

Project Title
Meadow High School

Report Title
Transport Statement

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Prepared For
Galliford Try Construction

Date
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1.0 INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Robert West on behalf of Galliford Try Construction with regard to the redevelopment of Meadow High Special Educational Needs School (SEN), Royal Lane, Uxbridge UB8 3QU. The site location is illustrated in Figure 1.1. The report considers the transport and highways implications of the proposed redevelopment and has been prepared to accompany a full planning application to redevelop the site.



Figure 1.1: Site Location

- 1.2 The site is located in residential area within the London Borough of Hillingdon (LBH) and is bound by Brunel University sports park to the west and residential properties to the north, east and south.
- 1.3 Meadow High School currently comprises a cluster of low rise buildings, a multi-use games area (MUGA), sports field and two surface car parks to the east of the site. The main entrance to the site is from Royal Lane for both vehicles and pedestrians.
- 1.4 The proposed redevelopment includes the refurbishment of the existing Meadow High School. The school buildings that are no long fit for purpose will be demolished and re-provided and the remaining buildings will be retained and refurbished.

- 1.5 The main entrance to the site will continue to be from Royal Lane.. A new access/egress arrangement is proposed with vehicles entering from the south and egressing to the north. An improved car parking layout will be provided which will include new a coach and car drop off area to the front of the main school building.
- 1.6 A site plan of the proposed development is attached at Appendix A.
- 1.7 This TS has been prepared following current best practice and in compliance with local, regional and national guidance.
- 1.8 In addition to the TS, a School Travel Plan (STP), and a Delivery and Servicing Plan (DSP) and a Car Park Access and Management Plan also accompany the planning application.
- 1.9 Following this introduction, the remainder of the report is structured as follows:
 - i. Section 2.0: Policy context - review of national, regional and local transport planning policy.
 - ii. Section 3.0: Site context and accessibility - details of the existing site in terms of its accessibility by non-car modes, including walking, cycling and public transport. This section also reviews the local highway network and road conditions in the area surrounding the site, including key routes and junctions that would be used by persons travelling to/from the site in a vehicle, parking conditions and analysis of personal injury accident data.
 - iii. Section 4.0: Proposed operation - This section summarises the main characteristics of the proposed development in terms of intended site users, the proposed parking arrangements and it includes the description of the site layout and access.
 - iv. Section 5.0: Conclusion - outlines the conclusions to be drawn.

2.0 POLICY CONTEXT

2.1 This section considers relevant transport planning policy as follows:

- i. National Planning Policy Framework (NPPF) (2019).
- ii. Mayor's Transport Strategy (2018).
- iii. Draft London Plan (2019)
- iv. London Borough of Hillingdon Local Plan part 1 (2012)
- v. London Borough of Hillingdon Local Plan part 2 (2020)

NPPF

2.2 The revised National Planning Policy Framework was published on 19 February 2019 and sets out the government's planning policies for England and how these are expected to be applied.

2.3 The NPPF states in Paragraph 102 that 'Transport issues should be considered from the earliest stage of plan-making development proposals, so that:

- a. the potential impacts of development on transport networks can be addressed;*
- b. opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c. opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d. the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e. patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.'*

2.4 Paragraph 106 of the revised NPPF specifies that

‘Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport. In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.’

2.5 Paragraph 108 emphasises that when assessing sites that may be allocated for developments in plans, or specific applications for development, it should be ensured that:

- a. *‘appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b. *safe and suitable access to the site can be achieved for all users; and*
- c. *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.’*

2.6 It is also specified that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

2.7 Paragraph 110 states that applications for development should:

- a. *‘give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b. *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c. *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d. *allow for the efficient delivery of goods, and access by service and emergency vehicles;*
and

- e. *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*

- 2.8 All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Mayor's Transport Strategy

- 2.9 The Mayor's Transport Strategy was published in March 2018. The document sets out the Mayor's policies and proposals to reshape transport in London over the next two decades.
- 2.10 Transport has the potential to shape London, from the streets Londoners live, work and spend time on, to the Tube, rail and bus services they use every day.
- 2.11 By using the Healthy Streets Approach to prioritise human health and experience in planning the city, the Mayor wants to change London's transport mix, so the city works better for everyone.
- 2.12 Three key themes are at the heart of the strategy.
- i. *'Healthy streets and healthy people. Creating streets and street networks that encourage walking, cycling and public transport use will reduce car dependency and the health problems it creates.'*
 - ii. *A good public transport experience. Public transport is the most efficient way for people to travel over distances that are too long to walk or cycle, and a shift from private car to public transport could dramatically reduce the number of vehicles on London's streets.'*
 - iii. *New homes and jobs. More people than ever want to live and work in London. Planning the city around walking, cycling and public transport use will unlock growth in new areas and ensure that London grows in a way that benefits everyone.'*

The Draft New London Plan

- 2.13 The New London Plan will be the overall strategic plan for London that will set out a fully integrated economic, environmental, transport and social framework for the development of the capital running from 2019 to 2041. It will form part of the development plan for Greater London. London boroughs' local plans will need to be in general conformity with the London Plan, and its policies guide decisions on planning applications by councils and the Mayor.

2.14 This is a new plan (also known as a Replacement Plan), and it is not an alteration or update to the previous plans. Once adopted, this New London Plan will replace all the previous versions.

2.15 Chapter 10 of the London Plan provides the policy and guidance relative to London Transport strategy for the period to 2041. Policy T1 – Strategic approach to transport – states:

‘Development Plans and development proposals should support the delivery of the Mayor’s strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041’ and ‘All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London’s transport networks and supporting infrastructure are mitigated.’

2.16 Policy T4 – Assessing and mitigating transport impacts - states:

- a) *‘Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.’*
- b) *Transport assessments should be submitted with development proposals to ensure that any impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel plans, parking design and management plans, construction logistics plans and delivery and servicing plans will be required in accordance with relevant Transport for London guidance.*
- c) *Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address any adverse transport impacts that are identified.*
- d) *Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission may be contingent on the provision of necessary public transport and active travel infrastructure.*
- e) *The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.*

f) *Development proposals should not increase road danger.'*

2.17 The draft new London Plan sets out car and cycle parking standards for London. Policy T5 – Cycling - states that 'Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through 1) supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure 2) securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking in accordance with the minimum standards set out in Table 10.2.'

2.18 The maximum non-residential parking standards are summarised in Table 2.2.

Land use	Maximum parking provision
Education	<i>No standard provided</i>

Table 2.2: Maximum non-residential parking standards

Notes:

* *Where car parking is provided at retail development, provision for rapid electric vehicle charging should be made.*

** *All operational parking must provide infrastructure for electric or other Ultra-Low Emission vehicles.*

*** *Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed.*

**** *With the exception of disabled persons parking, see Policy T6.5.*

2.19 The summary of long and short stay cycle parking requirements for the proposed development are set out in Table 2.3.

Use class		Long stay (e.g. for residents or employees)	Short stay (e.g. for visitors or customers)
D1	primary schools / secondary schools/ sixth form colleges	1 space per FTE staff + 1 space per 8 students	1 space per 100 students

Table 2.3: The new London Plan minimum cycle parking standards

Note:

* *All development proposals should provide a minimum of two short-stay and two long-stay cycle parking spaces except where a size threshold is specified in Table 10.2 and has not been met.*

2.20 Policy T6 – Car parking states that 'Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.' Also, it is stated that 'Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite').'

- 2.21 Policy T6.5 – Non-residential disabled persons parking states that ‘All non-residential elements of a development should provide at least one on or off-street disabled persons parking bay’. For workplace use there should be a minimum provision of 5% of total parking to designated disabled bays and 5% for enlarged disabled bays.

London Borough of Hillingdon Local Plan

- 2.22 The London Borough of Hillingdon’s Local Plan is made up of two parts. Part one was adopted in November 2012 and comprises a spatial vision, strategic objectives, a spatial strategy, core policies and a monitoring and implementation framework with clear objectives for achieving delivery. Part 2 of the local plan was recently adopted in January 2020 and outlines detailed policies and allocations supported by the local plan part one.
- 2.23 Local Plan promotes sustainable forms of transport with an overall aim of improving air quality and reducing private car dependency. It seeks to provide a sustainable transport system that addresses whole of length journeys, reduces car dependency, supports the economy, encourages active travel and improves the quality of life. The framework also aims to reduce congestion and smooth traffic flow by directing growth to locations that are near public transport interchanges, encouraging walking and cycling, improving existing public transport and ensuring ease of access for all.
- 2.24 Table 2.4 outlines maximum cycle and car parking standards set within the Hillingdon Local Plan

Land use	Car parking standards	Cycle parking standards
Higher and further education establishment (vocational & academic) adult training centres and schools	On an individual basis using a transport assessment and where applicable school travel plan/travel plan. Where relevant, provision should be made for coach/bus access and parking.	1 space per 10 students or staff

Table 2.4: Hillingdon Local Plan maximum cycle and car parking standards

3.0 SITE CONTEXT AND ACCESSIBILITY

- 3.1 This section provides a review of the baseline conditions of the site and the wider area, including a review of the site accessibility, local highway network, and personal injury accident data.

The site and surrounding area

- 3.2 Meadow High School is located at Royal Lane, Uxbridge UB8 3QU to the southwest of Hillingdon hospital. The site currently comprises a cluster of low rise buildings, a MUGA, sports field and a two surface car parks.
- 3.3 The site is located in a residential area and is bound by Brunel University sports park to the west and residential properties to the north, east and south.
- 3.4 There are four other schools located within the vicinity of Meadow High School as follows:
- i. Field Heath House SEN School located 460m to the north of the site
 - ii. Colham Manor Primary School located 600m to the southeast of the site
 - iii. Rabbsfarm Primary School located 800m to the southwest of the site
 - iv. Hillingdon Manor School located 1.1km to the east of the site.

Current Access

- 3.5 Pedestrian access to the site is accessed solely from Royal Lane to the east of the site. Vehicular access to the site is also from Royal Lane, providing access to two surface car parks located to the southeast and northeast of the site. There is also a secondary access point to the northwest of the site from Benson Close.

Accessibility by non-car modes

Pedestrians

- 3.6 The pedestrian network within the surrounding area of the site includes footways which are generally in good condition, with street lighting provided at regular intervals.
- 3.7 There are a number of pedestrian crossings in the vicinity of the site. There is uncontrolled crossing facility with tactile paving located on Royal Lane, 10m to the south of the school entrance and an uncontrolled crossing with tactile paving and pedestrian refuge island located on Royal Lane 70m to the south of the school entrance.

- 3.8 In the area surrounding the school, crossing of nearby residential roads is facilitated by the presence of dropped kerbs and tactile paving at junctions including the mini-roundabout to the south of the site.

Cyclists

- 3.9 There are a number of cycling routes within the vicinity of Meadow High School. There is a local cycle route that passes through open space to the west of the site.
- 3.10 There is a proposed TfL Quietway (Q16) to be implemented to the south of the site along Grand Union Canal Walk.

Public transport

Public Transport Accessibility Level (PTAL)

- 3.11 A PTAL assessment of the site was undertaken using the Transport for London (TfL) online database (www.tfl.gov.uk/webcat). The PTAL value is classified in bands ranging from 1a to 6b where 1a is the lowest level of accessibility (very poor) and 6b is the highest level of accessibility (excellent). A full PTAL report is included in Appendix B.
- 3.12 The output demonstrates that the site is located in an area with a PTAL of 2 ('poor' accessibility by public transport).

Buses

- 3.13 There are seven bus routes that operate within the vicinity of the site providing weekday services.
- 3.14 The nearest bus stops (stop HA and HB) to the site are located 450m (6 minute walk) northeast of the site on Pield Health Road. These bus stops are served by routes U1, U2, U3 U4, U5, U6 and U7.
- 3.15 A summary of the bus services provided within the vicinity of the site are outlined in Table 3.1.

Bus route	Stop location	From	To	AM peak frequency	PM peak frequency
U1	Pield Health Road (Stop HA)	West Drayton Station	Ruislip Station	4	4
	Pield Health Road (Stop HB)	Ruislip Station	Ferrers Avenue	4	4
U2	Pield Health Road (Stop HA)	Uxbridge Station	Brunel University	4 - 6	4 - 6

	Pield Health Road (Stop HB)	Brunel University	Belmont Road	4 - 6	4 - 6
U3	Pield Health Road (Stop HA)	Heathrow Central Bus Station	Belmont Road	4	5 - 6
	Pield Health Road (Stop HB)	Uxbridge Station	Heathrow Central Bus Station	4	5 - 6
U4	Pield Health Road (Stop HA)	Prologis Park	Belmont Road	4	5 - 6
	Pield Health Road (Stop HB)	Uxbridge Station	Prologis Park	4	5 - 6
U5	Pield Health Road (Stop HA)	Clarendon Road	York Road	4	5 - 6
	Pield Health Road (Stop HB)	York Road	Blyth Road	4	4 - 5
U7	Pield Health Road (Stop HA)	Lombardy Retail Park	Belmont Road	2	2
	Pield Health Road (Stop HB)	Uxbridge Station	Lombardy Retail Park	2	2

Table 3.1: Summary of bus services

- 3.16 The summary of bus services within the vicinity of the site shows that between 44 and 48 AM peak services and between 49 and 59 PM peak services are provided

National Rail

- 3.17 The closest National Rail station to the site is West Drayton Station located 1.65km to the south of the site. West Drayton Station is served by frequent Great Western Rail and TfL Rail trains travelling to London Paddington, Reading and Didcot Parkway.

Crossrail

- 3.18 Crossrail services are set to operate from West Drayton Station from 2021 as part of new Elizabeth line services. Upon full completion of the Elizabeth line, six full service Elizabeth line services between Reading and Abbey Wood will serve West Drayton Station.

Local highway network

- 3.19 A summary of the highway network in the vicinity of the site is provided below.

Royal Lane

- 3.20 Royal Lane runs between Failing Lane to the south of the site and Uxbridge Road A4020 to the north of the site. and. Royal Lane is approximately 7.5m in width and operates as two-way road. Footways are provided along both sides of the carriageway.
- 3.21 Within the vicinity of the site, the road is subject to a 30mph speed limit. There are a number of stopping and waiting restrictions present along Royal Lane within the vicinity of the site. Yellow zig-zag school entrance markings are located on the west side of the carriageway outside of the school. Stopping restrictions are in operation from Monday to Friday between 08:00 and 10:00 and 14:30 and 16:30. Double and single yellow lines are also located along Royal Lane. Single yellow line parking restrictions are in operation from Monday to Friday between 09:00 and 17:00. A mix of on-street parking bays and half footway parking bays are located along Royal Lane and are located within controlled parking zone (CPZ) HH. Restrictions are in operation from Monday to Friday between 09:00 and 17:00.

Bryony Close

- 3.22 Bryony Close is a cul-de-sac road located opposite Meadow High School and is accessed via Royal Lane Footways are present along both sides of the carriageway.
- 3.23 The road is lined with single yellow line parking restrictions and on-street parking bays. The parking bays are located within CPZ HH. Single yellow line restrictions are in operation from Monday to Sunday between 00:00 and 08:00 and 18:30 and 00:00.

Pield Heath Road

- 3.24 Pield Heath Road runs between Church Road to the northwest of the site Harlington Road A437 to the northeast of the site and is approximately 7m in width. Pield Heath Road operates as two-way road and footways are provided along both sides of the carriageway.
- 3.25 The road is a single carriageway subject to a 30mph speed limit. The road is lined with double yellow line stopping and waiting restrictions along much of its length.

Benson Close

- 3.26 Benson Close is a cul-de-sac road located to the northwest of Meadow High School and provides a servicing access to the site.

- 3.27 A footway is present along the northern section of Benson Close with no provision on the southern side bordering the site. The road is lined with single yellow line parking restrictions to the south and on-street parking bays to the north. The parking bays are located within CPZ HH. Single yellow line restrictions are in operation from Monday to Sunday between 00:00 and 08:00 and 18:30 and 00:00.

Personal Injury Accident data

- 3.28 In order to establish highway safety conditions on the highway network within the vicinity of the site, Personal Injury Accident (PIA) data for the surrounding area has been obtained from Transport for London (TfL) for the most recent three year period available (August 2017 to August 2019). The extent of the study area and the full data record is included as Appendix C to this report.

- 3.29 Table 3.2 provides a summary of the personal injury accidents that occurred within the study area.

Severity	Year (August to August)			Total
	2017	2018	2019	
Fatal	0	0	0	0
Serious	1	0	0	1
Slight	3	1	2	6
Total	4	1	2	7

Table 3.2: Accident data summary

- 3.30 A total of seven accidents including six “slight” and one “serious” accidents were recorded over the three year study period. There were no “fatal” accidents recorded during this time period. A total of 11 people sustained ‘slight’ injuries and one person sustained ‘serious’ injuries. Of the seven accidents that occurred, four accidents involved vulnerable road users resulting in ‘slight’ injuries. The full PIA report is included as Appendix C.

4.0 PROPOSED DEVELOPMENT

- 4.1 This section summarises the main characteristics of the proposed development in terms of intended site users, the proposed parking arrangements and it includes the description of the site layout and access.

Development proposal

- 4.2 Meadow High School currently comprises a cluster of low rise buildings, a multi-use games area (MUGA), sports field and two surface car parks to the east of the site. The car park at Meadow High School is currently disorganised and parking is haphazard. The main entrance to the site is accessed from Royal Lane by both vehicles and pedestrians. There is a secondary access point from Benson Close to the northwest of the site. Meadow High School currently has capacity to accommodate 240 pupils managed by 129 full-time staff.
- 4.3 The proposed redevelopment includes the refurbishment of the existing Meadow High School. The school buildings that are no longer fit for purpose will be demolished and re-provided and the remaining buildings will be retained and refurbished. The car park to the east of the site will also be redesigned. The refurbishment of Meadow High School will not result in any additional pupil places or staff requirements. Appendix A includes a site plan for the proposed development.
- 4.4 Vehicular access will continue from Royal Lane, via a one-way system with vehicles entering the site from the southeast and exiting to the northeast. The secondary access point to the northwest of the site from Benson Close will be retained.
- 4.5 Pedestrian access will continue to operate from Royal Lane to the northeast and south east of the site. Both access points have pedestrian footways leading to the school main entrance located to the south of the school.
- 4.6 Swept path analysis has been undertaken illustrating access and egress of the site, operation of the drop-off area and refuse collection strategy and is attached at Appendix D.
- 4.7 The redevelopment of the existing Meadow High School will provide no increase in staff or pupil numbers. Meadow High School will continue to operate as per the existing situation benefitting from a redesigned car park with a dedicated drop-off area. Due to the SEN nature of the school, the majority of pupil trips will continue to be made by minibus and taxi. There will be no increase in trips made to and from the school, therefore it is considered that there will be no effect on the local highway network.

Parking arrangements

- 4.8 The surface car parks located to the east of the school will be redesigned providing two areas for car and minibus parking. A total of 57 car parking spaces including five disabled bays and an additional three minibus parking bays will be provided as part of the development.
- 4.9 In the current situation there is informal parking which can at times accommodate up to 85 staff cars. The proposed arrangement of marked and designated parking bays provides less parking than in the current arrangement while aiming to provide sufficient parking within the site to discourage staff from parking on the streets surrounding the school. It is noted that the nature of the school means that specialist teachers travel from a wider area than for many schools and as such are more likely to be dependent on a car for travel.
- 4.10 In order to ensure that the car park is managed and operated in an efficient manner a Car Park Management Plan has been prepared and is submitted alongside this Transport Statement. Furthermore, given the current high reliance on cars and the reduction in on site parking, measures to encourage a shift away from single occupancy car usage are included in the outline School Travel Plan which has been prepared.
- 4.11 The proposal includes the addition of a drop-off area within the site to the front of the main school building. The drop-off area will be utilised by coaches and cars.
- 4.12 Sheltered cycle parking will be located to north of the drop-off area and 45 Sheffield stand cycle parking spaces will be provided.

Delivery and servicing arrangements

- 4.13 Delivery and servicing will be undertaken on site. Delivery vehicles will be able to utilise the area outside of the school main entrance for deliveries. Regular deliveries will be scheduled to arrive outside of school hours where possible.
- 4.14 Refuse and recycling bins will be located to the southeast of the site, south of the main entrance of the school building. Refuse vehicles will access the site via the proposed access from Royal Lane. Refuse collections will be undertaken from outside of the main school entrance. The bin store is located such that the vehicle can stop within 17m to minimise the drag distance for operatives. Bollards will be located outside of the main entrance protecting pedestrian movements from refuse vehicle movements. Vehicles are able to pass whilst refuse collection is being undertaken. There is no requirement for vehicles to reverse to access or egress the site.

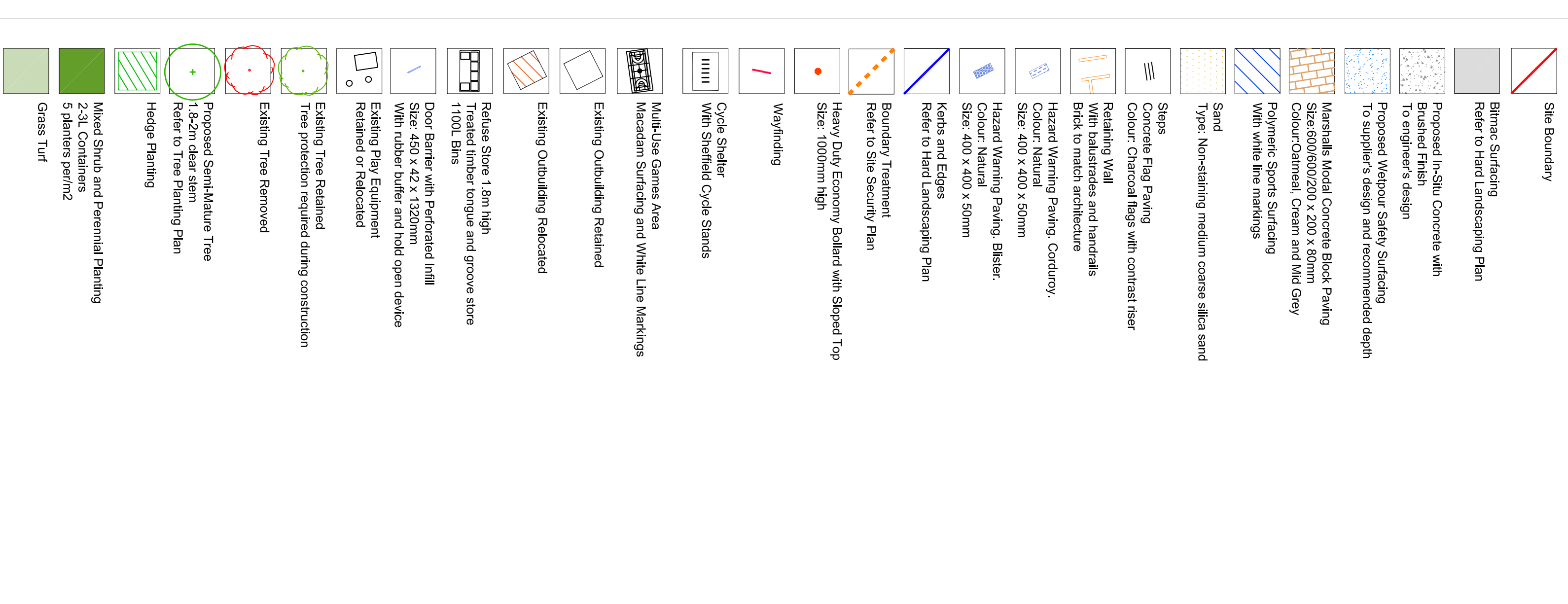
5.0 CONCLUSIONS

- 5.1 This Transport Statement (TS) has been prepared by Robert West on behalf of Galliford Try with regard to the redevelopment of Meadow High School, Royal Lane, Hillingdon UB8 3QU. The report considers the transport and highways implications of the proposed redevelopment and has been prepared to accompany a full planning application to redevelop the site.
- 5.2 The proposed redevelopment includes the refurbishment of the existing Meadow High School. The school buildings that are no longer fit for purpose will be demolished and re-provided and the remaining buildings will be retained and refurbished. The refurbishment of Meadow High School will not result in any additional pupil places or staff numbers.
- 5.3 Vehicular access will continue from Royal Lane, via a one-way system with vehicles entering the site from the southeast and exiting to the northeast. The secondary access point to the northwest of the site from Benson Close will be retained.
- 5.4 The redevelopment of the existing Meadow High School will provide no additional staff or pupil spaces. Meadow High School will continue to operate as per the existing situation. There will be no increase in trips made to and from the school, therefore it is considered that there will be no effect on the local highway network.
- 5.5 The proposed Meadow High School refurbishment is considered to be acceptable on transport and highways grounds and its likely transportation effects are considered to be negligible.

Appendix A – Proposed site plan

rev details	by date
00 Issued for planning	KM 16/03/2020
01 Long jump, wayfinding and signage added	KM 19/03/2020
02 Issued for planning	KM 30/03/2020

1. Do not scale from drawing, use figured dimensions only.
2. All dimensions to be checked onsite.
3. This drawing to be read in conjunction with all other Gillespies drawings and specifications.



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Meadow High School, Uxbridge

Drawing title

Landscape General Arrangement

Drawing

PLANNING

Scale

Drawn km

Drawing number	Date	Chkd.
1-200@AU		

Rev 03
10/03/2020
P11511-00-001-GIL-0102

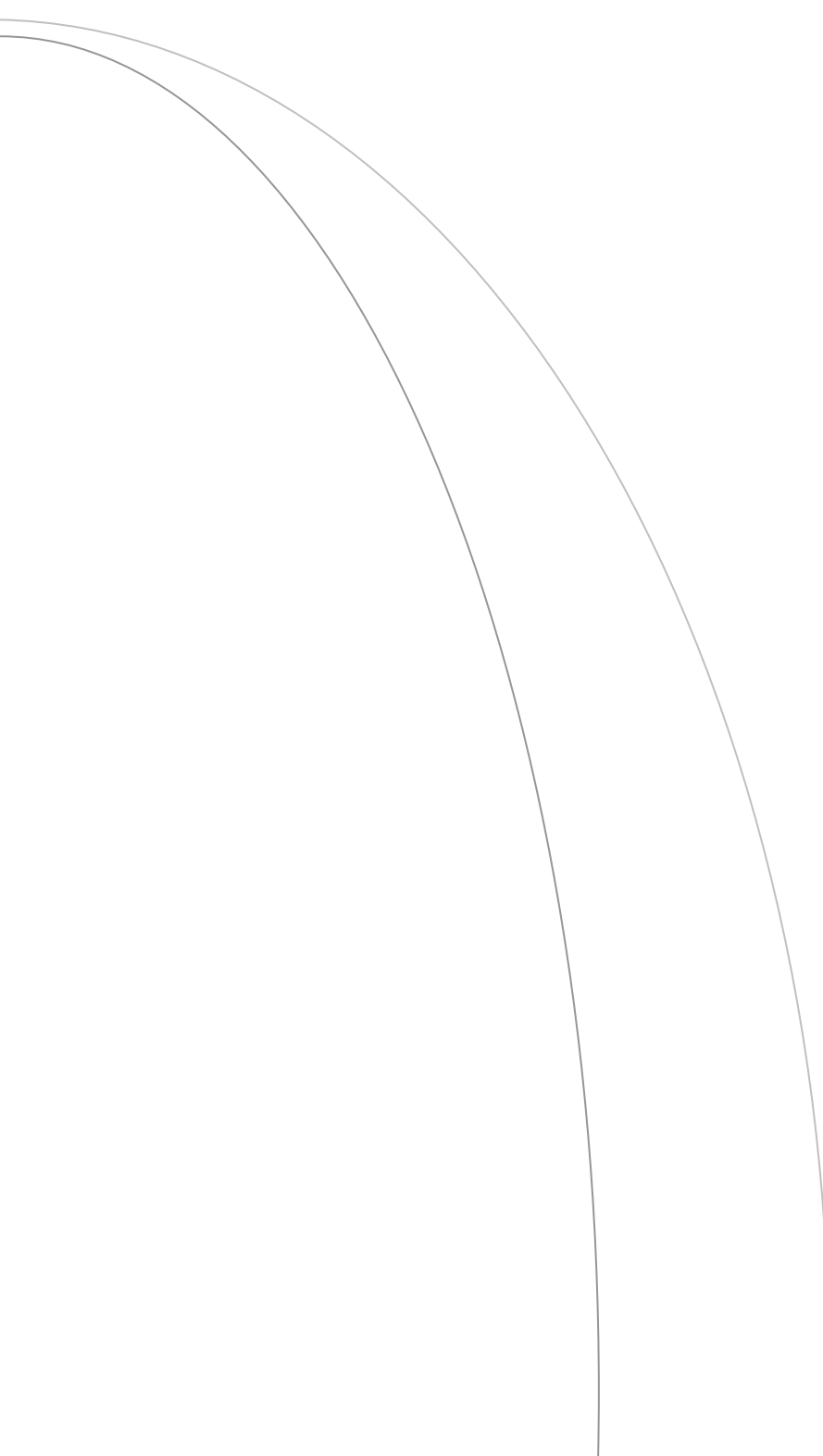
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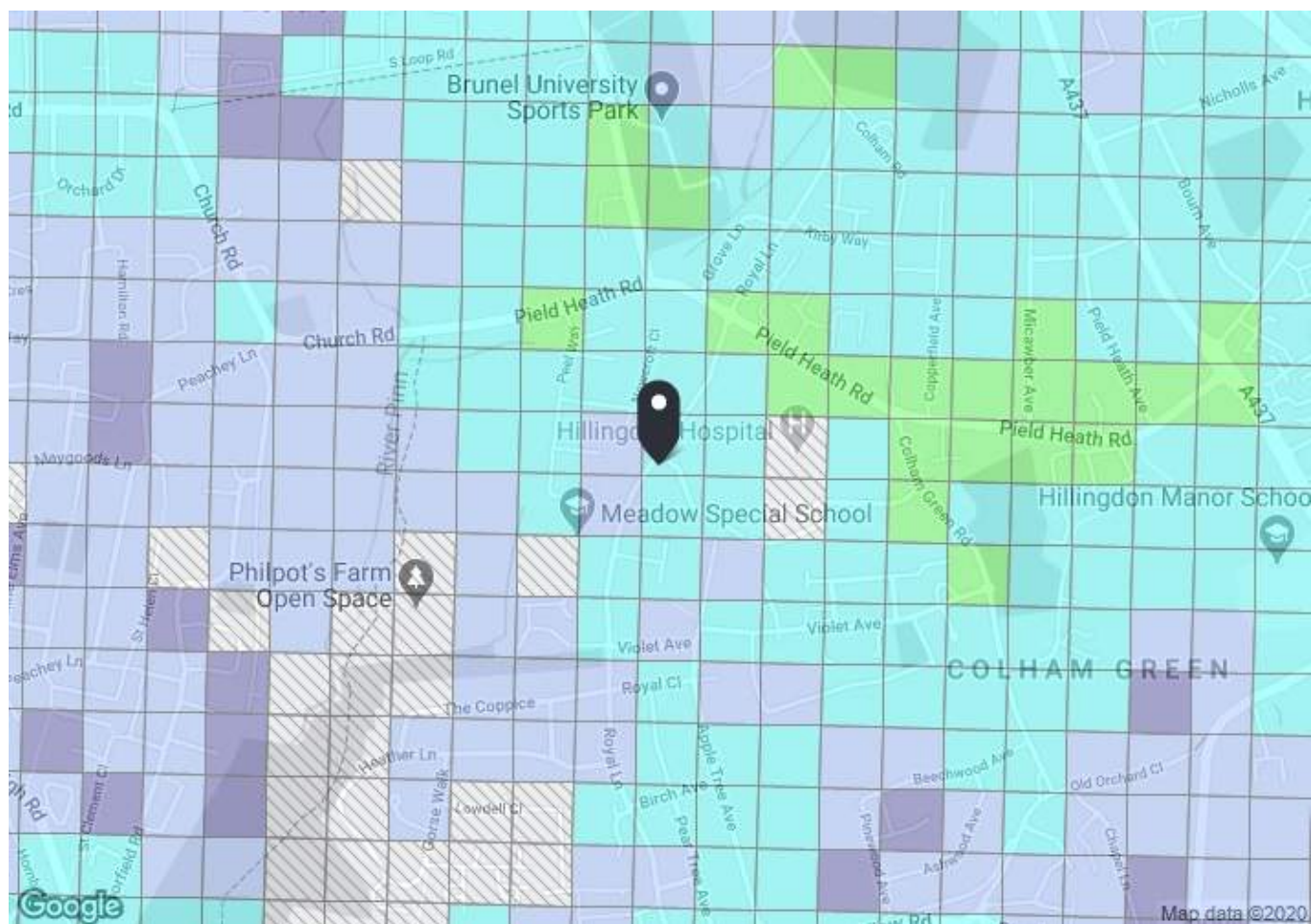
Department
for Education

GILLESPIES

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Appendix B – PTAL output





PTAL output for Base Year 2

UB8 3QU
Royal Ln, Uxbridge UB8 3QU, UK
Easting: 506626, Northing: 181804

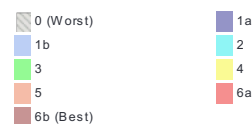
Grid Cell: 87135

Report generated: 14/04/2020

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

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HILLINGDON HOSPITAL	U7	286.88	2	3.59	17	20.59	1.46	0.5	0.73
Bus	HILLINGDON HOSPITAL	U2	286.88	6	3.59	7	10.59	2.83	0.5	1.42
Bus	HILLINGDON HOSPITAL	U5	286.88	5	3.59	8	11.59	2.59	0.5	1.29
Bus	HILLINGDON HOSPITAL	U3	286.88	5	3.59	8	11.59	2.59	0.5	1.29
Bus	HILLINGDON HOSPITAL	U4	286.88	7.5	3.59	6	9.59	3.13	1	3.13
Bus	HILLINGDON HOSPITAL	U1	286.88	4	3.59	9.5	13.09	2.29	0.5	1.15
Total Grid Cell AI:										9.01

Appendix C – PIA data

Royal Lane GIS Area Collisions 3 years to 31 Aug 2019 (provisional)



SUMMARY OF COLLISIONS SELECTED	DATE PERIOD	ACCIDENT COUNT
SITE REFERENCE AND DESCRIPTION		
MD01 GIS AREA B26 ROYAL LANE(P)	36MTS TO AUG/2019	7

THE DESCRIPTION OF HOW THE COLLISION OCCURRED AND THE CONTRIBUTORY FACTORS ARE THE REPORTING OFFICER'S OPINION AT THE TIME OF REPORTING AND MAY NOT BE THE RESULT OF EXTENSIVE INVESTIGATION

1

01170023299	MON 06/03/2017 19:04	DARK	ROYAL LANE J/W PIELD HEATH RD			NODE 110	506730/182060
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ROUNDABOUT	M ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(37 YRS - F - REDA)	SLIGHT	PEDESTRIAN	SE BOUND	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - NOT REQ	(38 YRS - F - REDACT)		MOVING OFF	(N TO S) FRONT HIT FIRST	J/P - UNKN
V001	B	108 (ROAD LAYOUT (EG. BEND, HILL, NARROW CARRIAGEWAY))					

2

01170025210	TUE 14/03/2017 19:03	DARK	PIELD HEATH RD J/W ROYAL LANE			NODE 110	506720/182050
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (002)	(38 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(22 YRS - M - REDACT)		MOVING OFF	(E TO W) FRONT HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	PED CYCLE BT - N/A	(38 YRS - F - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	COMMUTING L/ROUNDABOUT
V001	A	405 (FAILED TO LOOK PROPERLY)			V002	B	202 (DEFECTIVE LIGHTS OR INDICATORS)

3

01170039261	TUE 23/05/2017 19:50	LIGHT	ROYAL LANE J/W PIELD HEATH RD			NODE 110	506730/182050
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	ROUNDAABOUT	GIVEWAY /UNCONT	CNTL REFUGE N/O CTRLS	NONE IN 50M
CASUALTY	001 (001)	(23 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(48 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(23 YRS - F - REDACT)		G/AHEAD - OTHER	(S TO N) N/S HIT FIRST	COMMUTING
VEHICLE	002 (000)	CAR BT - NOT REQ	(48 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	COMMUTING
V002	B	509 (DISTRACTION IN VEHICLE)			V002 A	405 (FAILED TO LOOK PROPERLY)	

4

01170040363	TUE 30/05/2017 14:20	LIGHT	ROYAL LANE J/W BIRCH AVENUE			LINK 74-110	506580/181250
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	M ROUNDAABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(35 YRS - F - REDA)	SLIGHT	PEDESTRIAN	N BOUND	UNKNOWN/OTHER	
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(56 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO N) O/S HIT FIRST	JOURNEY P/O WORK JCT CLEARED
V001	B	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)			C001 B	801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLES)	

5

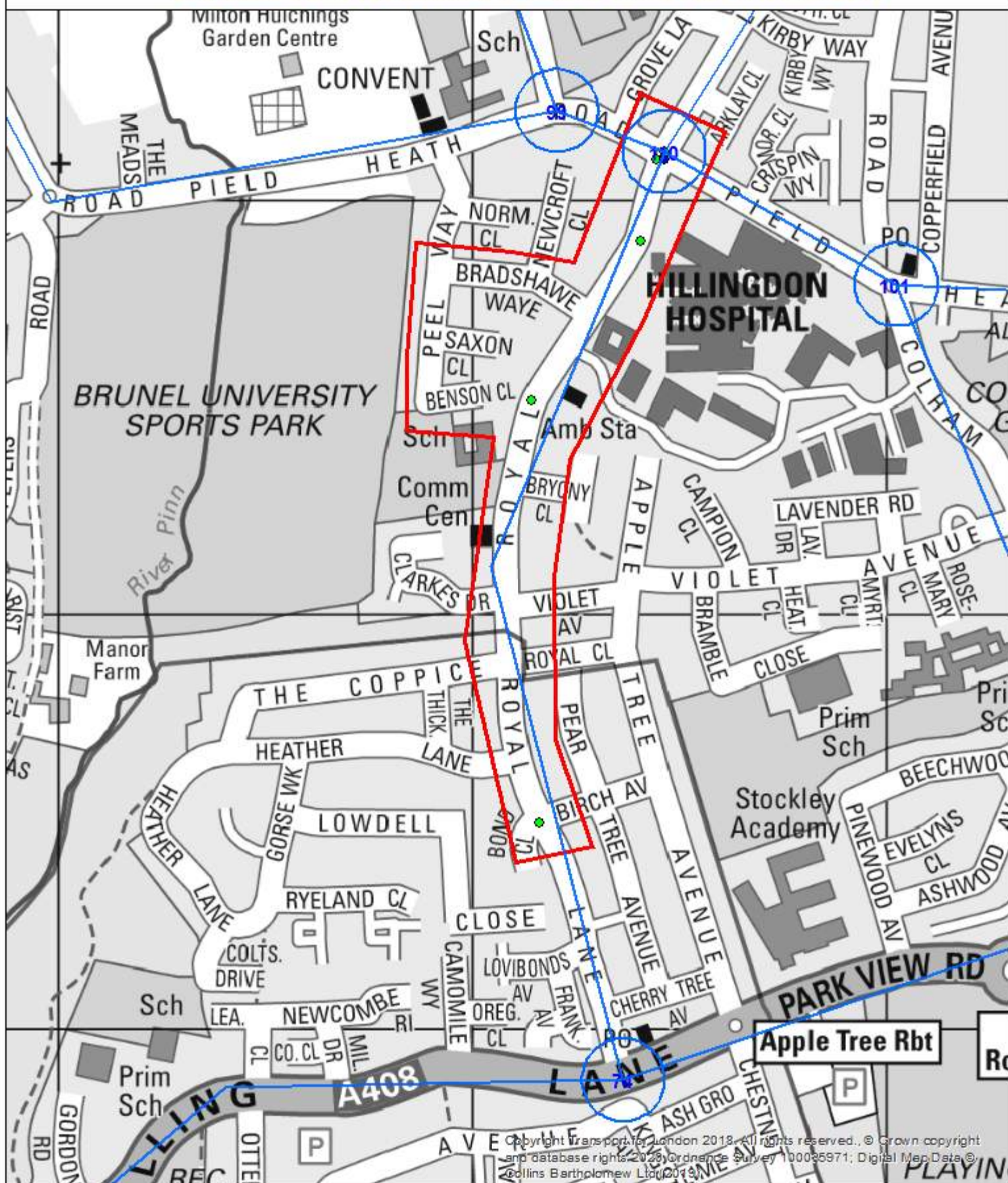
01180146578	MON 19/11/2018 08:58		LIGHT	ROYAL LANE 100M N OF J/W BRYONY CLOSE			LINK 74-110		506570/181760
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(42 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ		(42 YRS - M - REDACT)		SLOWING/STOPPING	(S TO N) BACK HIT FIRST	COMMUTING	
VEHICLE	002 (000)	CAR BT - NOT REQ		(26 YRS - F - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	SCHOOL - TAKING	
V002	A	509 (DISTRACTION IN VEHICLE)							

6

01190182033	SAT 11/05/2019 21:30		DARK	ROYAL LANE, NR JUNCT WTH ROYAL LANE.			NODE 110		506732/182053
SELF-REPORTED	ROAD-WET	RAINING	ROUNDAABOUT	M ROUNDAABOUT	UNKNOWN S/R		PEDN PHASE ATS		NONE IN 50M
ON SATURDAY 11 MAY 2019 AT 21:30 A COLLISION OCCURED ON ROYAL LANE, NEAR THE JUNCTION WITH ROYAL LANE. IN HILLINGDON INVOLVING TWO CARS									
CASUALTY	001 (001)	(33 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
CASUALTY	002 (001)	(? YRS - UNKNOWN - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER			
CASUALTY	003 (001)	(? YRS - UNKNOWN - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER			
CASUALTY	004 (001)	(? YRS - UNKNOWN - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER			
CASUALTY	005 (002)	(? YRS - UNKNOWN - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(33 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) O/S HIT FIRST	L/ROUNDAABOUT		
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN	J/P - UNKN JCT MID		

01190190557	SAT 29/06/2019 21:20	LIGHT	ROYAL LANE, 100 METRES SOUTH OF JUNCT WTH PIELD HEATH RD.			LINK 74-110	506701/181952
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		CNTL REFUGE N/O CTRLS	NONE IN 50M
ON SATURDAY 29 JUNE 2019 AT 21:20 A COLLISION OCCURED ON ROYAL LANE, 100 METRES SOUTH OF THE JUNCTION WITH PIELD HEATH ROAD. IN HILLINGDON INVOLVING ONE CAR AND ONE PEDAL CYCLE							
CASUALTY	001 (001)	(41 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(41 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(37 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) O/S HIT FIRST	J/P - UNKN

Royal Lane GIS Area Collisions 3 years to 31 Aug 2019 (provisional)



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Severity of collision

Slight	1 (6)	2 (0)	3 (0)	4 (0)	5 (0)
Serious	1 (1)	2 (0)	3 (0)	4 (0)	5 (0)
Fatal	1 (0)	2 (0)	3 (0)	4 (0)	5 (0)



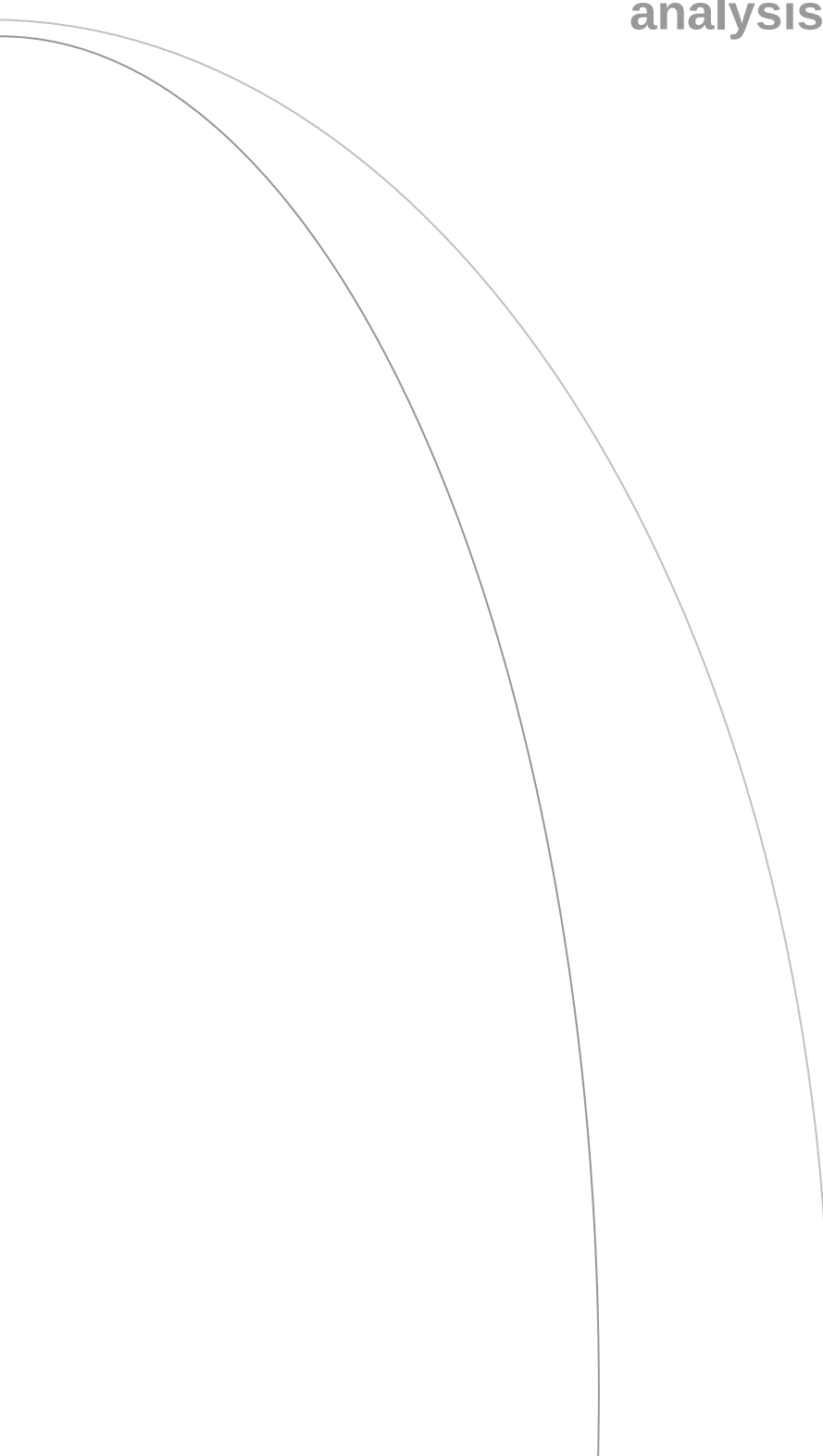
0 0.1 0.2 Km

PRINTED BY:
COLLSTATS 3 - TfL City Planning

DATE:
15/04/2020



Appendix D – Swept path analysis

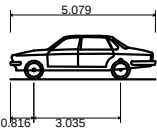




DO NOT SCALE OFF THIS DRAWING

Notes:

1. The contractor is responsible for verifying all site & setting out dimensions before commencing work.
2. This drawing is to be read in conjunction with all relevant Architectural and M & E drawings.
3. All dimensions in millimeters unless stated otherwise.



Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

Client
GALLIFORD TRY CONSTRUCITON

Project
MEADOW HIGH SCHOOL

Status
PRELIMINARY

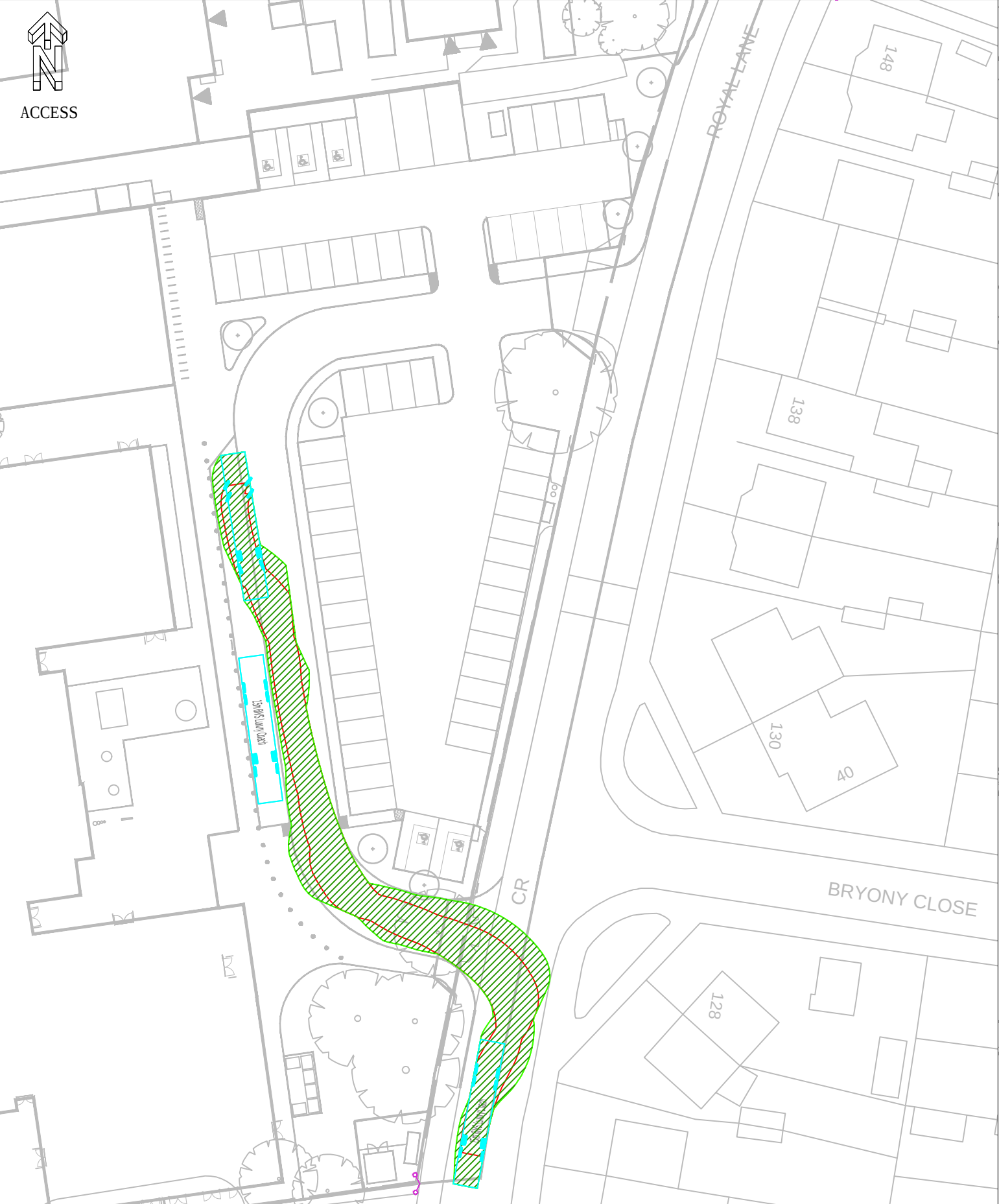
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By	WH	By	SG	By	DH	
Date	28/04/20	Date	28/04/20	Date	28/04/20	1:500 @ A3

Client No.	Project No.	Discipline	Drawing No.	Rev
4479	013	T	001	-

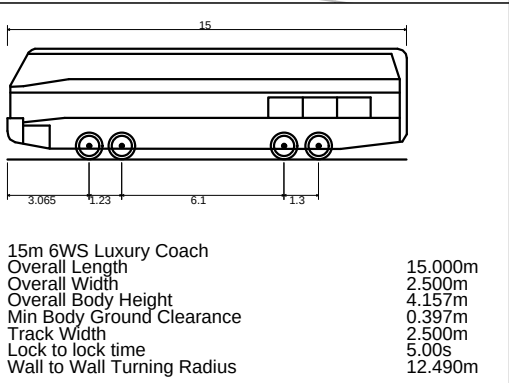
Drawing Title
SWEPT PATH ANALYSIS
LARGE CAR DROP-OFF
ACCESS & EGRESS

Robert West
Delta House
175-177
Borough High St
London SE1 1HR
t: 020 7939 9916
f: 020 7939 9909
www.robertwest.co.uk

-	-	-	-	-	-
Rev	Date	By	Comment	Chkd	Appr



- DO NOT SCALE OFF THIS DRAWING
- Notes:
1. The contractor is responsible for verifying all site & setting out dimensions before commencing work.
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Client

GALLIFORD TRY CONSTRUCITON

Robert West

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175-177
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Project

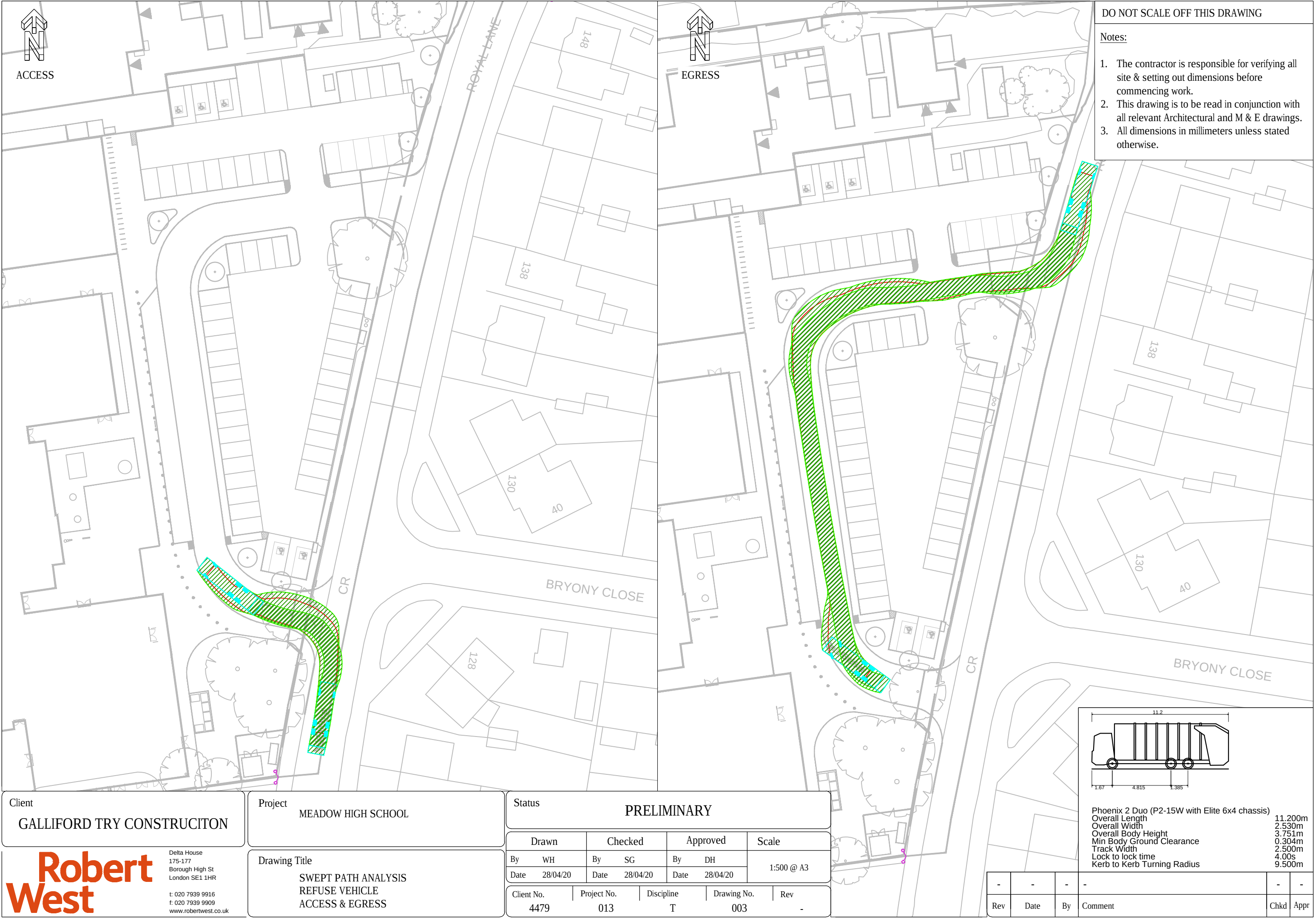
MEADOW HIGH SCHOOL

Drawing Title

SWEPT PATH ANALYSIS
COACH DROP-OFF
ACCESS & EGRESS

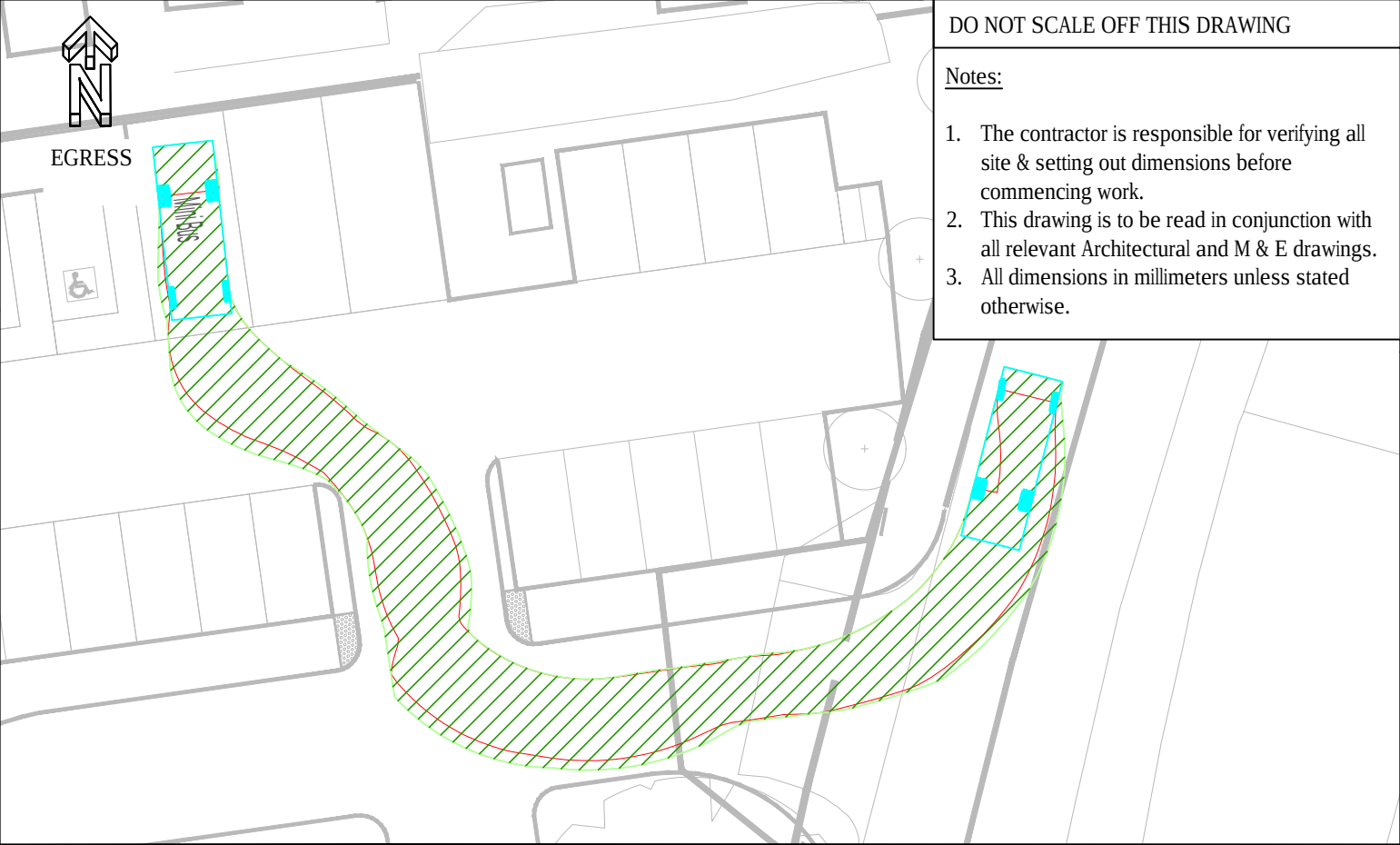
Status		PRELIMINARY						
Drawn		Checked		Approved		Scale		
By	WH	By	SG	By	DH	1:500 @ A3		
Date	28/04/20	Date	28/04/20	Date	28/04/20			
Client No.		Project No.		Discipline		Drawing No.		Rev
4479		013		T		002		-

-	-	-	-	-	-
Rev	Date	By	Comment	Chkd	Appr





- DO NOT SCALE OFF THIS DRAWING
- Notes:
1. The contractor is responsible for verifying all site & setting out dimensions before commencing work.
 2. This drawing is to be read in conjunction with all relevant Architectural and M & E drawings.
 3. All dimensions in millimeters unless stated otherwise.



Client

GALLIFORD TRY CONSTRUCITON

Project

MEADOW HIGH SCHOOL

Status

PRELIMINARY

Drawing Title

SWEPT PATH ANALYSIS
MINIBUS
ACCESS & EGRESS

By

WH

By

SG

By

DH

Date

14/05/20

Date

14/05/20

Date

14/05/20

Client No.

4479

Project No.

013

Discipline

T

Drawing No.

004

Rev

-

Scale

1:250 @ A3

Mini Bus

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

6.330m

2.192m

2.601m

0.374m

2.192m

4.00s

6.450m

Rev

-

Date

-

By

-

Comment

-

Chkd

-

Appr

-

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