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Rail
Buildings
Infrastructure
Transport & Environment

Project Title
Meadow High School

Report Title
Transport Assessment

Document Reference:
3249/007/006B

Prepared For
London Borough of Hillingdon

Date
January 2023

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Status	Details of Amendments	Date	Checked	Approved
Draft		09/01/23	AMI	AMI
Draft A	Minor amendments	13/01/23	AMI	AMI
Rev B	Minor amendments	16/01/23	AMI	AMI

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1.0 INTRODUCTION

1.1 Robert West were appointed by the London Borough of Hillingdon (LBH) in February 2022 to provide transport planning and highways advice in relation to the redevelopment proposals at Meadow High School Royal Lane, Uxbridge UB8 3QU.

1.2 The site location is illustrated in Figure 1.1

Figure 1.1: Site location

1.3 Meadow High School provides education for Special Educational Needs and Disability (SEND) pupils aged 11 – 19 years. The site is located on Royal Lane, Uxbridge within the LBH. The school currently has 257 pupils on the school roll and 123 members of staff. The school was recently subject of a Department for Education (DfE) refurbishment project (Ref: 3348/APP/2020/1589) that is now complete.

1.4 Meadow High School currently comprises a two-storey teaching building, a sports hall, a multi-use games area (MUGA), a sports field and a dedicated school park. Both pedestrian and vehicular access is from Royal Lane to the southeast and northeast of the site.

1.5 The Meadow High School redevelopment proposals include demolition of school buildings to the west of the site that are no longer fit-for-purpose. New school buildings will be provided. The remaining buildings will be retained and refurbished.

1.6 A site plan of the proposed development is attached at Appendix A.

1.7 In addition to this Transport Assessment (TA), an outline School Travel Plan (STP), Delivery and Servicing Plan (DSP), Car Park Management Plan (CPMP) and an outline Construction Logistics Plan (CLP) accompany the planning application.

1.8 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 – this section provides a review of existing Meadow High School operations and provides a description of the baseline conditions, and a review of the conditions wider area. This includes a review of the site accessibility, local highway network, and personal injury accident data.

iii. Section 4.0: Healthy Streets – this section provides a Healthy Streets Assessment, including a review of active travel routes to key destinations within the vicinity of the site.

iv. Section 5.0: Development proposals – this section provides a description of the Meadow High School development proposals.

v. Section 6.0: This section of the report presents the outcome of a trip generation exercise undertaken for Meadow High School; utilising information collected from the existing Meadow High School.

vi. Section 7.0: Conclusion - outlines the conclusions of this report.

2.0 POLICY CONTEXT

2.1 This section considers relevant transport and planning policy for the application.

i. National Planning Policy Framework (NPPF) (2021).

ii. London Plan (2021).

iii. Mayor's Transport Strategy (2018).

iv. London Borough of Hillingdon Local Plan part 1 (2012).

v. London Borough of Hillingdon Local Plan part 2 (2020).

NPPF (2021)

2.2 The NPPF was first published by the Ministry of Housing, Communities and Local Government in February 2012 and has most recently been revised in July 2021. The aim of the NPPF is to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth.

2.3 The following sections of the NPPF have been considered in the production of this document:

i. Paragraph 104: addressing the potential impacts of developments on transport networks should be considered from the earliest stage of plan-making. This includes identifying and pursuing opportunities to promote walking, cycling, and public transport use.

ii. Paragraph 111: states 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.

iii. Paragraph 112: identifies that opportunities should be taken to promote measures to maximise the uptake of sustainable transport modes at developments. Specific reference is made to prioritising pedestrian and cycle movements and encouraging public transport use.

iv. Paragraph 113: identifies the need to produce Transport Assessments or Transport Assessments and Travel Plans where significant movements will be generated by a development.

The London Plan (2021)

2.4 The London Plan is the overall strategic plan for London that sets out a fully integrated economic, environmental, transport and social framework for the development of the capital over the next 20-25 years. It forms part of the development plan for Greater London. London boroughs' local plans are required to be in general conformity with the London Plan, and its policies guide decisions on planning applications by councils and the Mayor.

2.5 Chapter 10 of the London Plan provides the policy and guidance relative to London Transport strategy.

2.6 Policy T1 – Strategic approach to transport – states:

> *"Development Plans should support and development proposals should facilitate 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."*

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

> *"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 transport assessments/ statements should be submitted with development proposals to ensure that 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.*
>
> *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 adverse transport impacts that are identified.*
>
> *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 will be contingent on the provision of necessary public transport and active travel infrastructure.*
>
> *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.*

Development proposals should not increase road danger".

2.8 The London Plan sets out car and cycle parking standards for London in Policy T5, which states:

"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:

a. supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure

b. 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."

2.9 The summary of long and short stay cycle parking requirements for the proposed development are set out in Table 2.1.

Land uses	London Plan cycle parking provision	
	Long stay	Short stay
D1 (F.1) – Primary schools/ Secondary schools/ sixth form colleges	1 space per 8 FTE staff + 1 space per 8 students	1 space per 100 students

Table 2.1: The London Plan cycle parking standards for proposed development

2.10 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."

2.11 For education uses there should be a minimum provision of 5% of total parking to designated disabled bays and 5% for enlarged disabled bays.

Mayor's Transport Strategy (2018)

2.12 The new Mayor's Transport Strategy has recently been published in March 2018. The Mayor's Transport Strategy includes proposals that will be brought about by the Mayor through working with TfL, the London Boroughs, developers and stakeholders and set out the Mayor's transport policies for the next 20 years.

2.13 The main goals of the strategy include supporting economic and population growth and enhancing the quality of life and transport opportunities for Londoners. A modal shift away from private motorised transport to more sustainable modes, including public transport, walking and cycling, is sought.

2.14 The importance of 'local travel' is highlighted in Vision of the Strategy. Most trips in inner London are relatively short and all of inner London is within a reasonable cycling distance of the city

centre. Bus use is particularly important in inner London as it offers low-cost, accessible transport for everyone. It is also highlighted that the majority of trips for 'International' or 'Sub-regional' travel also begin as trips on the local level.

2.15 The Mayor's Transport Strategy includes proposals that will be brought about by the Mayor through working with TfL, the London Boroughs, developers and stakeholders. Focus is brought to the walking/cycling opportunities available as part of a "healthy streets approach" and includes, amongst others, the following:

"Ensuring pavements are smooth and level, and wide enough for people using wheelchairs or buggies, or walking with children or in groups"

"Working with schools and local communities to identify local walking routes, play streets and other local improvements…"

"Ensuring that the space provided for cycling is sufficient for groups, children and people using inclusive cycles"

"Making streets easier to cross, installing pedestrian crossings where people want to cross"

2.16 The Transport Strategy places emphasis on the increased use of Travel Plans as a means of achieving modal shift at workplaces and Schools; a Travel Plan has been prepared in support of this application

London Borough of Hillingdon Local Plan (2012, 2020)

2.17 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 two of the local plan was adopted in January 2020 and outlines detailed policies and allocations supported by the local plan part one.

2.18 The 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.

2.19 Table 2.2 outlines maximum cycle and car parking standards set within the LBH Local Plan part two.

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 2.2: Hillingdon Local Plan maximum cycle and car parking standards

2.20 Minimum electric vehicle charging point (EVCP) provision is also outlined in the LBH Local Plan part two. Parking standards apply to new buildings, extensions and changes of use for service vehicles, car and cycle parking. Active EVCP provision should be provided for 5% of car parking spaces with a further 5% of spaces provided with passive EVCP provision capable of conversion if demand if required.

3.0 SITE CONTEXT AND ACCESSIBILITY

3.1 This section provides a review of existing Meadow High School operations and provides a description of the baseline conditions of the current site conditions, and conditions in the wider area. This includes 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 a SEND School located at Royal Lane, Uxbridge UB8 3QU to the southwest of Hillingdon hospital. The school was recently subject of a DfE refurbishment scheme that is now complete. This included providing new fit-for-purpose school buildings and a redesigned car park and access at the frontage of the school.

3.3 Meadow High School currently comprises a two-storey teaching building, a sports hall, a multi-use games area (MUGA), a sports field and a dedicated school park. Both pedestrian, vehicular access and egress is from Royal Lane.

3.4 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.

3.5 There are three schools located within the vicinity of Meadow High School as follows:

i. Pield Heath House SEND 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.

Existing school operations

Pupil and staff numbers

3.6 Meadow High School provides education for SEND pupils aged 11 – 19 years and currently has 257 pupils on the school roll. There are currently 123 permanent staff at the Meadow High School site.

School operation hours

3.7 The school site is open from 06:00 and closes at 18:00. Pupil classes start at 09:00 with the majority of pupils arriving between 08:30 and 09:00. Classes finish at 15:05 and the majority of pupils leave between 15:05 and 15:30.

3.8 Wrap around care is provided at the school. Breakfast clubs start at 08:30 and finish at 09:15. After school clubs run from 15:05 to 16:15.

Existing access arrangements

3.9 Pedestrian access is from Royal Lane to the northeast and southeast of the site via two bell mouth junctions illustrated in Figure 2.1. Both pedestrian access points are gated and pedestrian footpaths lead to the main school entrance to the south of the school.

3.10 Vehicular access and egress to the site is from Royal Lane via the two bell mouth junctions illustrated in Figure 2.1. Vehicles and cycles navigate through the site via a one-way system accessing from the southeast and bell mouth, egressing from the northeast bell mouth. Both vehicular access and egress points are gated.

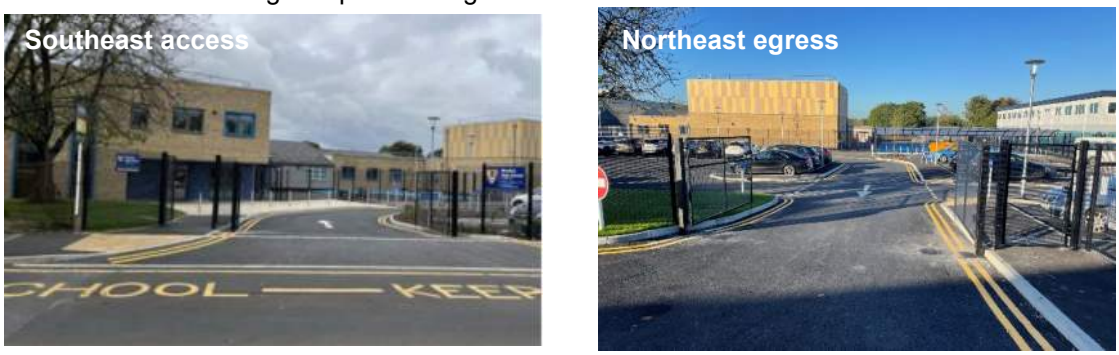

Figure 3.1: Meadow High School access and egress points

3.11 There is a secondary access point to the northwest of the site from Peel Way/ Benson Close illustrated in Figure 3.2.

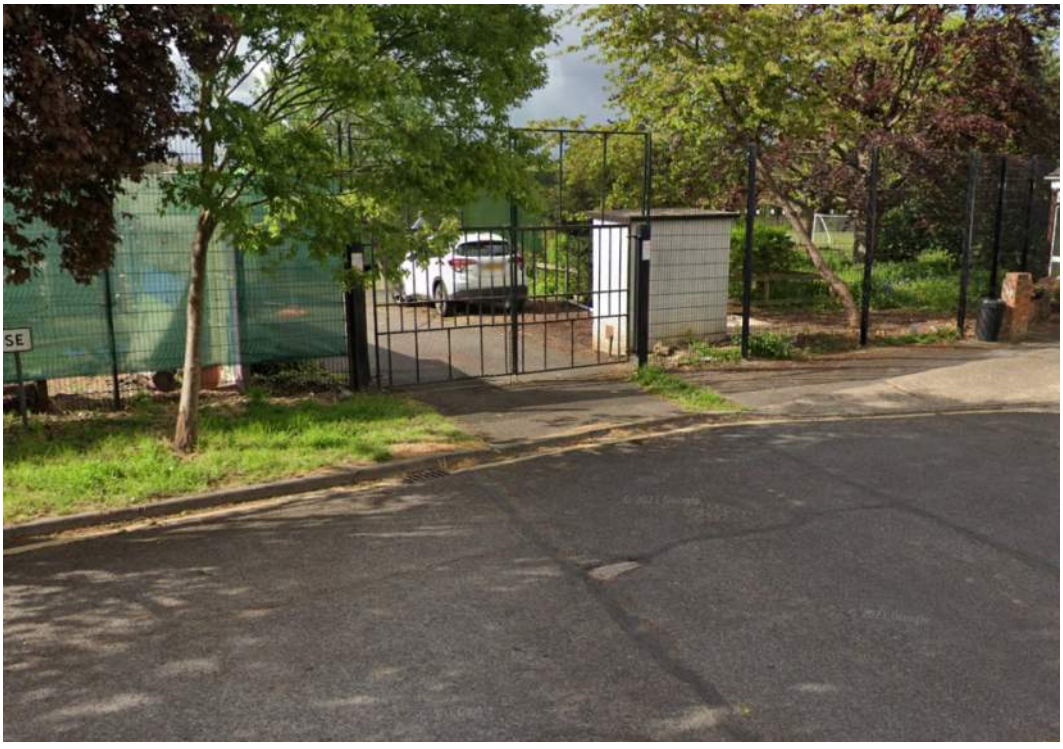

Figure 3.2: Secondary Meadow High School access

3.12 The secondary site access is currently used for maintenance. This includes providing access for lawn mowers and other maintenance vehicles. The secondary access is not used by teaching staff or pupils.

3.13 It is noted that there currently no formal crossover provided at this access.

Existing car parking arrangements

3.14 A total of 57 car parking bays are provided within the school car park. This includes 52 standard parking bays, five disabled parking bays. Five active electric vehicle charging points (EVCP) and five passive EVCP are provided. Additionally there are three minibus parking bays provided within the staff car park for school owned minibuses.

3.15 It is noted the school car park provides parking for staff and visitors. Allocated parking is provided for staff members. More details regarding parking arrangements are included in the CPMP.

3.16 Meadow High School also have an informal agreement with Baitul Aman Mosque located directly to the south of the site that allow Meadow High School staff to park in from Monday to Thursday. The car park has a capacity for approximately 15 cars.

Existing pupil drop-off and collection arrangements

3.17 Due to SEND requirements of pupils at Meadow High School, the majority of pupils are required to travel to school by vehicular modes. This includes, by minibus, coach, school minivan, taxi and parent car drop-off.

3.18 Minibus, coach, school minivan and taxi drop-off/ collection is accommodated on-site within the school car park. There is a designated drop-off/ collection layby to the west of the car park. Parents dropping-off and collecting pupils are required to park off-site on the local highway network.

3.19 Two parents are permitted to drop-off and collect pupils within the school car park due to specific pupil access requirements.

Visitor parking

3.20 The drop-off and collection layby is dual purposed with visitor parking permitted within the layby between the hours of 09:30 and 14:30. If there are school visitors that require parking during school drop-off and collection hours, they are required to find off-site parking on the local highway network. It is noted that the majority of visitors that require parking arrive and depart between 09:30 and 14:30.

3.21 During a site visit undertaken on 18th October 2022, the use of the layby by visitors appeared to be light and accommodate demand. Only one vehicle was observed to park within this area between 09:30 and 14:30. The vehicle was observed to stayed parked for a short period of time, less than 15 minutes.

Existing cycle parking arrangements

3.22 46 covered cycle parking spaces (23 sheffield stands) are provided to the northwest of the school car park. Cycle parking is intended for both pupil and staff usage.

Existing delivery and servicing arrangements

3.23 Delivery and servicing is currently undertaken from outside of the main school entrance adjacent to the pupil drop-off and collection layby. This area is marked and signed for delivery vehicles only as illustrated in Figure 3.1.

Figure 3.1: Meadow High School deliveries area

3.24 The largest delivery and servicing vehicle required for Meadow High School is a large rigid truck. However, large rigid trucks deliveries to the site are infrequent. The majority of deliveries to the site will be by transit vans or similar. On average Meadow High School receive two to three deliveries daily.

3.25 Where possible, deliveries are scheduled to occur outside of school peak periods in order for

these activities to be carried out safely.

3.26 Refuse and recycling bins are located to the southeast of the site, south of the main entrance of the school building. Waste from all buildings are collected by the facilities management team and are transported to the central bin store.

3.27 Refuse vehicles enter the site in forward gear from Royal Lane. Refuse is undertaken outside of the main school entrance. Bollards are 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.

3.28 Refuse collection is undertaken twice per week by the LBH. This usually occurs early in the morning before the school day starts.

Emergency vehicle access

3.29 Emergency vehicle access is currently undertaken from Royal Lane accessing into the school grounds to the south of the cycle store. Additionally emergency vehicle access could be provided from Peel Way.

Accessibility by non-car modes

Pedestrians

3.30 The footway network within the area surrounding the site includes footways which are mostly in good, with street lighting provided at regular intervals.

3.31 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. There is a zebra crossing on Royal Lane 30m to the north of the school entrance. There is an uncontrolled crossing with tactile paving and pedestrian refuge island located on Royal Lane 70m to the south of the school entrance.

3.32 In the area surrounding the school, dropped kerb crossings with tactile paving are provided at junctions to residential streets, including at the mini roundabout on Royal Lane to the south of the site.

Cyclists

3.33 There are a number of cycling routes within the vicinity of Meadow High School. Royal lane is designated as a cycle route. There are other local cycle routes that passes through open space to the west of the site.

3.34 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)

3.35 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.

3.36 The output demonstrates that the site is located in an area with a PTAL of 1b to 2 ('poor' accessibility by public transport).

Buses

3.37 There are seven bus routes that operate within the vicinity of the site providing weekday services.

3.38 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.

3.39 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

3.40 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

3.41 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. Elizabeth line services are also provided to Abbey Wood and Reading.

Local highway network

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

Royal Lane

3.43 Royal Lane is a two-way residential street that connects Failing Lane to the south of the site and Uxbridge Road A4020 to the north of the site. Within the vicinity of the site. The road is subject to a 30mph speed limit and there are footways provided on both sides of the carriageway.

3.44 School keep clear lines are located on the west side of the carriageway outside of the school at both the access and egress points on Royal Lane. 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

3.45 Bryony Close is a residential cul-de-sac located opposite Meadow High School. Bryony Close is accessed from Royal Lane and footways are present along both sides of the carriageway.

3.46 Single yellow line parking restrictions and on-street parking bays are present along Bryony Close. 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 for buses and vehicles >5t.

Pield Heath Road

3.47 Pield Heath Road is a single carriageway two-way road that connects Church Road to the northwest of the site to Harlington Road A437 to the northeast of the site. Pield Heath Road is subject to a 30mph speed limit and footways are present on both sides of the carriageway.

3.48 Pield Heath Road has double yellow line restrictions located on both sides of the carriageway.

Peel way

3.49 Peel way is a residential road leading to Normans Close, Bradshawe Way, Saxon Close and Benson Close. The road is a cul-de-sac except for cycles. Peel Way provides secondary access to Meadow High School.

3.50 Peel way is subject to a 30mph speed limit and footways are provided on both sides of the carriageway.

3.51 A mix of on-street and footway parking bays are provided on Peel Way. Double yellow and single yellow line restrictions are also in place on Peel Way.

3.52 Parking bays are located within CPZ HH. Footway parking is restricted to cars and vans only not exceeding 1525kg. Single yellow line restrictions are in operation from Monday to Sunday between 00:00 and 08:00 and 18:30 and 00:00 for buses and vehicles >5t.

Personal injury accident data

3.53 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 CrashMap for the most recent three year period available (January 2019 to December 2022).

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

Severity	Years			Total
	2019	2020	2021	
Fatal	0	0	0	**0**

Serious	0	1	0	**1**
Slight	2	3	0	**5**
Total	**2**	**4**	**0**	**6**

Table 3.2: Accident data summary

3.55 The PIA data summary indicates six accidents occurred over the study period including five slight and one serious accident.

3.56 No accidents occurred within the immediate vicinity of Meadow High School. A small cluster of three accidents occurred at the mini roundabout approximately 400m to the northeast. These three accidents have been examined further to establish whether there are any specific patterns and the full reports are attached at Appendix C:

i. A slight accident occurred at the mini roundabout junction on Saturday 11th May 2019 at 21:30. It was reported that the accident occurred whilst it was raining without high winds. The accident involved two vehicles but it is unknown how the accident occurred. Two drivers and three passengers sustained slight injuries.

ii. A slight accident occurred at the mini roundabout junction on Saturday 30th May 2020 at 18:20. It was reported that the accident occurred when the weather was fine without high winds. The accident involved two vehicles but it is unknown how the accident occurred. One driver sustained slight injuries.

iii. A serious accident occurred at the mini roundabout junction on Tuesday 9th June 2020 at 08:04. It was reported the accident occurred when the road was dry and the weather was fine without high winds. The accident occurred when two vehicles were proceeding normally along the carriageway towards the mini roundabout. One vehicle drove through the central island of the roundabout causing accident to occur with a pedestrian on a footway or verge. The pedestrian sustained serious injuries.

3.57 After the further analysis of the accidents, it was concluded that there were no specific patterns of accidents. One accident occurred during school the school drop-off period. No school pupils were involved in the accidents. The remaining accidents occurred during the would not be travelling to/ from school.

3.58 Whilst it is acknowledged that any accident is unfortunate, the review of accidents showed that no patterns resulting to these accidents.

4.0 HEALTHY STREETS

4.1 A Healthy Streets Assessment was requested by the LBH highways officer during the pre-application meeting dated 25th August 2022. This was requested to include a small Active Travel Zone (ATZ) assessment in the context of the small school development proposals. The ATZ assessment has been undertaken in accordance with TfL guidance in line with the Healthy Streets approach providing a detailed review of the ATZ surrounding the site. A site visit was undertaken on 18th October 2022 to carry out a review of neighbourhood key routes within the ATZ.

4.2 The ATZ assessment sets out how people of all abilities will make key journeys in the ATZ to support a car-free lifestyle. and includes the following key elements:

i. Map 1 displays potential key destinations in the ATZ surrounding the site including schools, hospitals, public transport stations, cycle network and town centres.

ii. Map 2 is presented at a larger scale and includes the most important key destinations. It includes key walking and cycle routes between the site and key destinations and includes the location of accidents recorded in the area.

iii. Map 3 details the characteristics of healthy neighbourhoods present in the study area including green spaces, street density, public transport density and active travel opportunities.

Map 1 – ATZ & all potential key active travel destinations

4.3 ATZ Map 1 describes the extent of the ATZ, noting all potential key active travel destinations within the zone related to the site. The extent of Map 1 is attached at Appendix D.

4.4 Map 1 has been produced in line with TfL guidance. A 20-minute cycle buffer from the development site has been produced using TfL WebCAT planning tool. Map 1 includes the following key destinations:

i. Local bus stops.

ii. Local underground and national rail stations.

iii. Local and future strategic cycle routes.

iv. Town centres.

v. Parks.

vi. Secondary schools and colleges.

vii. Hospitals/ GP surgeries

viii. Places of worship.

Map 2 – ATZ neighbourhood safety & most important journeys

4.5 Map 2 (ATZ Neighbourhood safety and most important journeys) covers the routes to priority active travel destinations within the vicinity of the site. Map 2 is attached at Appendix D The following routes have been identified as being of key importance and therefore have been assessed:

i. Route 1: from Meadow High School to nearest bus stops.

ii. Route 2: from Meadow high School to local shops (incl. Post Office).

iii. Route 3: from Meadow High School to Royal Lane playground/ green space.

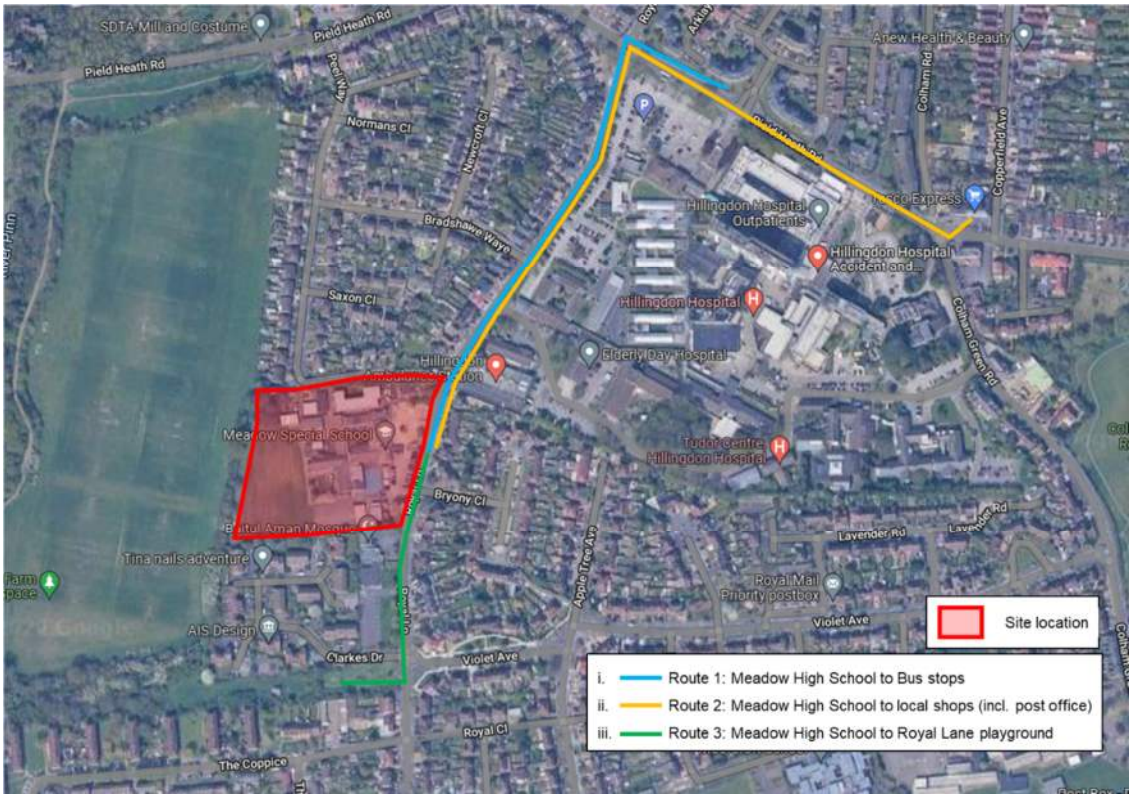

Figure 4.1: ATZ key destinations

4.6 Map 2 additionally includes any fatal or serious injury (KSI) accident data (including clusters of two or more serious accidents) that occurred within the vicinity of the site over the most recent three-year period available.

4.7 No fatal accidents or clusters of two or more serious accidents were identified along the key active travel routes.

4.8 Overall, road safety within the vicinity of the site is considered to be good. During the site visit undertaken in October 2022 road users generally adhered to safe practices when using the local highway network. This included vehicles observed to be travelling at appropriate speeds and pedestrians generally using dedicated crossing points. It is therefore suggested no road safety improvements are recommended along these routes within the vicinity of the site.

Map 3 – ATZ neighbourhood characteristics check

4.9 Map 3 illustrates street density, walking and cycling routes, public transport nodes, greenspaces and potential development areas within the area surrounding the site. Map 3 is attached at Appendix D of this report.

4.10 There are good walking and cycle routes within the vicinity of the site that provide opportunity for staff and pupils (who are able to) to cycle to Meadow High School. Public transport accessibility within the vicinity of the site is generally poor, although it is noted five bus routes serve the site.

4.11 It is concluded active travel can be encouraged to both pupils and staff who live within appropriate distance from Meadow High School.

ATZ Neighbourhood assessment

4.12 An ATZ neighbourhood assessment has been undertaken to assess the most important routes to key active travel destinations. A site visit to assess the key active travel routes was undertaken in on the 18th of October 2022. The following routes have been assessed and are illustrated in Figure 4.1:

i. Route 1: from Meadow High School to nearest bus stops.

ii. Route 2: from Meadow high School to local shops (incl. Post Office).

iii. Route 3: from Meadow High School to a Royal Lane playground/ green space.

4.13 Following the TfL Healthy Streets Approach, the assessment has focused on the worst part (based on Healthy Streets indicators) of each journey to each key active travel destination.

4.14 This assessment is aimed at identifying potential issues along the most important routes to/from Meadow High School. Prospective improvements have been suggested (when/where possible) to ensure the aim of the Healthy Street Approach of having healthy, safe and welcoming streets for everyone, is achieved within the vicinity of Meadow High School.

Route 1 Meadow High School to nearest bus stops

4.15 Route 1 is from Meadow High School to the nearest bus stops on Pield Heath Road via Royal

Lane.

4.16 Royal Lane along route 1 is predominately a two-way residential street and is a marked cycle route. Along this stretch of Royal Lane, secondary access to Hillingdon Hospital and access to Hillingdon ambulance station is provided. This section of Royal Lane is subject to a 30mph speed limit and footways are present on both sides of the carriageway that are in a mix of poor and good condition.

4.17 There is frequent provision of pedestrian crossings along this section of including a zebra crossing outside of Meadow High School and uncontrolled crossings with dropped kerbs and tactile paving further north on Royal Lane.

4.18 Once on Pield Heath Road there is an uncontrolled crossing with dropped kerbs along the pedestrian desire line for Meadow High School users to access both east and westbound bus services.

4.19 During the site visit the eastern footway on Royal Lane observed to be in poor condition with cracked surfacing and uneven levels at intervals along Route 1, as illustrated in Figure 4.2. This may discourage users of Meadow High School to walk as opposed to other modes of travel as Healthy Streets indicator 'people feel relaxed' could be improved. It is however noted that the intervals of poor footway condition were only observed along a short stretch along Route 1.

Figure 4.2: poor condition footway on Route 1 (Royal Lane)

4.20 To improve this Healthy Streets indicator, part of the footway along Royal Lane that were observed to be in poor condition could be repaved and improved. This would provide pedestrians with more attractive pedestrian routes to Meadow High School and improve the 'people feel relaxed' Healthy Streets indicator.

4.21 Overall, route 1 has mix of footways that range from poor to good condition suitable for all pedestrians. There is good provision of pedestrian crossings on Route 1 and Royal Lane is a marked cycle route suitable for encouraging cycling. It is therefore considered overall Route 1 is suitable to encourage active travel to/ from Meadow High School.

Route 2: from Meadow high School to local shops (incl. Post Office)

4.22 Route 2 is from Meadow High School to local shops on Pield Heath Road via Royal Lane. This route is an extension of Route 1 carrying on further east from the bus stops on Pield Heath Road.

4.23 Pield Heath Road along Route 2 is a single carriageway two-way road that is subject to a 30mph speed limit. Pield Heath Road along Route 2 provides access to a range of uses, including Hillingdon Hospital, residential dwellings and commercial property. Footways are present on both sides of the carriageway that were observed to be in good condition, suitable from pedestrians of all walks of life. There is also good pedestrian crossing provision along frequent intervals of Route 2. Pedestrian crossing points include pelican crossings, zebra crossings and uncontrolled crossings with dropped kerbs and tactile paving.

4.24 During the site visit constant flows of traffic producing high levels of noise were observed on Pield Heath Road. This included frequent buses and larger vehicles. This may discourage users of Meadow High School to walk as opposed to other modes of travel as Healthy Streets indicator 'not too noisy' could be improved.

Figure 4.3: Noise generated from traffic on Route 2 (Pield Heath Road)

4.25 To improve this Healthy Streets indicator, road quality on Pield Heath Road could improve to reduce noise generated by traffic. Alternatively, cycle routes could be implemented on Pield Heath Road to encourage users cycle reducing overall noise pollution along this route. This would provide pedestrians with a less noisy route to Meadow High School and improve the 'not too noisy' Healthy Streets indicator.

4.26 Overall, Route 2 has good quality level footways suitable for all pedestrians with good provision of pedestrian crossings located frequently for pedestrians along desire lines. Dedicated cycling routes could be provided to further encourage active travel to/ from Meadow High School.

Route 3 Meadow High School to Royal Lane playground/ green space

4.27 Route 3 is a short route from Meadow High School to a Royal Lane playground/ green space area

4.28 Royal Lane along route 3 is predominately a two-way residential street and is a marked cycle route. Along this stretch of Royal Lane provides access to residential side streets and a playground and green space area. This section of Royal Lane is subject to a 30mph speed limit and footways are present on both sides of the carriageway that are in a mix of poor and good condition.

4.29 There is frequent provision of pedestrian crossings along Route 3, albeit a short route. This includes two uncontrolled crossings with dropped kerbs and tactile paving.

4.30 During the site visit the western footway on Royal Lane (on Route 3) was observed to be poorly maintained with mud and leaves covering the footway/ pedestrian crossings as illustrated in Figure 4.4. This may discourage users of Meadow High School to walk to the school as the 'people feel safe' Healthy Streets indicator could be improved.

Figure 4.4: Poorly maintained footway (Royal Lane)

4.31 To improve this Healthy Streets indicator, more frequent street maintenance on Royal Lane, particularly during winter/ autumn months to ensure footways and crossings are kept clean and unobstructed for pedestrians. This would provide pedestrians with safer and clean pedestrian

routes to Meadow High School that would improve the 'people feel safe' Healthy Streets indicator.

4.32 Overall, Route 3 has good quality level footways suitable for all pedestrians, despite they were poorly maintained on the day of the site visit. There are good provision of pedestrian crossings located frequently for pedestrians along desire lines. Meadow High School is also marked cycle route suitable for encouraging cycling to Meadow High School users. It is therefore considered Route 3 is suitable to encourage active travel to/ from Meadow High School.

Summary

4.33 Although a number of minor issues have been identified along key routes in the wider area of the Meadow High School, the key routes assessed overall are considered to be in good condition. Key routes include dedicated cycleways and good pedestrian crossing facilities suitable for encouraging active travel for all users.

4.34 Overall, minor issues identified along key routes are considered not to have a direct impact on the development proposals and whilst improvements could be made; it is considered routes currently would not actively discourage users to travel by sustainable active travel modes to/from the development. Additionally, given the small scale of the development, is not considered necessary to implement improvements to the wider area. As such it is concluded that no improvements associated with the development are required.

5.0 DEVELOPMENT PROPOSALS

5.1 This section of the report provides a description of the Meadow High School expansion proposals.

Proposal overview

5.2 The proposed redevelopment includes the refurbishment of the existing Meadow High School. The school buildings to the north of the site that are no long fit for purpose will be demolished and re-provided and the remaining buildings will be retained and refurbished.

5.3 The proposed site plan is attached at Appendix A.

5.4 The proposed development will expect to accommodate an additional eight pupils from the current 257 pupils enrolled to 265 pupils enrolled.

5.5 There is no anticipated increase in staff as part of the development proposals or change to day-to-day school operations.

Access arrangements

5.6 As part of the development proposals, there are no change to daily access arrangements. Both pedestrian and vehicular access will continue from Royal Lane.

School operation hours

5.7 The school day is proposed to remain the same as per the existing operation. The school site will open from 06:00 and close at 18:00. Pupil classes will start at 09:00 with the majority of pupils expected to arrive between 08:30 and 09:00. Classes will finish at 15:05 and the majority of pupils are expected to leave between 15:05 and 15:30.

5.8 Wrap around care will be provided at the school. Breakfast clubs start at 08:30 and finish at 09:15. After school clubs will run from 15:05 to 16:15.

Parking arrangements

5.9 There will be no increase in car or cycle parking provision as part of development proposals.

Delivery, servicing and waste collection

5.10 Delivery, servicing and waste collection arrangements will continue as per the existing arrangements on-site. No increase in delivery, servicing or waste collection is anticipated as a result of development proposals. Waste or goods will be transferred between buildings as currently occurs to the central refuse store the southeast of the site.

Emergency vehicle access

5.11 Emergency vehicles will continue to have access to the site via the main entrance from Royal Lane. Emergency vehicle access for the proposed buildings will be undertaken from the secondary access from Peel Way. A formal crossover at this access will be introduced after construction have been undertaken.

5.12 Swept path analysis illustrating emergency vehicle access from Peel Way is attached at Appendix E.

6.0 TRIP ASSESSMENT

6.1 This section of the report presents the outcome of a trip generation exercise undertaken for Meadow High School; utilising information collected from the existing Meadow High School operations.

Pupil and staff numbers

6.2 New facilities provided for Meadow High School will result in an increase of eight pupils. The existing number of pupils enrolled is 257 and will become 265 after the development proposals are implemented.

6.3 There is no increase in staff members anticipated as part of the development proposals.

Pupil trips

Existing pupil trips

6.4 Currently 257 pupils are enrolled at Meadow High School at the time of writing this TS. Table 6.1 highlights the existing pupil trips produced by Meadow High School.

Mode of travel	Percentage	No pupils trips	Avg. pupils per vehicle	vehicle trips
Coach	33%	86	29	3
Minibus	19%	48	8	6
School owned minivan	1%	3	6	1
Taxis	3%	7	1	7
Walk (with parent/ guardian)	10%	25	N/A	N/A
Bus (with parent/ guardian)	6%	15	N/A	N/A
Car (with parent/ guardian)	12%	30	1	30
Bus, Walk, Cycle (independent travel)	17%	43	N/A	N/A
Total	**100%**	**257**	**N/A**	**47**

Table 6.1: Existing pupil trips by mode

6.5 Table 6.1 indicates that the majority of pupils travel to school by vehicular modes of transport which is typical requirement of SEND schools. It is noted that five pupils attend breakfast club and after school activities that travel to school by private car. It is noted these trips are made outside of the school peak drop-off and collection times. These parents are also permitted to drop-off and collect within the school car park.

6.6 Meadow High School therefore currently produces 42 vehicle trips during both the morning drop-off and afternoon collection periods.

6.7 Coaches, minibuses, school owned minivans and taxis are accommodated on-site. Parent drop-off is not permitted on-site and are required to drop-off and collect pupils on the local highway

network.

6.8 Observations from the site visit indicate that during the morning drop-off period, drop-off from all users ran smoothly with a quick turnover of vehicles (approximately three to four minutes per vehicle). No stacking of vehicles on-site was required on-site and the layby was mostly free to accommodate all vehicle drop-off demand. No vehicles queuing onto the public highway was observed.

6.9 Little to no congestion on Royal Lane was observed to be caused by parent drop-off or inappropriate parking. Parent drop-off was observed in surrounding residential streets such as Royal Lane and Bryony Close.

6.10 During the afternoon the turnover of pupil collection was observed to be slower with vehicles arriving for pupil collection from 14:25. All vehicles that are permitted on-site are required to stack within the layby and access road. The minibuses, coaches and taxis that arrive first and are nearest to the egress point load first. This to allow vehicles to leave as soon as they are full of the assigned pupils making more room for vehicles to enter the site for collection when they arrive. No queuing of vehicles was observed on the local highway network by vehicles waiting to enter Meadow High School, but it is noted the car park was close to full capacity throughout the afternoon collection period.

6.11 An increased number of parent parking was observed during the afternoon period on Royal Lane and Bryony Close. This appeared to cause light congestion.

Proposed pupil trips

6.12 Table 6.2 illustrates the total number of trips expected to be produced by Meadow High School after the development proposals are implemented.

Mode of travel	Percentage	No pupils trips	Avg. pupils per vehicle	vehicle trips
Coach	33%	89	29	3
Minibus	19%	49	8	6
School owned minivan	1%	3	6	1
Taxis	3%	7	1	7
Walk (with parent/ guardian)	10%	26	N/A	N/A
Bus (with parent/ guardian)	6%	15	N/A	N/A
Car (with parent/ guardian)	12%	31	1	31
Bus, Walk, Cycle (independent travel)	17%	44	N/A	N/A
Total	**100%**	**265**	**N/A**	**48**

Table 6.2: proposed pupil trips by mode

6.13 Table 6.2 illustrates that an increase of eight pupils will result in an overall net increase of one vehicle trip produced during the morning and afternoon school peak periods.

6.14 The majority of travel demand produced by the increase in pupils will be absorbed by existing capacity in minibus and coach services the school is already providing. The increase in vehicle trips is produced by parent drop-off/ collection by car.

6.15 It is noted there is anticipated to be no change in the number of vehicular trips produced during breakfast club drop-off or afternoon activities collection.

Staff trips

6.16 As mentioned, there is no increase in staff members anticipated as part of the development proposals.

Delivery and servicing and waste collection trips

6.17 Meadow High School currently receive between two to three delivery and servicing trips to the site per day. This will not change as result of the development proposals.

6.18 Refuse and recycling collection for Meadow High School will continue to be undertaken by the LBH as per operations at the existing site. Meadow High School refuse and recycling collection both occur once a week. This usually occurs early in the morning before the school day starts. This will not change as a result of development proposals

6.19 Overall, between four and five delivery, servicing and waste collection vehicles movements are expected to/ from the site per day for Meadow High School. There will be no increase in delivery, servicing or waste collection as a result of the proposed development. The majority of these daily delivery and servicing vehicles movements to the site are by transit van or similar.

7.0 CONCLUSIONS

7.1 This TA has been prepared by Robert West on behalf of the LBH. The report considers the transport and highways implications of the development proposals at Meadow High School, Royal Lane, Uxbridge UB8 3QU and has been prepared to accompany a full planning application.

7.2 Development proposals include the refurbishment of the existing Meadow High School. The school buildings to the north of the site that are no long fit for purpose will be demolished and re-provided and the remaining buildings will be retained and refurbished.

7.3 The proposed development will expect to accommodate an additional eight pupils from the current 257 pupils enrolled to a proposed 265 pupils enrolled after development proposals are implemented. There is no anticipated increase in staff as part of the development proposals.

7.4 As part of the development proposals, there will be no change to daily operations. This includes no increases in car parking provision, cycle parking provision, delivery, servicing and refuse collection arrangements.

7.5 Emergency vehicle access for the new school buildings will be provided from Peel Way to the northwest of the site. No crossover is currently present at this location. A crossover will implemented at this location after the construction phase.

7.6 There is an overall increase of one vehicle trip produced by parent drop-off and collection during the morning and afternoon peak periods. The majority of the increases in pupil trips will be accommodated within existing minibuses and coaches that have residual capacity. The increase of one car trip by parent drop-off and collection will be required to occur on the local highway network. Overall, impact is expected to be negligible and hence no further assessment has been considered necessary.

7.7 An outline STP, DSP, CPMP and CLP have been produced to accompany the planning application. Although mitigation is not deemed to be required, these strategies are expected to address any residual transport issues.

7.8 The proposed Meadow High School refurbishment is considered to be acceptable on transport and highways grounds.

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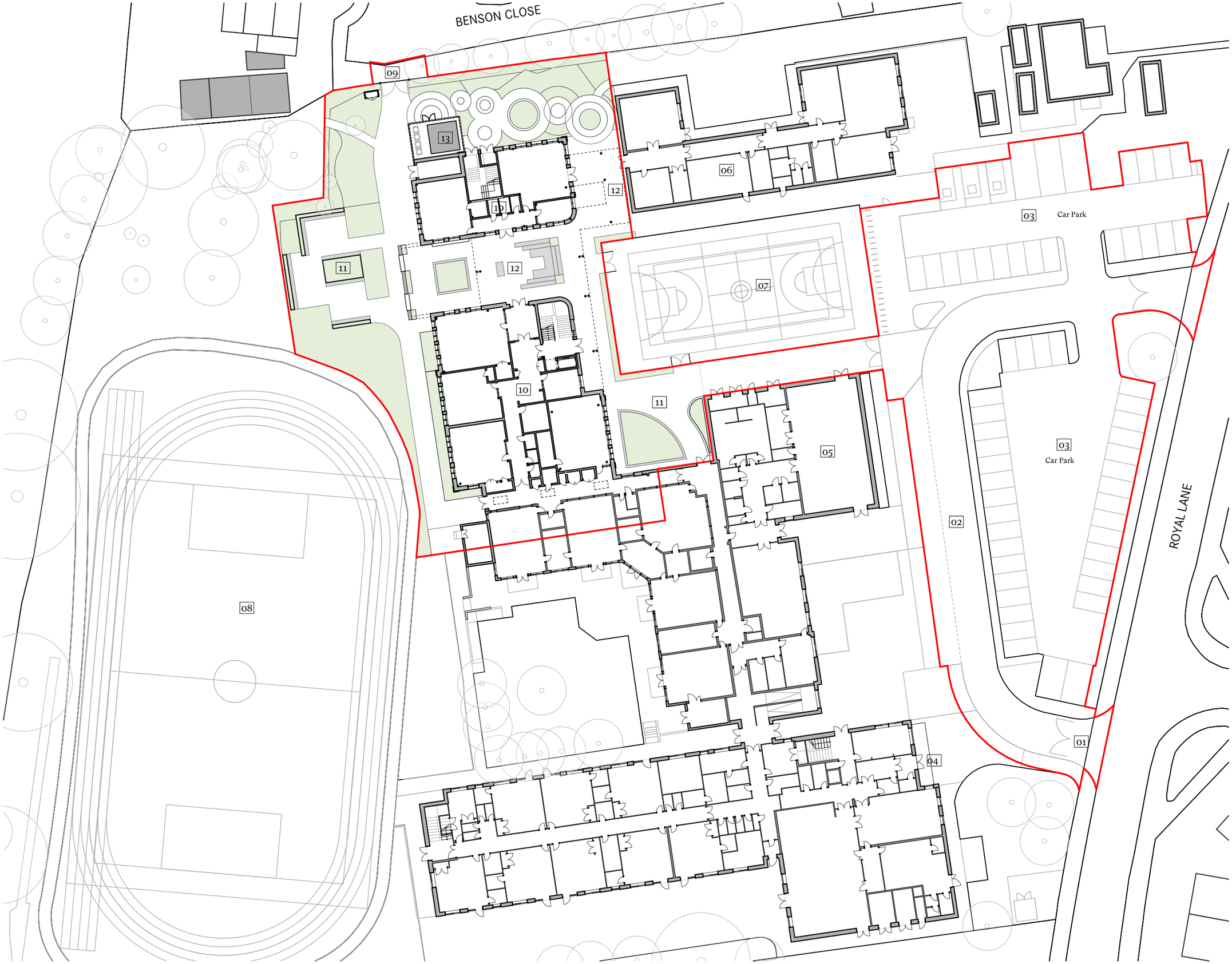
Appendix A – Proposed site plan



Notes:

N

Application Boundary

Ownership Boundary

01 Vehicular access to site
02 Drop-off area
03 Staff and visitor car park
04 Staff and visitor reception
05 Sports hall block
06 Sixth Form block
07 Multi-Use Games Area (MUGA)
08 Sports field and running track
09 Maintenance access gate
10 Proposed new teaching block
11 Proposed external landscape
12 Proposed covered walkway
13 Proposed sprinkler tank and screening

Rev	Date	Issue	Drawn	Check
F	13/01/2023	PLANNING SUBMISSION	JH	RD
E	28/10/2022	Stage 3 Issue	AK	RD
D	14/10/2022	Design Update	AK	RD
C	10/10/2022	Update for design team	AK	RD
B	09/09/2022	Stage 3 Costing Update	AK	RD
A	25/08/2022	Stage 3 Option Development	AK	RD

CDC Studio

Studio. 17 Comberton Rd, Cambridge CB23 7BA
5-7 Tanner St, London, SE1 3LE
info@cdcstudio.co.uk T. 01223 262413

Project :
Meadow School New Building

Client :
London Borough of Hillingdon

Address :
Royal Ln Uxbridge UB8 3QU

Date :
22/06/2022

Scale @ A3 :
1:500

Drawing Title :
Proposed Site Plan

Drawing No. :
4267 CDC XX GF DR A (GA) 001

Rev. :
F

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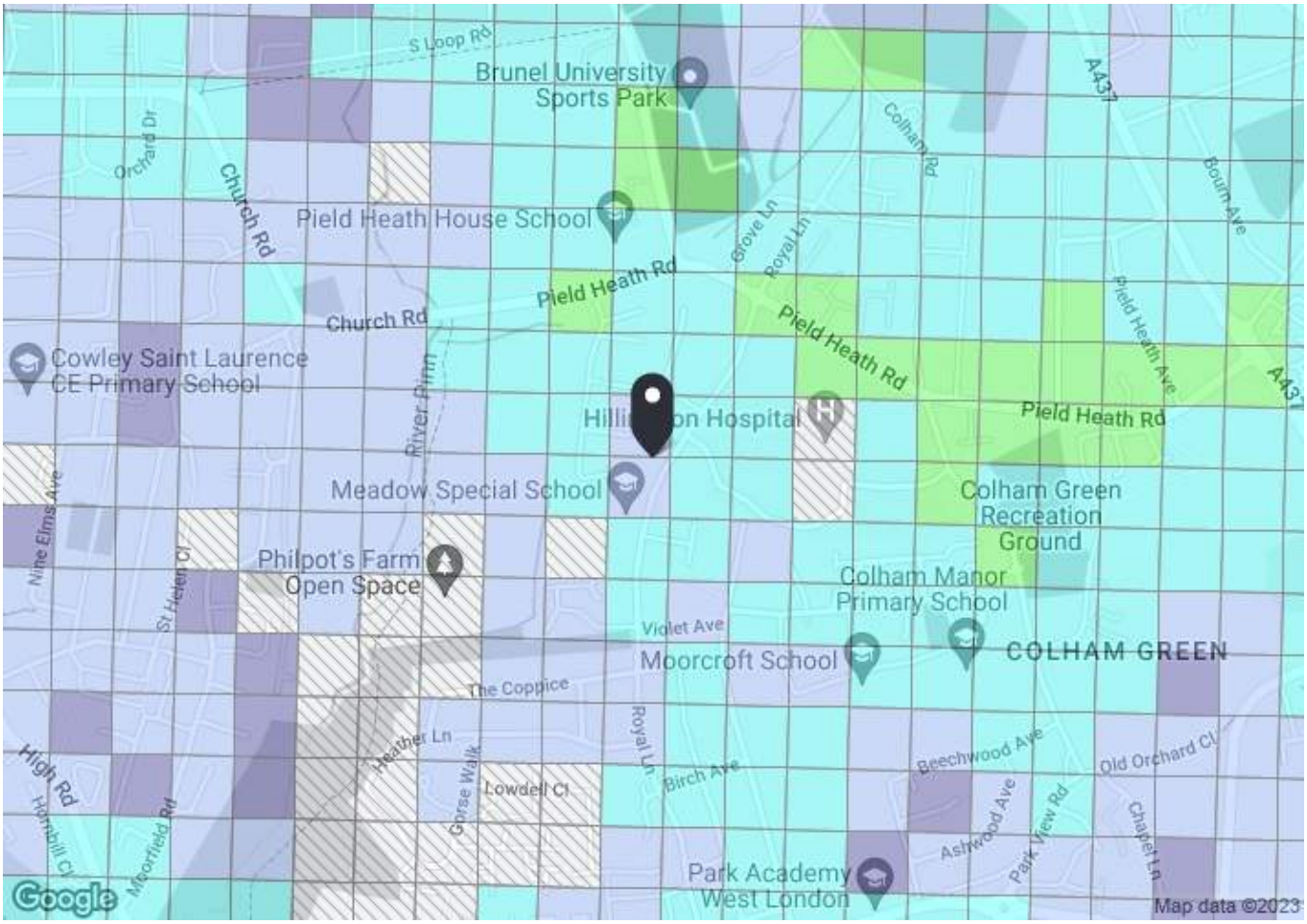
Appendix B – PTAL report

TRANSPORT FOR LONDON



PTAL output for Base Year
1b

UB8 3QU
Royal Ln, Uxbridge UB8 3QU, UK
Easting: 506569, Northing: 181785

Grid Cell: 86627

Report generated: 09/01/2023

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	PIELD HEATH SCHOOL	U5	457.23	5	5.72	8	13.72	2.19	0.5	1.09
Bus	PIELD HEATH SCHOOL	U3	457.23	5	5.72	8	13.72	2.19	1	2.19
									Total Grid Cell AI:	**3.28**

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Appendix C – PIA data

crashmap.co.uk

Validated Data

Crash Date:	Saturday, May 11, 2019	**Time of Crash:**	9:30:00 PM	**Crash Reference:**	**2019010182033**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	5
Highway Authority:	Hillingdon			**Number of Vehicles:**	2
Local Authority:	Hillingdon London Borough			**OS Grid Reference:**	506732 182053
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lighting unknown				
Carriageway Hazards:	None				
Junction Detail:	Mini roundabout				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Roundabout				
Junction Control:	Unknown				

For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

powered by agilysis

Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	1	Female	26 - 35	Unknown	Offside	Unknown	None	None
2	Car (excluding private hire)	4	Unknown	Unknown	Unknown	Unknown (Prior to 2005)	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Unknown	Unknown	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Unknown	Unknown	Unknown or other	Unknown or other
1	4	Slight	Vehicle or pillion passenger	Unknown	Unknown	Unknown or other	Unknown or other
2	5	Slight	Vehicle or pillion passenger	Unknown	Unknown	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Saturday, May 30, 2020	**Time of Crash:**	6:20:00 PM	**Crash Reference:**	**2020010249758**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Hillingdon			**Number of Vehicles:**	2
Local Authority:	Hillingdon London Borough			**OS Grid Reference:**	506732 182060
Weather Description:	Fine without high winds				
Road Surface Description:	Unknown				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Mini roundabout				
Junction Pedestrian Crossing:	Zebra crossing				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				

For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	2	Female	21 - 25	Unknown	Front	Unknown	Unknown	Unknown
2	Car (excluding private hire)	7	Male	21 - 25	Unknown	Unknown (Prior to 2005)	Unknown	Unknown	Unknown

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Tuesday, June 09, 2020	**Time of Crash:**	8:04:00 AM	**Crash Reference:**	**2020010250980**

Highest Injury Severity:	Serious	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Hillingdon			**Number of Vehicles:**	2
Local Authority:	Hillingdon London Borough			**OS Grid Reference:**	506740 182047
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				

For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	2	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	Central island of roundabout	None
2	Car (excluding private hire)	1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Female	46 - 55	On footway or verge	Unknown or other

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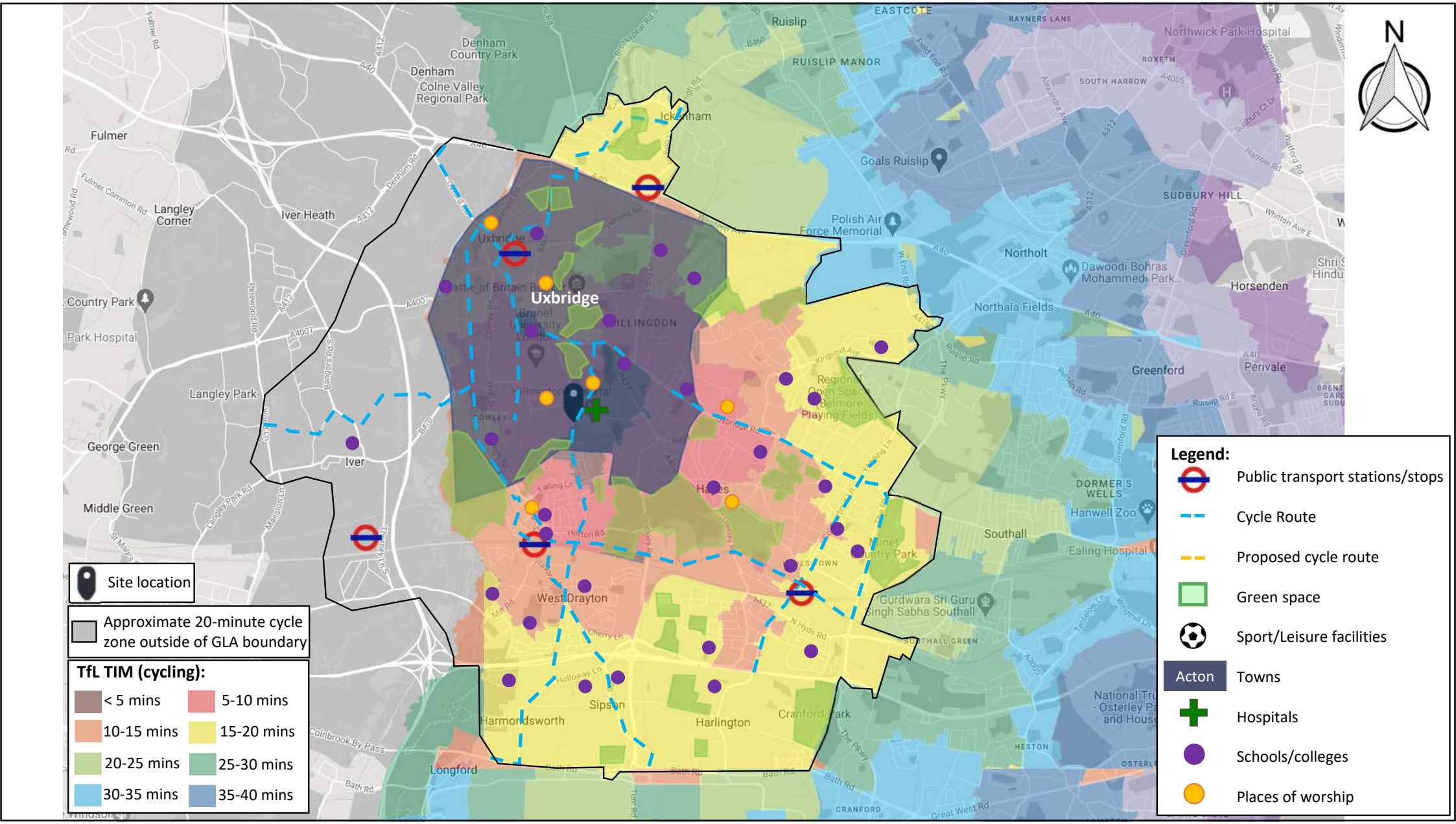
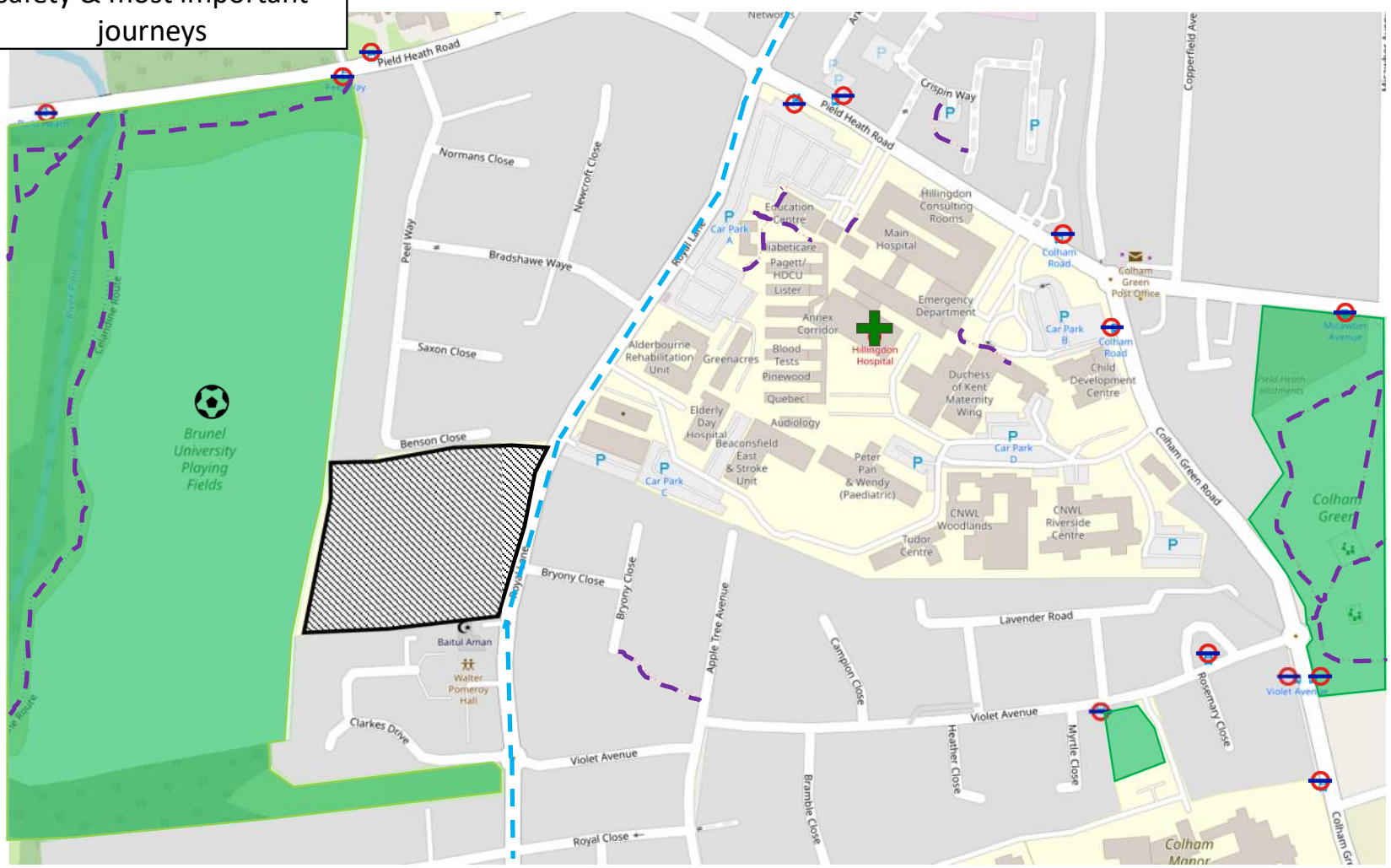
Appendix D – Healthy Streets maps


N
Uxbridge
Site location
Approximate 20-minute cycle zone outside of GLA boundary
TfL TIM (cycling):
< 5 mins
5-10 mins
10-15 mins
15-20 mins
20-25 mins
25-30 mins
30-35 mins
35-40 mins
Legend:
Public transport stations/stops
Cycle Route
Proposed cycle route
Green space
Sport/Leisure facilities
Acton
Towns
Hospitals
Schools/colleges
Places of worship

Map 2: ATZ Neighbourhood safety & most important journeys



N

Legend:

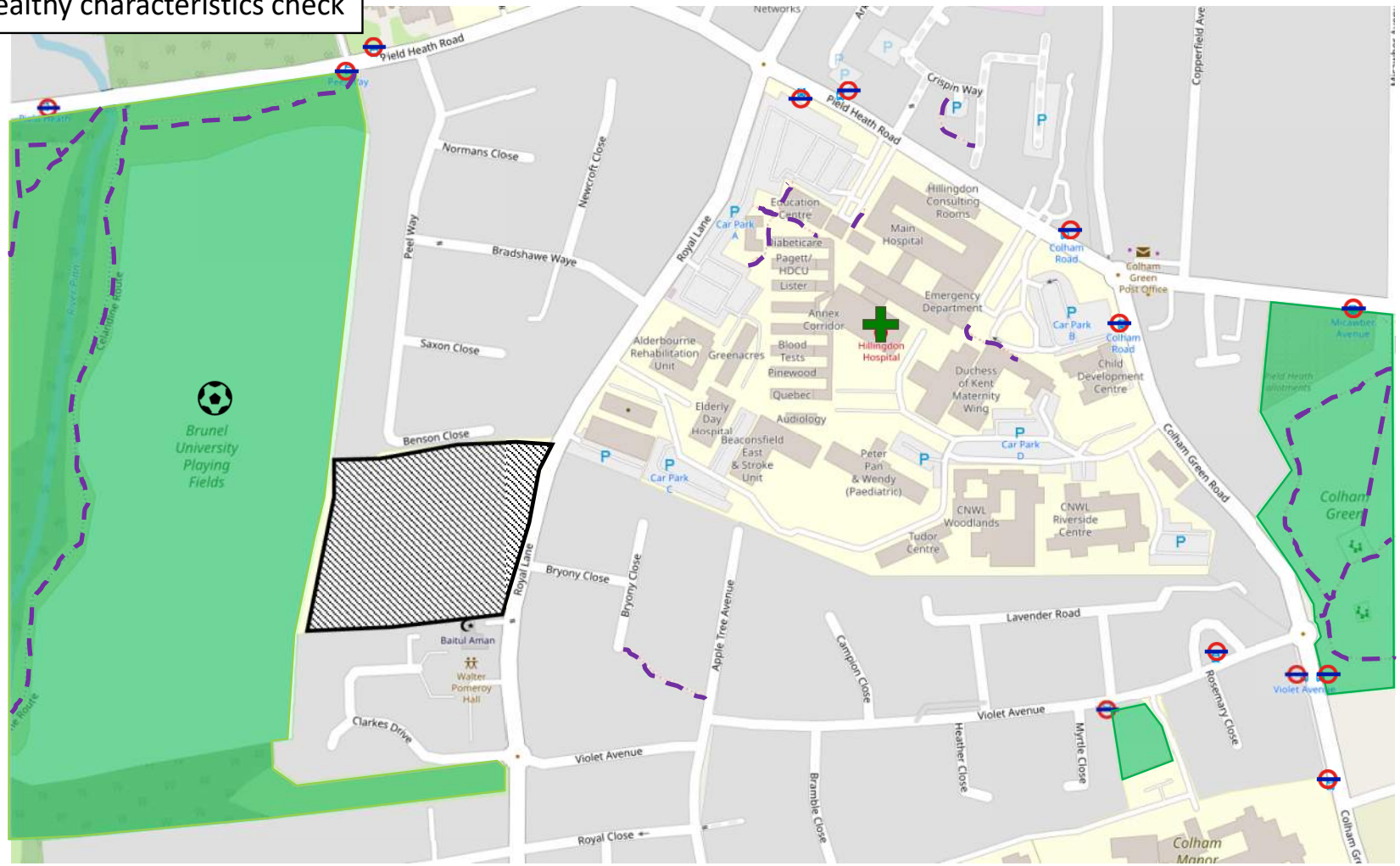
- Site location
- Public transport stops and stations
- Walking routes
- Local cycle routes
- Greenspace
- Sport/Leisure facilities
- Hospitals

KSI:

- Fatal
- Serious

* Most walking routes are provided on street.

Map 3: ATZ Neighbourhood healthy characteristics check



Legend:

Site location

Public transport:

Greenspace:

Outdoor recreation

Street density:

Roads/ on-street walking routes

Footpaths/ other walking routes

New development:

Proposed/ in progress development

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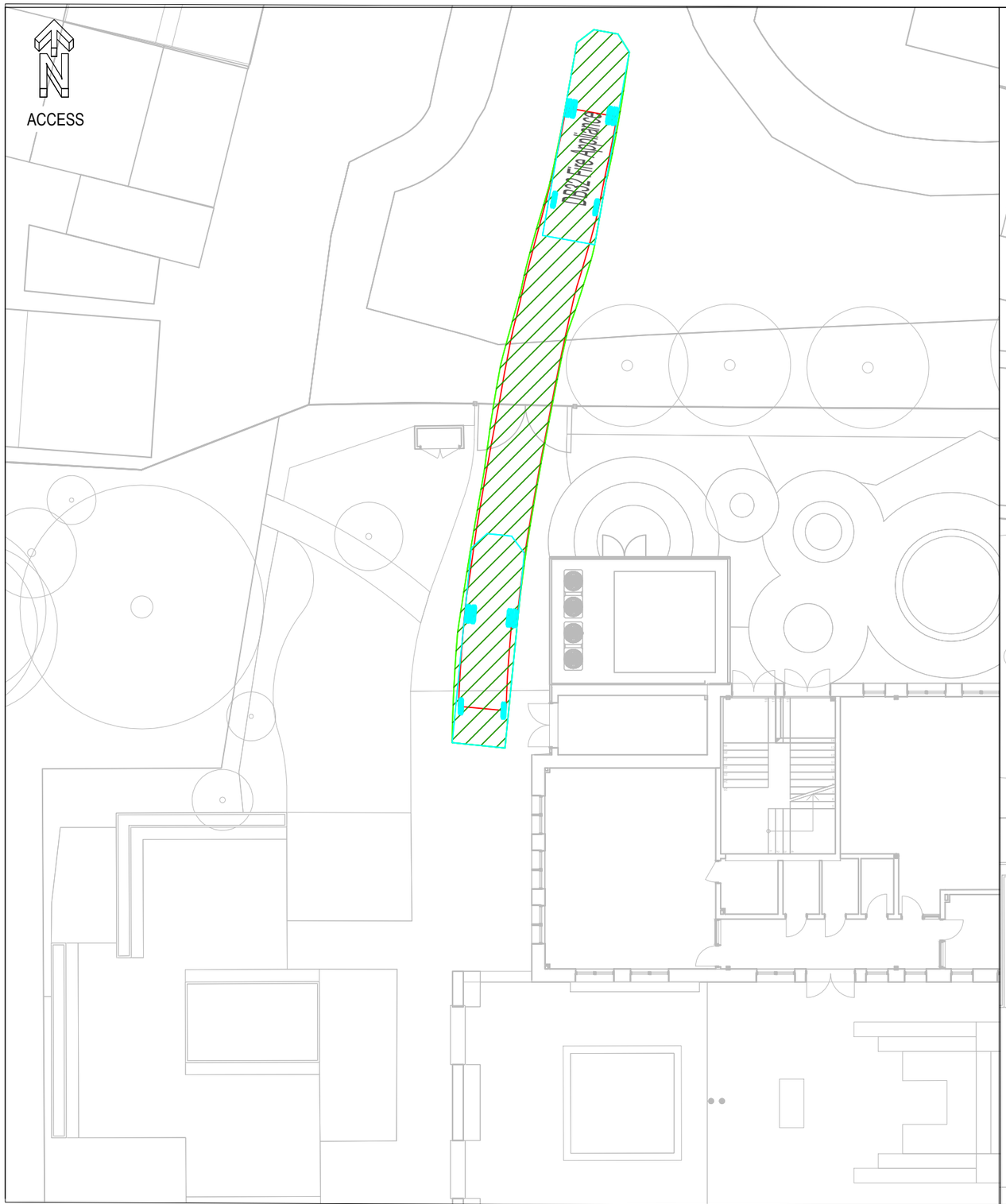
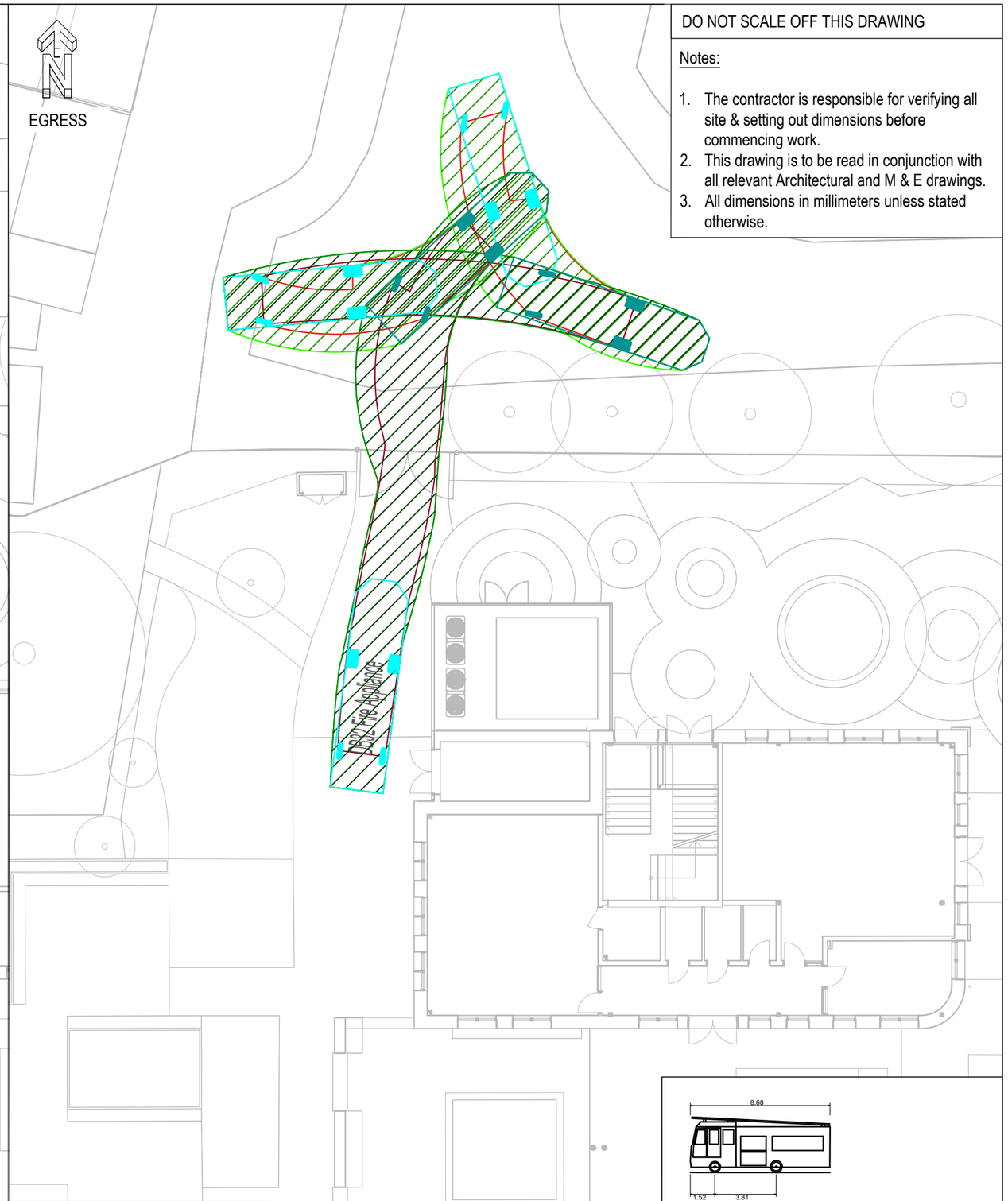
Appendix E – Swept path analysis

ACCESS



EGRESS



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.

DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

Rev	Date	By	Comment	Chkd	Appr
P1	13/01/23	WH	Minor amendments	AMI	AMI

Client
LONDON BOROUGH OF HILLINGDON

Project
MEADOW HIGH SCHOOL

Status
PRELIMINARY

Drawn	Checked	Approved	Scale
By WH	By AMI	By AMI	1:200 @ A3
Date 10/01/23	Date 10/01/23	Date 10/01/23	

Drawing Title
ACCESS AND EGRESS
FIRE APPLIANCE
SWEPT PATH ANALYSIS

Client No.	Project No.	Discipline	Drawing No.	Rev
3249	007	T	032	-

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