



ST JOHN'S ANGELL TOWN C. of E. PRIMARY SCHOOL TRAVEL PLAN

April 2016

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Summary

- This document provides an updated Travel Plan for St John's Angell Town Church of England Primary School in order to support the London Borough of Lambeth's planning application for the expansion of the school from one to three forms of entry.
- This document provides tailored targets, measures and a detailed Action Plan covering the period for five years after the opening of the expanded school in September 2016.
- Targets have been established by reference to pupil and staff surveys undertaken in May 2015 and April 2016 respectively.
- These targets will be achieved by successfully implementing a travel plan utilizing the excellent public transport infrastructure, promoting the health benefits of cycling, scooting and walking, and reducing their reliance on single occupancy vehicle journeys.
- A Travel Plan Coordinator has been appointed for the school and is accountable for the implementation of the Travel Plan.

Section 1: Introduction and Context

Introduction

Steel Educational Consultants has been commissioned by St John's Angell Town C. of E. Primary School on behalf of the London Borough of Lambeth to produce this Full Travel Plan in support of the planning application for the expansion of St John's Angell Town C. of E. Primary School.

The proposed expansion will increase the size of the school from one form of entry to three forms of entry. This will see an increase in pupil numbers from 210 to 630 in the main school, and from 26 to 52 in the nursery.

Staff numbers meanwhile will increase from 40 to approximately 80 full time equivalent posts.

The full address of the school is: 85 Angell Road, Brixton, London, SW9 7HH.

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Travel Plan Purpose and Requirements

This Travel Plan is a five year strategy for St John's Angell Town C.of E. Primary School, designed to promote the use of a range of modes of transport and providing choices for the pupils, parents and staff, with the aim of reducing the environmental impacts of travel and current dependency on the private car for single-occupancy trips.

This Travel Plan has been produced in accordance with Transport for London's (TfL) Travel Planning Guidance (November 2013). The recommendations contained within this Travel Plan are also in line with wider best practice guidance including the Department for Transport's (DfT) "Good Practice Guidelines: Delivering Travel Plans through the Planning Process" (April 2009).

This Travel Plan will be a working document, providing detailed long term transport solutions for the school.

Structure of the Report

This report has been divided into the following sections and is structured in such a way to follow the TfL (2013) guidance and ATTrBuTE assessment as closely as possible:

- Section 2: Is an overview of the site assessment.
- Section 3: Details Travel Plan Objectives and Targets.
- Section 4: Action Plan, an overview of the actions required to successfully implement this Travel Plan.
- Section 5: Pupil and Staff Action Plans, detailed Action Plans to ensure Travel Plan targets are met for both Pupils and Staff.

Section 2: Site Assessment

Overview

In accordance with TfL guidance, this section provides an overview of the site context and trip rate data derived from surveys undertaken by the school in May 2015 and April 2016.

The information provided here is intended as a brief summary of that presented in the Transport Statement which is re-submitted alongside this Travel Plan in support of the planning application. This should therefore be consulted should further detail be required.

School Location

The school site is located on Angell Road, which provides pupil access to the site. The main pedestrian access for nursery, parents and visitors is on Overton Road opposite Fiveways Road. A location plan is provided in Appendix A.

Pupils' Place of Residence

The overwhelming majority (95%) of the school's current pupils reside within the SW9 postcode sector and the area in which pupils reside is not expected to change as a result of the expansion. It is reasonably expected that new pupils will live within convenient reach of the school to allow travel on foot, scooter or cycle.

Public Transport

The school site has an excellent Public Transport Accessibility Level (PTAL) of 6a. PTAL takes into account bus services within 640m of the site and rail services within 960m of the site and is measured on a nine step scale ranging from zero (worst) to 6b (best accessibility).

There are ten bus routes servicing several bus stops in the PTAL catchment area, the closest stop being 475m walk from the school's main entrance (five minutes journey time). The other bus routes that serve St John's are: the P5 from Loughborough Road Hopton House (480m walking distance); #3, #59, #133, #159, #415 from Brixton Road Villa Road (475m walking distance); and #35, #45, #345 and P4 from Gresham Road Police Station (Stop H) (480m walking distance).

A map and table summarising all bus services serving St John's, including frequency and closest stops are summarised in Appendix B.

The site is also served by Loughborough Junction (Thameslink Trains, between Elephant & Castle and Herne Hill stations) which is 640m or eight minutes walking distance; Brixton Underground (Victoria Line) 805m or 11 minutes walking distance; and Brixton over ground Station (South Eastern Trains, between Victoria and Herne Hill stations) which is 730m or 10 minutes walk.

A map showing station locations is in Appendix C.

Walking and Cycling

Pupil access to the new school is from Angell Road. Parents, nursery children and other school visitors have their own dedicated entrance on Overton Road. The paths in the immediate vicinity of the site are in decent condition and measure 1.5m - 2m wide, generally considered good for an area of this type.

The location of the pupil entrance on Angell Road is near the end of a cul-de-sac – there is no through traffic at all. There are cars parked on the street opposite the school, mainly commuters taking advantage of the close access to Brixton and Loughborough Junction rail stations, but these don't tend to be moved throughout the school day.

However there is the potential for footway congestion at peak times associated with those travelling to and from the school. A pedestrian guardrail is present at the pupil entrance which will manage overspill from the footway to the carriageway at this point.

The map provided in Appendix D identifies which roads in the school's immediate vicinity are bicycle-friendly. Apart from the notable exception of Brixton Road, which is a busy A-road, the majority of the roads adjacent to the site are quieter roads recommended for cycling.

The school promotes active and sustainable travel by scooter, cycling and on foot. There are currently low rates of cycling and scooting to school, however covered cycle and scooter storage is in place for all pupils and staff. As cycle and scooter usage increases there is sufficient space adjacent to current provision for more cycle sheds to be erected and more scooter pods to be placed.

Site Accessibility

The school does not currently have formal disabled parking provision, however, one of the total of 12 school parking bays will be allocated to disabled parking as part of this proposal in accordance with the London Plan (2011).

The new building's design and construction will be in compliance with the requirements of Building Regulations Part M. This will ensure items such as suitably designed disabled car parking spaces, ramps and steps (including handrails and tactile paving provision), adequate lighting and colour contrasted doors are provided as appropriate.

Families with nursery children will use a designated entrance for Nursery children only. The designated pathway along the side of the main building is separated from all other entrances and gives clear access. There is also a side access via steps for those families who want to use them. Most nursery children currently walk to school. If a buggy is used the child will get out of the buggy at the entrance to nursery cloakroom area. The buggies will then be taken away as parents leave. There is no 2 year old provision on site, so pram parking is not required. This will be monitored and parking could be added in the future if required.

Travel Surveys

Travel surveys of pupils were completed by the school in May 2015 and for Staff April 2016. The results are incorporated into Tables 1 and 2 in Section 3: Objectives and Targets.

Transport Related Issues

The Transport Statement did not identify any major public transport issues in relation to the proposed school expansion, however there will be a need to monitor and manage pupil drop off and pick up activity at the pupil entrance because Angell Road is a cul-de-sac and increased congestion is expected until the Actions in this plan are implemented and have their effect.

There is virtually no on-street parking for staff or parents and only 12 purpose built bays on-site. All residential parking in the immediate area is 'Permit Only', with the notable exception of the area directly opposite the school on Angell Road, where there is capacity for staff / parents to park, but this is currently exclusively utilised by commuters.

As a result of the limited parking capacity the school is committed to encouraging active and sustainable travel by staff and pupils through this Travel Plan to minimise the demand for car parking on and around the new site.

Section 3: Objectives and Targets

Overview

This section outlines the objectives of the Travel Plan and the targets required to achieve them.

Travel Plan Final Objectives

The ultimate objective this Travel Plan seeks to achieve is to facilitate the movement of pupils and staff to and from the school site by active and sustainable means. This is in accordance with the broader goals of TfL's (2013) Travel Planning Guidance, The London Plan and the borough's transport objectives.

This Travel Plan will also assist in mitigating the impact of the school expansion on the surrounding community in terms of traffic congestion and parking issues by controlling demand for car-based trips.

The objectives of the Travel Plan are supported by a set of quantified SMART (Specific, Measurable, Achievable, Realistic and Timed) targets so that progress towards achieving them can be measured.

The objectives are:

To raise awareness of active and sustainable transport options and encourage individuals to change their travel behaviour;

To increase the use of alternative modes of transport to the single-occupancy private car, including walking, scooting and cycling amongst pupils, together with cycling, car share, and trains amongst staff;

Improving the health of pupils and staff at the school;

To reduce traffic-related air pollution associated with journeys to the school;

To reduce the congestion and traffic impacts associated with the school expansion on roads within the local area and also contribute to improving road safety;

To ensure that all pupils, parents and staff are aware of the Travel Plan, its objectives and all viable sustainable travel options.

Travel Plan Targets

The Travel Plan targets are designed to be achievable at the same time as being robust.

By measuring each mode of travel by survey, Table 1 displays the current status for pupils and their structured, achievable targets during this Travel Plan. Table 2 shows the same information for Staff Travel.

Table 1: Travel Plan Survey Results and Targets – Pupils

	Survey (%)	1 st Year Target (%) July '17	3 rd Year Target (%) July '19	5 th Year Target (%) July '21
Car	21.0	16.0	12.0	10.0
Car Share	0.4	1.0	3.0	4.0
Park & Stride	0.4	1.0	3.0	4.0
National Rail	1.5	1.5	1.5	1.5
London Underground	1.0	1.0	1	1.0
Bus	40.0	35.5	30.5	26.5
Cycle	1.0	4.0	5.0	6.0
Scooter	3.0	4.0	6.0	7.0
Walking	34.0	40.0	48.0	62.0
Totals	100.0	100.0	100.0	100.0

Table 2: Travel Plan Survey Results and Targets – Staff

	Actual Incidents	%	Year 1 Target (%) July '17	Year 3 Target (%) July '19	Year 5 Target (%) July '21
Bus	3	8	19	13	7
Car	20	51	28	27	26
Car Share	5	13	15	17	19
Cycle	1	3	9	11	13
Train / Tube	1	3	4	5	6
Walk	9	23	25	27	29

Section 4: Action Plan

Introduction

This Section identifies the actions and activities required to ensure this Travel plan meets its targets.

Walking, Cycling and Scooting

The following measures will provide staff and parents with the appropriate facilities and information to encourage active modes of travel.

Walk on Wednesdays (WoW) Promotion

The school will re-introduce walking as an enjoyable form of exercise through the school curriculum. The WoW scheme sees each class record their daily journey to school on wall charts. At the end of each month, all those who have walked on Wednesday are rewarded with a Certificate.

Park & Stride

The school will re-introduce a Park & Stride scheme to encourage drivers to park further from the school entrances and walk the last part of the journey. This improves safety and reduces congestion around the school gate and promotes active travel for part of the school journey. This is a challenging activity as parking in the vicinity of the school is regulated.

Distribution of TfL Cycle Maps

Copies of the Local Cycling Guide for the area (Map 14) will be obtained from TfL and distributed to staff.

Cycle and Scooter Parking

The expansion proposals include provision of covered, secure cycle storage facilities for use by pupils, staff and visitors. This level of cycle parking provision was advised by Stirling Maynard Transportation as sufficient, in the first instance. In addition, scooter pods will also be provided. As the cycling and scooting increases, there is adequate space adjacent to current parking for more scooter pods and cycle racks to be installed.

Cycle Training

The school will work with the London Borough of Lambeth to offer Bikeability cycle training to pupils.

Bikeability consists of three levels and the school would consider offering Levels 1 (playground-based training) and Level 2 (introductory road-based training). Level 3 training could be offered to older pupils in years 5 and 6.

For more information visit <http://bikeability.dft.gov.uk/the-three-levels/>

Cycle training for parents and staff will be promoted to improve their level of confidence when riding on the road, thereby increasing the likelihood of commuting to the school by bike. School staff, especially teachers, provide a strong, positive role model to primary aged children.

Free adult cycle training is offered by Lambeth Council: www.cycleconfident.com/sponsors/lambeth/

Public Transport

In order to increase awareness of public transport facilities within the vicinity of the school the information included on the maps provided in Appendices C and D and summary timetable information will be provided to new staff and parents/carers of new pupils. This is designed to ensure that those new to travelling to the school will be fully informed of the services available and increase the likelihood that they will see public transport as a convenient and viable transport option.

Managing Car Use

It is recognised that the private car will continue to be the mode of choice for some parents and staff. Therefore, the following measures are designed to ensure that this is limited where possible and that parking does not have an adverse impact upon traffic flow, road safety or the school's neighbours.

Car Sharing Database for Staff

An internal car sharing database will be kept in a central location to assist members of staff in identifying others who may live close to them and be interested in car sharing. A guaranteed lift home scheme could also operate so that any member of staff opting to car share will be re-assured that they will be able to get home.

Priority Use of the Car Park for Car Sharers

Parking spaces within the staff car park will be prioritised for use by car sharers and those who have a specific job-related reason to bring their own vehicle to work on a particular day.

Travel to School Agreement

The school has limited power over what it can request parents to do outside the school site, particularly where existing waiting and loading restrictions are not infringed. Nevertheless, parents will be asked to sign a 'Travel to School Agreement' where they commit to use sustainable and active modes of travel, for example, walking or Park & Stride, and if they do drive to park legally and considerately away from the school entrances. This is particularly effective with families who are new to the school and allows the school to tailor the agreement to the individual needs of the school.

Discouraging Parents from Driving

The school will publicise its concerns regarding poor driving behaviour to parents via the school newsletter and promote active and healthier travel options.

Road Safety

The School Travel Plan also includes the following road safety initiatives:

- Use of TfL's road safety resources within the curriculum.
- Road Safety themed assemblies.

Promotional Strategy

The measures within this Travel Plan will be supported through a range of publicity channels which are intended to engage pupils, parents and staff at the school.

Travel Information

All new staff and parents of new pupils will receive information relating to the above measures through their induction pack. Parents will receive a copy of the school's 'Travel to School Agreement' to read. Staff will receive a cycle map and details of the school's car sharing policy during the induction process.

Existing parents and pupils at the school will be provided with information about Travel Plan measures through the channels described below:

School Newsletter

School travel items will be included in the school newsletter on a termly basis, especially to coincide with school travel events and activities associated with other Travel Plan measures.

Notice Board

Promotional materials relating to the above measures will be made available on a notice board accessible by parents, carers and pupils. This will contain information relating to all the above measures and be regularly maintained throughout the lifetime of the Travel Plan.

School Website

Information on active and sustainable travel and the school Travel Plan will be added to the school website. This will include a link to TfL's online journey planner <http://www.tfl.gov.uk/plan-a-journey/>

School Curriculum

The school will continue to cover active and sustainable travel through the school curriculum. This will include linking the Travel Plan to class work in PSHCE, Geography, Science and Design and Technology in particular.

Involvement of the School Council

Pupils will be involved in implementing parts of the Travel Plan. This will include the School Council who will report to the School Assembly on a termly basis.

Special Assemblies

The school will continue to hold special assemblies, including walk to school and road safety assemblies, as well as invite TfL to provide a public transport safety and citizenship talk.

For more information email tflsafetyandcitizenship@ltmuseum.co.uk.1

Section 5: Pupil and Staff Detailed Action Plans

Pupils: Action Plan to achieve pupil Travel Plan Targets

Objective 1: To promote walking to and from school.

Target: To increase the number of pupils walking to school from 34% at opening to 40% by Year 5.

Actions	Steps to take	Responsibility	Monitoring	Timescale
WoW: re-introduce Walk on Wednesday	Tally wall-charts in each class identifying those who walk to school on Wednesdays Promote WoW whenever possible in assemblies / newsletters	Travel Plan Coordinator (TPC) TPC	Termly reporting to PPC (Parents, Pupils & Community) Committee, and School Governors of progress Annual Performance Management for TPC as part of Annual Review	Begin 15/9/16 then on-going
Walk to School Week (W2SW): take part in this event annually	Make posters (in class competition?) to advertise event Include in PSHCE curriculum during week of event Promote walking and its benefits as part of healthy living and reducing pollution	TPC Class Teacher Class Teacher	Annual Performance Management for TPC as part of Annual Review	Annually during May
Park & Stride: Reintroduce car parking away from school, promoting exercise and road safety around school entrance.	To encourage parents and pupils who like a short walk from school to walk To promote idea that pupils that live near each other can be dropped off at the same point and walk to school together	TPC School Council Organiser	Termly reporting to PPC (Parents, Pupils & Community) Committee, and School Governors of progress Annual Performance Management for TPC as part of Annual Review.	Launch 15/9/16 then on-going
School Council: Discuss school travel plan and allocate responsibility for running WoW / W2SW / other areas of School Travel Plans	TPC to meet with & train School Council to manage WoW / W2SW awareness (eg: wall charts / posters etc) TPC to provide School Council opportunities for organising their own walking initiatives within the school community	TPC School Council Organiser	Termly reporting to PPC (Parents, Pupils & Community) Committee, and School Governors of progress Annual Performance Management for TPC as part of their Annual Review	Launch 15/9/16 then on-going
Rewards Ceremony: Organise Special Monthly Assemblies for the 'Top Walkers' in the school.	Involve School Council Achievement (total distance) Certificates and Overall Winners Trophy for presentation	TPC	Termly reporting to PPC (Parents, Pupils & Community) Committee, and School Governors of progress Annual Performance Management for Travel Plan Coordinator as part of their Annual Review	Launch October 2016 then on-going
Road Safety & Personal Safety Training	Children to be reminded of basic road safety skills when leaving school premises for offsite learning Arrange in-school Police visits to speak to children about keeping safe when out & about	Class Teachers Head Teacher		When appropriate Annually

Objective 2: To promote scooting and cycling to and from school.

Target: To increase the number of pupils scooting or cycling to school from 1% and 3%, to 6% and 7% respectively over the course of the 5 year Travel Plan.

Action	Steps to Take	Responsibility	Monitoring	Timescale
Provide Nursery & Reception children access to bikes, trikes, or scooters during outdoor activities	Ensure timetables include opportunities for outside activities in which bikes, trikes & scooters are available	Class Teachers	Lesson Plans	All Year – Launch 15/9/16
To give Year 1 & 2 children scooter riding opportunities	Identify those children who own scooters Secure funding to provide scooters & storage for in school use Identify challenges for children to improve scooter stamina Implement a scoot to school day - “Scooter Tuesday” at least once a month	Class Teacher School Business Manager & TPC Class Teachers TPC	Class Charts Termly reports to PPC Committee & School Governors	All year – launch 15/9/16
Bikeability: Use Bikeability to prepare children to use bicycles safely	Identify children in KS2 who own bicycles Plan a timetable across KS2 to receive Bikeability Level 1 & 2 training Identify any costs	TPC TPC School Business Manager	Termly reports to PPC Committee & School Governors Termly reports to PPC Committee & School Governors Part of on-going Performance Management	Spring Term '17, then on-going
Cycling Opportunities: Enable children to use their bicycles in a safe environment	Plan in-school cycling event around the school playground / arena Identify opportunities to visit Velodrome for years 5 & 6	TPC TPC	On-going Performance Management On-going Performance Management	June 2017 June 2018
Opportunities for parents & pupils to be trained to cycle together	Identify which elements of cycle confidence is appropriate for each family Enable parents to enrol on to cycling courses: www.cycleconfident.com	TPC	On-going Performance Management / Termly reports to PPC / Governors	Spring Term 2017 & 2018
Bikeability Transition for Year 6 pupils	Identify curriculum time during June / July each year for Bikeability instructors to work with children planning their potential cycle routes to their secondary school	Year 6 Class Teachers with TPC		Late summer term each academic year
Year 6 children to be given TfI resources	Ensure resources are available	Year 6 Class Teachers & TPC		July 2017, then annually

Objective 3: To link school travel plan in with the curriculum

Target: To have at least one link between School Travel Plan & the curriculum each academic year.

Action	Steps to Take	Responsibility	Monitoring	Timescale
<p>Link school Travel Plan with curriculum:</p> <p>Geography: Locality studies, environmental issues, maps.</p> <p>Science: Exercise & the body, environmental issues.</p> <p>Maths: Timetables & journey times.</p> <p>Design & Technology: Movement & vehicles, Project on local transport infrastructure.</p> <p>PSHCE: Health & fitness</p>	<p>Identify curriculum topics that can be supported by learning in each of these areas</p> <p>Ensure the addition of travel related lesson plans into the main curriculum</p>	<p>TPC</p> <p>TPC / Class Teachers</p>	<p>Lesson Plans</p>	<p>Ongoing from 16/9/16</p>
<p>Healthy School's Week</p>	<p>Introduce plan promoting the health benefits of physical activity across all year groups</p> <p>Invite a professional athlete in to talk 'cool' exercise</p> <p>Organise parent workshops alongside children's workshops</p>	<p>Class Teachers</p> <p>Head Teacher</p> <p>Parent Committee</p>		<p>From Autumn Term 2107 then ongoing</p>
<p>Planned Parent Coffee mornings</p>	<p>Organise events to address healthy eating & healthy lifestyles</p> <p>Organise events to address play activities which promote walking & active choices</p> <p>Include School Nurse & Health Visitors where possible</p>	<p>Parent Committee</p>	<p>Attendance lists</p>	<p>From Autumn Term 2017, then ongoing</p>

Staff: Action Plan to achieve Staff Travel Plan Targets

Objective 1: To reduce the number of single-occupancy journeys.

Target: Achieve reduction to 26% in five years.

Action	Steps to Take	Responsibility	Monitoring	Timescale
Reduce number of single-occupancy journeys	Identify staff that drive to school Create a set of criteria for using staff car parking Distribute public transport information to staff	Head Teacher & Premises Manager	Use of School car park	16/9/16 then ongoing
Encourage Car-sharing	Compile a database for those who drive to work & are willing to offer car-sharing to colleagues	TPC & School Administrator	Take-up	From Jan 2017

Objective 2: To encourage more staff to cycle to school.

Target: Achieve increase from 1% to 13% by July 2021.

Action	Steps to take	Responsibility	Monitoring	Timescale
Promote the use of cycle racks	Advertise healthy lifestyles Advertise exercise & well being Advertise the financial benefits of cycling: fuel & public transport costs Promote the positive effect on the schools carbon footprint	TPC	Usage of school cycle storage	Termly
Promote the use of the staff shower.	Provide towels Provide quality products for use in facilities	TPC		Termly

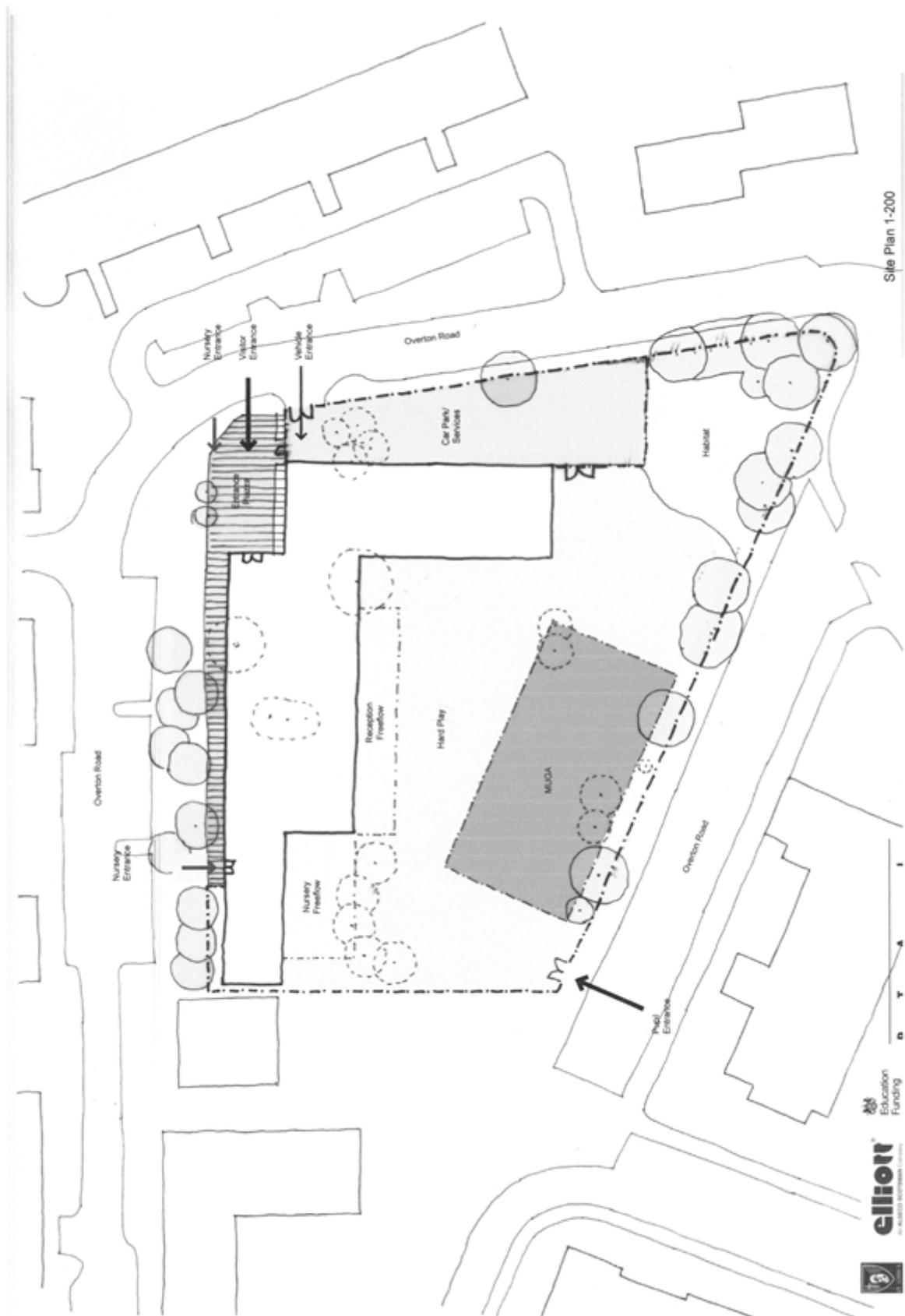
Objective 3: Encourage Staff to walk to school.

Target: Increase walkers from 23% to 29% over the five year plan.

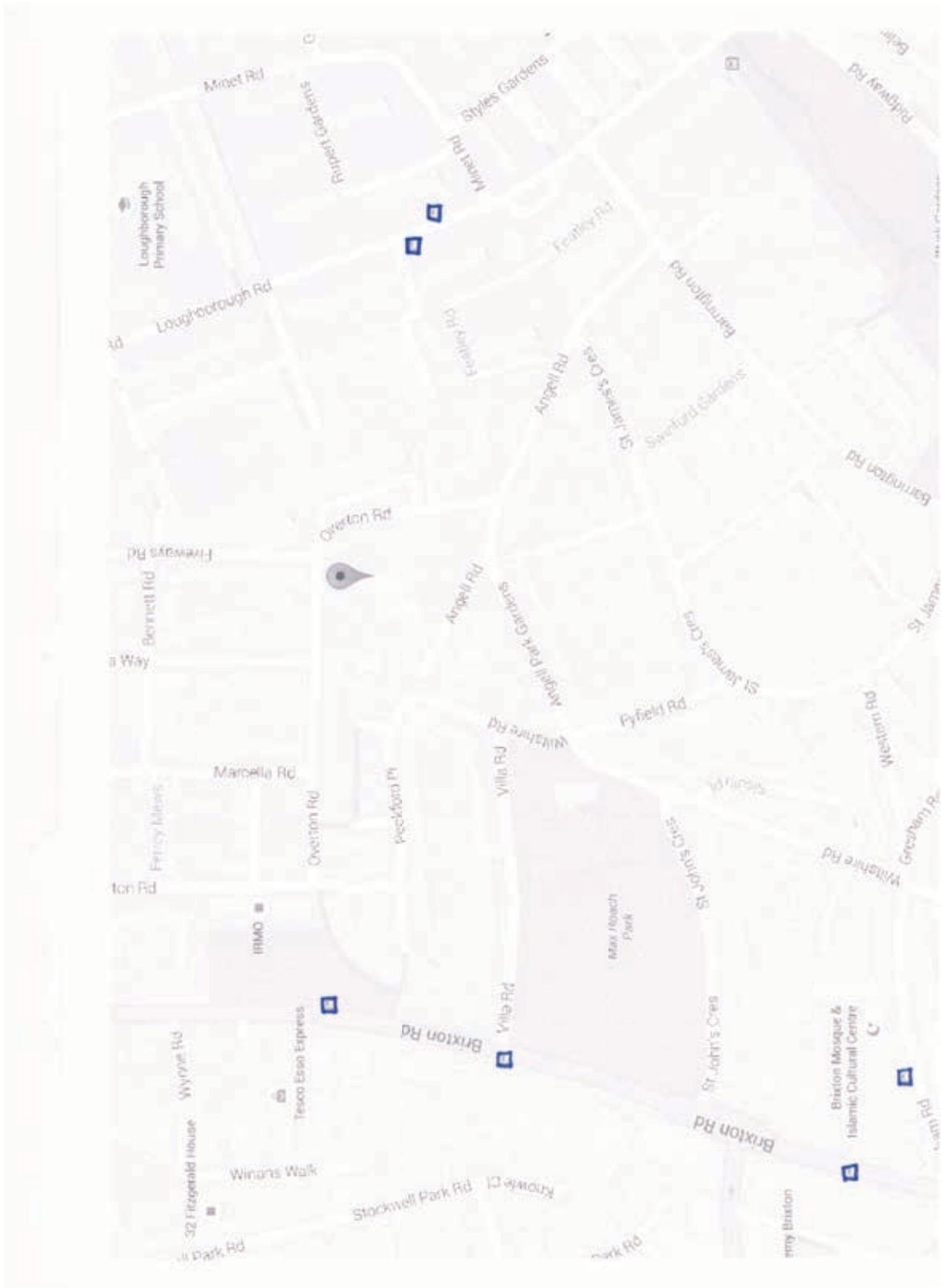
Action	Steps to Take	Responsibility	Monitoring	Timescale
Increase the number of adults that walk to school	Staff to identify whether walking is a possibility Encourage staff to walk part of the way to school as part of a healthy lifestyle Promote Park & Stride weekly Encourage staff to set an example to by joining in with WoW / W2SW	Head Teacher & TPC	Review with targets in Travel Plan	16/9/16 then ongoing

APPENDIX A:

St John's Angell Town C. of E. Primary School Site Map



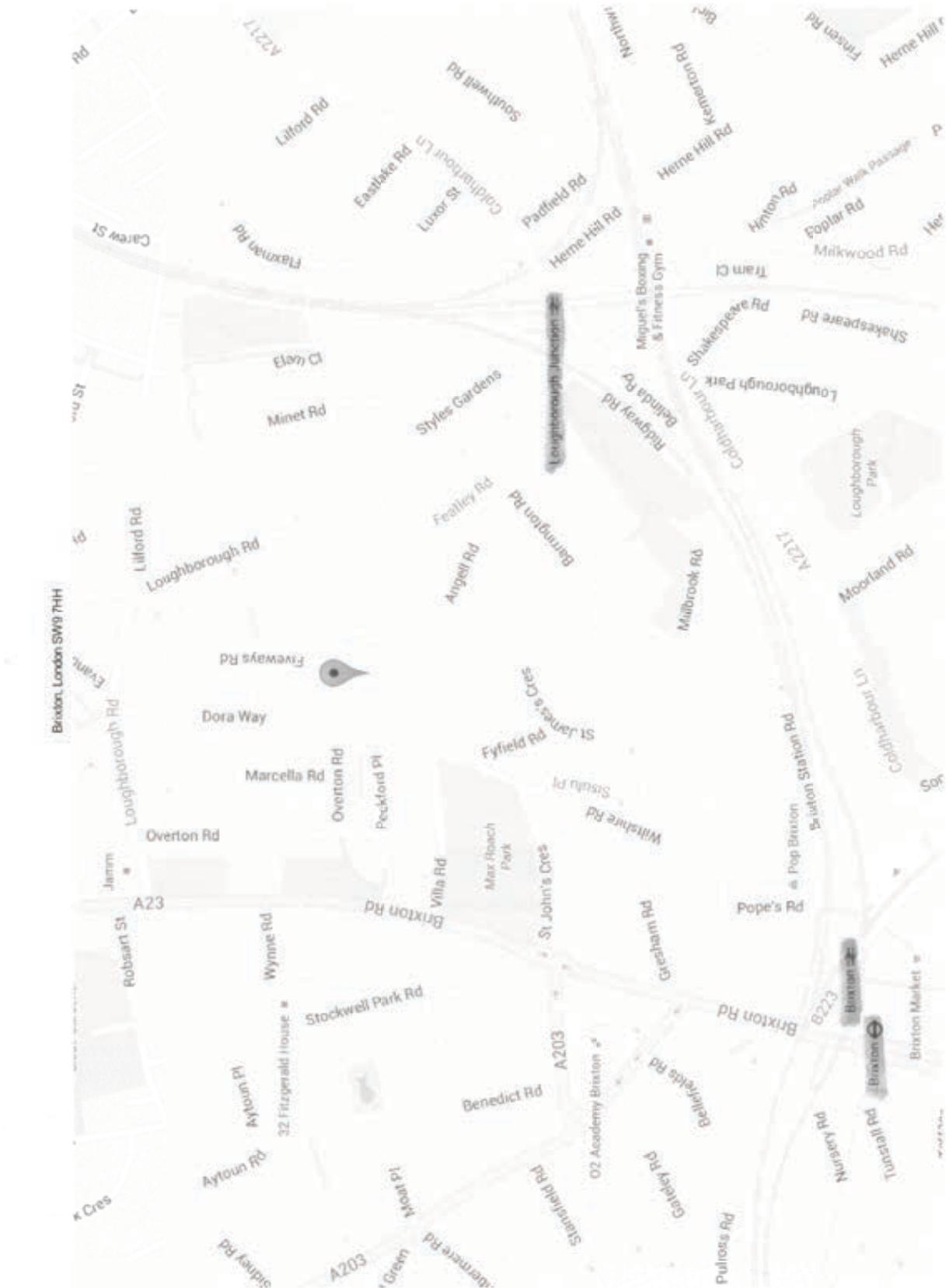
APPENDIX B1: Map showing school's local bus stops



APPENDIX B2: Table identifying bus routes, frequency and closest stops

Service	Operator	Route Description	Nearest stop	Weekday frequency
P4	TfL	Brixton – Loughborough Junction – Denmark Hill – Dulwich Village – Honor Oak – Ladywell – Lewisham	Gresham Road, Brixton Police Station	4 – 5 per hour
P5	TfL	Elephant & Castle – Walworth – Loughborough Junction – Brixton – Stockton – Nine Elms	Loughborough Road, Hopton House	3 – 4 per hour
3	TfL	Oxford Circus – Trafalgar Square – Kennington – Brixton – Crystal Palace – Beckenham – Bromley	Brixton Road, Villa Road	4 – 10 per hour
35	TfL	Shoreditch – Liverpool Street – London Bridge – Elephant & Castle – Loughborough Junction – Brixton – Clapham Junction	Gresham Road, Brixton Police Station	4 - 10 per hour
45	TfL	Kings Cross – Holborn – Blackfriars – Elephant & Castle – Loughborough Junction – Brixton - Streatham	Gresham Road, Brixton Police Station	4- 10 per hour
59	TfL	Streatham Hill – Brixton – Kennington – Waterloo – Holborn – Kings Cross	Brixton Road, Villa Road	4 – 12 per hour
133	TfL	Streatham – Brixton – Kennington – Elephant & Castle – London Bridge – Liverpool Street	Brixton Road, Villa Road	5 – 15 per hour
159	TfL	Streatham – Brixton – Kennington – Westminster – Oxford Circus – Paddington Basin	Brixton Road, Villa Road	7 – 15 per hour
345	TfL	Peckham – Loughborough Junction – Brixton – Clapham – Battersea – Kensington	Gresham Road, Brixton Police Station	6 – 12 per hour
415	TfL	Tulse Hill – Brixton – Kennington – Elephant & Castle	Brixton Road, Villa Road	4 – 5 per hour

APPENDIX C: Map showing location of local train stations



APPENDIX D: Map showing suitable cycling roads for all school users



