



Thomas's Kensington

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# **ATLANTIC HOUSE, 1 ST ALBANS GROVE**

Travel Plan



Thomas's Kensington

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# ATLANTIC HOUSE, 1 ST ALBANS GROVE

## Travel Plan

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WSP

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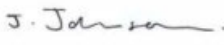
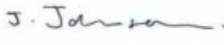
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## EXECUTIVE SUMMARY

Planning Condition 36 – *“No buildings hereby approved shall be occupied until a travel plan informed through prior engagement with the local community and the Council’s Transport Policy Team has been submitted to, and approved in writing by, the local planning authority. The travel plan shall be monitored and reviewed in accordance with any targets within the plan, and such record made available upon request by the local planning authority.”*

### TRAVEL PLAN STRATEGY

- To create a healthier school environment for the school community.
- To provide a free school minibus service with routing options, to replace car trips.
- To reduce congestion on local streets with consideration to local residents.
- To increase the knowledge of pupils and the school community in terms of road safety and personal safety.
- To improve awareness amongst pupils, staff and parents of the health, safety, environmental and social consequences of their travel choices.
- To maintain TfL STARS Gold Accreditation status that Thomas’s Kensington currently hold.
- Operating Management Team (Day De la Cruz and Reece Palmer) at Thomas’s Kensington appointed as Travel Plan Co-ordinator (TPC) to take responsibility and implement the plan.

### TRAVEL PLAN MEASURES

- No staff car parking is provided on site, and therefore, all staff will travel by sustainable means.
- All visitors will be asked to travel by sustainable means. For policy requirements there is a single bay for Blue Badge holders only on the school grounds, and this requires advance booking.
- Those arriving by cycle / scooter must prioritise pedestrians and park at the store on-site.
- Thomas’s Kensington is committed to providing three 22-seater minibuses for morning drop-off and afternoon pick-up activity, free of charge, to replace car trips. One of the routes will serve as a shuttle service to further increase minibus capacity.
- Those parents who live too far from the school for active travel options will be asked to drop their children off at one of three designated bus routes, pupils will then be transported.
- The school minibuses will use the school grounds for boarding / alighting and be carefully scheduled to ensure no more than two minibuses at the school at any one time.
- Parents are not permitted to drive to and from the school (enforced by a School Street; subject to a consultation process led by RBKC).
- A School Street would be implemented on St Albans Grove between its junctions with Victoria Road and Stanford Road during times of drop-off and pick-up only to enforce planned school travel.
- School minibuses and residents on St Albans Grove will be exempt from the School Street.
- Four traffic marshals will be employed by Thomas’s Kensington, two marshals will be stationed at each end of the School Street to prevent unauthorised entry during times of its operation.

### OBJECTIVES AND TARGETS

- The key target is to achieve the Mayor’s target for 80% of all journeys to be made by walking, cycling and public transport (which in this instance includes travel by the free school minibus service) ; during weekday AM (0800-0900) and PM (1500-1600) arrival and departure times to and from the school site.



## **MONITORING AND REVIEW**

- TP enforced and evaluated through a robust programme of monitoring / review by TPC / RBKC.
- TP actively monitored for five-years. An independent survey that follows a Trip Rate Information Computer System (TRICS) methodology will be undertaken at the new school site during Autumn 2025, and at years three and five; with interim surveys during remaining years of the five-year period.
- TPC to provide a monitoring report to RBKC within two-months of receiving survey results, for current operations at the site to be reviewed and new measures implemented, if necessary.

This TP can be read in conjunction with the Traffic Management Plan, Delivery and Servicing Management Plan, and Car Park Management Plan, which have also been prepared to support the operation of the school.

# 1 INTRODUCTION

## 1.1 BACKGROUND

- 1.1.1. WSP has been appointed by Thomas’s Kensington to prepare a Travel Plan (TP) for their Atlantic House site at 1 St Albans Grove in the Royal Borough of Kensington and Chelsea (RBKC).
- 1.1.2. The TP is required for the discharge of planning condition 36 relating to planning permission reference PP/23/06732. Planning Condition 36 is set out in full below:

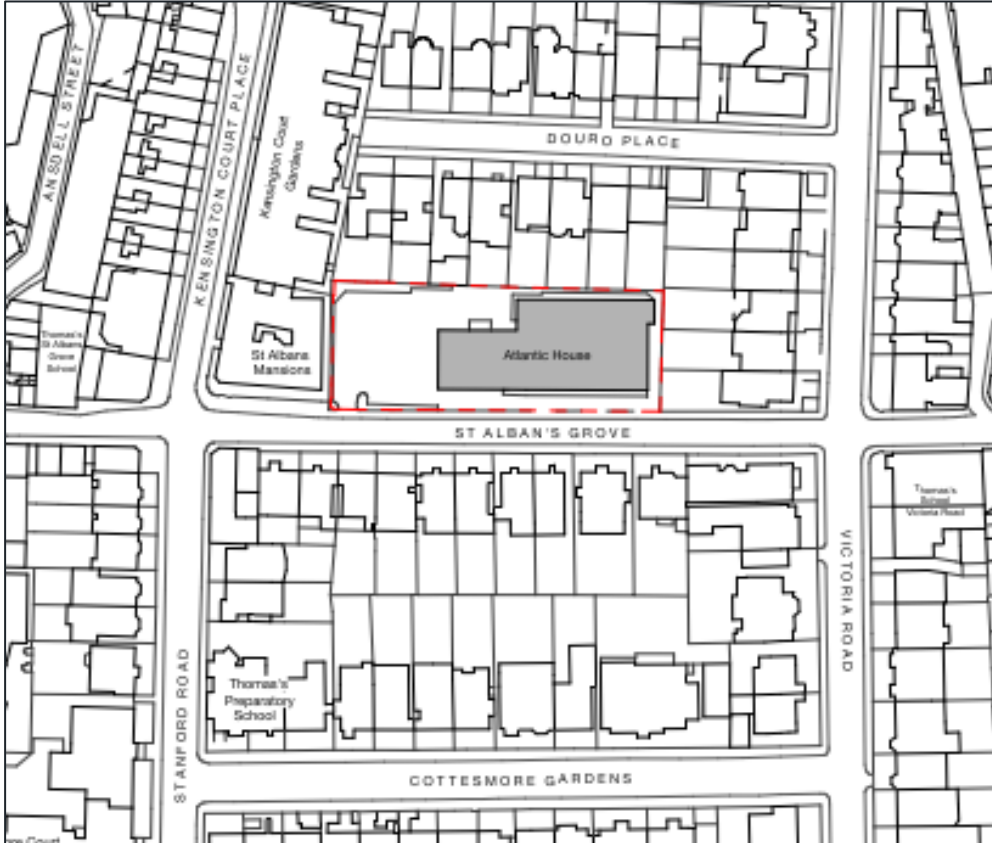
*‘No buildings hereby approved shall be occupied until a travel plan informed through prior engagement with the local community and the Council’s Transport Policy Team has been submitted to, and approved in writing by, the local planning authority. The travel plan shall be monitored and reviewed in accordance with any targets within the plan, and such record made available upon request by the local planning authority.*

*Reason – To ensure the safe and sustainable movement of traffic on neighbouring highways, in accordance with policies of the development plan in particular policy CT1 of the Local Plan 2019.’*

## 1.2 SITE DESCRIPTION

- 1.2.1. The site is located approximately 400 metres south of Kensington Gardens at 1 St Albans Grove (W8 5PN) in London, as illustrated below. It lies within the De Vere Conservation Area in RBKC.

**Figure 1-1 - Site Location**



1.2.2. The site is currently under construction to fully implement the grant of planning permission reference PP/23/06732. The construction works will facilitate a change of use to the existing building, namely Atlantic House, from Class C2 (student accommodation) to Class F1a (education). The works also include minor alterations, demolitions and additions to Atlantic House and external areas of the site to provide the following:

- Up to 23 classrooms and other school facilities across three storeys that will accommodate up to a maximum of 400 pupils and 107 staff members;
- Creation of a new entrance between the two existing buildings which will be the main pedestrian access to the school;
- Replacement of the existing open car park to provide quality outdoor play space with new and improved landscaping, a drop-off / pick-up area for school minibuses, and delivery vehicles, as well as one Blue Badge car parking space; and
- A total of 86 cycle parking spaces and 139 scooter parking spaces for staff, pupils, and visitors.

1.2.3. The works are due to be completed during August 2025.

### **1.3 ENGAGEMENT AND CONSULTATIONS**

1.3.1. This document has been prepared in consultation with RBKC and local residents. On-going engagement is taking place with RBKC's Travel Officer. In addition, four formal public consultation events were held during Autumn 2024 to seek and reflect valuable feedback shared by local residents.

### **1.4 TRAVEL PLAN OVERVIEW**

1.4.1. A TP is a package of measures designed to reduce the number of car trips generated, whilst promoting more sustainable modes of travel. The TP establishes a structured strategy with clear objectives and targets, supported by suitable policies and quality measures for implementation.

1.4.2. The TP will be a 'living document' requiring monitoring, regular reviews and revisions to ensure it remains relevant to the site and those using the site and provides continuous improvements for its duration.

1.4.3. The TP demonstrates a holistic approach by incorporating both 'hard' engineering measures and 'soft' marketing and management measures necessary to address the transport impacts arising from development.

1.4.4. Thomas's Kensington is already fully supportive of Travel Planning at their existing sites and appreciates the benefit of using and encouraging greater use of sustainable transport for both people and goods. They aim to increase sustainable travel as they relocate to their new school site at Atlantic House on St Albans Grove in September 2025.

### **1.5 TRAVEL PLAN STRUCTURE**

1.5.1. This TP, which has been developed in conjunction with Thomas's Kensington, sets out the proposed aims, objectives and measures to encourage sustainable travel to and from their new school at Atlantic House. It includes a review of travel planning policy context, site description and movement. It also sets out a range of objectives and targets, a strategy with measures to implement, a process of management and review and an action plan.

1.5.2. The remainder of this TP is set out as follows.





- Chapter 2: Planning Policy;
- Chapter 3: Site Access Strategy;
- Chapter 4: Local Transport Networks
- Chapter 5: Travel Plan Strategy;
- Chapter 6: Travel Plan Measures;
- Chapter 7: Travel Plan Targets;
- Chapter 8: Monitoring and Review; and
- Chapter 9: Action Plan.

1.5.3. This TP can be read in conjunction with the Traffic Management Plan, Delivery and Servicing Management Plan, and Car Park Management Plan, which have also been prepared to support the operation of the school.

## 2 PLANNING POLICY

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### 2.1 INTRODUCTION

2.1.1. This chapter provides an overview of key national, regional, and local policy documents.

### 2.2 NATIONAL POLICY

#### NATIONAL PLANNING POLICY FRAMEWORK (2024)

2.2.1. The National Planning Policy Framework and sets out the governments planning policies and how these are expected to be applied. The document has been recently revised. However, with respect to transport policy, there are many similarities to previous documents including presumption in favour of sustainable development with development located and designed to give priority to pedestrian and cyclist movements, minimise conflict between traffic and cyclists / pedestrians and to consider needs of those with reduced mobility where practical.

2.2.2. As noted in the NPPF, Travel Plans are an important mechanism to facilitate measures to increase sustainability. As such, there is a requirement for developments which create a particular threshold of trips to prepare a Travel Plan.

### 2.3 REGIONAL POLICY

#### TRANSPORT FOR LONDON (TFL), TRAVEL PLANNING GUIDANCE

2.3.1. TfL provide online guidance for Travel Plans in London, which makes reference to their November 2013 document requiring all developments associated with schools and nurseries to have a Travel Plan.

2.3.2. The guidance document sets out the core elements of a Travel Plan that are deemed essential. The essential elements are as follows: Objectives, Targets, Measures, Management, Action Plan, Securing, and Monitoring and Review.

2.3.3. This Travel Plan has been based upon the TfL guidance for schools in London provided on STARS (Sustainable Travel: Active, Responsible, Safe) website.

2.3.4. STARS is TfL's accreditation scheme for London schools and nurseries. STARS inspire young Londoners to travel to school sustainably, actively, responsibly and safely by championing walking, scooting and cycling.

2.3.5. By swapping car journeys for active travel, a real difference to the city can be created through the STARS schools and support the Mayor's vision for Healthy Streets.

#### MAYOR'S TRANSPORT STRATEGY

2.3.6. The Mayor has devised a transport strategy which outlines an updated vision for London in the next 25 years, mainly centred round the reduction of car dependency and the Healthy Streets Approach.

2.3.7. The Major, through TfL and the boroughs, and working with stakeholders, will reduce Londoners dependency on cars in favour of active, efficient and sustainable modes of travel, with the central aim for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041.

## **LONDON PLAN (2021)**

2.3.8. Policy T4 'Assessing and Mitigating Transport Impacts' of the London Plan requires the following in relation to Travel Plans:

- Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.
- When required in accordance with national or local guidance, Travel Plans will be required having regard to Transport for London guidance.

## **2.4 LOCAL POLICY**

### **RBKC NEW LOCAL PLAN (2024)**

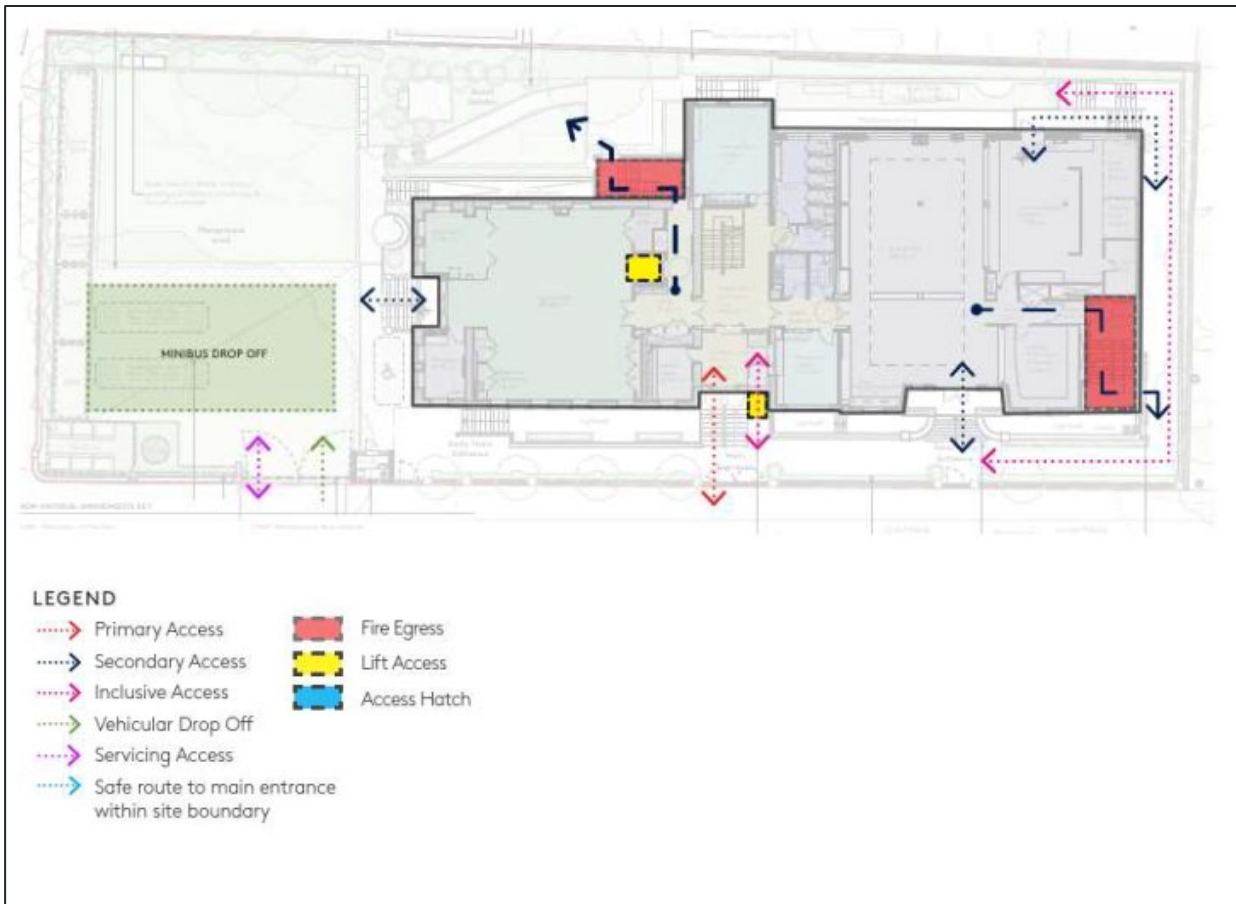
2.4.1. The policies contained in the new Local Plan form part of the planning framework. Policy TR5 focuses on Land Use and Transport with a focus for development to be provided in areas where transport can be met in a sustainable manner. Travel Plans can provide innovative facilities and measures to make walking, cycling, and public transport an attractive first choice of travel.

### 3 SITE ACCESS STRATEGY

#### 3.1 INTRODUCTION

3.1.1. This chapter describes the site layout and indicates the access strategy for all users of the site, including staff, pupils, parents / guardians, and visitors. The figure below provides a plan of the school ground floor layout and access strategy.

**Figure 3-1 - School Ground Floor Layout and Access Strategy**



#### 3.2 PEDESTRIANS AND CYCLISTS

3.2.1. Pedestrian and cycle access to the site is provided directly from St Albans Grove via three separate entrances (indicated by ‘primary’ and ‘secondary’ accesses on the plan). Clearly visible dedicated cycle and scooter parking will be provided on-site for pupils, staff, and visitors. Specifically, a total of 86 cycle parking spaces and 139 scooter parking spaces will be provided for pupils/ staff/ visitors as shown on the landscape plan provided at **Appendix A**.

#### 3.3 BLUE BADGE BAY

3.3.1. No cars will be permitted to and from the site, except for a visitor needing to use the Blue Badge car parking space provided on-site (RBKC policy requirement). The use of the Blue Badge bay will require advance booking by contacting the school reception ahead of visiting. There is step-free

access to the school at the main entrance. Vehicle access is from St Albans Grove. The vehicle access will be gated and controlled by a Site Manager who will always be on-site to open the gate.

### **3.4 MINIBUSES**

- 3.4.1. Minibuses to the school grounds are permitted from St Albans Grove during school drop-off and pick-up times, and for the purpose of pupil pick-up / drop-off to and from off-site school facilities (for example, off-site swimming and sport facilities). Refer to Chapter 6 'Travel Plan Measures' for information on the applicant's commitment for a free school minibus service.

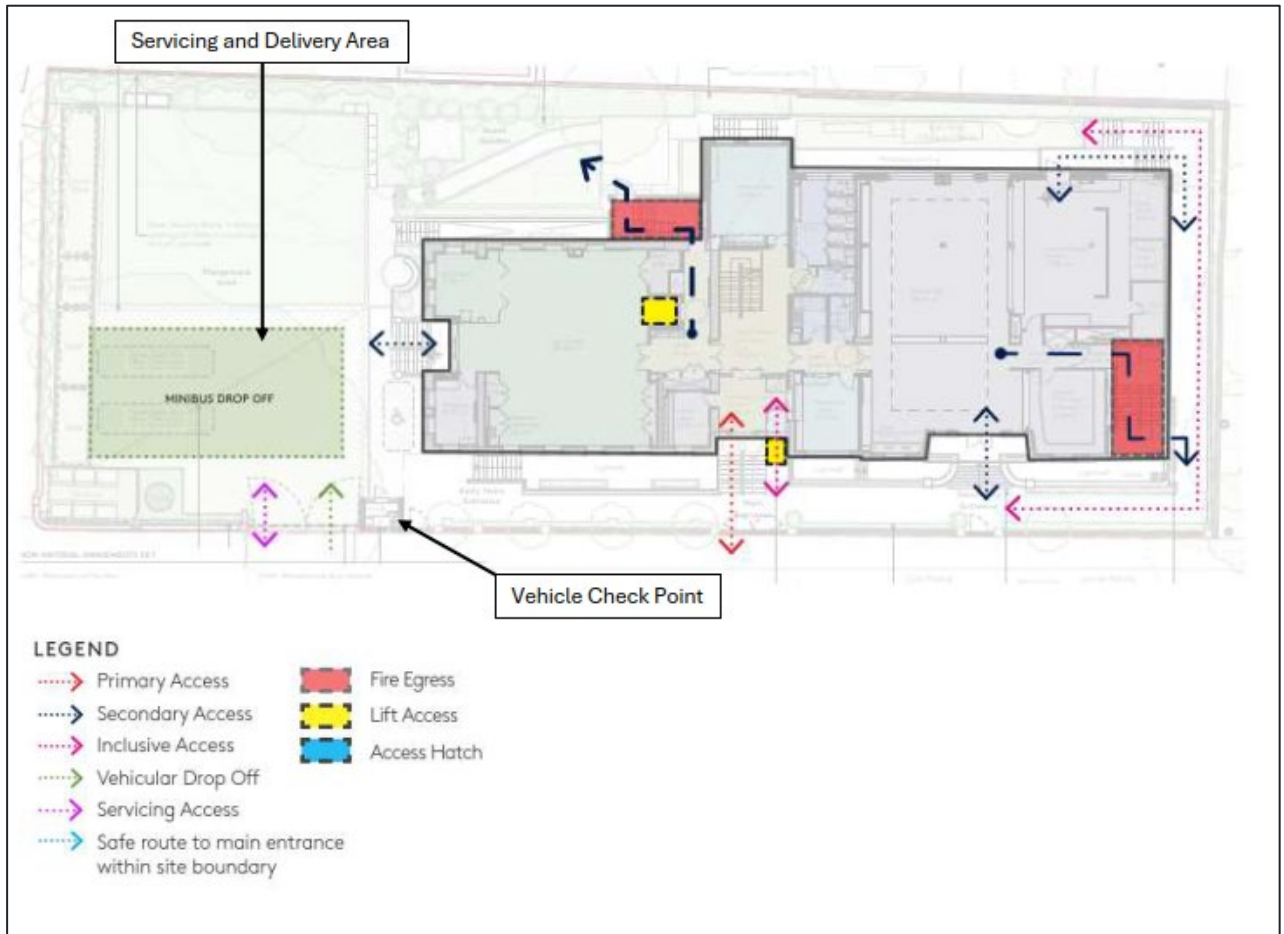
### **3.5 DROP-OFF / PICK-UP**

- 3.5.1. There is no on-site provision for parental drop-off / pick-up activity by car.

### **3.6 DELIVERY AND SERVICING**

- 3.6.1. Delivery and servicing will take place on-site, with a smaller proportion of deliveries taking place on-street, consolidated with existing deliveries already taking place on St Albans Grove.
- 3.6.2. Delivery vehicles will be permitted to utilise the hard standing open space within the school grounds. The 'Servicing and Delivery Area' is indicated on plan below, and vehicles will access the site directly from St Albans Grove in forward gear.

**Figure 3-2 - On-Site Delivery Area**

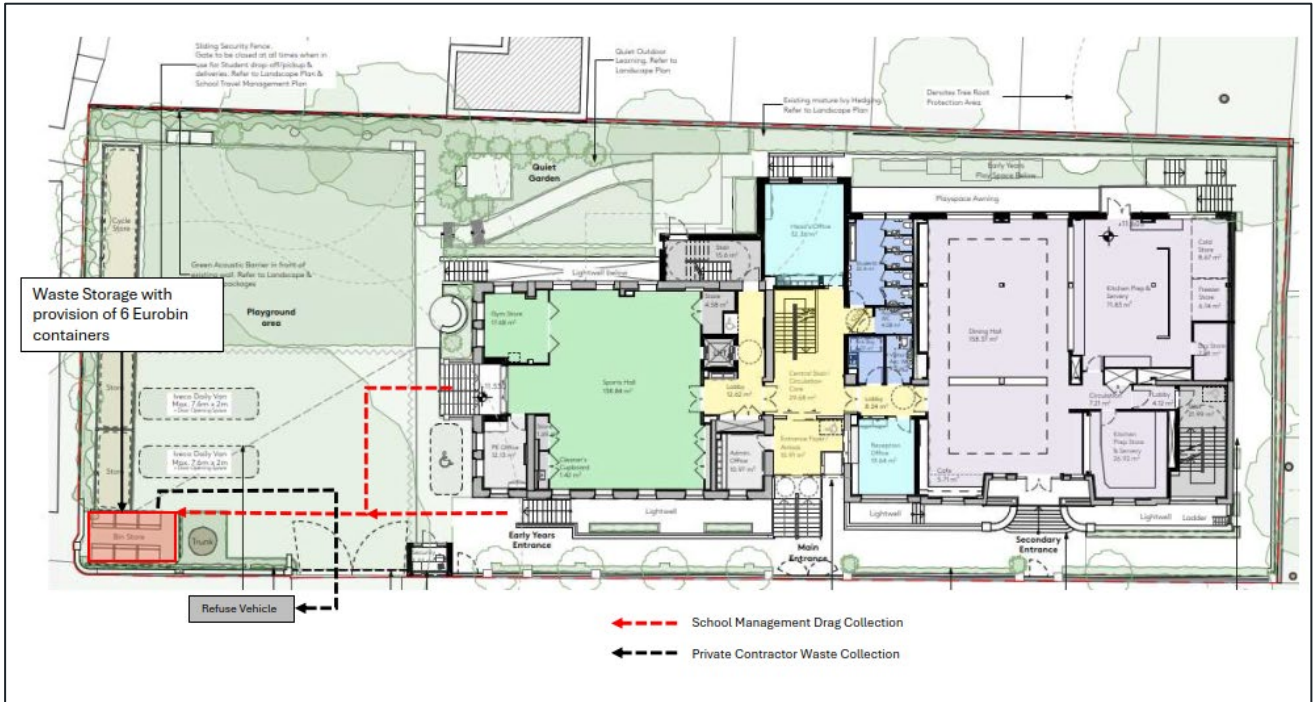


- 3.6.3. A Site Manager will be on-site always, to communicate via intercom and control the gated access to limit any vehicle waiting time on St Albans Grove.
- 3.6.4. Unscheduled deliveries (i.e. Amazon and Royal Mail), which will be consolidated deliveries already operating on St Albans Grove, will serve the site on-street.
- 3.6.5. Regular deliveries at the school site will be pre-booked / scheduled alongside minibus activity to ensure that these operations do not coincide; and operate with consideration to on-site capacity to receive such vehicles.

**WASTE COLLECTION**

- 3.6.6. Waste collection will be managed by the Site Manager who will be responsible for collecting waste from the communal areas and taking it to the main waste storage area provided in the southwestern corner of the site as shown in the figure below.

**Figure 3-3 - Waste Collection Arrangement**



3.6.7. This will accommodate six Eurobin containers (1100 litres). Waste collection will be carried out by a private licensed contractor twice a week. They will be required to access the site to collect the containers and empty them into a refuse vehicle that will service the site from St Albans Grove, as indicated in the figure above.

## 4 LOCAL TRANSPORT NETWORKS

### 4.1 INTRODUCTION

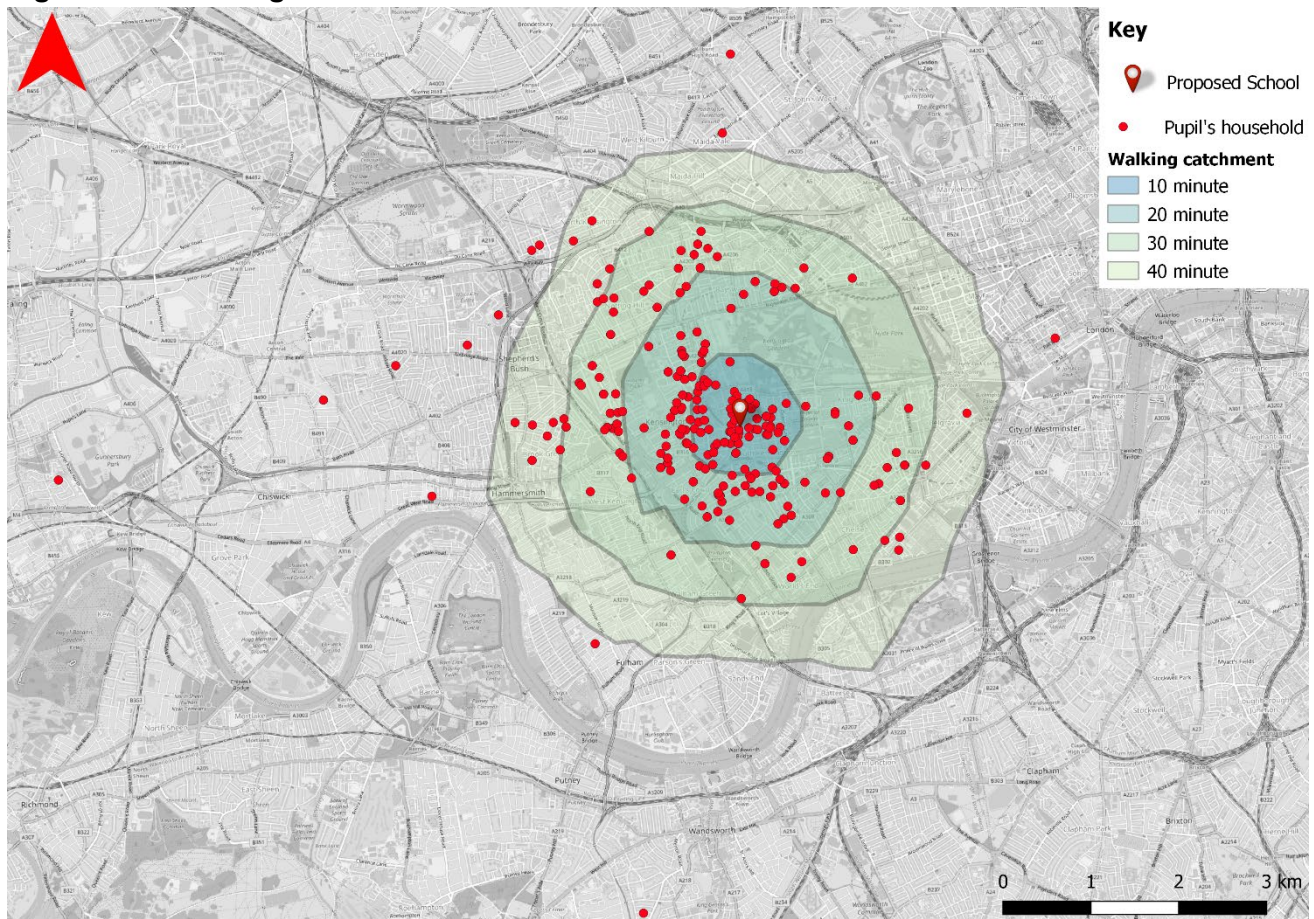
4.1.1. This chapter considers the accessibility of the site across readily available local transport networks.

### 4.2 PEDESTRIAN ACCESSIBILITY

4.2.1. There is a comprehensive network of pedestrian routes linking the site to the surrounding areas with footways provided along St Albans Grove, Victoria Road, Victoria Grove, Launceston Place, Kensington Court and Kensington Court Place. The area benefits from generally low through traffic volumes owed in part to the road layout (cul-de-sacs) and the railway lines to the west of the site. Subsequently there are few formal crossing points in proximity of the site, however there are several formal crossing points north of the site along Kensington Road / High Street.

4.2.2. The walking isochrone below shows 0-40 minute catchment for walking access. The catchment assumes a speed of approximately 4.8km/hr. It is recognised that young children will be unable to walk lengthy distances; there could be better potential amongst staff.

**Figure 4-1 - Walking Catchment**



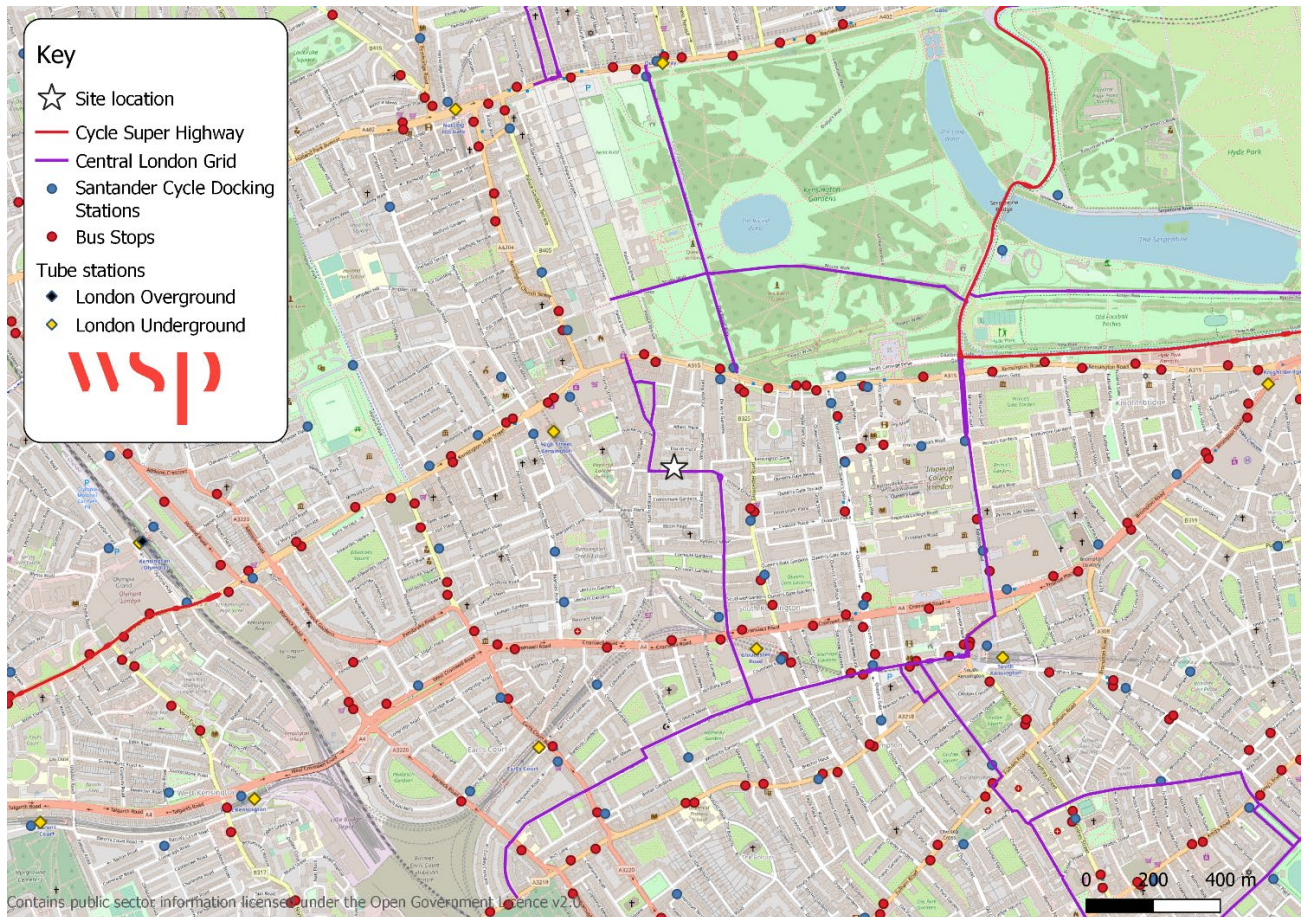
### 4.3 CYCLE ACCESSIBILITY

4.3.1. It is considered that young children can enjoy cycling / scootering to school with a parent walking alongside. Staff have the potential to be able to cycle over longer distances.



- 4.3.2. There are cycle routes in the vicinity of the site, including Quietway 15 and Cycle Superhighway 3. Cycle Superhighway 3 runs through Hyde Park, which is located 0.5km north of the site and connects Barking in the east to Lancaster Gate in central London. St Albans Grove is a designated Quietway route (15), connecting to Earls Court in the west, Chelsea in the south and Cycle Superhighway 3 in the north. The site is also near Hyde Park which provides several Quietway links.
- 4.3.3. An indication of the cycling facilities within the local area, including cycle route facilities and Santander Cycle docks, is shown below.

**Figure 4-2 – Local Cycle Routes**



## 4.4 PUBLIC TRANSPORT ACCESSIBILITY LEVEL (PTAL)

- 4.4.1. The PTAL methodology has been adopted by TfL as a means by which to quantify and compare accessibility to public transport services for given sites. It considers the time taken to access the public transport network, including:
- The walk time to various public transport services.
  - The average waiting time for each service.
  - The reliability of each service.
- 4.4.2. The methodology is based on a walking speed of 4.8kph and considers railway stations within a 12-minute walk (960m) of a site and bus stops within an 8-minute walk (640m). The PTAL assessment is undertaken using the AM peak hour operating patterns of existing services.

- 4.4.3. The PTAL score for the site is estimated to be 6a, indicating that there is an excellent level of accessibility to public transport to / from the site.

## **LONDON UNDERGROUND**

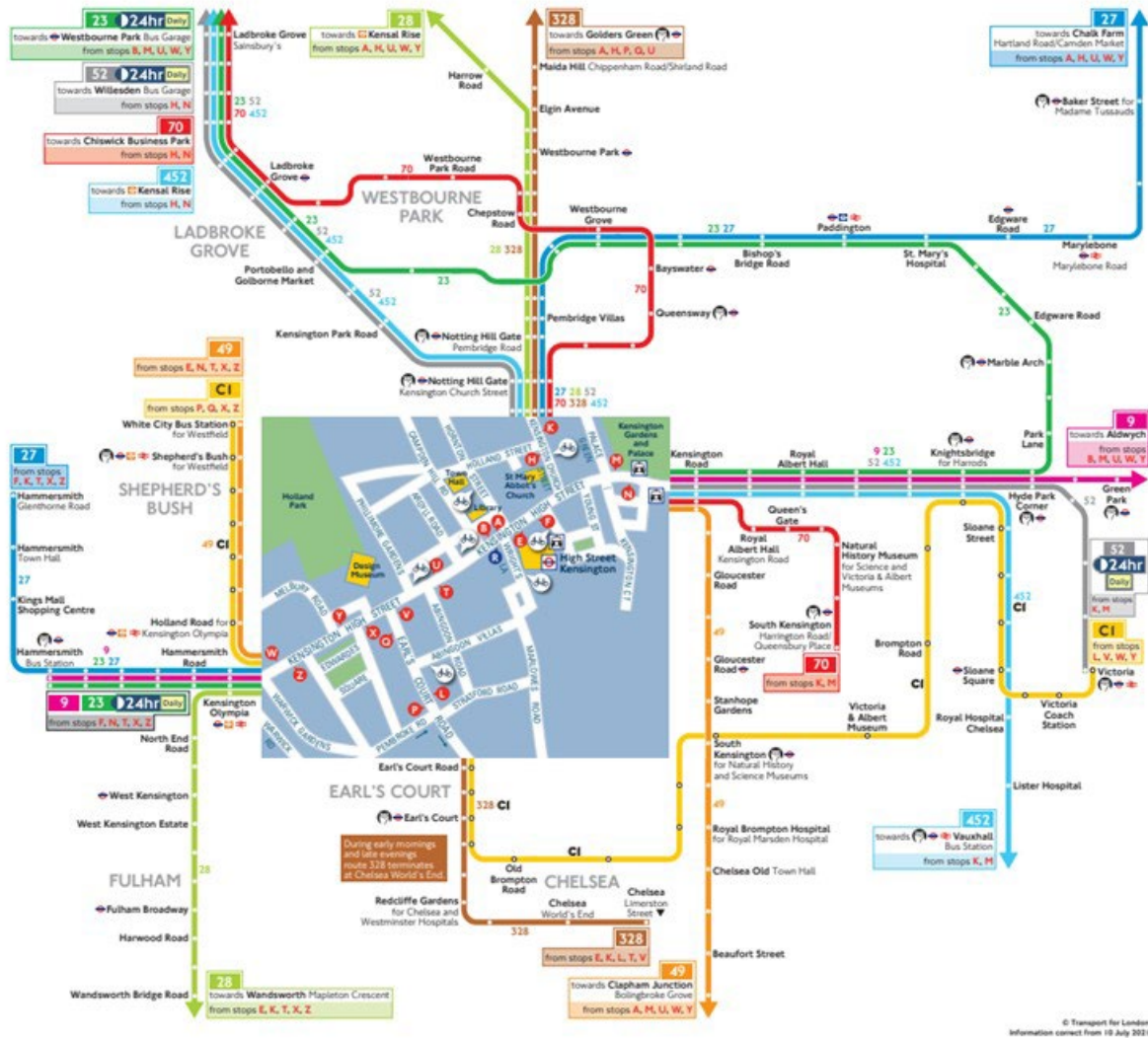
- 4.4.4. The closest underground station to the site is High Street Kensington, which is located within an 8-minute walk (0.6km). Gloucester Road and South Kensington stations are located within a 9-minute walk (0.8km). Queensway station is located within a 17-minute (1.4km) walk.
- 4.4.5. High Street Kensington station is served by the Circle line, which runs from Hammersmith to Paddington, and the District line, which runs from Kensington Olympia to Edgware Road. The Circle line service connects High Street Kensington to eight stations served by National Rail, including Paddington, Victoria, Blackfriars, Cannon Street, Liverpool Street, Moorgate, Farringdon, and King's Cross St. Pancras.
- 4.4.6. Gloucester Road station is served by the Circle line, which runs from Hammersmith to Paddington, District line which runs from Ealing Broadway to Upminster, and Piccadilly line which runs from Heathrow to Cockfosters. South Kensington station is also served by the Piccadilly, District and Circle lines also.

## **BUS SERVICES**

- 4.4.7. The site is served by a number of bus routes as shown below.

Figure 4-3 - Local Bus Routes

Buses from Kensington High Street



4.4.8. The nearest bus stops are located on Gloucester Road and Kensington Road. These stops are served by numerous bus routes. The table below contains a summary of bus stop locations and their service frequencies. The bus stops located nearest to the site are sheltered with seating areas.

**Table 4-1 – Bus Service Summary**

Bus Stop	Walking distance to the bus stop	Bus service	Route	Direction	Average Frequency (minutes)
Queens Gate Terrace (Bus Stop RN and RR)	3-min walk (280m)	49	Northcote Road – Queen’s Gate Terrace – White City Bus Station	White City Bus Station	8
				Northcote Road	6
Palace Gate (Bus Stop RH and RE)	6-min walk (460m)	9	Aldwych / Bush House – Palace Gate – Hammersmith Bus Station	Hammersmith Bus Station	6
				Aldwych / Bush House	7
		23	Great Western Road – Palace Gate – Hammersmith Bus Station	Hammersmith Bus Station	10
				Great Western Road	10
		52	Victoria Station – Palace Gate – Pound Lane	Victoria Station	9
				Pound Lane	8
		70	Chiswick Business Park – Palace Gate – Queensbury Place	Chiswick Business Park	6
				Queensbury Place	6
		452	Station Terrace – Palace Gate – Vauxhall Bus Station	Station Terrace	6
				Vauxhall Bus Station	6

4.4.9. Public transport maybe a suitable mode for staff travel to and from the school site. It is acknowledged that young children need to be accompanied on public transport. To overcome these circumstances, Thomas’s Kensington will be providing free minibus services for pupil travel to and from the new school as detailed at Chapter 6.

## 5 TRAVEL PLAN STRATEGY

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### 5.1 INTRODUCTION

5.1.1. This chapter sets out the overarching strategy for the TP.

### 5.2 OBJECTIVES

5.2.1. Objectives help to give the TP direction and provide a clear focus. Therefore, the strategy for this TP has the following objectives:

- To create a healthier school environment for the school community.
- To provide a free school minibus service with routing options, to replace car trips.
- To reduce congestion on local streets with consideration to local residents.
- To increase the knowledge of pupils and the school community in terms of road safety and personal safety.
- To improve awareness amongst pupils, staff and parents of the health, safety, environmental and social consequences of their travel choices.
- To maintain TfL STARS Gold Accreditation status that Thomas's Kensington currently hold.
- Operating Management Team (Day De la Cruz and Reece Palmer) at Thomas's Kensington appointed as Travel Plan Co-ordinator (TPC) to take responsibility and implement the plan.

5.2.2. Chapter 7 relates to the key target for this Travel Plan, to provide a measurable goal by which progress can be assessed.

### 5.3 TRAVEL PLAN CO-ORDINATOR

5.3.1. Travel Plan Coordinator (TPC) will be appointed to take responsibility for the development and management of the TP and ensure its delivery. The TPC will be Day De la Cruz and Reece Palmer who are currently employed by Thomas's Kensington as their Operating Management Team.

5.3.2. The roles and responsibilities of the TPC are set out below:

- Implementation and management of the TP.
- Awareness-building and engagement with staff, pupils, parents and residents.
- Strategic marketing and communication.
- Implementing and managing measures.
- Measuring success and monitoring change.
- Reporting progress to all TP stakeholders, including staff, pupils, parents and RBKC.
- Obtaining and maintaining commitment and support from staff.
- Giving advice and information on transport-related subjects to staff and visitors.
- Coordination of data collection for the TP.

5.3.3. The TPC will also:

- Offer a 'human face' to the Travel Plan – explaining its purpose and the opportunities on offer. This may include offering personalised journey planning advice and helping establish and promote the individual measures in the plan.
- Obtain and maintain commitment and support from staff and pupils.
- Raise awareness and implement measures for the school.
- Liaise with different departments or year-groups within the school and the TPC.



- Give advice and information on transport-related subjects to staff and pupils.
- Help establish and promote the individual measures in the plan.
- Provide on-site support to the TPC, as required.

## 6 TRAVEL PLAN MEASURES

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### 6.1 INTRODUCTION

- 6.1.1. This chapter outlines the ‘hard’ (infrastructure) and ‘soft’ (travel management) measures that will be implemented to maximise sustainable travel behaviour for pupils, staff and visitors.

### 6.2 ‘HARD’ MEASURES

- 6.2.1. The hard engineering measures that are being incorporated into the design and construction of the school will be funded by Thomas’s Kensington. These measures are described below.

#### STAFF AND VISITORS

- 6.2.2. No staff member can travel to the site by car. No staff car parking provision will be provided on-site. Therefore, all staff will travel to and from the school site by sustainable means and utilise the pedestrian access points of the school.
- 6.2.3. All visitors will be asked to travel by sustainable means. Albeit there will be a single Blue Badge car parking bay on the school grounds which can be utilised by a person visiting that has limited mobility. This will require advance booking by contacting the school reception to arrange accordingly. There will be step-free access to the school at the main entrance.

#### CYCLE / SCOOTER PARKING

- 6.2.4. Cycle parking will be provided in line with the London Plan. A total of 86 cycle parking spaces will be provided for pupils, staff and visitors. Additionally, 139 scooter parking spaces will be provided. Lockers and showers will be provided for staff within the school building to support and encourage staff cycling to work.

#### SCHOOL MINIBUS

- 6.2.5. A key measure included in this Travel Plan is a commitment to the provision of a free school minibus service, to decrease car trips to and from the school site.
- 6.2.6. Following feedback from the local community and in collaboration with RBKC’s Travel Officer, Thomas’s Kensington plans to expand its school minibus service for the 2025-2026 academic year (and thereafter). This expansion will include the introduction of three 22-seater minibuses for morning drop-off and afternoon pick-up activity.
- 6.2.7. Parents will not be permitted to drive directly to and from the school (enforced by the operation of a School Street, as explained in the next section of this chapter). Instead, those parents who live too far from the school for active travel options will be asked to drop their children off at one of three designated bus routes located in the surrounding area. Pupils will then be transported to and from the school by private minibus free of charge.
- 6.2.8. These changes aim to reduce traffic congestion, encourage sustainable travel, and provide convenient, safe transport options for students who currently rely on cars.
- 6.2.9. Pick-up and drop-off activity by school minibuses will take place on the hard standing open space within the school grounds. The deployment of a temporary retractable fence to contain all vehicle movements will ensure that a safe zone is created for all persons associated with the school.

## ROUTES AND SCHEDULE

- A choice of three separate school minibus routes will be available, with all minibuses arriving at the school no later than 0815 hours, albeit carefully scheduled to ensure no more than two minibuses are on-site at any one time;
- A total of one of the three routes will serve as a shuttle for additional trips, it will route back and forth accordingly;
- Afternoon minibuses will leave the school around 1600 hours for return to home journeys; and
- The school minibus routes are designed with pick-up / drop-off points across the borough to avoid concentrating congestion in any one area.

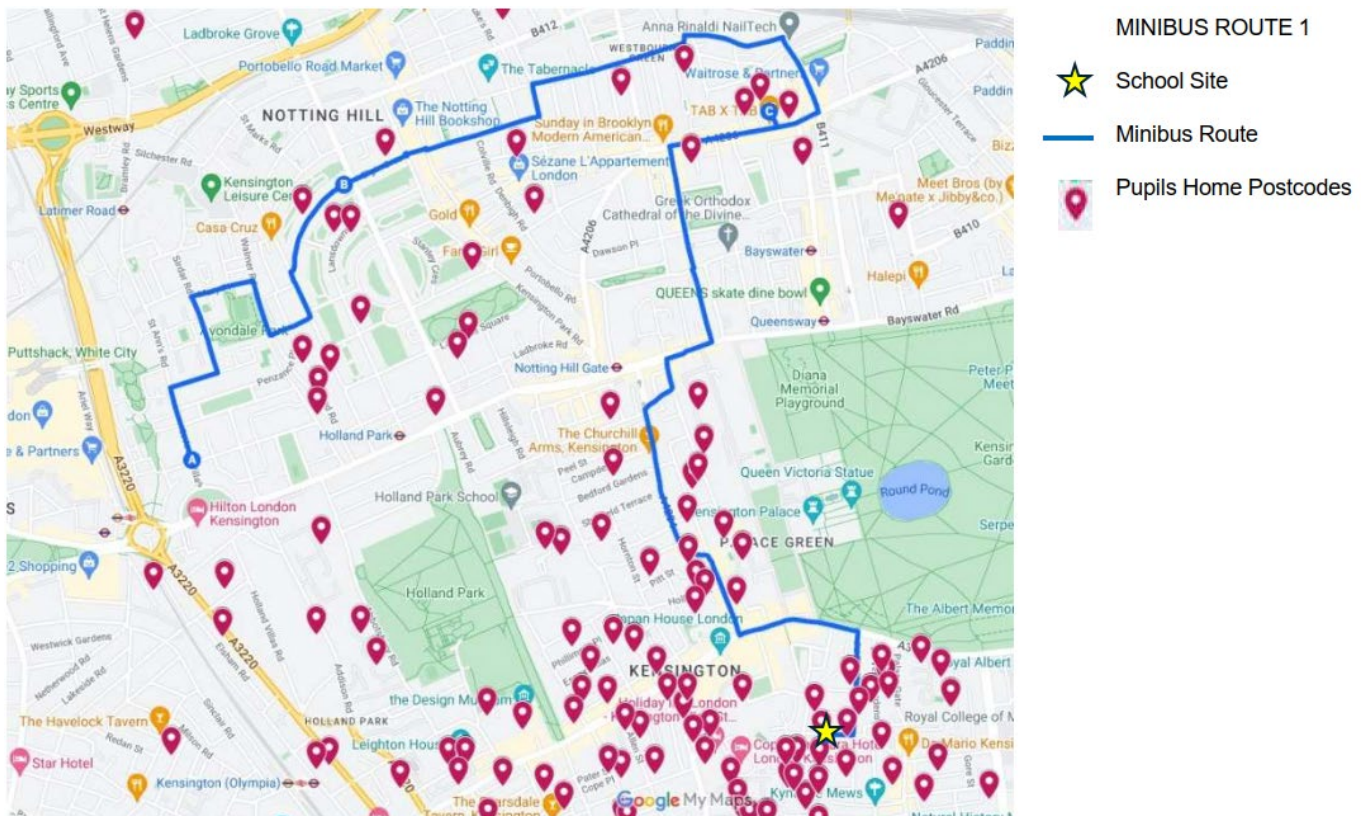
6.2.10. The plans below show an indication of pupil's home postcodes and routing for the minibuses.

### SCHOOL MINIBUS ROUTE 1

6.2.11. Route 1 - intended stops would be at:

- St Annes Villas / Queensdale Road
- Elgin Crescent / Ladbrook Grove
- 'Khans' Westbourne Grove Bus Stop G

**Figure 6-1 – School Minibus Route 1**



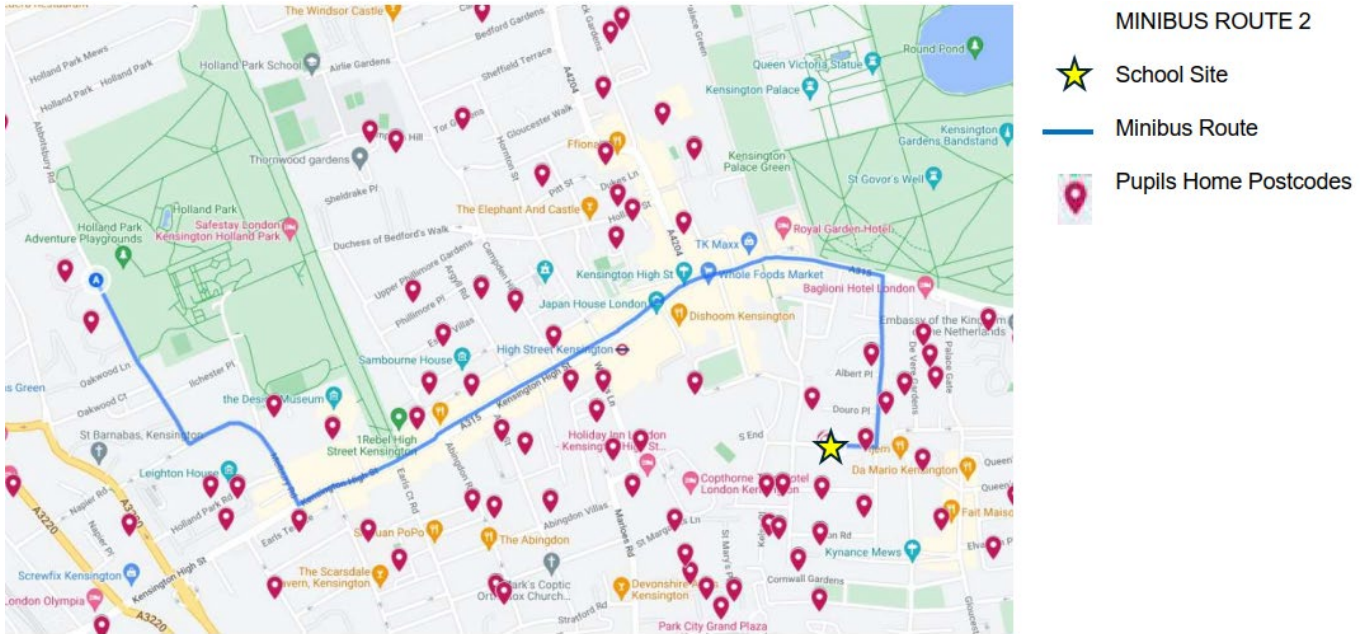


## SCHOOL MINIBUS ROUTE 2

6.2.12. Route 2 - intended stop would be at:

- Abbotsbury Road (direct to Thomas's Kensington as a shuttle)

**Figure 6-2 – School Minibus Route 2**

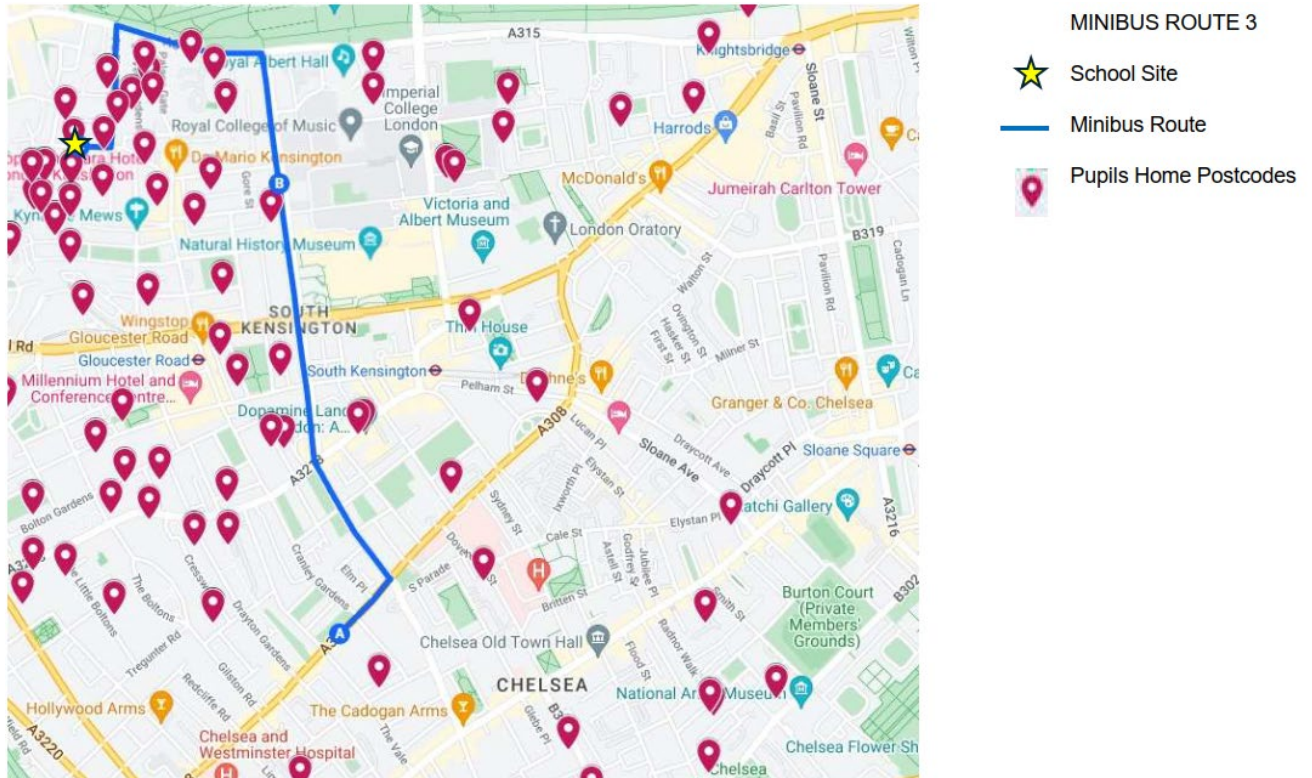


## SCHOOL MINIBUS ROUTE 3

6.2.13. Route 3 - intended stop would be at:

- Fulham Road / Elm Park
- Queens Gate Bus Stop RV

**Figure 6-3 – School Minibus Route 3**



## CAPACITY, ELIGIBILITY, TAKE UP

- The three buses provide 66 seats for standard arrival and an additional 22 seats for early arrivals / shuttle service.
- The minibus service is for pupils who currently travel to the school by car, with priority based on distance travelled.
- The service will be free for qualifying students (those living outside of a radius deemed close enough to travel to and from the school by foot, scooter, or bike).
- The minibus services will be fully funded by Thomas's Kensington and free of charge for use by pupils.
- Parents / guardians will receive an email at the end of the school year (July 2024) advising if they qualify for the free school minibus service. New pupils at the school will receive information regarding the free school minibus service within their welcome pack.
- As well as being a free service, take up will be further encouraged by initiatives such as 'minibus buddies' (Thomas's Kensington staff can chaperone pupils as far as practicable, and pupils can be paired up with a friend also travelling on route when sat in the minibus).

## **SCHOOL STREET**

- 6.2.14. To reinforce the operation of the school minibus service, a School Street will be implemented on St Albans Grove between its junctions with Victoria Road to the east and Stanford Road to the west during times of drop-off and pick-up to manage travel to and from the school. School minibuses and residents on St Albans Grove will be exempt (including any deliveries, callouts, etc, that St Albans Grove residents may be expecting).
- 6.2.15. The operation of the School Street will be enforced by traffic marshals employed by Thomas's Kensington, who will be stationed at both ends of the School Street during drop-off and pick-up times to prevent unauthorised entry.

## **6.3 'SOFT' MEASURES**

- 6.3.1. It is recognised that a communication strategy is key to the success of the TP. Details of the communication strategy for the school are set out below.

### **STARS (SUSTAINABLE TRAVEL: ACTIVE RESPONSIBLE AND SAFE SCHEME)**

- 6.3.2. Transport for London's STARS is a nationally recognised scheme which offers major benefits for London Schools. STARS encouraged all schools to join as part of a London wider effort to increase the levels of active and sustainable travel and in turn make a big difference to the wellbeing of children, their families and school staff.
- 6.3.3. STARS accreditation scheme is designed to provide the whole school community with skills and resources to inspire young people to travel sustainably, actively, responsibly and safely. It engages and empowers pupils to participate in active travel behaviour; cycling, walking and scooting and using public transport.
- 6.3.4. The STARS scheme recognises that active travel for schools cannot be met with a one size fits all approach. The STARS scheme helps to identify how schools are currently travelling and to overcome specific barriers to travel by a certain mode. To this end the STARS scheme includes active travel initiatives and free toolkits to schools to provide step by step activities, ideas and successful case studies that can easily be implemented in schools to meet the needs of pupils.
- 6.3.5. STARS allow schools to create their own specific travel plan tailored to the needs of the school, to apply for funding and become STARS accredited to Bronze, Silver or Gold standard.
- 6.3.6. Thomas's Kensington have been signed up to the STARS scheme since 2013 and is currently among 10% of schools in London with Gold accredited status. The school will make every effort to retain the Gold accredited status. A Gold award demonstrates that a school embeds and runs a range of active, sustainable and safer travel initiatives which leads to decreases in car uses as part of the school journey.
- 6.3.7. The STARS tool kit also provides guidance on the production of walking zone maps. These help pupils plan their walking route in advance and can be promoted to the wider school community to encourage walking / scooting to school or park and stride. The school will set up a walking zone plan in accordance with the guidance in STARS.

- 6.3.8. Cycling is one of the best forms of exercise to get fit and stay healthy. Cycling can often be quicker than bus or car to get around London and once a bike has been purchased it is free. The STARS toolkits include initiatives and classroom activities that can help promote cycling amongst pupils.
- 6.3.9. The STARS toolkits to promote active travel and including step by step guides, lesson plans, and details of how each initiative will work to maintain Gold STARS accreditation.
- 6.3.10. The STARS scheme includes an online monitoring tool to allow schools to plan and log travel activities throughout the school year. The results of the annual travel survey will also be recorded online to help measure the success of the TP.

## **INFORMATION AND PROMOTION**

- 6.3.11. It is recommended that the following promotional activities are undertaken on a regular basis by the school to improve awareness amongst pupils, staff and parents of health, safety, environmental and social consequences of their travel choice:
- Teaching staff to lead on the TP with environmental issues given a high profile in the curriculum, co-curriculum and life skills lessons.
  - Regular communication to encourage sustainable travel.
  - Personal safety promotion.
  - School minibuss service promotion.
  - Pupil journey planning.
  - School travel noticeboard to help pupils, staff and parents/ carers up to date with travel-related news.
  - Work Environment Day allows pupils to investigate the air quality around the school and consider how active travel can be used to improve it.
  - Celebrate national initiatives including Walk to School Week / Walk to School Month.
  - Celebrate Green Transport Week to raise awareness of personal safety, quality of life and health in terms of sustainable transport.
  - Appoint Junior Travel Ambassadors to facilitate peer to peer engagement to promote active, safe travel.
- 6.3.12. The following initiatives will be used as appropriate means of disseminating information to staff, parents and pupils to promote sustainable travel:
- Notice boards in communal areas.
  - Newsletters.
  - Questionnaires.
  - E-mail communication.
  - Social media.

## **SUSTAINABLE TRAVEL ASSEMBLY**

- 6.3.13. To mark the implementation of the TP, a special full school assembly will be undertaken with parents present to introduce the TP and its aims and also introduce the TPC assistant and the scope of the role.

## **PROMOTE WALKING**

- 6.3.14. TfL's "Walk This Way" guidance provides a summary of the walking initiatives currently in place, both in London and nationally, to promote walking to school.
- 6.3.15. Promotional days such as Walk to School Week and Walk to School Month should be taken advantage of to raise awareness of the environmental, social and health benefits of walking to school. Any promotional days should be promoted to the school community via the school website, newsletters and any other form of communication sent out to or involving parents.
- 6.3.16. The school should continue to offer Pedestrian Training to Reception and Years 1 and 2, with support from RBKC, to teach pupils how to travel safely, including finding safe places to cross, applying the green cross code, and using different types of crossings.

## **PROMOTE CYCLING AND SCOOTING**

- 6.3.17. The school should continue to offer Level 1 and Level 2 cycle training through Cycle Confident scheme. These courses focus on improving the pupil's manual control of their bicycles and improving their ability to cycle safely and confidently. Pupils that are equipped with these skills are more likely to feel confident cycling to school and continue to cycle in secondary school and as adults. Similarly, scooter training should be offered to teach pupils how to scoot safely and confidently.
- 6.3.18. Both training courses, coupled with improved cycle and scooter parking facilities, should encourage pupils to choose active modes to school.

## **BIKE LOAN SCHEME**

- 6.3.19. The school will offer bikes on loan to staff as a 'try before you buy' type scheme, offering staff the opportunity to test cycling to work before committing to buying their own bike.

## **CYCLE TO WORK SCHEME**

- 6.3.20. The national Cycle to Work Scheme enabling employees who wish to cycle to work to purchase a bike on a tax-free basis could be promoted. Administration of this could be provided by the TPC.

## **CYCLE TO WORK WEEK**

- 6.3.21. A cycle to work week will be organised by the TPC to promote cycling to staff. The event will be coordinated with the National Bike Week, where timescales permit.

## **INTEREST FREE SEASON TICKET LOANS FOR EMPLOYEES**

- 6.3.22. The school will provide employee interest free loans for the purchase of public transport season tickets. The provision of interest free season ticket loans could be communicated with employees through staff communications.

## **LOCKERS AND SHOWERS**

- 6.3.23. Lockers and showers will be provided for staff within the school building to encourage employees to walk, run and cycle to work.



## **PROMOTING THROUGH PARENTS**

- The activities should be promoted by giving proper addressing to the parents through mails and messages.
- A school travel notice board shall be published with all necessary information.
- A travel pack, communicating the school's sustainability pledge, active travel routes and support / initiatives available, should be issued to every existing and new members of staff and parents.

## 7 TRAVEL PLAN TARGETS

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### 7.1 TARGETS

- 7.1.1. The achievement of TP objectives will be measurable using a SMART (Specific; Measurable; Achievable; Realistic and Time-Bound) target.
- 7.1.2. The proposed target for this TP is:
  - To achieve the Mayor's target for 80% of all journeys to be made by walking, cycling and public transport (which in this instance includes travel by the free school minibus service); during weekday AM (0800-0900) and PM (1500-1600) arrival and departure times to and from the school site.
- 7.1.3. The above target is to be agreed with RBKC.

## 8 MONITORING AND REVIEW

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### 8.1 INTRODUCTION

- 8.1.1. This chapter sets out the intended monitoring and review of the TP. Awareness of this document will be raised regularly through parental events, pupil sub-groups, assemblies, school meetings and community events.

### 8.2 MONITORING AND REVIEW

- 8.2.1. A programme of monitoring and review will be implemented to generate information by which the success of the TP will be evaluated, which will be consistent with the Traffic Management Plan / Delivery and Servicing Management Plan. This will establish whether the agreed target is being met. Monitoring and review will be the responsibility of the TPC.
- 8.2.2. The TP will be actively monitored for a period of five-years, after initial occupation. As part of the monitoring process, it is important to establish baseline mode share. The baseline needs to be relevant to the new site, which will bring consolidation of the two existing sites together, alongside robust transport strategies to facilitate sustainable travel (i.e. provision of minibuses and “live” management plans in place).
- 8.2.3. An independent survey (which follows the TRICS methodology) will be undertaken at the new school site when in full operation during Autumn 2025. Further independent surveys will then be undertaken at years three and five after the 2025 baseline survey; with interim surveys during remaining years of the five-year period. The surveys will comprise of the following components:
- Management questionnaire to identify site specific details;
  - Questionnaire surveys to identify end user’s mode share;
  - Pedestrian, cycle, and vehicle counts at the access points into the site; and
  - Survey of delivery and servicing activity.
- 8.2.4. The TPC will provide a survey monitoring report to RBKC within two-months of receiving the survey results. Monitoring will include staff observations, and parent / pupil / resident feedback. This process will provide the opportunity for current operations and procedures for the site to be reviewed and new measures to be implemented, if necessary.



## 9 ACTION PLAN

### 9.1 ACTION PLAN

9.1.1. The programme for the implementation of the TP measures is set out below. This sets out tasks, intended implementation dates and funding sources. The Action Plan is intended to be live and will therefore be updated by the TPC to reflect the outcome of consultation with RBKC, once the first full multi-modal travel survey has been completed.

**Table 9-1 Action Plan**

Action	Target (values)	Target Date	Funding	Indicator/ Measured by	Responsibility
Appointment of TPC	-	Completed	-	-	School
Provision of 'hard' measures - cycle parking and showers/lockers as well as the school loading/ unloading area within the site	Minimum 86 cycle parking spaces and 139 scooter parking spaces to be provided on-site, as well as showers and lockers provided for staff. Also the school loading/ unloading area	Prior to school opening	School	Completion of Development	School
Implement School Minibus Strategy	Implement new school bus routes with associated school buses	In process	School	Agreed routes and timings of school routes	School
Production of School Travel Packs	Issue of travel pack to every member of staff and parent	Prior to school opening	School	-	TPC
Include agreement relating to sustainable and responsible travel in Parent Contract	Issue of agreement to every parent	Prior to school opening	School	-	School
Undertake school assembly with parents and pupils to present and introduce the Travel Plan and its aims and also introduce the TPC assistant and the scope of the role	Undertake one event	Prior to relocation to new school site	School	-	School
Undertake initial independent survey (TRICS methodology)	-	Within 2 months of school opening	School	Receipt of survey results	TPC

Undertake annual monitoring and report back to RBKC	-	Annual monitoring	School	Receipt of survey results	TPC
Maintain Travel for Life (formerly STARS) accreditation	Complete travel activities, supporting activities and consultation activities within three academic years	Annual monitoring	School	Complete activities and receipt of survey results	TPC

9.1.2. If the Travel Plan targets are not met, the Travel Plan will be extended until the targets are achieved. The TPC will be responsible for identifying and implementing new measures to achieve targets.

## 9.2 TRAVEL PLAN AND FUNDING

9.2.1. The majority of measures implemented will be funded by the school as indicated above. The school will also make use of the opportunities within the Travel for Life (formerly STARS) programme which are funded by RBKC and / or TfL.

## 9.3 TRAVEL PLAN UPDATE

9.3.1. The TP is a live document which will evolve over time. Although the objectives of the TP, to educate and to facilitate travel by sustainable modes will not change, it will be possible over time to define and implement further measures, if necessary. The school information packs will be updated on a regular basis or following any significant change to the sustainable travel provision available.



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