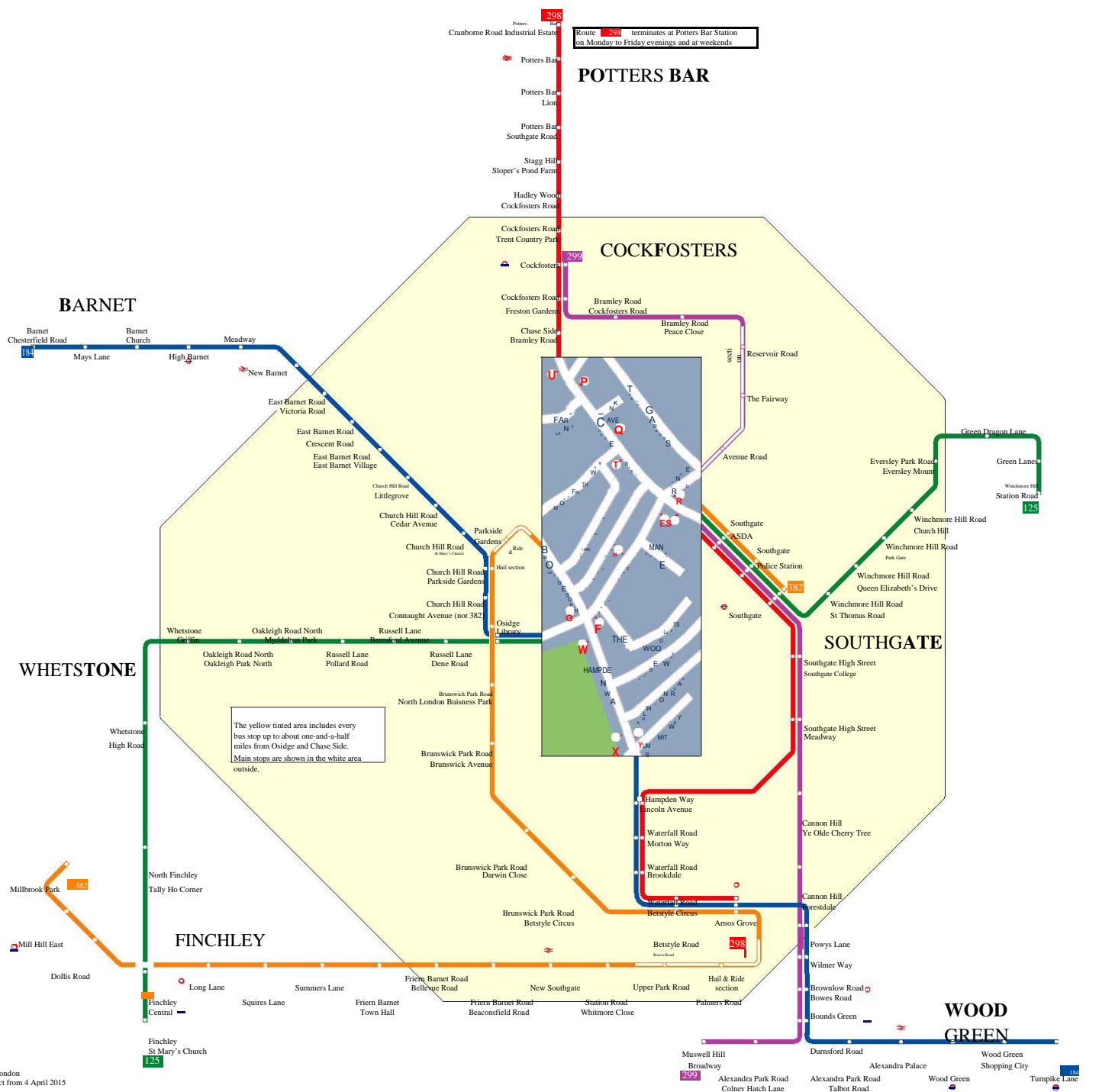
REVISION:

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Appendix A

(TfL Bus Map)

Buses from Osidge and Chase Side



Key

Connections with London Underground

R

Connections with National Rail

▼

Mondays to Fridays daytime only

Sch

School journeys

1111

2222

Red discs show the bus stop you need for your chosen bus service. The disc **2** appears on the top of the bus stop in the street 'see map of town centre in centre of diagram'.

Route finder

Day buses

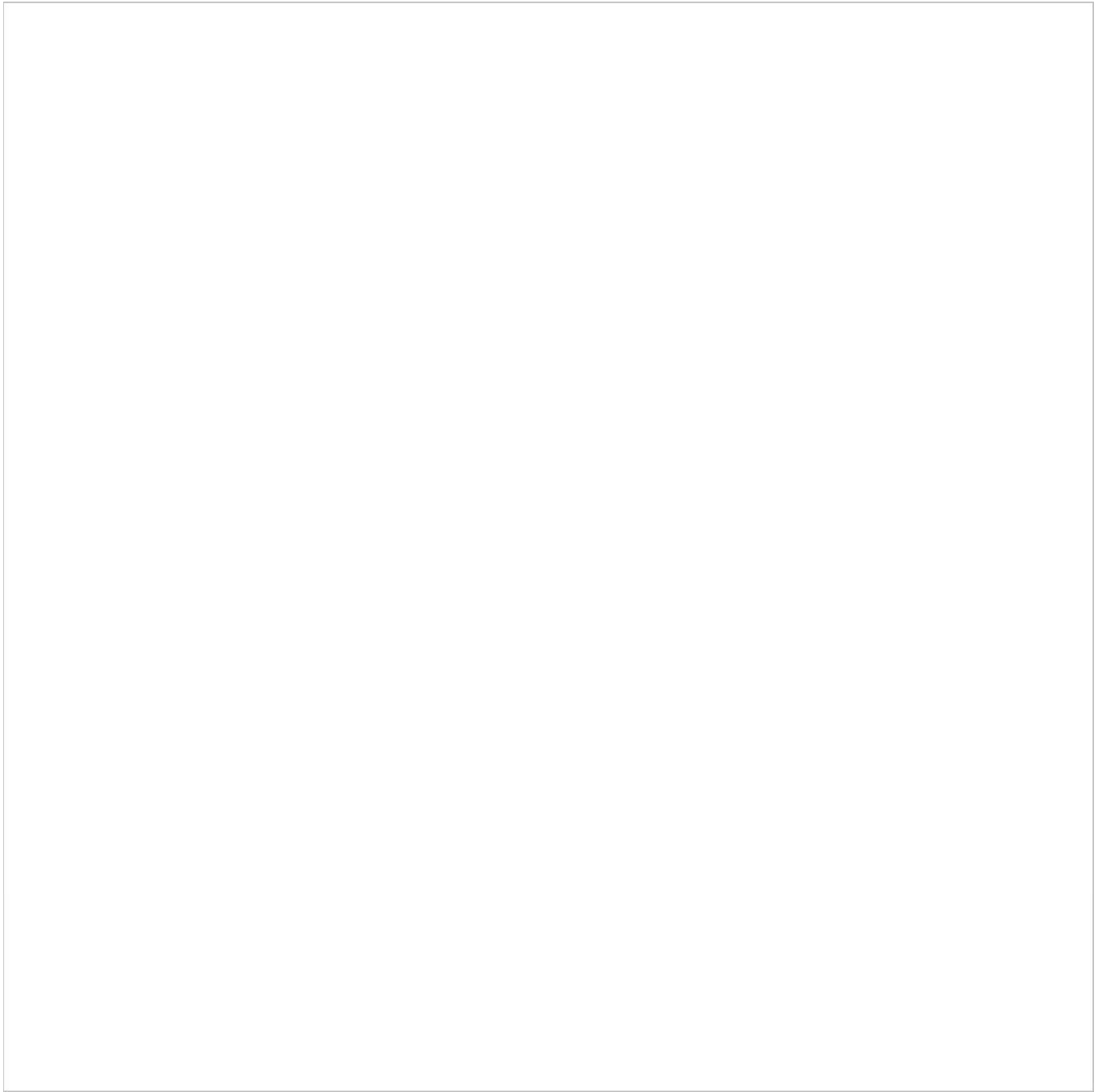
Bus route	Towards	Bus stops
125	Finchley	EF S
	Winchmore Hill	G H R
184	Barnet	W X
	Turnpike Lane	G Y
298	Arnos Grove	P Q R
	Potters Bar	S T U
299	Cockfosters	S
	Muswell Hill	R
382	Millbrook Park	E F S
	Southgate	H R

Other buses

Bus route	Towards	Bus stops
628 Sch	Southgate	G H R
688 Sch	Kingsbury	E F S
	Southgate	G H R
692 Sch	Winchmore Hill	P Q R
699 Sch	Potters Bar	S T U
	Winchmore Hill	P Q R

Appendix B

(PTAL Report)



PTAL output for 2011 (Base year)

1b

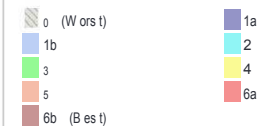
67 Arlington Rd, London N14 5BB, UK

Easting: 529075, Northing: 193977

Grid Cell: 149396

Report generated: 13/10/2016

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI	
Bus	HAMPDEN WAY	SUMMIT WAY	184	451.98	7	5.65	6.29	11.94	2.51	1	2.51
Total Grid Cell AI: 2.51											

Appendix C

(Borough Wide Method of Travel to School Data)

school age	gps	n. of forms of ent	school type	Bus %	School bus %	car %	car share %	Cycle %	Other %	Park Stride %	Rail %	Walk %
primary		2	VA	1.11	0.14	55.33	13.42	2.63	0.69	4.29	0.28	22.13
primary		1	VA	7.84	0.00	20.90	1.49	2.99	0.00	12.69	0.37	53.73
primary		1	VA	12.63	0.00	18.69	0.51	1.52	2.53	3.54	2.02	58.59
primary		1	Independent prep	0.00	0.00	50.59	1.18	11.76	0.00	16.47	0.00	20.00
primary		1	Independent Faith all through	7.48	0.00	63.27	3.40	0.00	0.00	18.37	0.00	7.48
primary		1	VA	0.43	2.58	4.72	87.55	0.00	0.00	4.72	0.00	0.00
primary	2+	2	VA	3.56	11.42	5.62	68.16	0.00	0.00	11.05	0.19	0.00
primary		1	VA	0.57	0.00	41.95	3.45	0.00	0.57	14.94	0.00	38.51
primary	1 form / 2 form	1	VA	6.72	0.00	40.34	5.04	0.28	0.00	0.56	0.84	46.22
primary	2 form/ 3 form	3	Community	8.08	2.99	36.56	2.99	5.98	0.70	4.39	2.81	35.50
primary		3	Community Infant	1.00	0.00	28.57	1.00	3.32	4.32	7.64	0.33	53.82
primary		3	Community Junior	1.18	0.00	11.18	2.65	1.47	1.18	32.06	0.29	50.00
primary	1+	1	Community	6.73	0.00	43.73	0.31	2.45	1.53	2.75	0.00	42.51
primary		1	Community	11.52	0.00	58.06	2.76	3.69	0.46	0.46	0.92	22.12
primary		1.5	Community	7.10	2.96	25.74	2.96	3.25	0.59	2.07	0.30	55.03
primary		1	VA	3.16	0.00	40.53	2.11	1.05	0.53	11.05	0.53	41.05
primary		1	Community	5.31	0.00	41.59	0.00	3.10	0.88	4.87	0.00	44.25
primary	3 form/2 form	1	Community	5.31	1.09	20.00	0.16	1.56	0.31	11.25	2.03	58.28
primary	1+	1	Community	6.05	0.40	35.48	0.81	5.65	3.63	1.21	0.00	46.77
primary		1	Community	0.49	0.00	33.01	1.46	0.97	0.97	13.59	0.49	49.03
primary		2	Community	4.91	0.00	34.37	1.81	7.24	1.29	2.33	0.52	47.55
primary		3	Community	3.37	0.17	46.71	4.55	6.24	3.20	9.27	0.67	25.80
primary	3+	3	Community	6.33	0.00	18.37	0.00	0.90	0.30	15.36	0.00	58.73
primary	3+	3	Community Infant	10.95	2.12	43.82	2.12	0.71	0.00	3.89	0.00	36.40
primary		3	Community	22.80	0.00	19.63	0.50	3.16	0.50	2.33	2.33	48.75
primary		1	Faith Free Infant	1.49	0.00	37.31	5.22	0.00	4.48	20.15	0.00	31.34
primary		1.5	Community	3.27	0.00	7.52	1.31	7.19	3.27	7.84	0.00	69.61
primary		3	Community	6.70	0.00	47.22	1.47	0.65	0.16	8.33	0.16	35.29
primary		3	Community Infant	13.52	0.00	21.72	4.10	4.92	3.69	7.79	0.82	43.44
primary		3	Community	13.07	0.00	24.32	2.13	0.30	3.04	24.32	0.30	32.52
primary		2	Community	7.73	0.00	20.20	0.25	2.24	1.75	2.74	0.75	64.34
primary	1+	1	Community Infant	5.71	0.00	42.86	5.71	0.95	0.95	1.90	0.00	41.90
primary		3	Community Nursery	6.93	0.00	19.80	0.00	1.98	0.00	15.84	0.00	55.45
primary		1	VA	1.30	0.00	36.80	1.30	0.00	3.46	25.11	0.00	32.03
primary		1	Independent Prep	1.85	2.47	79.63	3.09	0.00	0.00	3.70	0.00	9.26
primary		1	Community	4.11	0.00	24.20	0.00	0.46	1.83	0.00	0.46	68.95
primary	2+	1	Community	3.16	0.00	43.12	1.81	0.45	0.45	1.58	0.23	49.21
primary		1	VA	4.18	0.00	23.01	1.26	3.77	4.18	2.93	0.00	60.67
primary	2 form / 1 form	1	Independent	0.52	0.52	64.06	7.29	0.00	0.00	19.79	0.00	7.81
primary	1+	1	Community	5.56	0.51	16.67	0.00	2.53	1.01	3.54	1.52	68.69
primary	3 form/2 form	1	Community	4.00	0.00	17.17	1.00	3.50	3.67	1.83	0.33	68.50
primary		1	VA	1.41	0.00	25.82	1.88	0.00	6.10	20.66	0.00	44.13
primary		2	VA	0.71	0.00	56.47	19.06	4.47	0.94	1.65	0.24	16.47
primary		3	Independent prep	1.65	0.00	72.53	10.44	3.85	0.00	0.00	1.10	10.44
primary		3	VA	16.00	0.00	41.33	0.00	2.67	1.33	8.00	4.00	26.67
primary	< 1 form	1	VA	1.45	0.00	47.83	2.17	2.90	2.17	15.94	1.45	26.09
primary	1+	1	Community	1.16	0.00	40.70	0.78	0.00	0.39	8.91	0.00	48.06
primary	4 form/ 3 form	1	Community Infant	3.51	0.00	11.70	0.00	2.63	0.00	7.89	2.34	71.93
primary	4 form/ 3 form	1	Community Junior	3.52	0.00	8.40	2.44	1.36	0.81	11.92	1.08	70.46
primary		3	Community Nursery	0.64	0.00	10.26	0.00	0.00	0.00	0.00	0.64	88.46
primary		1	Community	2.19	0.00	16.42	0.36	5.47	4.38	2.55	0.36	68.25
primary		1	Community SEN	2.15	89.25	8.60	0.00	0.00	0.00	0.00	0.00	0.00
primary		1	Community SEN	2.17	78.26	11.96	0.00	0.00	4.35	0.00	0.00	3.26
primary		1	VA	1.10	0.00	29.12	69.23	0.55	0.00	0.00	0.00	0.00
primary		2	Community	12.23	0.00	14.63	2.39	0.00	0.00	3.72	0.00	67.02
primary	3+	3	Community Infant	11.34	0.00	25.37	1.19	3.88	0.00	19.40	0.00	38.81
primary		3	Community Junior	21.62	0.68	30.07	1.35	1.69	0.68	16.22	0.34	27.36
primary		1	VA	3.85	2.56	69.23	3.85	1.28	0.00	6.41	2.56	10.26
primary		2	VA	0.44	0.00	31.94	22.69	0.66	0.00	18.06	0.00	26.21
primary		1	VA	1.81	11.45	38.55	46.39	0.60	0.00	0.00	0.00	1.20
primary		2	VA	2.78	0.00	15.66	4.80	0.76	1.77	46.97	0.00	27.27
primary		1.5	VA	4.36	0.00	18.60	0.87	7.56	8.14	8.14	1.45	50.87
primary		1	VA	2.54	1.02	58.38	4.06	0.00	1.02	20.30	0.00	12.69
primary	2+	1	VA	9.47	0.00	30.64	2.79	2.51	0.28	10.31	1.11	42.90
primary		1	VA	2.07	0.00	45.04	0.83	7.02	5.79	1.65	0.00	37.60
primary		2	VA	8.37	0.00	22.69	2.42	0.44	2.20	16.74	1.54	45.59
primary	2+	1	VA all through	10.96	0.00	28.73	4.16	0.19	0.00	10.21	4.16	41.59
primary		1	VA	3.96	0.00	43.07	0.50	2.97	1.98	2.48	0.00	45.05
primary		2	VA	3.23	0.00	13.36	0.23	3.92	2.76	25.35	0.92	50.23
primary		1	VA	7.50	0.50	39.50	5.00	4.50	0.00	20.50	0.00	22.50
primary	1+	1	VA	7.48	0.00	38.79	4.67	3.27	0.93	7.48	0.93	36.45
primary		1.5	VA	13.11	0.00	59.67	12.46	0.98	0.66	6.56	0.33	6.23
primary		2	Community	10.88	1.03	39.63	1.03	0.41	0.21	8.42	0.41	37.99
primary		1	VA	0.52	0.00	4.17	14.06	14.58	3.13	21.35	0.00	42.19
primary		2	VA Infant	7.75	2.11	30.28	9.15	0.00	0.00	1.41	1.41	47.89
primary		2	VA Junior	16.11	0.00	15.17	27.01	0.00	0.00	7.58	0.95	33.18
primary	2+	1	Community	9.69	1.06	34.66	2.92	2.39	0.13	1.99	0.40	46.75
primary		1	VA	0.49	0.49	29.06	0.00	18.23	2.96	2.96	0.00	45.81
primary	1+	1	Community	9.26	0.00	27.78	2.78	2.31	1.39	1.85	0.00	54.63
primary	2+	1	Community	10.43	0.00	34.78	1.74	0.00	0.87	2.61	1.74	47.83
primary	2+	1	Community	8.56	2.09	30.48	3.55	1.25	2.71	8.77	0.63	41.96
primary		2	Community	8.35	3.44	38.08	0.74	2.95	0.74	1.97	0.25	43.49
primary	2+	1	Community	3.16	0.42	20.21	1.89	8.00	0.00	4.84	1.05	60.42
primary	1+	1	Community	1.32	0.00	17.11	9.65	3.07	0.00	24.56	2.19	42.11
Total				479.04	221.72	2690.81	547.82	218.17	114.94	764.88	53.07	3309.56
Average				5.7	2.6	32.0	6.5	2.6	1.4	9.1	0.6	39.4

Appendix D

(2011 Census Method of Travel to Work Data)

place of work : Barnet 009 (2011 super output area - middle layer)

usual residence : 2 All categor	Work main Undergrou	Train	Bus, minib	Taxi	Motorcycle Driving a c	Passenger Bicycle	On foot	Other			
Manchester 054	1	0	0	0	1	0	0	0	0	0	
Tameside 020	1	0	0	0	0	0	0	1	0	0	0
Kettering 007	1	0	0	0	0	0	0	1	0	0	0
Northampton 007	1	0	0	0	0	0	0	0	1	0	0
Northampton 027	1	0	0	1	0	0	0	0	0	0	0
Cambridge 013	1	0	0	1	0	0	0	0	0	0	0
Braintree 016	1	0	0	0	0	0	0	1	0	0	0
Braintree 018	1	0	0	0	0	0	0	0	0	1	0
Brentwood 002	1	0	0	0	0	0	0	1	0	0	0
Brentwood 004	1	0	0	0	0	0	0	1	0	0	0
Epping Forest 010	1	0	0	0	0	0	0	1	0	0	0
Epping Forest 011	1	0	0	0	0	0	0	1	0	0	0
Epping Forest 013	1	0	0	0	0	0	0	1	0	0	0
Rochford 003	1	0	0	1	0	0	0	0	0	0	0
Broxbourne 007	1	0	0	0	0	0	0	1	0	0	0
Broxbourne 011	1	0	0	0	0	0	0	1	0	0	0
Broxbourne 012	1	0	0	0	0	0	0	1	0	0	0
Broxbourne 013	1	0	0	0	0	0	0	1	0	0	0
Dacorum 017	1	0	0	0	0	0	0	1	0	0	0
East Hertfordshire	1	0	0	0	0	0	0	1	0	0	0
East Hertfordshire	1	0	0	0	0	0	1	0	0	0	0
Hertsmere 001	1	0	0	0	0	0	0	1	0	0	0
Hertsmere 010	1	0	0	0	0	0	0	1	0	0	0
Hertsmere 011	1	0	0	0	0	0	0	1	0	0	0
Hertsmere 013	1	0	0	0	0	0	0	1	0	0	0
St Albans 003	1	0	0	0	0	0	0	1	0	0	0
St Albans 017	1	0	0	0	0	0	0	1	0	0	0
Three Rivers 004	1	0	0	0	0	0	0	1	0	0	0
Three Rivers 011	1	0	0	0	0	0	0	1	0	0	0
Watford 007	1	0	0	0	0	0	0	1	0	0	0
Watford 009	1	0	0	0	0	0	0	1	0	0	0
Watford 012	1	0	0	0	0	0	0	1	0	0	0
Welwyn Hatfield 0	1	0	0	0	0	0	0	1	0	0	0
Welwyn Hatfield 0	1	0	0	0	0	0	0	1	0	0	0
Welwyn Hatfield 0	1	0	0	0	0	0	0	1	0	0	0
Camden 014	1	0	0	0	0	0	0	0	1	0	0
Camden 016	1	0	0	0	0	0	0	1	0	0	0
Hackney 002	1	0	0	0	0	0	0	1	0	0	0
Hackney 006	1	0	0	0	0	0	0	1	0	0	0
Hackney 009	1	0	0	0	0	0	0	0	1	0	0
Hackney 017	1	0	0	0	1	0	0	0	0	0	0
Hackney 021	1	0	0	0	0	0	0	1	0	0	0
Hackney 023	1	0	0	0	0	0	0	0	0	1	0
Hackney 026	1	0	0	0	0	0	0	1	0	0	0
Hackney 027	1	0	1	0	0	0	0	0	0	0	0
Hammersmith and	1	0	1	0	0	0	0	0	0	0	0
Haringey 002	1	0	0	0	0	0	0	1	0	0	0
Haringey 004	1	0	1	0	0	0	0	0	0	0	0
Haringey 005	1	0	1	0	0	0	0	0	0	0	0
Haringey 008	1	0	0	0	0	0	0	1	0	0	0
Haringey 010	1	0	0	0	0	0	0	1	0	0	0
Haringey 013	1	0	0	0	0	0	0	1	0	0	0
Haringey 014	1	0	0	0	0	0	0	1	0	0	0
Haringey 024	1	0	1	0	0	0	0	0	0	0	0
Haringey 026	1	0	0	0	1	0	0	0	0	0	0
Haringey 033	1	0	1	0	0	0	0	0	0	0	0
Haringey 035	1	0	1	0	0	0	0	0	0	0	0
Islington 007	1	0	0	0	0	0	0	0	0	1	0
Islington 008	1	0	0	0	0	0	0	1	0	0	0
Islington 010	1	0	0	0	0	0	0	0	0	0	1
Islington 012	1	0	0	0	0	0	0	1	0	0	0
Islington 018	1	0	0	0	0	0	0	1	0	0	0
Islington 019	1	0	0	0	1	0	0	0	0	0	0
Islington 020	1	0	1	0	0	0	0	0	0	0	0
Lambeth 006	1	0	0	0	0	0	0	0	0	0	1
Lambeth 020	1	0	0	0	1	0	0	0	0	0	0
Lambeth 034	1	0	0	0	0	0	0	0	0	0	1
Lewisham 007	1	0	0	1	0	0	0	0	0	0	0
Lewisham 016	1	0	0	1	0	0	0	0	0	0	0
Lewisham 038	1	0	0	0	0	0	0	1	0	0	0
Newham 018	1	0	1	0	0	0	0	0	0	0	0
Southwark 004	1	0	1	0	0	0	0	0	0	0	0

Southwark 009	1	0	0	0	0	0	0	0	0	0	1	0
Tower Hamlets 02	1	0	0	0	0	0	0	1	0	0	0	0
Westminster 003	1	0	0	0	0	0	0	1	0	0	0	0
Westminster 022	1	0	0	0	1	0	0	0	0	0	0	0
Barking and Dagen	1	0	0	1	0	0	0	0	0	0	0	0
Barnet 007	1	0	0	0	0	0	0	1	0	0	0	0
Barnet 014	1	0	0	0	0	0	0	1	0	0	0	0
Barnet 017	1	0	0	0	0	0	0	1	0	0	0	0
Barnet 018	1	0	0	0	1	0	0	0	0	0	0	0
Barnet 021	1	0	0	0	0	0	0	1	0	0	0	0
Barnet 024	1	0	0	0	1	0	0	0	0	0	0	0
Barnet 025	1	0	0	0	0	0	0	0	0	1	0	0
Barnet 031	1	0	0	0	0	0	0	1	0	0	0	0
Barnet 034	1	0	0	0	0	0	0	1	0	0	0	0
Barnet 035	1	0	0	0	1	0	0	0	0	0	0	0
Barnet 039	1	0	0	0	1	0	0	0	0	0	0	0
Brent 001	1	0	0	0	0	0	0	1	0	0	0	0
Brent 005	1	0	0	0	0	0	0	0	0	0	1	0
Brent 011	1	0	0	0	0	0	0	1	0	0	0	0
Brent 013	1	0	0	1	0	0	0	0	0	0	0	0
Brent 024	1	0	0	0	0	0	0	1	0	0	0	0
Croydon 016	1	0	0	0	1	0	0	0	0	0	0	0
Ealing 010	1	0	1	0	0	0	0	0	0	0	0	0
Ealing 019	1	0	1	0	0	0	0	0	0	0	0	0
Enfield 003	1	0	0	0	1	0	0	0	0	0	0	0
Greenwich 020	1	0	0	0	0	1	0	0	0	0	0	0
Harrow 002	1	0	0	0	0	0	0	1	0	0	0	0
Harrow 003	1	0	0	0	0	0	0	1	0	0	0	0
Harrow 008	1	0	0	0	0	0	0	1	0	0	0	0
Harrow 011	1	0	0	0	0	0	0	1	0	0	0	0
Havering 015	1	0	0	0	0	0	0	1	0	0	0	0
Hillingdon 016	1	0	0	0	0	0	0	1	0	0	0	0
Hillingdon 031	1	0	0	0	1	0	0	0	0	0	0	0
Hillingdon 032	1	0	0	0	0	0	0	1	0	0	0	0
Merton 008	1	0	1	0	0	0	0	0	0	0	0	0
Redbridge 015	1	0	0	0	0	0	0	1	0	0	0	0
Redbridge 031	1	0	0	0	0	0	0	1	0	0	0	0
Waltham Forest 0	1	0	0	0	0	0	0	1	0	0	0	0
Waltham Forest 0	1	0	0	0	1	0	0	0	0	0	0	0
Waltham Forest 0	1	0	0	1	0	0	0	0	0	0	0	0
Waltham Forest 0	1	0	0	0	0	0	0	0	0	1	0	0
Waltham Forest 0	1	0	1	0	0	0	0	0	0	0	0	0
Waltham Forest 0	1	0	1	0	0	0	0	0	0	0	0	0
Brighton and Hove	1	0	0	0	0	0	0	0	0	1	0	0
Brighton and Hove	1	0	0	0	0	0	0	0	1	0	0	0
Wokingham 015	1	0	0	1	0	0	0	0	0	0	0	0
Hastings 002	1	0	1	0	0	0	0	0	0	0	0	0
Thanet 017	1	0	0	0	0	0	0	1	0	0	0	0
Bournemouth 018	1	0	0	1	0	0	0	0	0	0	0	0
Bristol 022	1	0	0	0	0	0	0	1	0	0	0	0
Bristol 032	1	0	0	0	0	0	0	0	0	0	1	0
Bristol 037	1	0	0	0	0	0	0	0	0	0	1	0
Torfaen 006	1	0	0	0	0	0	0	1	0	0	0	0
Central Bedfordshi	2	0	0	2	0	0	0	0	0	0	0	0
Southend-on-Sea	2	0	0	1	0	0	0	1	0	0	0	0
Epping Forest 002	2	0	0	0	0	0	0	2	0	0	0	0
Epping Forest 009	2	0	0	0	0	0	0	2	0	0	0	0
Broxbourne 005	2	0	0	0	0	0	0	2	0	0	0	0
Broxbourne 010	2	0	0	0	0	0	0	2	0	0	0	0
Hertsmere 002	2	0	0	0	0	0	0	1	1	0	0	0
North Hertfordshir	2	0	0	0	0	0	0	2	0	0	0	0
Stevenage 005	2	0	0	2	0	0	0	0	0	0	0	0
Welwyn Hatfield 0	2	0	0	0	0	0	0	2	0	0	0	0
Welwyn Hatfield 0	2	0	0	0	0	0	0	1	1	0	0	0
Camden 012	2	0	1	0	0	0	0	1	0	0	0	0
Haringey 025	2	0	1	0	0	0	0	1	0	0	0	0
Haringey 027	2	0	2	0	0	0	0	0	0	0	0	0
Haringey 032	2	0	2	0	0	0	0	0	0	0	0	0
Haringey 034	2	0	1	0	0	0	0	1	0	0	0	0
Haringey 036	2	0	0	0	0	0	0	2	0	0	0	0
Islington 002	2	0	0	0	0	0	0	2	0	0	0	0
Newham 007	2	0	1	0	0	0	0	1	0	0	0	0
Barking and Dagen	2	0	0	0	1	0	0	1	0	0	0	0
Barnet 026	2	0	0	0	1	0	0	1	0	0	0	0
Barnet 027	2	0	0	0	0	0	0	1	0	1	0	0
Barnet 038	2	0	0	0	2	0	0	0	0	0	0	0
Brent 002	2	0	1	0	0	0	0	1	0	0	0	0
Brent 004	2	0	2	0	0	0	0	0	0	0	0	0
Enfield 006	2	0	0	0	0	0	0	2	0	0	0	0
Enfield 018	2	0	0	0	0	0	0	2	0	0	0	0
Enfield 023	2	0	0	0	0	0	0	2	0	0	0	0
Enfield 027	2	0	0	0	1	0	0	1	0	0	0	0

Enfield 033	2	0	0	0	1	0	0	0	1	0	0	0
Enfield 036	2	0	0	0	2	0	0	0	0	0	0	0
Enfield 037	2	0	0	0	2	0	0	0	0	0	0	0
Waltham Forest 0	2	0	2	0	0	0	0	0	0	0	0	0
Waltham Forest 0	2	0	0	0	1	0	0	1	0	0	0	0
Waltham Forest 0	2	0	0	0	0	0	0	1	1	0	0	0
Brighton and Hove	2	0	0	0	0	0	0	1	0	1	0	0
Broxbourne 003	3	0	0	0	0	0	0	3	0	0	0	0
Welwyn Hatfield 0	3	0	0	0	0	0	0	3	0	0	0	0
Haringey 001	3	0	0	0	0	0	0	3	0	0	0	0
Haringey 016	3	0	0	2	0	0	0	1	0	0	0	0
Haringey 017	3	0	0	0	3	0	0	0	0	0	0	0
Haringey 023	3	0	0	0	0	0	0	3	0	0	0	0
Haringey 028	3	0	0	0	0	0	0	1	1	1	0	0
Haringey 031	3	0	3	0	0	0	0	0	0	0	0	0
Barnet 019	3	0	0	0	1	0	0	1	0	1	0	0
Brent 032	3	0	0	0	0	0	0	3	0	0	0	0
Enfield 014	3	0	0	1	1	0	0	1	0	0	0	0
Enfield 017	3	0	0	0	0	0	1	2	0	0	0	0
Enfield 035	3	0	0	0	2	0	0	1	0	0	0	0
Hillingdon 014	3	0	0	0	0	0	0	3	0	0	0	0
Hertsmere 003	4	0	0	0	1	0	0	2	1	0	0	0
Haringey 020	4	0	1	0	1	0	0	2	0	0	0	0
Islington 005	4	0	2	0	1	0	0	1	0	0	0	0
Barnet 020	4	0	0	0	1	0	0	2	1	0	0	0
Barnet 029	4	0	0	0	0	0	0	3	0	1	0	0
Enfield 005	4	0	0	0	0	0	0	4	0	0	0	0
Enfield 012	4	0	0	0	1	0	0	3	0	0	0	0
Harrow 007	4	0	4	0	0	0	0	0	0	0	0	0
Barnet 002	5	0	0	0	0	0	0	3	0	0	2	0
Barnet 005	5	0	0	0	0	0	0	4	0	1	0	0
Barnet 012	5	0	0	0	2	0	0	1	0	2	0	0
Enfield 024	5	0	0	0	0	0	0	5	0	0	0	0
Enfield 030	5	0	0	0	4	0	0	1	0	0	0	0
Welwyn Hatfield 0	6	0	0	0	0	0	0	6	0	0	0	0
Barnet 001	6	0	0	0	0	0	0	6	0	0	0	0
Barnet 004	6	0	0	0	2	0	0	3	0	1	0	0
Barnet 015	6	0	0	0	1	0	0	4	1	0	0	0
Barnet 022	6	0	0	0	3	0	0	3	0	0	0	0
Enfield 013	6	0	0	0	1	0	0	4	0	1	0	0
Enfield 016	6	0	1	0	0	0	0	5	0	0	0	0
Enfield 022	6	0	0	0	0	0	0	6	0	0	0	0
Enfield 026	6	0	0	0	1	0	0	5	0	0	0	0
Enfield 032	6	0	1	0	2	0	0	2	1	0	0	0
Barnet 003	7	0	0	0	2	0	0	4	0	0	1	0
Barnet 008	7	0	1	0	0	0	0	6	0	0	0	0
Enfield 011	7	0	1	0	0	0	0	5	0	0	1	0
Enfield 007	8	0	0	0	1	0	0	7	0	0	0	0
Enfield 010	8	0	1	0	0	0	0	7	0	0	0	0
Enfield 015	8	0	0	1	2	0	0	5	0	0	0	0
Enfield 031	8	0	0	0	0	0	0	8	0	0	0	0
Enfield 009	9	0	1	0	0	0	0	6	0	2	0	0
Enfield 021	9	0	0	0	4	0	0	5	0	0	0	0
Barnet 006	10	0	1	0	2	0	0	6	0	0	1	0
Enfield 029	10	0	0	0	4	0	0	5	0	0	1	0
Barnet 011	11	0	0	0	0	0	0	7	0	2	2	0
Enfield 008	11	0	0	0	2	0	0	9	0	0	0	0
Enfield 019	12	0	0	0	0	0	0	10	0	0	2	0
Enfield 004	16	0	0	0	3	0	0	8	4	1	0	0
Enfield 020	17	0	4	0	1	0	0	6	2	0	4	0
Enfield 028	19	0	1	0	5	0	0	6	2	1	4	0
Barnet 010	25	0	1	0	3	0	0	12	2	0	6	1
Barnet 009	77	0	7	0	0	0	1	27	3	0	38	1
Totals	635	0	59	19	82	1	3	352	26	21	70	2
%	100%	0%	9%	3%	13%	0%	0%	55%	4%	3%	11%	0%