

The potential contribution of Hampstead Heath to safer routes to schools (v4)

As any map of Camden makes clear, the Heath can be either a barrier to cycling or an opportunity. For example, the trip from Highgate to Hampstead can be made more direct, safer and more pleasant by cycling across the Heath. CCC has made a study of children's journeys to and from schools located near to the Heath in order to establish how cycle links across the Heath might contribute to a safe journey to school.

Simon Bishop, Camden Travel Plan officer, has provided us with data for the following schools specifying the number of pupils from each broad catchment area attending each school in 2005-6:

- Camden primary schools: Christchurch, New End, Hampstead Parochial and Gospel Oak;
- Camden secondary schools: William Ellis, Parliament Hill and La Sainte Union.

Three private schools in the Hampstead area also provided us with data specifying the number of families from each broad postcode area attending each school in 2005-6:

- University College Senior, UCS Junior School and Heathside Preparatory School

Cycle storage and enthusiasm for cycling to school.

Cycling to school is only viable for schools with cycle storage. It is most likely to happen at schools who have a 'champion' to promote it. Simon Bishop provided us with the following information.

Hampstead Parochial has cycle parking and a very active champion of cycling to school in Bob Spellar.

New End has a cycle parking facility for 10 to 15 bikes and an excellent deputy head teacher – Steve Buzzard. He's very pro-cycling (a cyclist himself) and supports the travel plan.

Christchurch is a very small site. SB has been liaising with a parent there to try and get the roof of a building converted to take bikes so there is a potential 'champion' there. CyclePods could be a solution.

Gospel Oak has cycle parking (10 spaces) but, to my (SB's) knowledge, doesn't actively encourage cycling to school - no champion there. The STP is not up to date.

William Ellis has signed up for Sustrans Bike IT scheme. The Deputy Head is a cyclist. A large shed with 40-50 spaces has recently been installed; 15 are using it (to Marina Littek of Sustrans).

Parliament Hill is being re-developed with ample new cycle storage. Contact there is Sheila Gibbons (deputy head) who's worked hard on the STP. School booked in for cycle training with Camden.

LSU interested in doing a STP with PSHE teacher who is enthusiastic. No cycle storage. PSHE teacher would like to facilitate more cycling but uniform is not appropriate for girls to be able to cycle comfortably.

UCS Senior. The Head, Mr Durham, says UCS does indeed provide bicycle storage facilities and as part of our School Travel Plan filed with Camden Council, actively encourages pupils to cycle to School.

UCS Junior. The Head, Mr Douglas, says they allow the use of railings and are looking into cycle storage. 3 staff cycle in and 3 boys come with parents.

Heathside. The school administrator, Jan Harris, says that they have no cycle parking facilities; the people who do ride put their bikes on the railings outside the school.

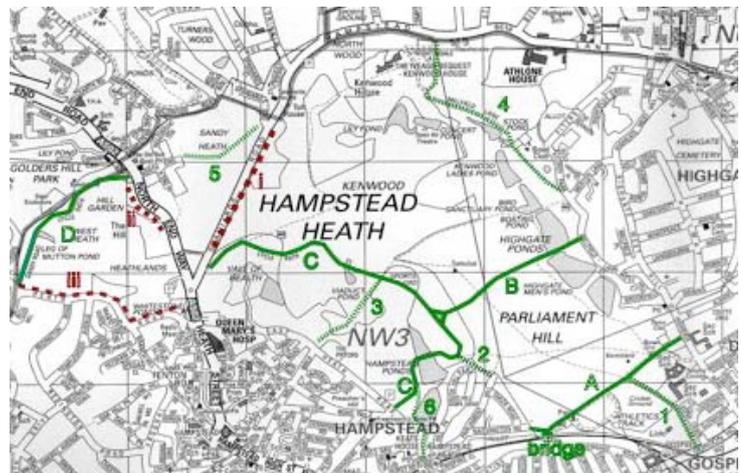
Missing Links

The data and the cyclists' desire lines are discussed in detail in the following three pages. Data from the Camden primary schools alone suggests a need for links:

1. *The path by the Lido.*
2. *The link on the edge of the Heath behind South Hill Park.*
3. *From Millfield Lane to East Heath Rd opposite Well Walk.*

The data from the Camden secondary schools reinforces the need for links 1, 2 and 3. It shows that link 4 could be used by a small number of pupils.

4. *The extension of Millfield Lane up to Kenwood and on to Hampstead Lane*



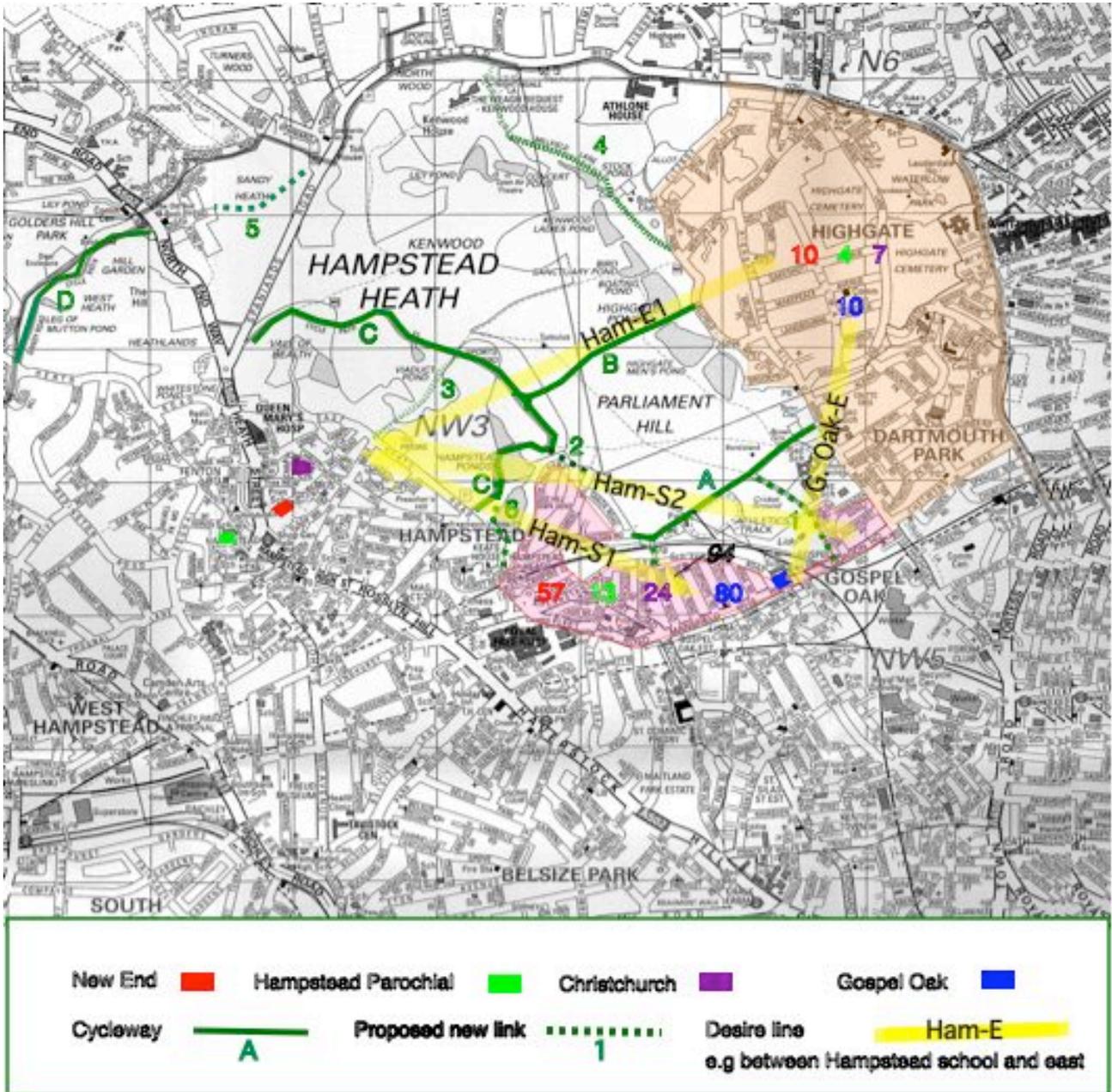
The data from the private schools reinforces the need for links 1, 2 and 3 as well as showing a need for link 4 and the following road improvements:

- i. Path along the footway between Jack Straw's Castle and Spaniards End.
- ii. Path above North End Road between Sandy Road and Inverforth Close.
- iii. Improvements along West Heath Road e.g. a gravel path adjacent to the Heath.

The study also reinforces the importance of the existing cycleways A, B and C.

Primary School Data

The map below indicates the location of each school by a coloured box; a number of the same colour shows the number of pupils living in the Hampstead Heath area (pink) and in the Highgate area (light orange). The thick yellow lines on the map show desire lines between each catchment area and the schools. The three Hampstead schools can be accessed by quiet roads from Well Walk. We have therefore directed all of the desire lines towards Well Walk for journeys to these schools.



Journey from Hampstead Heath area (pink) to the three Hampstead Primary Schools

We have labelled two alternative desire lines from the Hampstead Heath area to Well Walk:

Ham-S1 and *Ham-S2* are for pupils living in the western and eastern parts of the area respectively. These two desire lines together apply to $57+13+24=94$ pupils.

Journey from Highgate area (light orange) to the three Hampstead Schools

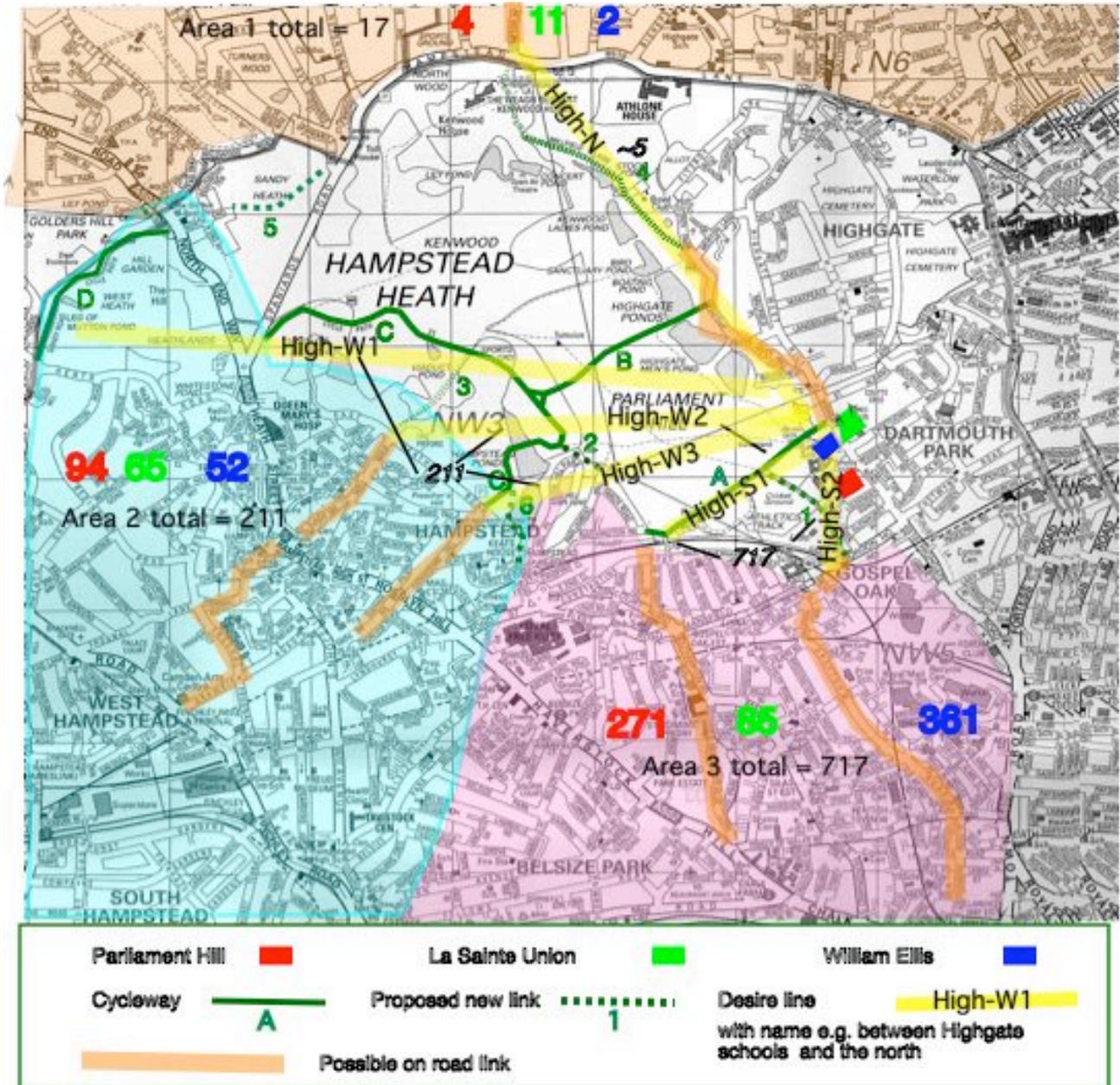
Our map indicates a total of $10+4+7 = 21$ pupils living in the Highgate area who attend the Hampstead schools. Their desire line is indicated as *Ham-E1*.

Journey from Highgate area (light orange) to Gospel Oak School

The desire line for these 10 pupils is indicated as *G.Oak-E*.

Secondary School Data

These schools are all situated close to the junction of cycleway A on Highgate Road. A maximum trip of three miles was considered. Data was collected in the three areas shown on the map.



Journey from Area 1 (nearer part shown in light orange) to the three Highgate Secondary Schools
 Area 1 is from Fortis Green in the north east to the junction of the north circular and East End in the north central area and Temple Fortune in the north west. All of these locations could follow the desire line *High-N*, starting from Sheldon Avenue, although pupils that live further away are less likely to do so.

Journey from Area 2 (nearer part shown in light turquoise) to the three Highgate Secondary Schools
 Area 2 stretches from the junction of Golders Green Road and Finchley road in the north to Kilburn Park in the south, then up to the west border of the Heath. We have shown three alternative desire lines between area 2 and the Highgate schools:

High-W1 (from Jack Straws), *High-W2* (from Well Walk) and *High-W3* (from Downshire Hill) which apply to pupils in the north, middle and south of this area respectively - a total of 211 pupils.

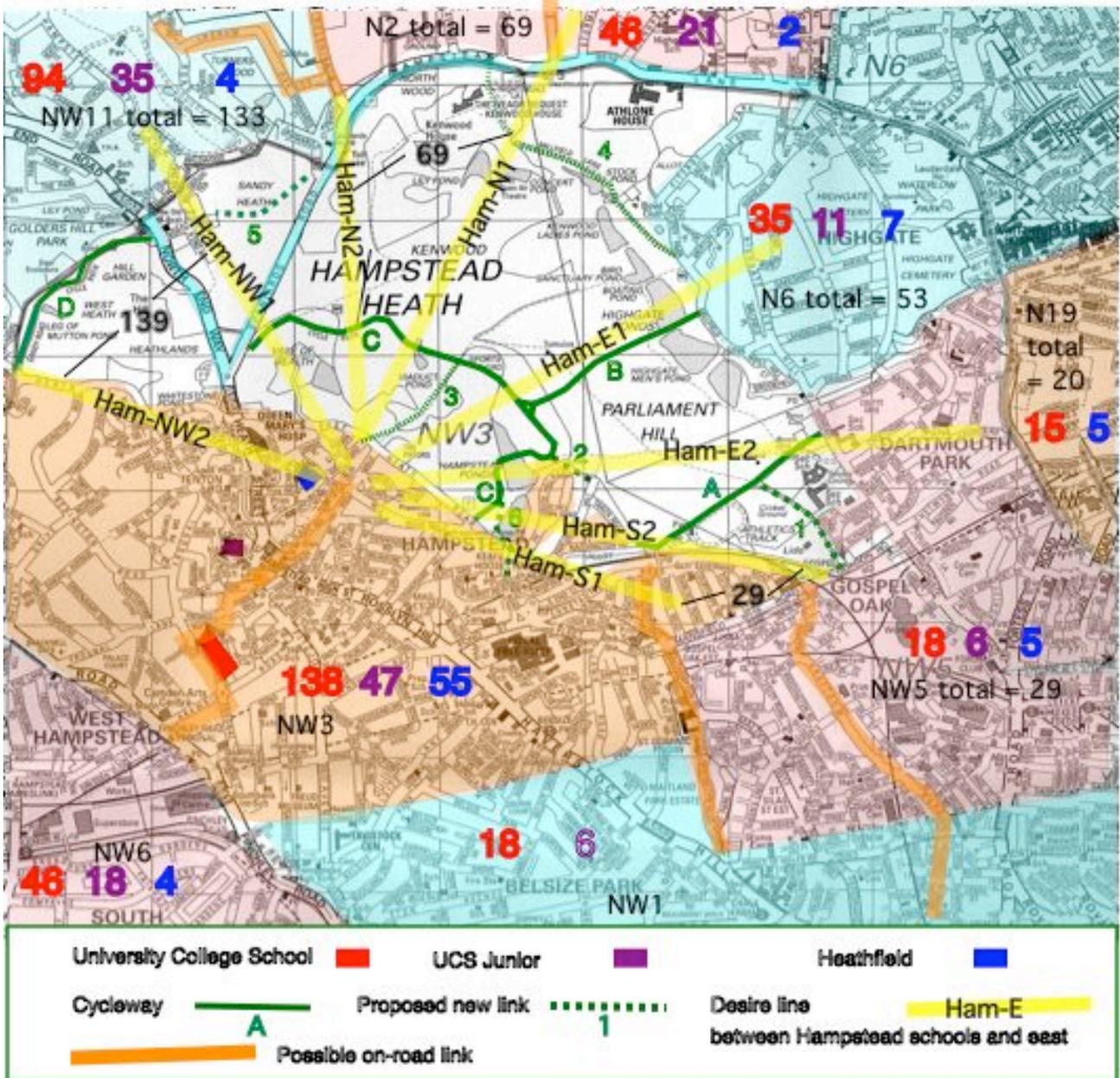
Journey from Area 3 (nearer part shown in light pink) to the three Highgate Secondary Schools

Area 3 stretches from the Hampstead Heath south border all the way to Primrose Hill in the South. We have shown two alternative desire lines between area 2 and the Highgate schools:

High-S1 (from Roderick Road) and *High-S2* (from Grafton Road) for pupils in the west and east of the area respectively - together comprising 717 pupils (of which 350 are from west of Malden Road).

Private School Data

These three schools are situated in Hampstead as indicated on the map below, which shows the number of families living in each of the postcode areas. Many pupils that live further away are not included in the study. All of these schools can be accessed via quiet roads from Well Walk.



Journey from NW5 and the Hampstead Heath area of NW3 and those in east part of NW1

The desire lines are labelled *Ham-S1* (from Roderick Road) and *Ham-S2* (from Grafton Road), which together account for more than 29 families.

Journey from N 19.

The desire line is labelled *Ham-E2* and accounts for 20 families.

Journey from N6

The desire line is labelled *Ham-E1* and accounts for 53 families.

Journey from N2

The desire lines are labelled *Ham-N1* (from Sheldon Ave) and *Ham-N2* (from Winnington Road) and together account for 69 families. most of whom are likely to choose *Ham-N1*.

Journey from the eastern part NW11

The desire lines are labelled *Ham-NW1* and *Ham-NW2* and together account for 133 families. But some will come from Ingram Avenue/Winnington Road to join desire line *Ham-N2*.

Results and conclusion

The previous three pages of this study illustrate the desire lines for children's journeys between home and school. Any other area of the size of the Heath would normally contain a network of quiet roads which children could use on their journey between home and school. The existing cycleways on the Heath provide only fragments of a useful network covering all of the above desire lines. We now list the desire lines, giving for each, the route most beneficial to the pupils involved. Each route is described in terms of the existing cycleways and our proposed new links on or near to the Heath. The link called 'bridge' refers the bridge over the railway from Savernake Road to Cycleway A.

Desire line	Route in terms of links	Number
Ham-S1	Bridge; Cycleway A; Tanza Road; Link 2; Cycleway C; Link 3	94+29=123
Ham-S2	Link 1; Cycleway A; Tanza Road; Link 2; Cycleway C; Link 3	e.g. 60+63
Ham-E2	Cycleway A; Tanza Road; Link 2; Cycleway C; Link 3	20
Ham-E	Links 3 and B	21+53=74
Ham-N1	Sheldon Ave; Link 4; Links 3 and B. Well Walk.	69
Ham-N2	Ingram Ave/Winnington Rd; Spaniards path (i); Cycleway C; Link 3	133 e.g. 44+45 +44
Ham-NW1	North End Road (ii)	
Ham-NW2	West Heath Road (iii)	
High-N	Link 4; Highgate Road	17
High-W1	Cycleway C; Link 2; Tanza Road; Cycleway A	211 (e.g. 70+70+71)
High-W2	Well Walk; Link 3; Cycleway C; Link 2; Tanza Road; Cycleway A	
High-W3	Downshire Hill; Cycleway C; Link 2; Tanza Road; Cycleway A	
High-S1	Bridge; Cycleway A	717 (e.g. 350+367)
High-S2	Link 1; Cycleway A	
G.Oak-E	Cycleway A; Link 1	10

The above routes can be used to find approximate potential usage for each of the links:

link	A	C	1	2	3	B	4	bridge	i	ii	iii
count	1071	467	430	334	400	143	86	410	44	45	44

The majority of the schools that we studied are making an effort to encourage cycling to schools and many of them have a champion. Supposing that initially only 10% of the above children cycle to school, then the above figures show a real need for the new on Heath links 1-4 as well as the off-Heath links i-iii. Note that these figures are an under estimate of the real situation because:

- the figures from the private schools refer to families, rather than individuals;
- the above links could be useful for some of the pupils at many other schools that we have not included in our study, such as Highgate School, the other private schools in Hamptead and Ackland Burleigh.

Finally, we expect the usage will increase as more parents decide to encourage their children to cycle to school.

Corrections since to v2 (dated 5th October 2006):

Secondary school data: Area 3: the figures originally supplied apply only to the area west of Malden Road; the new figures apply to the area coloured pink. Area 2: the area includes the Fitzjohns area (turquoise). These new figures affect the data for High-S1 and High-S2 and for links A, 1 and bridge in the final table. Link naming simplified after decision that B is better than 3b (no 3a/3b).

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