

SCHOOL TRAVEL PLAN

The Skills Hub are committed to safeguarding and promoting the welfare of children and young people and expects all staff and volunteers to share this commitment.

Staff Responsible:

Principal

Review Date:

September 2021

SUMMARY OF CHANGES

Date	Change
5 May 2020	Draft Travel Plan

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Background

The Skills Hub (TSH), based at Providence Road, West Drayton, Middlesex UB7 8HJ, is a Special Educational Needs (SEN) school for students aged 11 to 19 with a designation of Social, Emotional and Mental Health needs. Most students have other comorbidities such as Autism Spectrum Disorder, Attention Deficit Hyperactivity Disorder, and Speech, Language or Communication difficulties. The school has a capacity of 100 students. Over 40% of the students will be eligible for transport (i.e. minibus) to travel to and from school.

The schools will operate a policy of staggered start and finish times based on age groups as detailed in the following table:

Age Bracket	Start Time	Finish Time
Key Stage 3 (Ages 11 to 14)	09:15	14:45
Key Stage 4 (Ages 14 to 16)	09:15	14:45

Rationale for the School Travel Plan

This Travel Plan aims to positively influence the travel patterns and behaviours of current and future pupils and staff through the encouragement of greater use of active travel, public transport and other sustainable modes of travel to reduce the numbers of cars accessing the school. There is limited parking available in Providence Road. The schools are committed to reducing the number of journeys taken by car and are encouraging active travel to and from school.

Results from a travel survey undertaken by the previous school on the site indicated that:

Mode	Percentage
Walk	30%
Cycle	5%
Public Bus	30%
School Organised Bus	30%
Park and Stride	5%
TOTAL	100%

The benefits of having an active School Travel Plan at TSH include:

For the pupils

- Improving health and fitness by walking, scooting and cycling
- Improving travel awareness and road user skills
- Improving awareness of their surroundings

For the school

- Improving safety around the school
- Reducing congestion around the school
- Establishing safer walking and cycling routes around the school
- Contributing to other school policies such as Eco- Schools/Healthy Schools etc
- Linking to the Curriculum

For parents

- Reducing stress and time spent driving to school, especially when it is congested
- Increasing quality parent/child contact time
- Building better links with the school

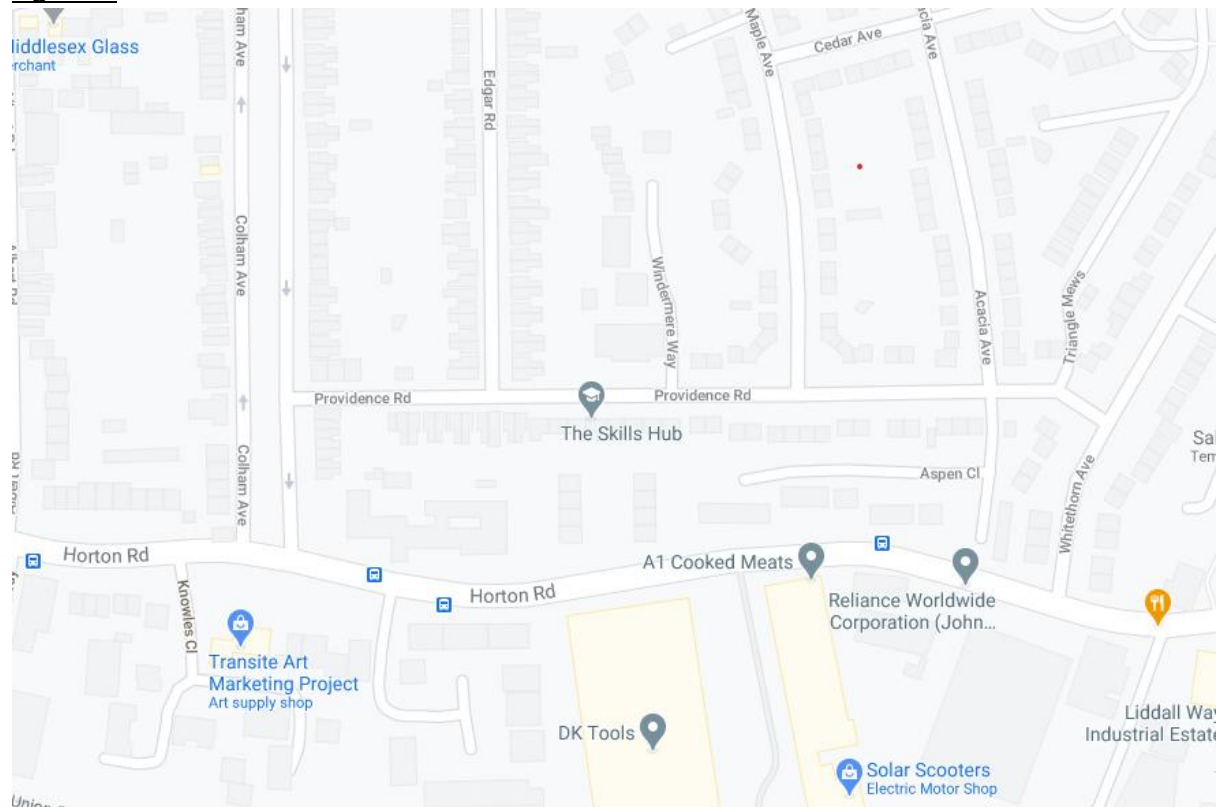
For the local community

- Improving the local environment by reducing air and noise pollution
- Reducing congestion problems
- Improving walking routes
- Improving road safety

Site Location

The site is located in West Drayton within the London Borough of Hillingdon. The site is located on Providence Road which is flanked by the A408. Figure 1 below shows the site location in the context of West London with the M25 to the west and the M4 and Heathrow Airport to the south.

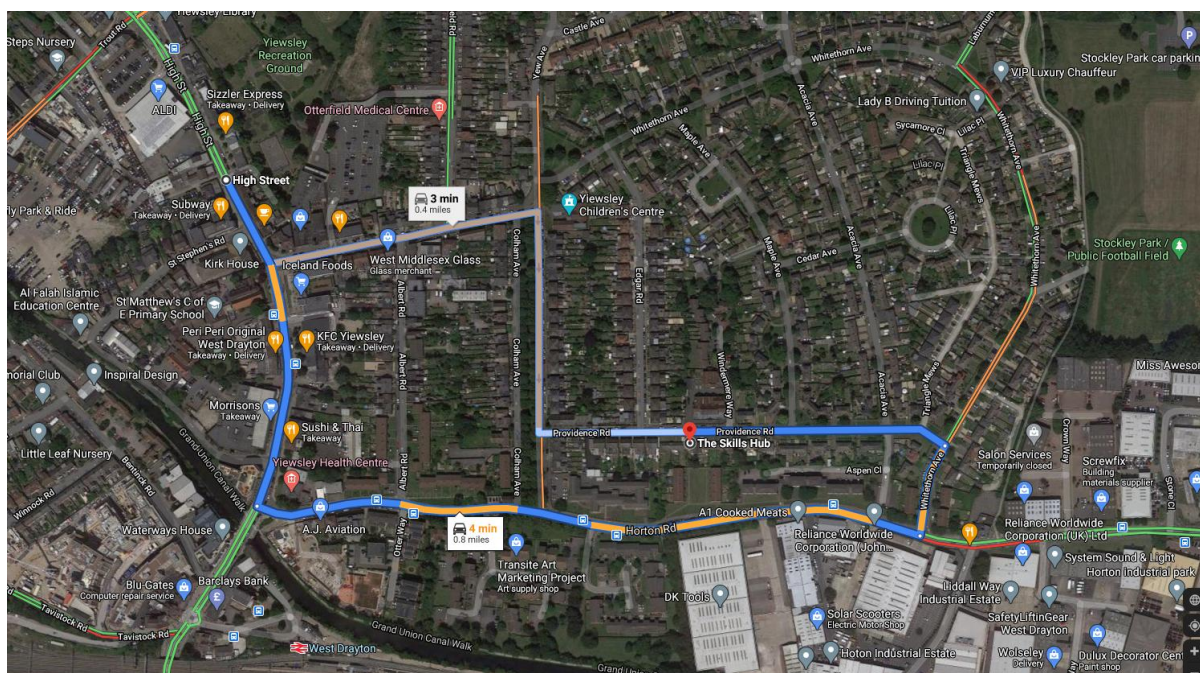
Figure 1.



Details about the site

The school has been built as a single one storey with outdoor play area. There are various access point onto Providence Road, as shown in Figure 2 below.

Figure 2.



The table below summarises the provision of parking and cycling spaces on site:

Type of Space	Provision
Car	57
Pupil Cycle	32
Staff Cycle	16
Minibus	5

Note: See Appendix A for details of the local pedestrian and cycle networks and the proximity of local public transport facilities.

Objectives and Targets

The Travel Plan is not a static document but is constantly evolving to best suit the needs of the schools. The Travel Plan is a commitment by the schools to providing alternative travel choices for staff, pupils and visitors. The Travel Plan objectives are specific to the requirements of TSH, whilst considering the requirements of appropriate policy documents, e.g. the National Planning Policy Framework (NPPF) as published in 2012.

As stated previously, a high proportion of trips are made by sustainable modes such as walking, private mini bus and public bus, therefore the schools should maintain this current uptake of sustainable modes and ensure that postcode data is used to result in the most efficient pick up/ drop off routes. Therefore, the specific objectives of the Travel Plan are:

- Objective 1 – Maintain the current proportion of active travel modes;
- Objective 2 – Increase the number of staff car sharing;

- Objective 3 – Improve the road safety of pupils through education; and
- Objective 4 – Improve the accessibility to the school for all.

In support of the above objectives, the provisional targets for the schools are as follows:

- Target 1 – To maintain the current proportion of pupils walking and cycling to school;
- Target 2 – to reduce the number of car trips to the school by two percent in the short term and three percent in the long term;
- Target 3 – to increase the number of staff car sharing to the school by two percent in the short term and five percent in the long term;
- Target 4 – for all pupils to receive road safety/ cycle training within one year of attending the school.

Targets which refer to the 'short term' will aim to be achieved within one to two years of the occupation of the new school. Targets which refer to the 'long term' will aim to be achieved within three to five years of the occupation of the new school.

Travel Survey

A baseline travel survey will be undertaken within six months of the occupation of the new schools. The results of this survey will inform the development of the targets and measures. Travel surveys will be completed annually following the initial baseline survey. A joint Travel Plan Coordinator (TPC) will be appointed for the schools (see below for details) and the completion of the travel survey is the responsibility of this member of staff.

The annual surveys will seek to capture the following information:

- Current mode of travel of staff and pupils;
- Preferred mode of travel of staff and pupils;
- Barriers to travelling by foot or bicycle;
- Distance staff and pupils travel to school; and
- Level of cycle ownership and any training requirements.

Travel Plan Management

The TPC's roles and responsibilities will include:

- Acting as point of contact for all staff, pupils and visitors requiring travel information;
- Overseeing the development and implementation of the Travel Plan, which includes setting up a travel plan working party to develop the Travel Plan;
- Managing the Travel Plan budget;
- Raising awareness and promoting the Travel Plan – meeting regularly with all interested parties to discuss the progress of the Travel Plan;
- Ensuring a 'travel' category is added to the Schools' Development Plans, as well as within its 3 year aims, to ensure focus;
- Undertaking the monitoring of the Travel Plan including designing and carrying out a baseline survey, annual travel surveys and preparing an annual monitoring report. The monitoring report will identify the uptake of initiatives;
- The monitoring report will be submitted to the local authority within 3 months of the questionnaires being completed and will include details of the methodology used, the response rate and summary of findings and an action plan for next year;

- Liaising with all interested parties in the delivery of the Travel Plan – including all interested parties/stakeholders, local public transport coordinators;
- Registering with an online travel planning portal, i.e. Modeshift STARS, to ensure the Travel Plan addresses any existing issues or any issues associated with the school redevelopment;
- Working closely with the local authority's sustainable travel team to ensure that the Travel Plan remains consistent with wider sustainable travel initiatives; and
- Updating Governors annually on the ongoing progress of the Travel Plan.

Travel Action Plan

The targets have been put in place to measure the progress of the Travel Plan towards the objectives. The targets are SMART (specific, measurable, achievable, realistic and time-bound). The table below shows a proposed programme of implementation of the Travel Plan.

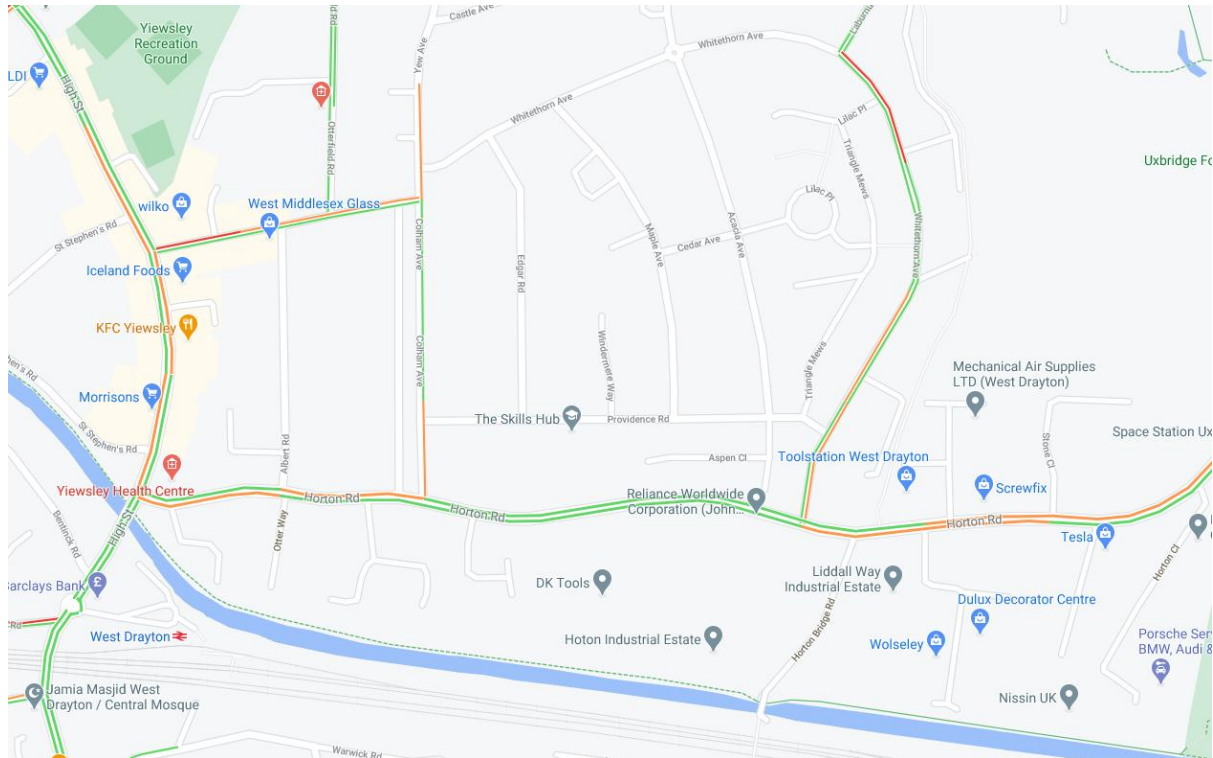
Travel Plan Measures	Timescale for Implementation
Appointment of Travel Plan Coordinator	As soon as possible
Sign up to Mode Shift STARS	Following appointment of Travel Plan Coordinator
Travel Welcome Pack for staff	First week of all staff working at the schools
Student Travel Initiatives	Within six months of the new schools opening
Staff Travel Initiatives	Within three months of the new schools opening
Travel Plan Working Party	First meeting to be held within three months of the new schools opening
Baseline Travel Surveys	Within six months of the new schools opening
Monitoring Surveys and Report	Annually following baseline travel survey

Appendix 1

Pedestrian and Cycle Networks

Providence Road has two-foot way on either side approximately 2 meters wide, this links the schools to the east (Edgar Road) and west (Windermere Way). Google Earth street view shows the footpath. There are multiple signal-controlled crossings at the High Street/Falling Lane junction. Figure 3 below shows pedestrian and cycle routes within close proximity to the site.

Figure 3.



Public Transport

The site is well connected to bus stops as shown in Figure 4 below with bus stops located along the A408 and the High Street. These bus stops are served by bus routes which link with West Drayton Station, Ruislip Station, Hayes, Hounslow, Uxbridge and Heathrow Airport. These are summarised in the table below.

Summary of Bus Services

Service	Route	Typical Weekday Frequency	Bus Stop Location
U1	West Drayton Station – Ruislip Station	10-15 mins	A408
U2	Heathrow Central Station – Uxbridge	6-12 mins	A408
U3	Hayes Town – Uxbridge	10-13 mins	A408
222	Hounslow – Uxbridge	8-12 mins	High Street

The nearest Railway Station is approximately 1km away to the south of the site at West Drayton which is approximately a 15-minute walk, as shown in Figure 4 below. The station is served by trains operated by Great Western Railway between London Paddington and Reading/ Didcot Parkway.

Figure 4.

