

Orchard Hill Special Free School

Transport Statement

The Secretary of State for Education

05/11/2019



Notice

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Document history

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Chapter 1

1. Introduction

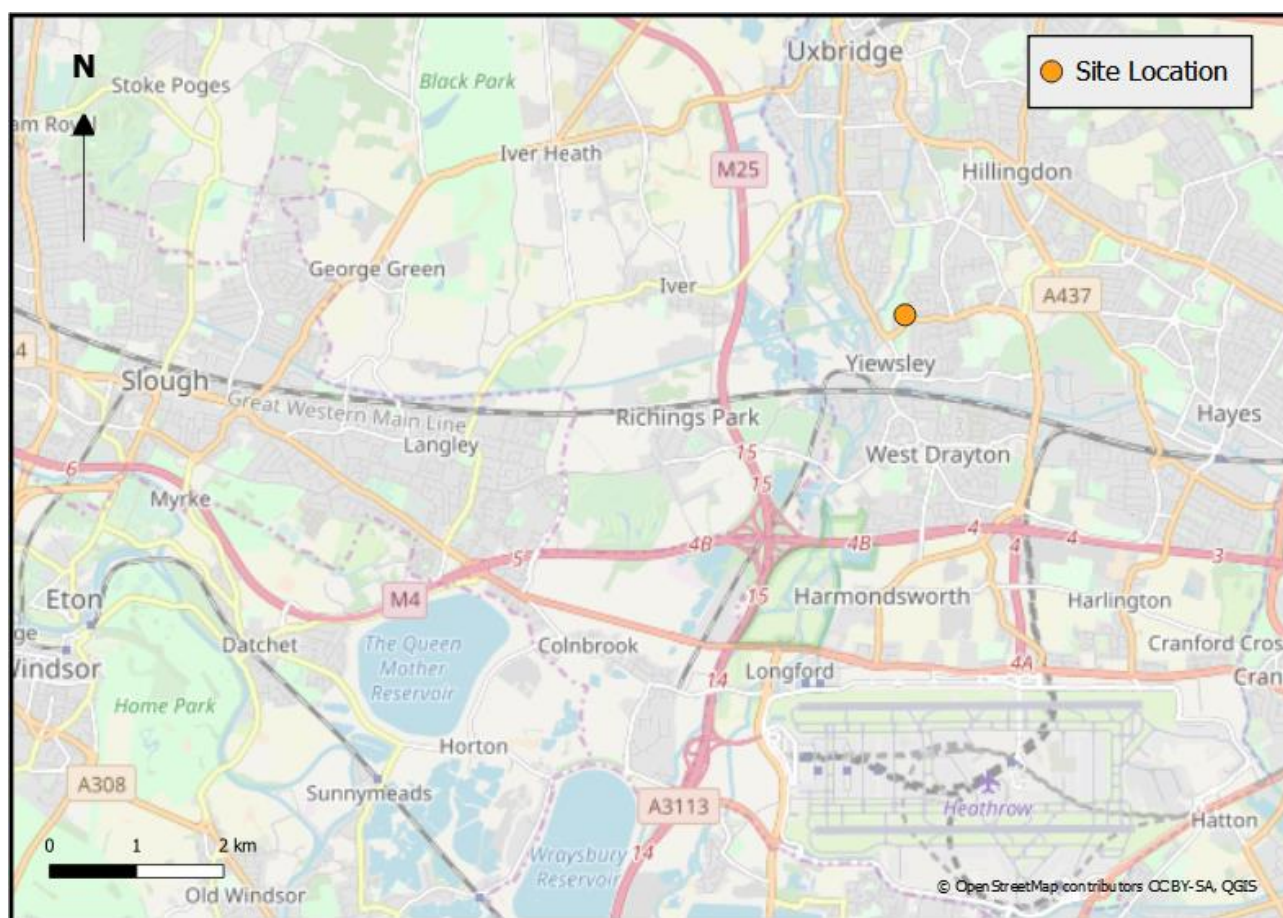
Atkins has been commissioned by Laing O'Rourke to prepare a Transport Statement (TS) in support of the new Orchard Hill Special Free School development. The existing school, Young People's Academy, will be demolished as part of the proposals and a new school built on land to the north of the existing school.

The proposed school will have a capacity for 230 pupils, which is an increase on the current school which has a capacity of 60 pupils.

1.1. Site Location

The site is located in West Drayton within the London Borough of Hillingdon. The site is located on Falling Lane which is flanked by the A408. Figure 1-1 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 1-1 – Orchard Hill School - Location Plan



1.2. About the Young People's Academy

The Young People's Academy is a secondary special school for students aged 11-16 with Social, Emotional and Mental Health (SEMH) needs. Most students have other comorbidities such as Autism Spectrum Disorder, Attention Deficit Hyperactivity Disorder, and Speech, Language or Communication difficulties. Further details on the existing school is provided in Chapter 4 of the TS.

1.3. Document Structure

Following this introduction, the TS is structured as follows:

- **Chapter 2 – Policy Context** – outlines the national and local policy context for the development;
- **Chapter 3 – Local Context** – summarises the accessibility of the development site and the existing highway conditions;
- **Chapter 4 – Existing School** – including catchment and existing travel information for pupils and staff;
- **Chapter 5 – Development Proposals** – including information on site access and parking facilities;
- **Chapter 6 – Trip Generation and Parking Assessment** – summarises the traffic generation of the development proposals in the context of historic traffic volumes, and assess the level of parking provision;
- **Chapter 7 – Summary and Conclusion.**

Chapter 2

2. Policy Context

This chapter of the TS will review the policy context upon which this TS is predicated.

2.1. National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published in 2012, with the latest revision in February 2019. The NPPF is designed to supersede and simplify previous national planning policies and is intended as a framework for the development of local and neighbourhood plans.

The NPPF emphasises that the purpose of planning is to help achieve sustainable development; i.e. that which results in positive growth and economic, environmental and social progress. The NPPF is therefore based upon a presumption in favour of sustainable development, which should be allowed to proceed without delay.

The NPPF sets out policies to achieve sustainable development under 13 headings, one of which is titled *"Promoting sustainable transport"*. Within this section, the NPPF states that:

- "All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed. Plans and decisions should take account of whether:
 - Appropriate opportunities to promote sustainable transport modes 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."
- "Applications for development should:
 - give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second—so far as possible—to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - 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;
 - allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations".

With regards to schools, the NPPF states that:

"It is important that 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:

- Give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and
- Work with the school's promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted."

This Transport Statement has been produced to determine the transport impact of the proposed development in accordance with the above policy.

2.2. Government White Paper: Creating Growth, Cutting Carbon – Making Sustainable Transport Happen

In 2011 the Government recognised that there is a need for radical change in transport policy. In its *Integrated Transport White Paper*, a wide range of measures to deal with congestion and pollution were set out highlighting the need for action at both a nationwide level as well as within the local context. On sustainability, the paper identifies the wider impacts of road traffic pollution stating:

“Climate change is one of the greatest environmental threats facing the world today”.

Further to this, the government committed to the reduction in greenhouse gas emission through the 2008 Climate Change Act. The UK therefore has legally binding targets to reduce greenhouse gas emissions to 50% below 1990 levels by 2020 and to 80% by 2050.

It was identified that transport has a large cost upon society, in particular with issues surrounding delay, pollution, health problems, and accidents, which are all caused by localised congestion. As a result, it is stated that access to sustainable travel modes and improving accessibility can:

“Make a significant contribution to public health and quality of life”.

2.3. Hillingdon Local Plan – Part 2

The Hillingdon Local Plan sets the long-term vision and objectives for the Borough. The plan has six priority themes to help create a sustainable community: *“improving health and wellbeing; strong and active communities; protecting and enhancing the environment; making Hillingdon safer; a thriving economy; and improving aspiration through education and learning”.*

The Local Plan references various policies and strategic objectives, the following are key to improving infrastructure for all individuals and improving schools for the existing and growing community.

- “SO6: Promote social inclusion through equality of opportunity and equality of access to social, educational, health, employment, recreational, greenspace and cultural facilities for all in the borough, particularly for residents living in areas of identified need;
- SO18: Improve access to local services and facilities, including health, education, employment and training, local shopping, community, cultural, sport and leisure facilities, especially for those without a car and for those in more remote parts of the borough through well planned routes and integrated public transport”.
- “Policy C1: The Council will ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations by:
 - Supporting extensions to existing schools and the development of new schools and youth facilities;
 - Providing facilities and services that are accessible and inclusive to all potential users regardless of age, ability, gender or socio-economic status.”

In relation to managing the transportation impacts Policy DMT 1 states the following:

- 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:
 - Be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw to its employees, customers or visitors from and/or the services and facilities necessary to support the development;
 - Maximise safe, convenient and inclusive accessibility to, and from developments for pedestrians, cyclists and public transport users;
 - Provide equal access for all people, including inclusive access for disabled people;
 - Adequately address delivery, servicing and drop off requirements; and
 - Have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

2.4. Local Council Parking Standards

Car parking standards for the London Borough of Hillingdon are included in the Unitary Development Plan (UDP) Parking and Policies Standard, revised in December 2001. The UDP was since replaced by the Local Plan which states that the parking standards document has been retained from the UDP.

For D1 Schools (day): Nursery, Primary, Secondary and Special, the parking standards are as follows:

- **Car Spaces** – The maximum car parking standard (excluding disabled parking) is 1 space per 3 staff, with the addition of 1 visitor space per 25 staff;
- **Motorcycle Spaces** – The minimum motorcycle parking standard is 1 space per 20 car parking spaces; and
- **Disabled Spaces** – 10% of all parking spaces provided shall be provided to the mobility standard of 3.6m x 4.8m.

Also, to be considered are the Transport for London guidelines for D1 Nurseries/Schools (Primary and Secondary). In this case, the cycle parking standards are as follows:

- **Cycle Spaces** – The cycling parking standard is a minimum of 1 space per 8 staff, plus 1 space per 8 students.

Chapter 3

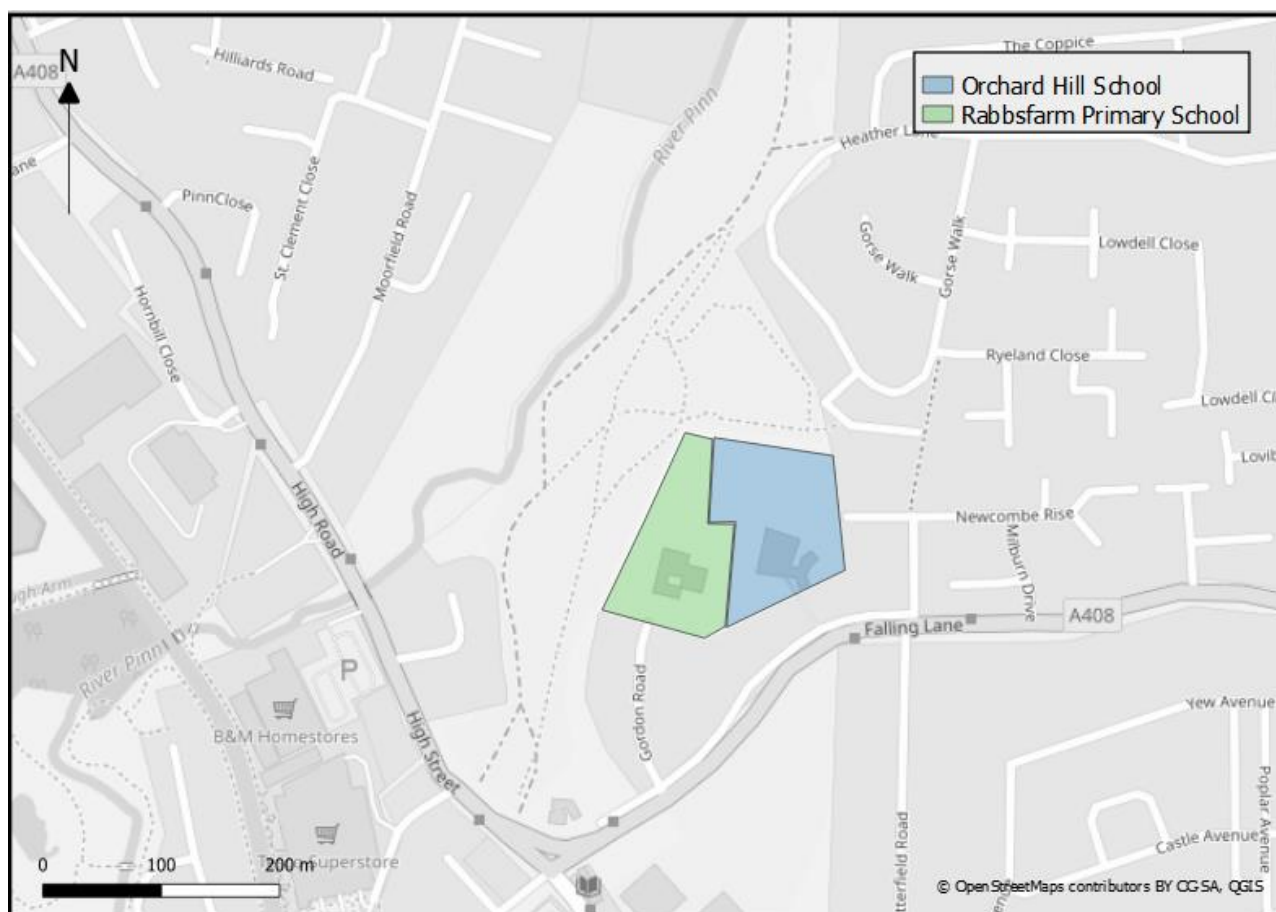
3. Local Context

This section summarises the local context of the site including surrounding land uses and baseline transport conditions including a description of the accessibility of the site for pedestrians, cyclists and public transport users.

3.1. Surrounding Land Uses

The surrounding area comprises mainly of residential estates, with parks to the north and south. To the west of the site is Rabbsfarm Primary School which is also accessed via Falling Lane. The A408/ High Street to the west of the school is lined with shops, offices and industrial warehouses.

Figure 3-1 – School Locations



3.2. Local Highway Network

The site is located on Falling Lane on the edge of a residential estate. Falling Lane has a speed of 30mph, but the residential nature of the road encourages parking along the northern edge. This results in relatively low vehicle speeds. Zig-Zag markings are provided along the entrance, prohibiting stopping on weekdays 08:00-10:00am and 14:30-16:30.

The northern edge of Falling Lane (adjacent to the school) is lined by residential properties which have private drives and dropped kerb access. Opposite to the school is a fence/ foliage separating Falling Lane from the A408 which is a 30mph single-carriageway. There is a junction 200m West of the school, linking Falling Lane to the A408. Access to the school is also possible from the east using residential roads, namely Milburn Drive, Newcombe Rise and Leacroft Close.

Figure 3-2 – Local Highway Network

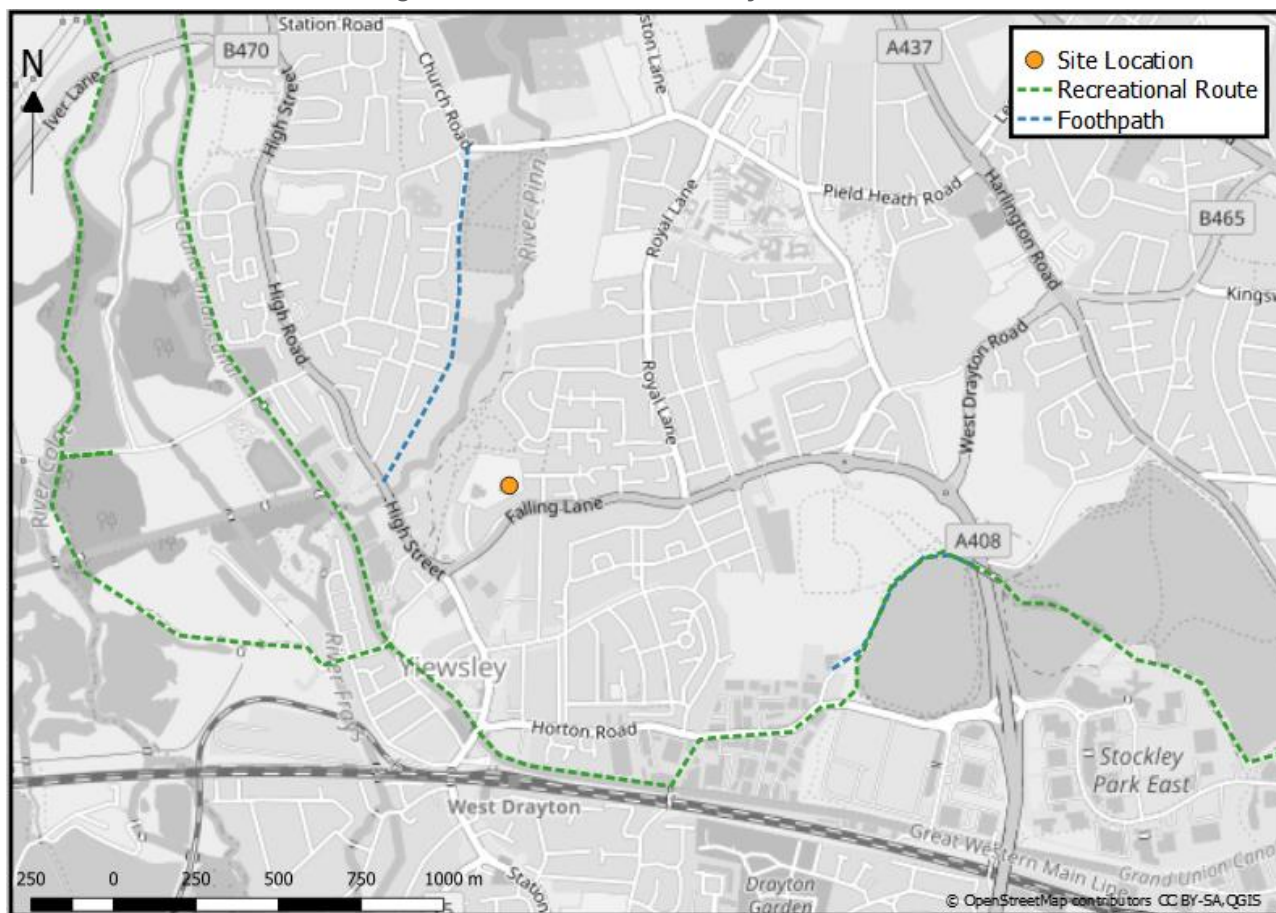


3.3. Pedestrian and Cycle Networks

Falling Lane has one footway on the Northern edge of approximately 2 meters wide, this links the school to the east (High Street/Gordon Road) and west (Leacroft Close). Google Earth street view shows the footpath to be uneven and poorly maintained.

There is a zebra pedestrian crossing where the A408 meets the Falling Lane/Gordon Road junction. A second uncontrolled crossing gives access to the east of the site at Leacroft Close. There are multiple signal-controlled crossings at the High Street/Falling Lane junction. Figure 3-3 shows pedestrian and cycle routes within close proximity to the site.

Figure 3-3 – Pedestrian and Cycle Networks



3.4. Public Transport

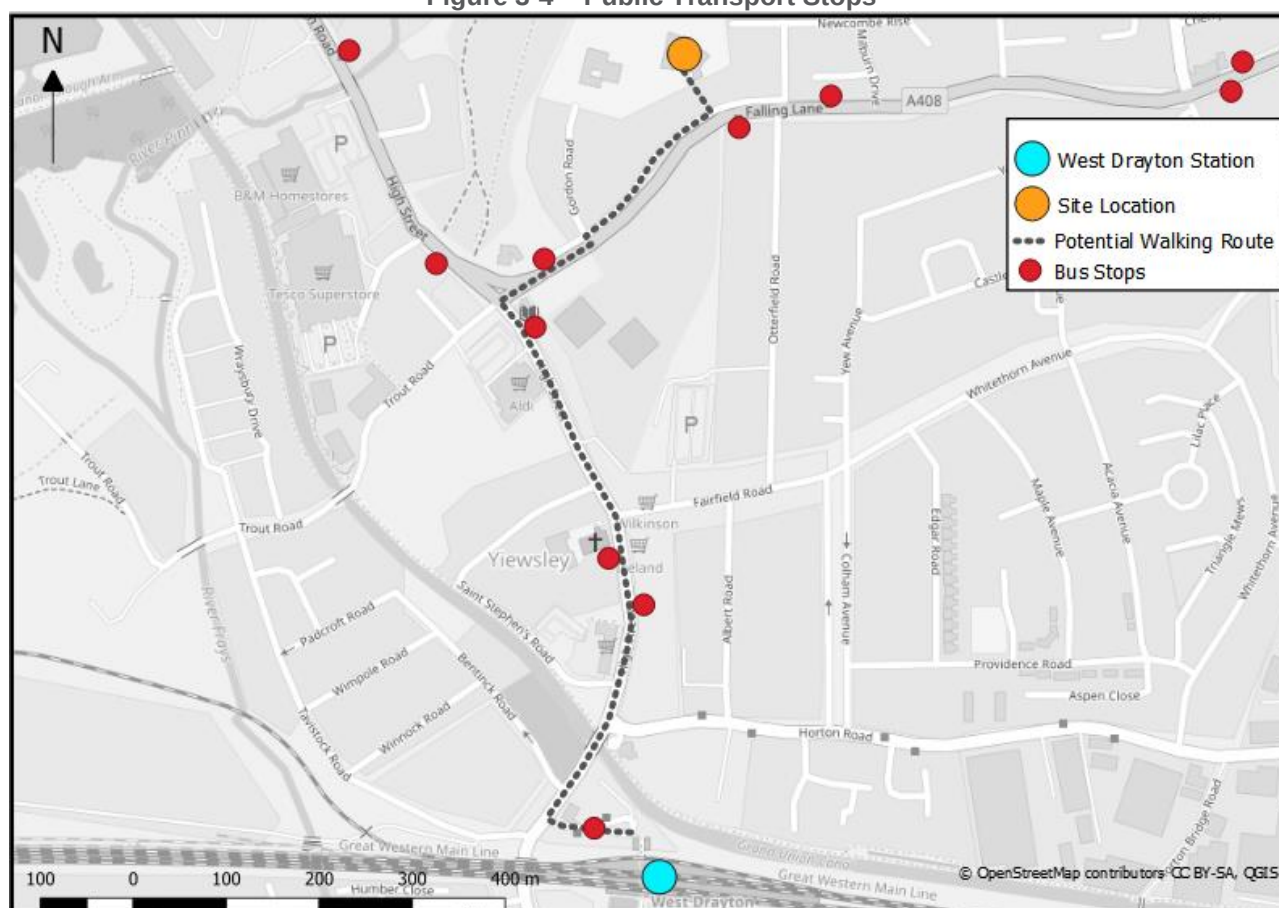
The site is well connected to bus stops as shown in Figure 3-4 with bus stops located along the A408 and the High Street. These bus stops are served by bus routes which link with West Drayton Station, Ruislip Station, Hayes, Hounslow, Uxbridge and Heathrow Airport. These are summarised in the table below.

Table 3-1 – Summary of Bus Services

Service	Route	Typical Weekday Frequency	Bus Stop Location
U1	West Drayton Station – Ruslip 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 3-4. The station is served by trains operated by Great Western Railway between London Paddington and Reading/ Didcot Parkway.

Figure 3-4 – Public Transport Stops



3.5. Summary

This shows that the site is well connected with walking and cycling routes as well as public transport services to the local area and beyond.

Chapter 4

4. Existing School

The following section will summarise the existing pupil and staff travel behaviour to and from the site. Due to the nature of SEN schools, such as Young People's Academy, means that disruption during pick up and drop off periods is less significant than at regular schools as pupil's needs mean they largely travel to/ from school using organised home-school transport services with drop-off and pick-up taking place within the school site.

4.1. Existing Pupil and Staff Numbers

The school currently has a stated capacity of 60 pupils across Year 7 to 11 although the Number on Roll (NoR) as of 07/01/19 was 66.

The pupil numbers in each year group are as follows:

- Year 7 – 6 pupils;
- Year 8 – 10 pupils;
- Year 9 – 14 pupils;
- Year 10 – 16 pupils; and
- Year 11 – 20 pupils.

As a school which teaches SEMH children, the ratio of staff to pupils is high and there are currently 40 members of staff to meet the children's needs. There are currently:

- 13 full time teaching staff;
- 18 full time support staff;
- 2 part time support staff; and
- 7 additional staff.

4.2. Operational Hours

Staff typically begin to arrive on site at 08:15 and leave site at 16:00.

Core school hours for pupils are 09:45 – 14:45 with classes beginning at 10:00 and finishing at 14:35. There is a breakfast club that runs between 09:15 and 09:45 which is currently attended by approximately 30 pupils. There are not currently any after school clubs.

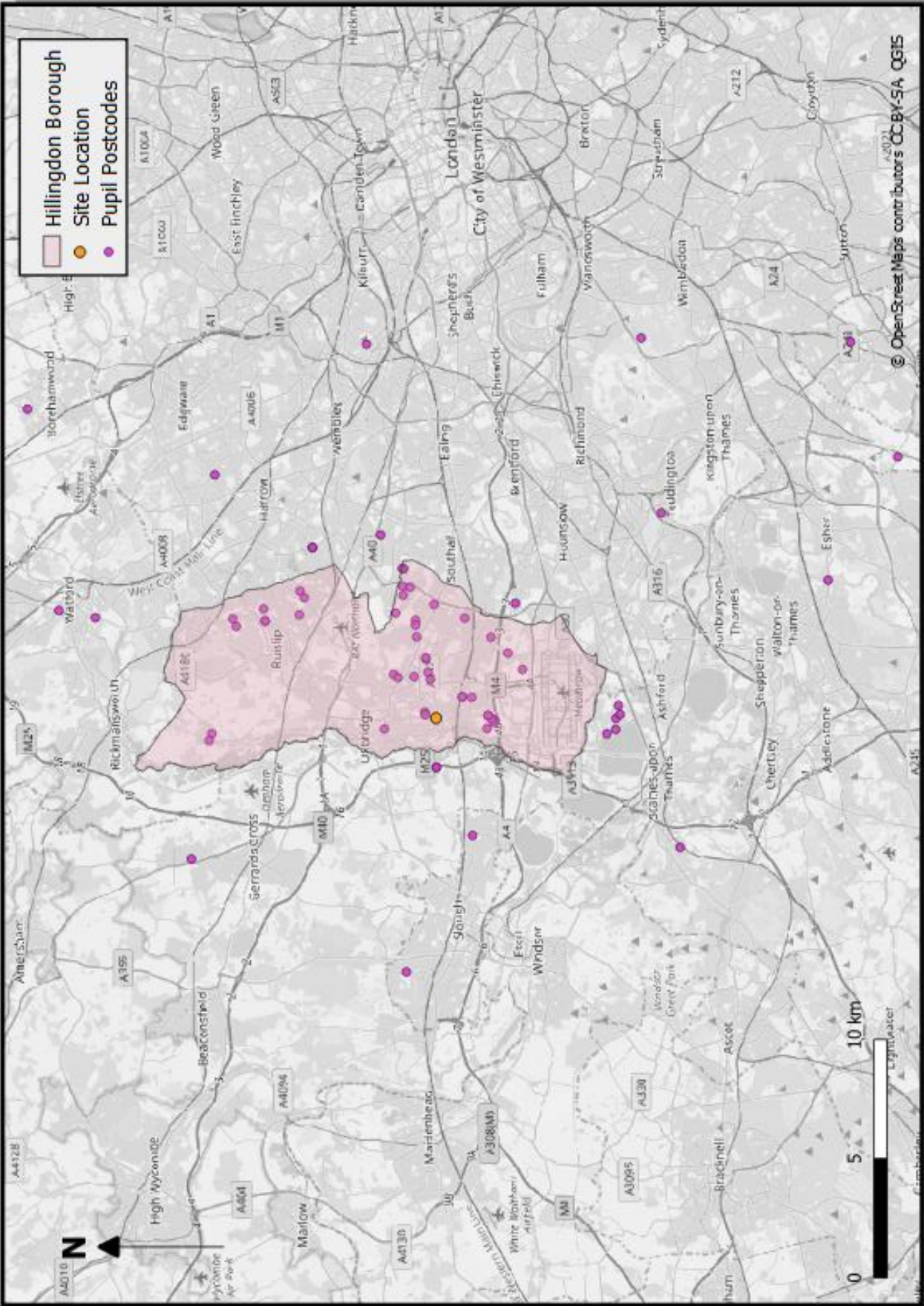
4.3. School Catchment

Young People's Academy have provided postcode data for all pupils and staff for academic year 2018/2019. Plots of the pupil postcodes are provided in Figure 4-1, with the site location shown for reference.

By reviewing the figure, it can be seen that the school has a significant catchment with pupils living across West and North London. In saying that, it can be seen that the majority of pupils live within the London Borough of Hillingdon. Pupils travel from as far north as Watford and as far south as Ewell.

Due to the nature of the school, the catchment area is broad and is likely to vary from one year to the next.

Figure 4-1 – Young People's Academy Pupil Home Catchment



4.4. Pupil Travel Behaviour

A recent school travel survey provided information on pupil travel behaviours, currently:

Table 4-1 – Pupil Travel Behaviour

Mode	Percentage	Number of Pupils
	To/From School	To/From School
Walk	30%	20
Cycle	5%	3
Public Bus	18%	12
School Organised Taxi	8%	5
School Organised Bus	35%	23
Park and Stride	5%	3
Total	100%	66

It can be seen from a review of the table that the number of vehicle trips to and from the site related to pupils is likely to be very low.

It is understood from information provided by the school that the morning drop-off activities typically take place between 09:15 and 09:30 and typical afternoon pick-up activities are between 14:45 and 15:00. This puts both periods of peak activity for the school outside of traditional 'peak hours' for traffic.

Adjacent to the Young Peoples Academy is Rabbsfarm Primary School, their day begins 8:30-8:45am and finishes between 3:10-3:30pm. Therefore the 'peak hours' for traffic do not overlap with the Young Peoples Academy.

4.5. Staff Travel Behaviour

A staff travel survey was also undertaken to provide information on staff travel behaviours, currently:

Table 4-2 – Staff Travel Behaviour

Mode	Percentage	Number of Staff
	To/From School	To/From School
Walk	10%	4
Car	44%	17
Car Share	15%	6
Cycle	3%	1
Public Bus	10%	4
Tube	15%	6
Scooter	3%	1
Total	100%	39

It can be seen from a review of the table that approximately half of staff travel to school using a private car. Using the assumption that of the staff who car share there are two staff in each vehicle 20 vehicles drive to site each day. Staff typically arrive on site from 08:15 and leave site at 16:00.

4.6. Car Parking

The existing car park provides 27 standard car parking spaces and two disabled parking spaces. However, due to the constraints of the site cars are required to double park within the site.

Based on the staff travel survey, it is estimated that typically, around 20 of the 27 car parking spaces would be occupied after staff have arrived each morning.

Figure 4-2 – Existing On-Site Parking Development



4.7. Cycle Parking

There is currently a single bike shed on site for use by the staff and pupils which has a capacity for five bicycles.

Chapter 5

5. Development Proposals

The proposed school will be built on a patch of land to the north of the existing school (yellow in the figure). During construction the existing school will remain open. When the new school is completed the existing school will be demolished which will allow the construction of the car park and sports facilities on the site of the existing school (Red in the figure). Various swept path analysis has been undertaken and can be found in Appendix B.

Figure 5-1 – Construction Location



5.1. Pupil/Staff Numbers

The proposed development will see the school capacity increase to 230 pupils with 115 staff. It has been assumed that the split of full and part-time staff will be the same as for the existing school in the following table.

Table 5-1 – Pupil and Staff Numbers: Existing and Proposed

Site	Pupils	Staff		
		Full Time	Part Time	Total
Current Young People's Academy	66	38	2	40
Future Orchard Hill Special Free School	230	109	6	115
Increase	+164	+71	+4	+75

5.2. Site Accesses

Access to the new school will be via the existing access on Falling Lane. It is not proposed to make any changes to the access road, footway or junction.

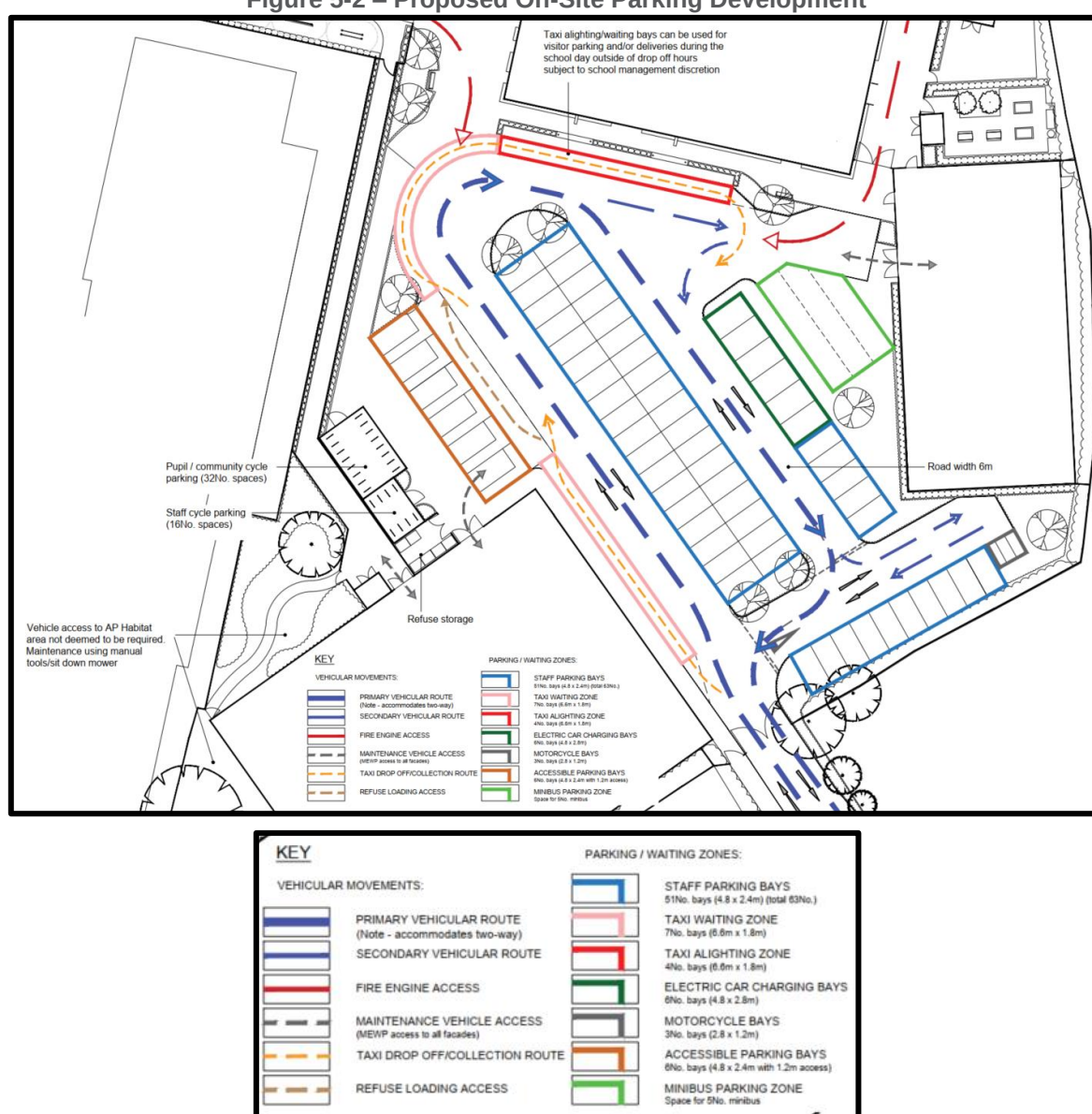
5.3. On-Site Parking

The proposed development will see increases to parking, given in the following table.

Table 5-2 – On-Site Parking: Existing and Proposed

Type of Space	Young Peoples Academy	New Orchard Hill School	Increase
Car	27	57 (6 electric)	30
Disabled	2	6	4
Cycle	5	48	43
Minibus	0	5	5
Taxi Drop Off	0	11	11
Motorcycle	0	3	3

Figure 5-2 – Proposed On-Site Parking Development



The full Site Overview and Proposed Parking documents can be found in Appendix A.

Chapter 6

6. Trip Generation & Parking Assessment

For the purpose of setting out the trip generation of the school within this TS, the periods of greatest impact on the highway network are of most interest i.e. school pick-up/ drop-off.

The suitability of the proposed car parking provision is also considered in line with parking standards for the London Borough of Hillingdon.

6.1. Orchard Hill Trip Generation

The new development proposal increases the number of pupils to 230 and the number of staff to 115. The current mode split has been used to generate the total trips by mode for the proposed school.

The table below shows the estimated future trip generation of pupils based on mode share to and from the school for existing pupils. Note that due to multiplying by a percentage, there will be minor rounding differences.

Table 6-1 – Pupil Mode Split and Generated Trips

Mode	Percentage	Existing No. of Pupils	Proposed No. of Pupils	Increase in No. of Pupils
To/From School				
Walk	30%	20	70	50
Cycle	5%	3	11	8
Public Bus	18%	12	42	30
School Organised Taxi	8%	5	17	12
School Organised Bus	35%	23	80	57
Park and Stride	5%	3	11	8
Total	100%	66	230	164

It can be seen from a review of the above table that the predicted generation of vehicle trips is minimal due to the high proportion of students travelling to/ from school in shared mini buses, public buses or active modes.

The table below shows the estimated future trip generation of staff based on mode share to and from the school for existing staff. Note that due to multiplying by a percentage, there will be minor rounding differences.

Table 6-2 – Staff Mode Split and Generated Trips

Mode	Percentage	Existing No. of Staff	Proposed No. of Staff	Increase in No. of Staff
To/From School				
Walk	10%	4	12	8
Car	44%	17	50	33
Car Share	15%	6	18	12
Cycle	3%	1	3	2
Public Bus	10%	4	12	8
Tube	15%	6	18	12
Scooter	3%	1	3	2
Total	100%	39	115	76

It can be seen from a review of the above table that the number of single occupancy car trips is estimated to be 50 with a total of 18 car sharing trips. This is an increase of 33 car trips with single occupancy and 6 shared car trips (assuming two staff per car) which represents a total increase of 39 one-way trips.

This analysis has shown that the increase in vehicle trips to/ from the site is very low. Further to this the pupil trips to school are likely to occur between 09:00 and 10:00 whilst the staff trips are likely to occur between 08:00 and 09:00 in the morning with the return trips being in the afternoon. Therefore, it can be concluded that the impact on the surrounding road network at peak times will be negligible.

6.2. Comparison with Parking Standards

The table below summarises the provision of parking and cycling spaces in comparison with Hillingdon Borough Council car parking standards and Transport for London Cycle Parking standards, as set out in Chapter 2 where:

- **Car spaces** – a maximum of one space per three staff (excluding disabled) plus one visitor space per 25 staff;
- **Motorcycle spaces** – a minimum of one space per 20 car spaces;
- **Disabled Spaces** – 10% of all parking spaces;
- **Cycle spaces** – one space per eight staff, plus one space per eight pupils.

Table 6-3 – Comparison of Parking Provision and Parking Standards

Type of Space	Parking Standards Requirement	Provision at New Orchard Hill Development
Car	Maximum 43	57 (6 electric)
Disabled	Minimum 6	6
Pupil Cycle	Minimum 29	32
Staff Cycle	Minimum 14	16
Minibus	N/A	5
Taxi Drop Off	N/A	11
Motorcycle	Minimum 3	3

As the Orchard Hill Special Free School has a much higher staff/pupil ratio than regular secondary schools due to the requirements of the pupils, the demand for staff car parking will be higher than a regular school. As a consequence, a higher level of on-site parking is considered to be appropriate despite exceeding the permitted standards.

6.3. Summary

The assessment demonstrates that despite increasing pupil numbers by four the increase in number of trips is negligible because of the high proportion of pupils travelling to school using school organised mini buses, public transport and active modes. The number of staff car trips to the school is shown to increase by 39. The staff are likely to arrive between 08:00-09:00 before the pupils who arrive between 09:00-10:00, consequently the slight increase in trips do not coincide.

Furthermore, due to the nature of a school a number of the staff trips will be distributed across the school day as additional support staff arrive when required e.g. lunch time supervisors. As a result, the overall increase in trips is negligible.

Chapter 7

7. Air Quality Appraisal

7.1. Need for Appraisal

The need for an assessment of operational road traffic emissions impacts associated with the proposed development has been determined based on the screening criteria given in the Institute of Air Quality Management (IAQM) Guidance. These screening criteria indicate an air quality assessment is required if the development comprises:

- 10 or more residential units or a site area of more than 0.5 ha; or
- More than 1,000 m² of floor space for all other uses or a site area greater than 1 ha; and either:
 - More than 10 parking spaces; or
 - A centralised energy facility or other centralised combustion process.

Given that the Proposed Development is expected to compromise more than 1,000 m² of floor space and have more than 10 parking spaces, further screening has been undertaken using the indicative traffic change criteria in the EPUK/IAQM Guidance. The relevant traffic change criteria are:

- a change of light duty vehicles (LDV) of more than 500 Annual Average Daily Traffic (AADT) movements or more than 100 AADT within or adjacent to an Air Quality Management Area (AQMA); or
- a change of heavy duty vehicles (HDV) of more than 100 AADT or more than 25 AADT within or adjacent to an AQMA

As the location of the proposed school is within an AQMA, then the criteria of 100 AADT LDV and/or 25 AADT HDV applies.

7.2. Analysis

The following table sets out the estimated daily net trip generation for LDVs of the proposed school when the school is open.

Table 7-1 – Estimated Net Daily Trip Generation (one-way) of LDVs when school is open

Movement Type	One Way Flow	Ref	Notes
Pupils	10	Table 6.1	Increase in pupil use of taxis is 7 with an assumption all are single occupancy. Increase in school bus use is 34 which is assumed to be 3 mini-buses (and therefore LDVs) with 12 pupils on each.
Staff	39	Table 6.2	An increase of 33 car trips with single occupancy and 6 shared car trips (assuming two staff per car) which represents a total increase of 39
Deliveries	5	N/A	Assumption that there will be a net increase of 5 deliveries
Visitors	10	N/A	Assumption that there will be a net increase of 10 visitors
TOTAL	64		

The following table converts the estimated daily net trip generation for LDVs when the school is open to AADT.

Table 7-2 – Conversion of Net Daily Trip Generation (one-way) of LDVs to AADT

Movement Analysis	Flows	Notes
Total Two-way Trips	128	One-way trips x2
Total Annual trips	24,960	Total two-way trips per school day x195 school days in a year
AADT	68	Total trips per year divided by 365 days in a year

It can be seen from the above table that the estimated net change in LDV trips is 68 vehicles which is below the threshold for detailed assessment of operational road traffic emissions impacts associated with the proposed development.

With regards to HDVs, it is assumed that there may be an increase of no more than three or four deliveries per school day when the school is expanded and so the generation would be nominal. As such, no detailed analysis has been undertaken.

Chapter 8

8. Framework School Travel Plan

8.1. Introduction

The existing Young People's Academy does not currently operate a formal School Travel Plan (STP) although the school puts in a significant amount of work to ensure that pupils can get to and from the school in a safe and efficient manner noting the widely dispersed catchment of the specialist school.

This Framework Travel Plan suggests measures that will assist the school in evaluating the travel patterns of staff and pupils. It will provide an action plan to promote the use of sustainable transport options for teachers, parents and pupils.

A travel plan is a package of measures tailored to a particular site and aimed at bringing transport and other related issues together in a coordinated strategy with an emphasis on reducing the reliance on the private car, supporting more sustainable forms of travel and reducing the overall need to travel. It is a dynamic process that will develop over time and changing circumstances.

This Framework STP provides a basis for the full STP which should be developed by Orchard Hill School.

There are national and regional policies to support the STP process as well as related programmes that are linked to achieving sustainable schools. These are highlighted below in **Figure 8-1** below.

Figure 8-1 – Initiatives Linked to School Travel Plans



8.2. Modeshift STARS

Modeshift STARS is an online travel planning portal. It is recommended that Orchard Hill School sign up to the portal to assist them with developing an active travel plan to address any existing issues or any issues associated with the school redevelopment.

8.3. Travel Survey

Baseline Travel Survey

A baseline travel survey will be undertaken within six months of the occupation of the new school. The results of this survey will inform the development of the full STP which will include confirmed targets and measures.

Travel surveys will be completed annually following the initial baseline survey. A Travel Plan Coordinator (TPC) should be appointed at the school 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.

Snapshot Surveys

Once the STP is fully operational snapshot surveys should be regularly conducted (four times a year). This should help assess the modes of transport used by staff and pupils. Information that could be gathered includes:

- Tracking bicycle use by counting the number of bicycles in the cycle racks;
- Number of cars parked in and outside of permitted areas; and
- Number of car sharers.

This information will also be used to assess the success of the STP as part of the annual review process.

8.4. Objectives and Targets

An effective STP can deliver a significant impact upon travel patterns of staff, parents and pupils (and to some extent visitors) in favour of sustainable modes and active travel modes.

Objectives

This TS has demonstrated that a high proportion of trips are made by sustainable modes such as walking, private mini bus and public bus, therefore the school 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 for Orchard Hill School 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.

As part of the development of the school there will be opportunities to maximise the uptake of walking and cycling to school.

Provisional Targets

Targets are used to monitor whether STP's are meeting their objectives. They should be SMART (Specific, Measurable, Achievable, Realistic and Timebound). Modal share is the key target to monitor the proportions of journeys to the site by different modes. Following the completion of the first annual school travel surveys the provisional targets will be updated to more accurately reflect travel patterns at the school.

The provisional STP targets for Orchard Hill School 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.

8.5. Travel Plan Management

To implement and monitor the STP a Travel Plan Coordinator (TPC) will be appointed. It is likely that the coordinator will be a member of staff at the school. The role of the TPC is to ensure that the targets are being achieved, travel surveys are carried out and analysed and measures/ initiatives are implemented. Other roles of the TPC will include:

- Overseeing the development and implementation of the STP;
- Obtaining and maintaining commitment to the STP from pupils, staff and parents;
- Marketing the STP and preparing awareness campaigns;
- Setting up and coordinating a Steering Group;
- Acting as a single point of contact for all STP queries;
- Coordinating and monitoring and review of the Travel Plan.

8.6. Measures

The following text proposes a range of initiatives which are considered to be effective in meeting the mode share targets and are tailored to the operational and locational characteristics of the Orchard Hill development.

Table 8-1 - Travel Plan Initiatives for Pupils

Mode of Travel	Initiatives
Walking	• To work in partnership with the local authority to deliver safe walking routes to the school; • To participate in 'Walk to School' weeks and any other events organised by the local authority/ TfL.
Road Safety Education	• Road safety training to be provided to all pupils by integrating road safety skills into lesson planning and the school curriculum. This should be specifically tailored to Orchard Hill School, for example to encourage cycling on shared pedestrian and cycle paths.
Cycling	• To provide and maintain high quality cycle parking at the school; • To provide cycle training and maintenance lessons to pupils; • To actively endorse cycling through integrating cycling in the curriculum and in lesson plans. This should include identifying cycle routes to and from the school and also routes which should be avoided; and • To promote the health and environmental benefits of cycling.
Public Transport	• To actively endorse the use of public transport through integrating route planning in the curriculum and lesson plans.
Information and Marketing	• Information about the STP in the school magazine; • Pupils to analyse travel survey results as part of maths lessons; • Travel information to be provided in the school prospectus; and • STP updates to be provided on communal notice boards and on the school website.

Table 8-2 - Travel Plan Initiatives for Staff

Mode of Travel	Initiatives
Car Share	• The development and promotion of a car share database for staff; • Publishing the benefits of car sharing to staff, for example staff meetings and teacher training days; and • Investigate the possibility of providing dedicated car share spaces on site.
Walking	• Promotion of the health benefits of walking; • TPC to look to negotiate discount for staff on walking equipment such as waterproofs and boots from local retailers; • Provision of pool umbrellas to be made available to staff; and • Provision of local walking maps to staff to include information on shared pedestrian and cycle routes.
Cycling	• Provision of cycle parking on site dedicated for staff and maintenance of facilities within the school such as showers; • Promotion of the health benefits of cycling; and • Provision of local cycle maps to staff and awareness of appropriate cycle routes within West London.
Public Transport	• Provision of local public transport routes map and timetables to staff.
Information and Marketing	• Welcome Packs to staff to outline travel options; • Provision of public transport, walking route and cycle route information within communal staff areas; and • Update emails to all staff on the progress of the Travel Plan.

To supplement the STP Measures the TPC will establish a Steering Group that will meet quarterly to discuss the delivery of the STP and its future direction. The TPC will be responsible for organising meetings, keeping minutes and taking any actions forward that arise from the meeting. It is recommended that the Steering Group consists of staff, governors, pupils and if possible residents from the local community.

8.7. Monitoring and Review

Ongoing monitoring and reporting is necessary to ensure the continuous effectiveness of the STP. Following the completion of the annual travel surveys the TPC will review the survey findings and assess the effectiveness of the STP in the form of a short report which will be submitted to the local authority. The report will also be made available on the School's website.

The travel survey will dictate the future direction and focus of the STP, identifying the areas in which the STP is working successfully and also the areas which require attention against the agreed objectives and targets. Should the Travel Plan not be meeting the agreed outcomes, improvements can be made accordingly. A Travel Plan is a dynamic process and likely to change over time.

8.8. Action Plan

Table 8-3 shows a proposed programme of implementation of the STP. This programme shall be developed in line with the production of the STP and should be flexible to meet the requirements of the school.

Table 8-3 - Action 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 to staff	First week of new staff working at the school (should be issued to all staff)
Pupil Travel Initiatives	Within six months of the new school opening
Staff Travel Initiatives	Within three months of the new school opening
Steering Group	First meeting to be held within three months of the new school opening
Baseline Travel Surveys	Within six months of the new school opening
Monitoring Surveys and Report	Annually following baseline travel survey

Chapter 9

9. Summary and Conclusion

9.1. Summary

Atkins has been commissioned by Laing O'Rourke to prepare this Transport Statement in support of the new Orchard Hill Special Free School development. The existing school, Young People's Academy, will be demolished as part of the proposals and a new school built on land to the north of the existing school.

The proposed school will cater for 230 pupils which is an increase on the current school which has a capacity of 60 pupils. The number of staff is predicted to increase from 40 to 115. The development will see an appropriate increase in the provision of car and cycle parking as well as a much more efficient car park layout.

The site has been shown to be well connected to walking and cycling routes as well as public transport. Bus stops are located within close proximity to the site providing good links to West Drayton Station, Ruislip Station, Hayes, Hounslow, Uxbridge and Heathrow Airport. West Drayton station is a 15-minute walk away providing a direct train into London Paddington and beyond.

At present, 43% of pupils travel by organised home-school transport in both single occupancy taxis and shared mini buses. 18% travel to the school on the public bus and the remaining 20% travel to school using active modes i.e. walking and cycling. This shows that the number of specific vehicle trips to the site made by pupils is small.

Currently, approximately 60% of staff use a private car, 25% use public transport and 13% use active modes to travel to/ from the school.

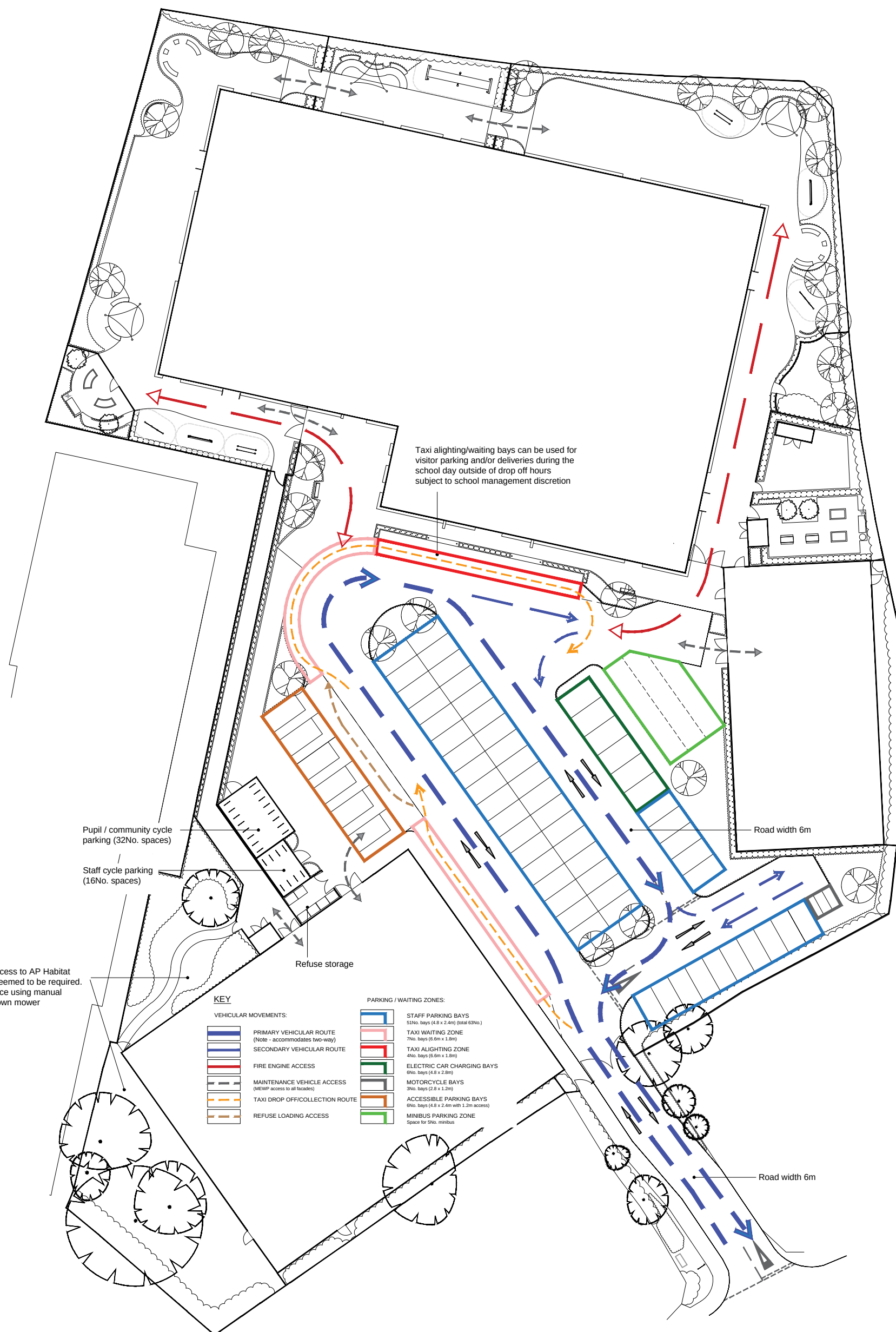
An assessment of the expected trip generation increases has been undertaken to assess the impact of the development on the transport network. This has been completed using the existing mode share to calculate the projected number of trips to and from the site. The assessment demonstrates that despite increasing pupil numbers by four the increase in the number of trips is negligible because of the high proportion of pupils travelling to school using school organised mini buses, public transport and active modes. The number of staff car trips to the school is shown to increase by 39. The staff are likely to arrive between 08:00-09:00 before the pupils who arrive between 09:00-10:00, consequently the slight increase in trips do not coincide.

Furthermore, due to the nature of a school a number of the staff trips will be distributed across the school day as additional support staff arrive when required e.g. lunch time supervisors. As a result, the overall increase in trips is negligible.

9.2. Conclusion

This transport statement has demonstrated that the proposed school development and increase in capacity will not have a detrimental impact upon the local transport network. It can therefore be concluded that planning permission should not be prevented on transport grounds.

Appendix A. Site Overview & Proposed Car Parking



100
Millimetres
0 10

DO NOT SCALE

SAFETY, HEALTH AND ENVIRONMENTAL
INFORMATION

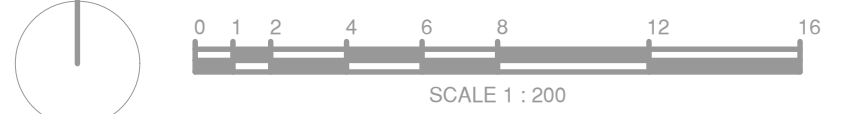
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement



SCALE 1 : 200

Refer to ORC-ATK-Z2-XX-DR-L-94-013

Pupil / community cycle parking (32No. spaces)

Staff cycle parking (16No. spaces)

Vehicle access to AP Habitat area not deemed to be required.
Maintenance using manual tools/sit down mower

Refuse storage

Road width 6m

Road width 6m

KEY

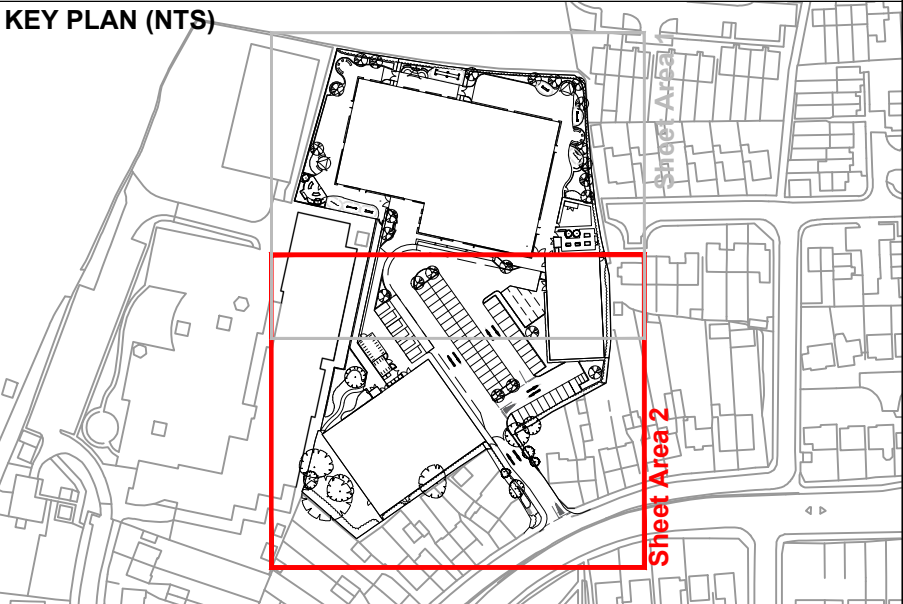
VEHICULAR MOVEMENTS:

- PRIMARY VEHICULAR ROUTE (Note - accommodates two-way)
- SECONDARY VEHICULAR ROUTE
- FIRE ENGINE ACCESS
- MAINTENANCE VEHICLE ACCESS (MEWP access to all facades)
- TAXI DROP OFF/COLLECTION ROUTE
- REFUSE LOADING ACCESS

PARKING / WAITING ZONES:

- STAFF PARKING BAYS 51No. bays (4.8 x 2.4m) (total 63No.)
- TAXI WAITING ZONE 7No. bays (6.6m x 1.8m)
- TAXI ALIGHTING ZONE 4No. bays (6.6m x 1.8m)
- ELECTRIC CAR CHARGING BAYS 6No. bays (4.8 x 2.8m)
- MOTORCYCLE BAYS 3No. bays (2.8 x 1.2m)
- ACCESSIBLE PARKING BAYS 6No. bays (4.8 x 2.4m with 1.2m access)
- MINIBUS PARKING ZONE Space for 5No. minibus

KEY PLAN (NTS)



Sheet Area 2

P01	10/04/2019	Preliminary Issue	CR	TG	CD
Rev.	Date	Description	By	Chk'd	App'd

Drawing Status	Suitability
FIT FOR INFORMATION	S2

ATKINS	Atkins Limited 3100 Century Way Thorpe Park Leeds LS15 8ZB Tel: +44 (0) 113 306 6000 Copyright © Atkins Limited (2013) www.atkinsglobal.com
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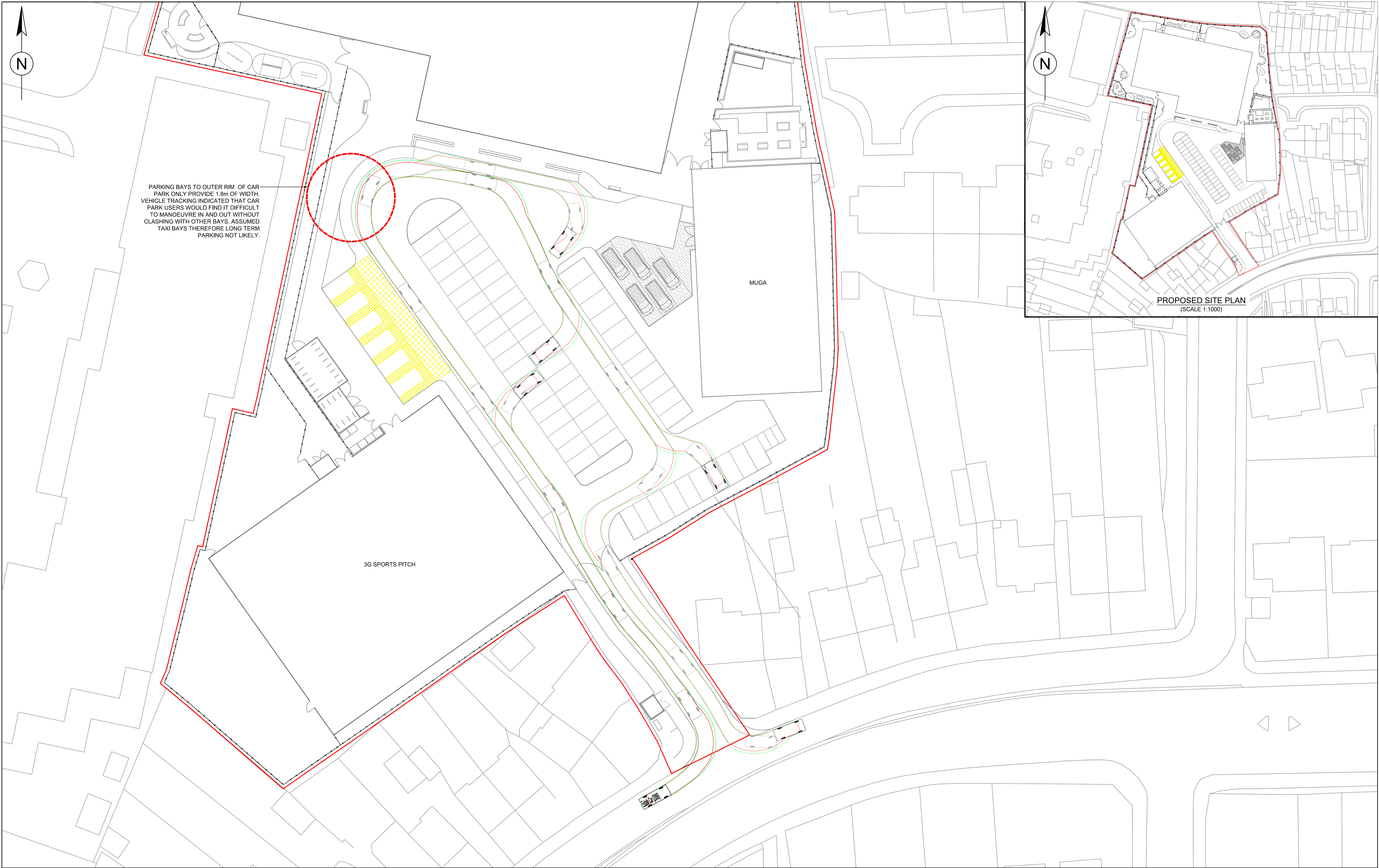
Client	ESFA Schools Construction Framework
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Project Title	Orchard Hill Sutton
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Drawing Title	External Vehicular Circulation Strategy Southern Area Sheet 2 of 2
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Scale	1:200	Designed	CR	Drawn	CR	Checked	TG	Authorised	CD
Original Size	A1	Date	22/03/19	Date	22/03/19	Date	22/03/19	Date	22/03/19
Drawing Number	ORC-ATK-Z2-XX-DR-L-94-014	Revision	P01						

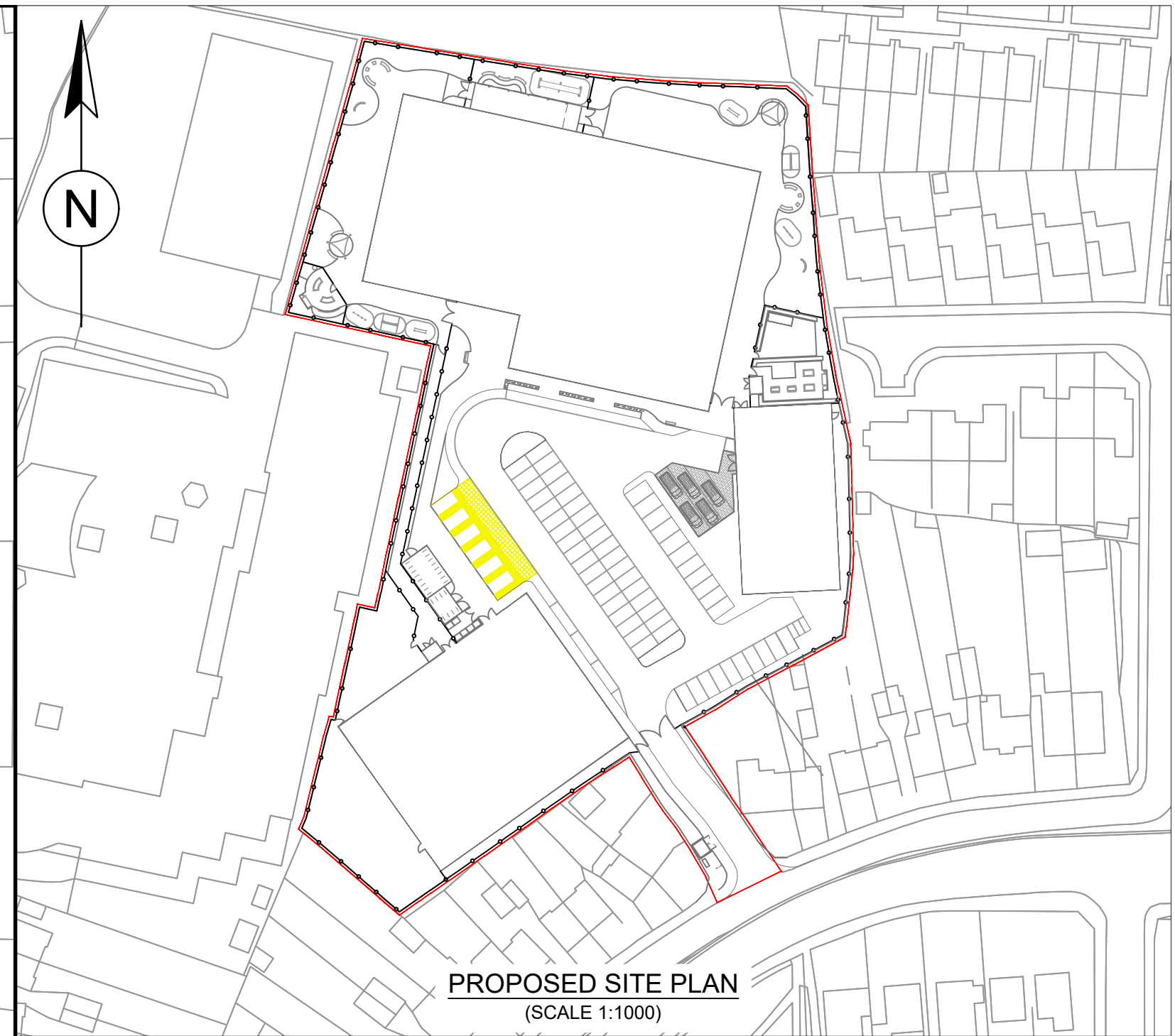
Appendix B. Swept Path Analysis



PARKING BAYS TO OUTER RIM OF CAR PARK ONLY PROVIDE 1.8m OF WIDTH. VEHICLE TRACKING INDICATED THAT CAR PARK USERS WOULD FIND IT DIFFICULT TO MANOEUVRE IN AND OUT WITHOUT CLASHING WITH OTHER BAYS. ASSUMED TAXI BAYS THEREFORE LONG TERM PARKING NOT LIKELY.

MUGA

3G SPORTS PITCH

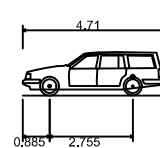


PROPOSED SITE PLAN
(SCALE 1:1000)

KEY



AREA FOR REVISION



Estate Car (2006)
Overall Length 4.2m
Overall Width 1.8m
Overall Body Height 1.4m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m

Rev.	Date	Description	By	Chk'd	Appr.
P02	20/03/19	Issued for information	CH	GC	MH
P01	15/03/19	Issued for information	CH	GC	MH

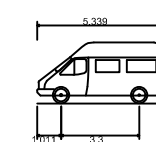
4.710m
1.804m
1.442m
0.207m
1.756m
4.00s
5.950m

Drawing Title
SCHOOL SITE CAR
SWEEP PATH ANALYSIS

Drawing Number
ORC_ATK_Z1_ZZ_DR_C_(95)_0001
Revision
P02

Scale
1:250 @ A1





3.5t Panel Van
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

5.339m
1.986m
2.565m
0.338m
1.986m
4.00s
6.400m

P02	20/03/19	Issued for information	CH	GC	MH
P01	15/03/19	Issued for information	CH	GC	MH
Rev.	Date	Description	By	Chk'd	App'd

Drawing Title
SCHOOL SITE 3.5t PANEL VAN
SWEPT PATH ANALYSIS

Drawing Number

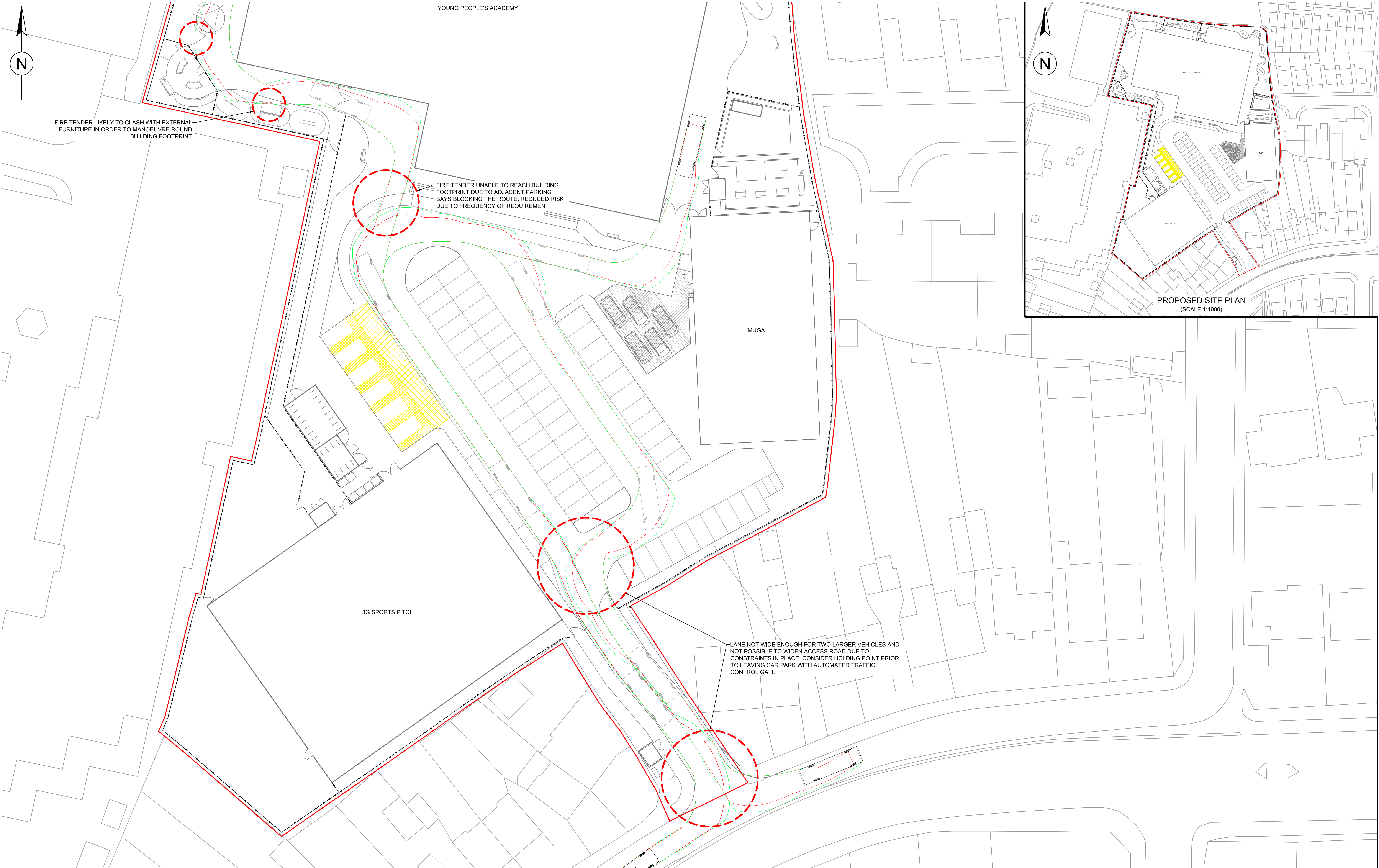
ORC_ATK_Z1_ZZ_DR_C_(95)_0002

Scale
1:250 @ A1

Revision

P02

**ATKINS**



YOUNG PEOPLE'S ACADEMY

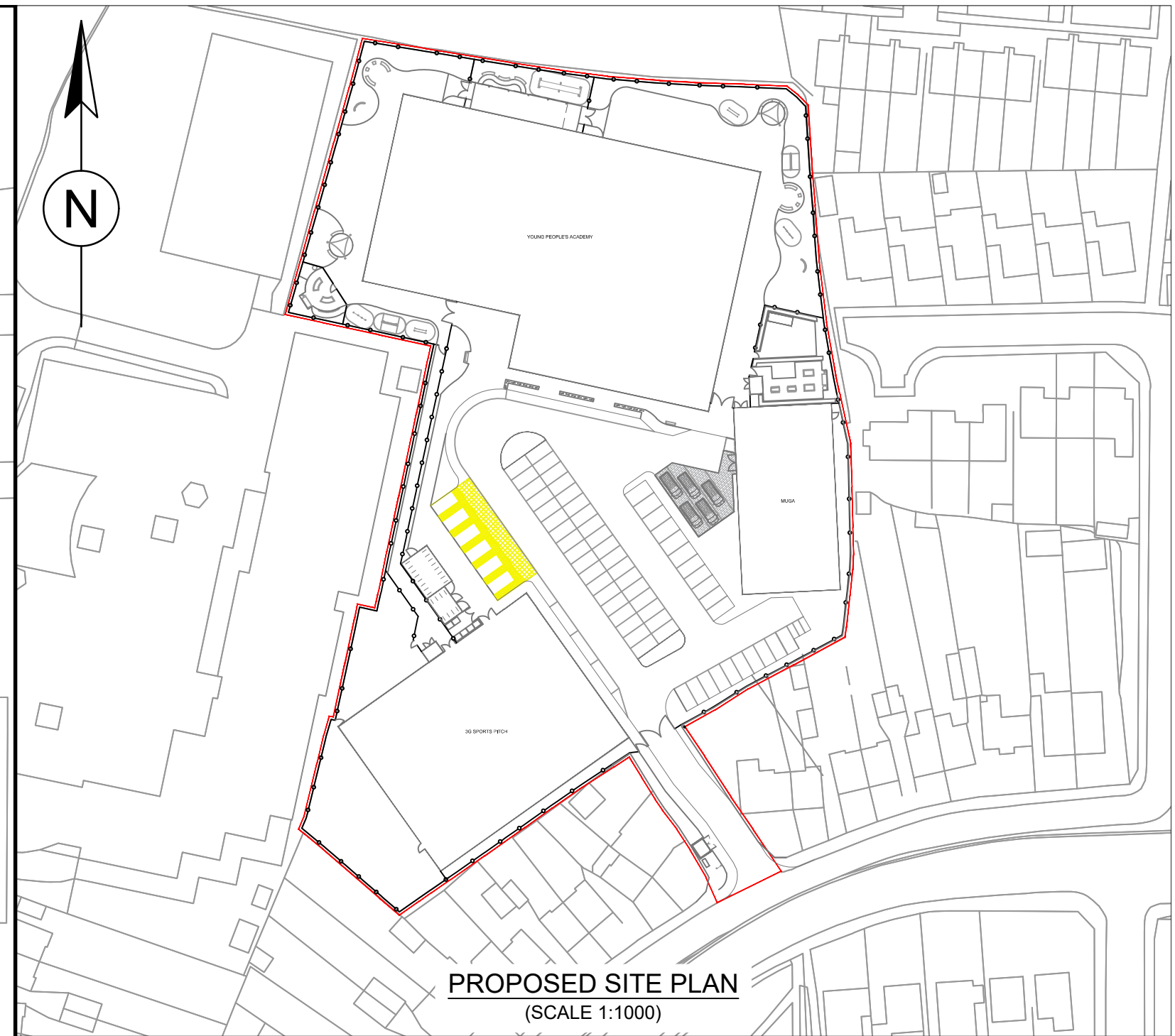
FIRE TENDER LIKELY TO CLASH WITH EXTERNAL FURNITURE IN ORDER TO MANOEUVRE ROUND BUILDING FOOTPRINT

FIRE TENDER UNABLE TO REACH BUILDING FOOTPRINT DUE TO ADJACENT PARKING BAYS BLOCKING THE ROUTE. REDUCED RISK DUE TO FREQUENCY OF REQUIREMENT

MUGA

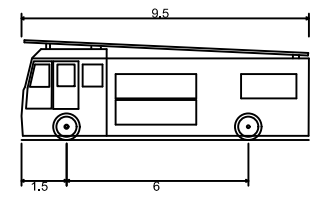
3G SPORTS PITCH

LANE NOT WIDE ENOUGH FOR TWO LARGER VEHICLES AND NOT POSSIBLE TO WIDEN ACCESS ROAD DUE TO CONSTRAINTS IN PLACE. CONSIDER HOLDING POINT PRIOR TO LEAVING CAR PARK WITH AUTOMATED TRAFFIC CONTROL GATE



PROPOSED SITE PLAN
(SCALE 1:1000)

KEY
○ AREA FOR REVISION



9.5m Pumping Appliance
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

9.500m
2.500m
3.300m
0.140m
2.500m
4.00s
8.400m

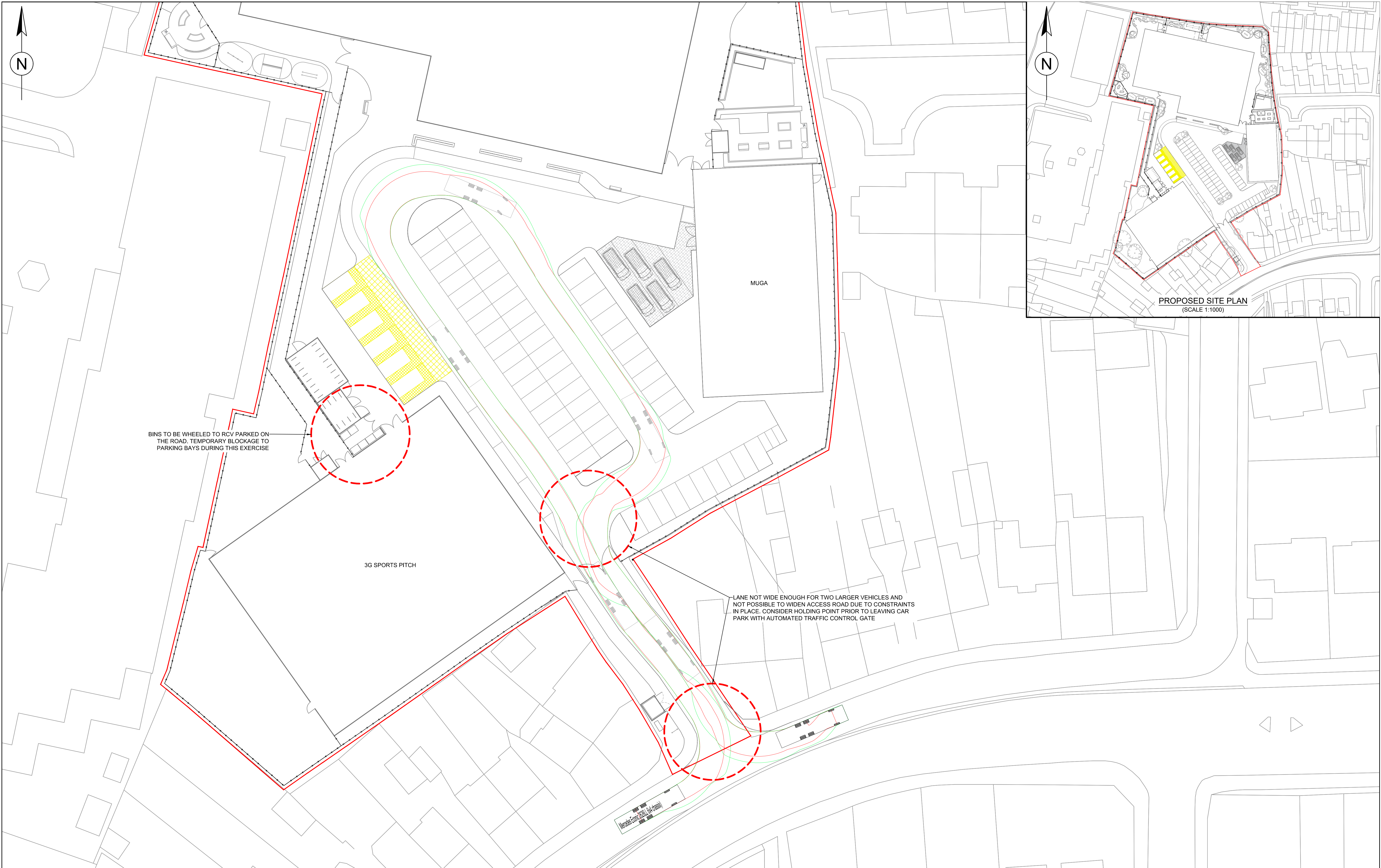
Rev.		Date	Description	By	Chk'd	Appr.
P02	20/03/19	Issued for information	CH	GC	MH	
P01	15/03/19	Issued for information	CH	GC	MH	

Drawing Title
SCHOOL SITE FIRE TENDER
SWEEP PATH ANALYSIS

Drawing Number
ORC_ATK_Z1_ZZ_DR_C_(95)_0003
Revision
P02

Scale
1:250 @ A1





BINS TO BE WHEELED TO RCV PARKED ON THE ROAD. TEMPORARY BLOCKAGE TO PARKING BAYS DURING THIS EXERCISE

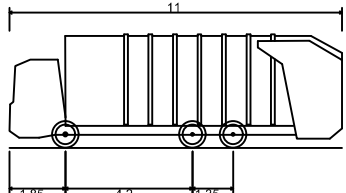
3G SPORTS PITCH

MUGA

LANE NOT WIDE ENOUGH FOR TWO LARGER VEHICLES AND NOT POSSIBLE TO WIDEN ACCESS ROAD DUE TO CONSTRAINTS IN PLACE. CONSIDER HOLDING POINT PRIOR TO LEAVING CAR PARK WITH AUTOMATED TRAFFIC CONTROL GATE

Mercedes Econic (200, 6x4 chassis)

KEY
AREA FOR REVISION



Mercedes Econic 2626LL 6x4 chassis)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Wall to Wall Turning Radius

Rev.	Date	Description	By	Chk'd	Appr.
P02	20/03/19	Issued for information	CH	GC	MH
P01	15/03/19	Issued for information	CH	GC	MH

Drawing Title
SCHOOL SITE RCV
SWEEP PATH ANALYSIS

Drawing Number
ORC_ATK_Z1_ZZ_DR_C_(95)_0004

Revision
P02

Scale
1:250 @ A1



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