Hedgewood Special School
Transport Statement

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1. Introduction

Overview

1.1 This Transport Statement has been produced in support of planning application for a modest expansion development proposal for Hedgewood Special School.

1.2 The proposed development is to provide additional teaching space for 32 pupils and 20 teaching staff which equates to four classes.

1.3 After the proposed extension the school will accommodate 212 students and 160 staff.

1.4 The school is located in Hayes Town in west London on Weymouth Road.

Purpose of Report

1.5 The purpose of this Transport Statement (TS) is to provide information regarding the existing transport network, the accessibility of the site by sustainable modes and the anticipated impact of the proposed development. The Transport Statement will demonstrate that the proposals can be successfully accommodated.

Document Structure

1.6 This TS comprises of the following sections:

- **Section 2. Site Context and Existing Conditions**
  This section of the TS outlines the existing site access arrangements, the local highway and transport network, including the accessibility to the site by sustainable modes.

- **Section 3. Policy**
  The relevant national, regional and local level transport policies relevant to the proposed development are summarised in this section of the TS.

- **Section 4. Development Proposals**
  This section of the TS outlines those elements of the proposed development that are pertinent to transport, including parking provision.

- **Section 5. Summary and Conclusion**
  This section summarises and concludes this Transport Statement.

2. Site Context and Existing Conditions

Background

2.1. This section establishes the baseline transport conditions currently prevailing at the site and the surrounding area. The baseline conditions are identified to understand the site context and as a basis for defining a baseline position against which the Proposed Development impacts can be evaluated.

Location

2.2. The site is located within the suburb of Hayes town in west London, within the local authority of London Borough of Hillingdon (LBH). The site is bounded by Goshawk Gardens to the north and Weymouth Road to the south. A location plan is provided in Appendix A.

2.3. The site and its staff car park are currently accessed via Weymouth Road.

2.4. The wider context of the site is illustrated in Appendix B.

Pedestrian Accessibility

2.5. The main pedestrian access to the site is from Weymouth Road on the southeast boundary of the site.

2.6. Weymouth Road has pedestrian footpaths on both sides of the carriageway.

2.7. The site has good pedestrian access to the recreational facilities in the areas; Hayes Park, Michael Frost Park, Portland Road Children Playground and Charville Library.

2.8. Hayes Rugby Football Club and Brook House Football Club are all within 10 minutes' walk from the site.

2.9. The school is 1-minute walk to the nearest bus stops located at Goshawk Gardens and Adelphi Crescent.

2.10. There is one pedestrian route to the school via Weymouth Road with two access points.

2.11. The Chartered Institution for Highways and Transportation (CIHT) document entitled *'Providing for Journeys on Foot'* states walking distances relevant to this planning application. These are cited in below table.

Walking Distance	Town Centres (Metres)	Commuting/School/Sight-seeing (Metres)	Elsewhere (Metres)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Table Showing Walking Distance

2.12. Many residential areas and facilities in the local vicinity are within a 2km walk to the school and the bus stops are within walking distance of the site.

Cyclist Accessibility

2.13. The school is located in a quiet low traffic neighbourhood, on northern side of Kingshill Avenue.

2.14. The credentials of the site have been considered to identify the geographical catchment area for cycling accessibility. In terms of cycling accessibility, a typical cycling threshold of 5 kilometres has been assumed.

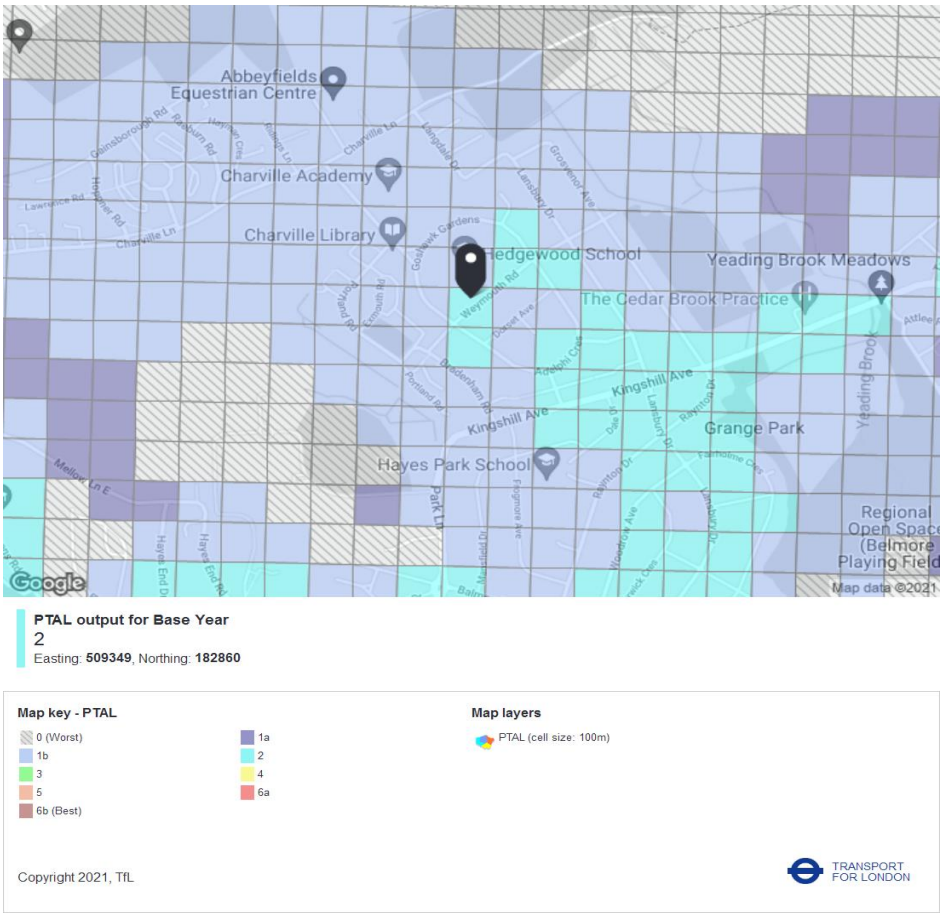
2.15. Hayes and Harlington Station and Southall Railway Station are both within 16 minutes cycle catchment area. Whereas Hillingdon Underground Station and Uxbridge Underground Station are both within 22 minutes cycle catchment area.

2.16. Other areas such as Ealing, Harlington, Uxbridge, Northolt and Greenford are within a 30 - minute cycle catchment.

Public Transport Accessibility

2.17. Public Transport Accessibility Level (PTAL) is a detailed measure of the accessibility of a location to the public transport network. The rating given takes into account the walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at any location within Greater London. PTAL ratings range from 0 (lowest) to 6b (highest).

2.18. The site has a PTAL rating of 2. The PTAL rating map of the wider area is presented below.



Map Showing PTAL Rating

Rail

2.19. There are two rail stations, Hayes and Harlington Station within 2.6 mile and Southall Railway Station within 3.6 miles from the school.

2.20. Hayes and Harlington and Southall station are located to the south and south-east of the site respectively. Both stations serve the same lines on Transport for London (TfL) and Great Western trains. Both stations provide services between Paddington (i.e. 10 services per hour) and Reading (i.e. five services per hour), as well as two trains per hour to Oxford and two services per hour to Heathrow Terminal 4.

London Underground

2.21. There are two Underground station, Hillingdon Underground Station within 2.9 miles and Uxbridge Underground Station within 3.4 miles from the school.

2.22. Both stations are located to the north-west of the site respectively serving Metropolitan Line and Piccadilly Line on the London Underground. Both stations provide services to City and Central London.

Bus

2.23. The nearest bus stops are located at Goshawk Gardens and Adelphi Crescent at 110 yards from the school.

2.24. The bus stop serves route 195 and route U7. The table below illustrates the frequency and destinations of these services.

Bus Number	Route	Frequency Monday to Friday	
		First Bus – Last Bus	Peak hour Frequency
195	Romney Road – Brentford County Court via Hayes and Harlington Station	05:17 – 23:47	11-13 minutes
U7	Uxbridge Station – Lombardy Retail Park via Hillingdon Hospital	05:46 - 0013	30 minutes

Table Showing Bus Frequency

Vehicle Accessibility

2.25. The surrounding highway network of the site is detailed below.

Weymouth Road

2.26. This is the primary access road to the school connecting Goshawk Gardens and Adelphi Crescent on either ends of the road.

2.27. All three roads are a two-way single lane carriageway with a 30mph speed limit. The roads benefit from pedestrian footpaths on both sides of the carriageway.

2.28. All roads within the vicinity of the school are unrestricted. This results in vehicles parking along both sides of the carriageway for the majority of its length.

2.29. The carriageway outside the school on Weymouth Road is restricted by single yellow lines preventing parking. There are no school keep clear signs outside the school carriageway.

Kingshill Avenue

2.30. Kingshill Avenue is located to the south of the site and follows and east west alignment, connecting Yeading Lane in the east and Park Lane to the west. It is a single carriage way with 30mph speed limit.

A4020 Uxbridge Road

2.31. The A4020 Uxbridge Road is located further to the south of the site and follows an east-west alignment, connecting Shepard's Bush Green in the east, with Uxbridge in the west. It is a two-way dual carriageway with 40mph speed limit.

2.32. Uxbridge Road benefits from a segregated shared pedestrian and cycle way along the southern side of the carriageway. There is also a footway provided on the northern side of the carriageway.

3. Planning Policy

Introduction

3.1. This section of the report outlines the national, regional and local planning polices relevant to the proposed development.

National Planning Policy

3.2. **National Planning Policy Framework (NPPF)**
The National Planning Policy Framework (NPPF) was adopted in February 2019 and outlines the potential benefits and outlines transport issues which should be considered from the earliest stages of plan-making and development proposals.

3.3. Section 9, Promoting Sustainable Transport, of the NPPF outlines the important role that considering development applications should ensure that:- 'appropriate opportunities to promote sustainable transport can be – or have been – taken up, given the type of development and its location;- Safe and suitable access to the site can be achieved for all users; and- 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.

3.4. Paragraph 108 of the NPPF states applications for development should:

a) "Give priority 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."

3.5. Section 8, Promoting Healthy and Safe Communities, highlights the importance of providing "a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

a) Give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and

b) Work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted."

Regional Planning Policy

London Plan (2019)

3.6. The Panel of Inspectors issued their report and recommendations to the Mayor on 8th October 2019. The Mayor has considered the Inspectors' recommendation and, on the 9th December 2019,, issued to the Secretary of State his intention to public the London Plan. The following transport policies are deemed relevant to this development:

- Policy T2: Healthy Streets
- Policy T4: Assessing and Mitigating Transport Impacts
- Policy T5 Cycling
- Policy T6 Car Parking

Local Planning Policy

3.7. The London Borough of Hillingdon has a number of strategic planning documents. Information within these documents that relate to the proposed development are outlined below.

3.8. **London Borough of Hillingdon Local Plan: Part 1- Strategic Polices (2012)** The plan recognises the need of the borough to both encourage development in order to meet their growing population needs whilst also protecting its green belt land. It is noted within the plan that some green belt land may be released in special circumstances for the provision of developments that would better the borough, such as the provision of schools.

3.9. **Policy DMT 1: Managing Transport Impacts:** Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

i) Be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;

j) Maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;

k) Provide equal access for all people, including inclusive access for disabled people;

l) Adequately address delivery, servicing and drop-off requirements; and

m) Have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network

3.10. The plan identifies that the Council requires developers to think about more forms of sustainable transportation methods beyond cycling, walking and public transport. These forms of more sustainable travel include the instillation of electric vehicle charging points, propriety parking for low emission cars and car clubs. Policy S012 states: "Reduce the reliance on the use of the car by promoting safe and sustainable

forms of transport, such as improved walking and cycling routes and encouraging travel plans."

3.11. **London Borough of Hillingdon Local Plan: Part 2- Development Management Polices (2020)** This part of the local plan states the Boroughs development management policies and site allocations and designations.

3.12. **Policy DMT 1:** Managing Transport Impacts states:

a) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for development to be acceptable they are required to:

i) Be accessible by public transport, walking and cycling either from the catchment area that is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;

ii) Maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;

iii) Provide equal access for all people, including inclusive access for disabled people;

iv) Adequately address delivery, servicing and drop-off requirements; and

v) Have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

b) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds.

3.13. **Policy DMT 2:** Highways Impacts states that developments proposals must ensure that:

i) Safe and efficient vehicular access to the highway network is provided to the Council's standards;

ii) They do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;

iii) Safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;

iv) Impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and

v) There are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

3.14. **Policy DMT 5**: Pedestrians and Cyclists states that:

A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:

i) The retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;

ii) The provision of high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrians and cyclists;

iii) The provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and

iv) The provision of cycle parking and charging facilities in accordance with Appendix C, Table 1 or, in agreement with Council.

3.15. No cycle parking standards are set out for primary schools in the policy.

3.16. **Policy DMT 6:** Vehicle Parking states that:

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity.

The Council may agree to vary these requirements when:

i) The variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or

ii) A transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

3.17. No car parking standards are set out for primary schools in the policy.

4. Development Proposal

Introduction

4.1. This section of the report describes the development proposals with a focus on the transport and highways infrastructure. The proposed development plan is provided in full at Appendix B.

Proposed Development

4.2. The development proposal seeks to provide additional teaching space for 32 pupils and 20 teaching staff which equates to four classes with an additional carpark and cycle storage space.

4.3. After the proposed extension the school will accommodate 212 students and 160 staff.

Opening Hours

4.4. The proposed school opening hours are weekday 07:30 to 17:30 with pupils attending between 09:00 and 15:30.

Pedestrian and Cyclist Access

4.5. There is one primary access to site for pedestrians and cyclists from Weymouth Road.

4.6. The pedestrian and Cyclist entrance is located to the south-east edge of the site and provide a pedestrian and cyclist path to the school entrance. This access and route segregates pedestrians and cyclist from vehicles to ensure that pupils, parents and visitors do not need to cross any vehicular access once within the site.

Vehicular Access

4.7. The development plans to retain the existing one-way entry and exit design for vehicles accessing the site. Both the entry and exit are located on Weymouth Road, providing a one-way system through the car park.

4.8. This will also provide access for refuse collection and servicing.

Car and Cycle Parking

4.9. All parking and cycle storage will be at the southern end of the site as demonstrated in Appendix B.

4.10. The existing car park at the site has 30 car parking spaces including 1 disable car parking space located at the front of the site and 10 car parking spaces located at the rear of the site. With the proposed extension an additional 20 car parking spaces will be added to the rear car park including 2 disable car parking spaces with 4 active and 16 passive electric vehicle charging bays.

4.11. The cycle store will 6 sheltered and secure cycle parking spaces. The cycle parking will be provided in accordance with policy.

Deliveries and Servicing

4.12. The refuse vehicles will use the one-way vehicle access/egress system and stop adjacent to the bin store for collection.

4.13. All servicing and delivery trips will be scheduled to occur outside of the drop-off/pick-up periods.

5. Summary and Conclusions

Summary

5.1. The site is within London Borough of Hillingdon (LBH).

5.2. The proposals include expanding the current Hedgewood Special School of 182 pupils to 212 pupils.

5.3. It is expected that expansion of school will require additional 20 teaching staff increasing the total number of staff to 160.

5.4. The proposed school has a PTAL rating of 2

5.5. The proposed access and egress for pedestrians, cyclists and vehicles will be via segregated points on Weymouth Road.

5.6. The car park will provide additional 20 staff car parking bays, two of which are disabled spaces.

5.7. In summary, the number of vehicular trips to the school will reduce and not reach at high levels. Therefore, it is considered that the proposed additional car park will be able to meet the demand of the proposed extension of the school.

Conclusion

5.8. It is concluded that the proposed extension is in accordance with the National, Regional and Local Guidance, which is in 'favour of sustainable development'. In light of the evidence presented in this report, it is considered that the proposed developments transport impacts cannot be regarded to give rise to an unacceptable impact on highway safety or a severe impact on the local transport network. Therefore, the local Highway Authority should be able to recommend approval of the planning application.

Appendix A Site Location

Hillingdon Browser



Map Notes .

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Appendix B Site Plan

