

local transport projects 

traffic engineering and transport planning

Arcadis LLP

**Ruislip High School Expansion
Sidmouth Drive, Ruislip
Travel Plan**

August 2017

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August 2017

Client Commission

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As part of our commitment to quality the following team of transport professionals was assembled specifically for the delivery of this project. Relevant qualifications are shown and CVs are available upon request to demonstrate our experience and credentials.

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RUISLIP HIGH SCHOOL EXPANSION SIDMOUTH DRIVE, RUISLIP TRAVEL PLAN

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1.0 INTRODUCTION

1.1 Background

- 1.1.1 Local Transport Projects Ltd has been commissioned to produce a Travel Plan (TP) in support of proposals to provide an extension to Ruislip High School located to the south of Sidmouth Drive in Ruislip, London Borough of Hillingdon.
- 1.1.2 This TP provides a strategy for encouraging all users of the expanded school site including pupils, staff and visitors to travel by sustainable modes of transport. This document provides a strategy to allow the school to implement a working School Travel Plan, tailoring the content of this TP to reflect the operation of the school.
- 1.1.1 A Transport Assessment (TA) (LTP, 2017) that provides a detailed appraisal of all transport aspects associated with the proposed development has been produced alongside this Travel Plan. Reference has been made to the associated TA when preparing this document, with specific information and traffic projections taken directly from the TA.

1.2 Scope

- 1.2.1 The proposals and scope of this TP have been agreed as part of pre-application discussions with London Borough of Hillingdon Council (LBH) (Ref: Peter Loveday) and has been produced in accordance with the Government's '*Planning Practice Guidance*' (DCLG, 2014), as outlined below:

- **Background:**
 - Introduction to the Travel Plan, the proposals and the relevant planning history;
 - Outline of the Travel Plan scope;
 - Determine the benefits that a successful Travel Plan can achieve, relative to staff, pupils and the local community;
 - Outline the relevant travel planning policy context, including the latest local and national travel planning guidance.
- Definition of the **overall aim and objectives** of the Travel Plan.
- Establish the expected baseline travel situation.
- Set appropriate **target(s)** to minimise car journeys to/from the site, based on the expected baseline situation.
- Assess **accessibility** of the site by sustainable modes, including:
 - Walking;
 - Cycling;
 - Public Transport;
 - Car Sharing.
- Establish **roles and responsibilities** for implementing the Travel Plan, including the role of the Travel Plan Co-ordinator and the overall responsibility for funding.

- Outline the Travel Plan Strategy and **Action Plan**, which would include a range of measures for achieving the objectives, under the following headings:
 - Walking
 - Cycling;
 - Public transport;
 - Car sharing
 - Efficient vehicle use;
 - Information & marketing;
 - Welcome Travel Pack.
- The Action Plan would also contain details on the **funding and timescales** for each of the proposed schemes.
- Outline the **monitoring and evaluation strategy** of the Travel Plan, to include annual surveying and other indicators.
- Establish **intervention measures** to be implemented if the review process identifies that the Travel Plan target is not being achieved.

2.0 SITE BACKGROUND

2.1 Site Location & Existing Use

- 2.1.1 Ruislip High School is a 6 Form Entry (FE) school located within the Ruislip area of the London Borough of Hillingdon. It provides secondary school education to pupils aged between 11 and 18 years, with a current pupil roll of 1,116 pupils. It is understood that a total of 105.2 Full Time Equivalent (FTE) members of staff are employed by the school.
- 2.1.2 The school is approximately 1.8km to the south-east of Ruislip High Street. It is bound by Sidmouth Drive to the north, a mix of retail and flats form the western boundary, and existing playing fields form the southern and eastern boundaries. The approximate boundary of the school is shown in Figure 1:

Figure 1: Site Location



Source Imagery: Copyright Google Earth Pro (License Key-JCPMR5M58LXF2GE)

- 2.1.3 The existing school buildings are largely located within the central part of the site, with soft play sports pitches located to the south and east and the staff car park to the west.
- 2.1.4 It is understood that the main school day commences at 08:15 and ends at 15:00, Monday to Thursday, with a finishing time of 14:35 on a Friday. It is also understood that the school runs additional sessions between 15:15 and 16:15 for some year 11-13 groups.

2.2 Planning History

- 2.2.1 It is understood that there have been no pertinent planning applications relating to the Ruislip High School site.

2.3 Development Proposals

- 2.3.1 This TP is based upon the proposals outlined on the site plan attached as Appendix 1. The proposals involve the construction of a new extension to the eastern side of the site to provide additional facilities, including a number of new classrooms and a new social space for sixth form students.
- 2.3.2 The existing and proposed pupil and staffing numbers of the school are outlined in Table 1:

Table 1: Proposed Changes to Pupil & Staffing Levels

Factor	Pupils		Staff (FTE)
Existing	900 (6FE School)	216 (Sixth Form)	105.2
Proposed	1,050 (7FE School)	252 (Sixth Form)	122.7
Proposed Change	+150	+36	+17.5
	+186 pupils		

- 2.3.3 The proposed changes outlined in Table 1 are based on a 1 FE increase, with an additional 36 pupils in the sixth form.
- 2.3.4 The school currently employs a total of 105.2 Full-Time Equivalent (FTE) and it is expected that the staffing numbers will increase to approximately 122.7 FTE staff in line with the increase in pupil numbers. The catchment of pupils at the school is expected to remain the same, with the additional demand for places understood to be generated by the local area.
- 2.3.5 It is understood that the opening hours of the school are expected to remain as existing under the proposals.

2.4 Access & Parking Arrangements

- 2.4.1 The school currently has a one-way clockwise (westbound) system in place which possesses separate access and egress points, taken from Sidmouth Drive to the north of the site. It provides access to the main entrance car park which features 25 parking spaces. There is a second parking area immediately to the west of the main school building for staff providing an additional 54 parking spaces, resulting in a total of 79 parking spaces.
- 2.4.2 There are approximately 50 cycle parking spaces at the school, with the increase expected to be provided in accordance with the LBH parking standards for secondary schools. Covered and secure cycle parking will be provided in conspicuous locations at the site for use by staff, pupils and visitors. The proposed development incorporates an increase in cycle parking provision at the site, from the existing 50 spaces, to a proposed level of 76 spaces.

- 2.4.3 Pedestrian access is available via a number of access points from Sidmouth Drive, including a footway adjacent to the main car park access road. There is also pedestrian access available from the southern boundary of the school which can be accessed via the open space to the south, which in turn can be accessed via the A4180, Victoria Road and Sidmouth Drive; although it is understood that this gate is currently locked and unused.
- 2.4.4 The internal layout of the site has been designed to ensure that service/delivery vehicles can enter and exit the site in a forward gear, with testing based on the most onerous vehicle (refuse collection vehicle). Typically, the level of movements associated with servicing at a school is not significant as it is mainly related to supply deliveries, refuse collection and catering deliveries. Many of these more regular movements are likely to be undertaken by smaller vehicles and would not require a long duration stay on the site.
- 2.4.5 Servicing levels are expected to remain broadly the same as the existing levels. Although pupil numbers are to increase slightly on the current roll, the majority of servicing trips such as refuse collection, catering supply, post and stationery delivery will not increase pro-rata. For example, although the catering order may be larger, it is likely that the vehicle and frequency of delivery will remain as existing.

3.0 TRAVEL PLANNING BACKGROUND

3.1 What is a School Travel Plan?

- 3.1.1 A key element of a School Travel Plan (STP) is a strategy for promoting and encouraging sustainable travel choices. A contribution can be made through on-site infrastructure improvements such as cycling facilities, secure cycle storage, lockers, showers, dedicated car parking for multi-occupancy vehicles and providing good pedestrian access. Raising awareness and educational activities, including curriculum based projects, are crucial to the effective promotion of sustainable transport choices.

3.2 Policy Context

- 3.2.1 Best practice has been identified within the appropriate national guidance and has informed the development of this TP. *'The Essential Guide to Travel Planning'* (DfT, 2008) offers an informative overview of what is required to prepare a School Travel Plan through a series of case studies. The guide also offers advice on setting and monitoring School Travel Plan targets.

- 3.2.2 The *'Home-to-School Travel and Transport Statutory Guidance'* (DfE, 2014) came into force in July 2014 and places a general duty on local authorities to promote the use of sustainable travel and transport. There are five main elements to this duty:

- An assessment of the travel and transport needs of children, and young people within the authority's area;
- An audit of the sustainable travel and transport infrastructure within the authority's area that may be used when travelling to and from, or between, schools/institutions;
- A strategy to develop sustainable travel and transport infrastructure within the authority so that the travel and transport needs of children and young people are best catered for;
- The promotion of sustainable travel and transport modes on the journey to, from, and between schools and other institutions; and
- The publication of Sustainable Modes of Travel strategy.

- 3.2.3 As wider national policy has changed to incorporate a greater emphasis on sustainability, so too has the policy context surrounding travel to school. The national sustainable travel context is set within the following key policy documents:

- Department for Communities and Local Government (DCLG) *'Planning Practice Guidance'* (DCLG, 2014);
- BREEAM (BRE) *'UK New Construction, Non-Domestic Buildings (England), Technical Manual'* (SD5076: 3.0 – 2014) (BRE, 2014);
- Department for Transport (DfT) *'The Essential Guide to Travel Planning'* (DfT, 2008);
- DfT *'Making Smarter Choices Work'* (DfT, 2005b); and
- DfT *'Using the Planning Process to Secure Travel Plans. Best Practice Guide'* (DfT, 2002).

- 3.2.4 Local and regional policy also provides guidance on sustainable travel within the following documents:
- The London Plan - updated March 2016 (MoL, 2016);
 - TfL *'West London Sub-Regional Transport Plan'* (TfL, 2016);
 - Transport for London (TfL) *'Travel Plan Guidance'* (TfL, 2014); and
 - Greater London Authority (GLA) *'Mayor's Transport Strategy'* (GLA, 2010).
- 3.2.5 The *'Mayor's Transport Strategy'* (GLA, 2010) outlines a number of wider targets for travel by more sustainable modes in London and puts forward a number of actions for achieving them. Targets include:
- Achieve a 5% modal share for cycling;
 - Significantly increase walking mode share above the current 24%;
 - Reduce private motorised transport by 4% from a base of 43%; and
 - Achieve a 60% reduction in London's CO₂ by 2025.
- 3.2.6 The targets set within this Travel Plan are consistent with the Mayor's overall aims of reducing dependency on private car travel and increasing the walking and cycling modal share.

4.0 ACCESSIBILITY BY SUSTAINABLE MODES

4.1 Introduction

- 4.1.1 This section provides a summary of the transport infrastructure local to Ruislip High School and the opportunities for sustainable modes of travel to/from the school. An assessment of the local highway network in the vicinity of the development site is provided below.

4.2 Pedestrian Provision

- 4.2.1 Guidance from the Chartered Institution of Highways & Transportation (CIHT) suggests a preferred maximum walking distance of 2km for a number of journeys, including commuting and school trips (IHT, 2000). The school is located within a reasonable walking distance (up to 2km) of the residential areas of Ruislip Gardens and Ruislip Manor, and is therefore considered to be conducive to encouraging pedestrian trips to the site.
- 4.2.2 Pedestrian infrastructure around the school is well developed due to the area being predominantly residential in nature. Footways are provided on both sides of Sidmouth Drive that are between 2.0m and 2.5m in width, appear to be well lit and in good condition. There are dropped kerbs at crossing points along the entire length of Sidmouth Drive, with tactile paving present within the vicinity of the school to help facilitate pedestrian movement.

Photo 1: Pedestrian Infrastructure on Sidmouth Drive



- 4.2.3 The footways provide access to the pedestrian provision on the A4180 (West End Road) to the south-west and Victoria Road to the north-east. Sidmouth Drive also provides access to the footway provision on the residential side streets including Thurlstone Road, Flamborough Road and Dartmouth Road respectively.

- 4.2.4 The A4180 (West End Road) features a signalised pedestrian crossing facility approximately 35m to the south of the junction with Sidmouth Drive. There are footways on both sides of the A4180 (West End Road) that provide access to Ruislip to the north and the junction with the A40 to the south. The footways appear to be well lit and in good condition, with dropped kerbs and some tactile paving present across a number of residential side streets.

Photo 2: Signalised Pedestrian Crossing Facility on the A4180 (West End Road)



- 4.2.5 There are footways on both sides of Thurlstone Road and Dartmouth Road which are at least 2.0m in width and generally in good condition with both Thurlstone Road and Dartmouth Road providing links to a number of other residential streets.

Photo 3: Pedestrian Infrastructure on Dartmouth Road



- 4.2.6 There is a public footpath named Jim O'Neill Walk located approximately 120m to the east of the site which is approximately 600m in length and provides a traffic-free route between Sidmouth Drive and Victoria Road.

Photo 4: Jim O'Neill Walk Public Footpath

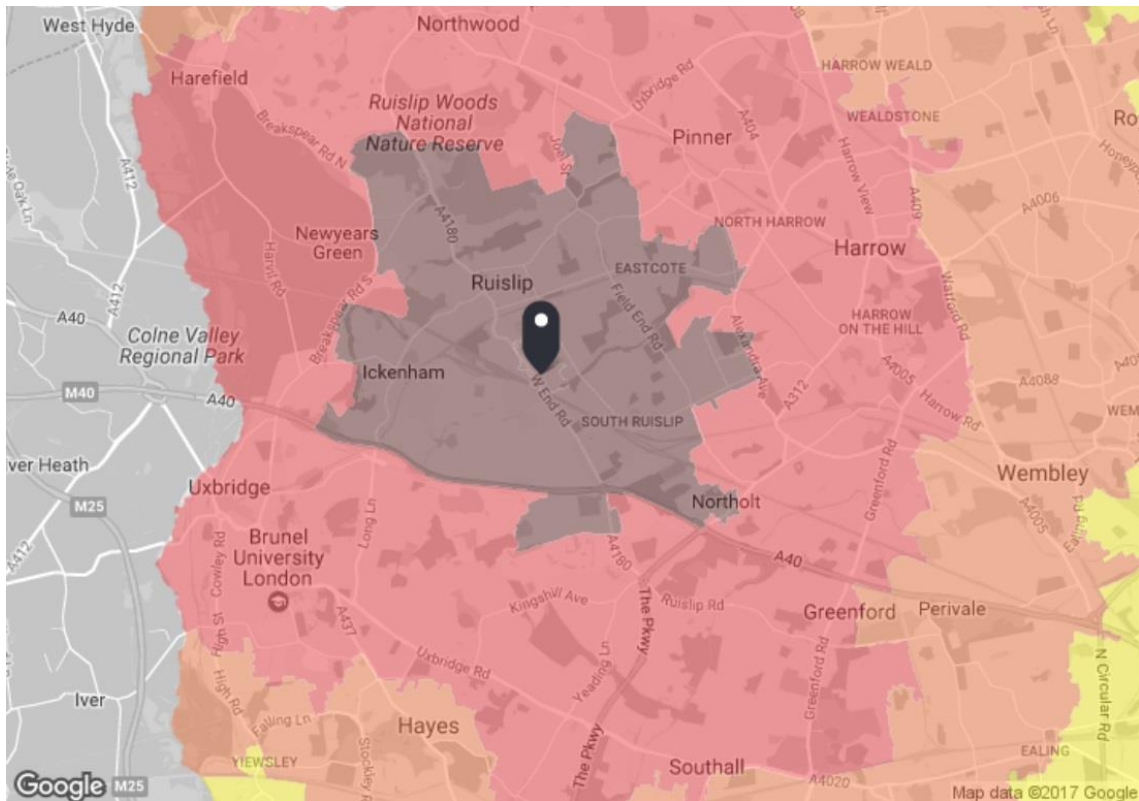


- 4.2.7 The footways in the local area appear to be of adequate width and surface quality, with street lighting provided throughout.
- 4.2.8 The proposed internal pedestrian routes are expected to be of adequate width, with step-free access between the site and the local footway network. It is therefore considered that the site can be suitably accessed on foot by all users, including those accompanied by young children and the mobility impaired.
- 4.2.9 Measures to promote and encourage walking trips to the site are outlined within Section 7.3 and will be implemented at varying stages by the Travel Plan Co-ordinator.

4.3 Cycling Provision

- 4.3.1 Cycling is a low cost and healthy alternative to car use, which can substitute for short car trips, or can form part of a longer journey by public transport. The DfT state that *"in common with other modes, many utility cycle journeys are under three miles (5km), although, for commuter journeys, a trip distance of over five miles (8km) is not uncommon"* (DfT, 2008).
- 4.3.2 The school is located within a reasonable cycle ride, up to 5km (approximately 15 minutes at the average cycling speed of 12mph), of a large residential catchment, including Ruislip, Ickenham and Eastcote.
- 4.3.3 Most roads within the vicinity of the site are either subject to a 20mph or 30mph speed limit and are therefore considered to be generally conducive to encouraging cycle trips.
- 4.3.4 Figure 2 shows the catchment areas surrounding the site that can be reached within a less than 15 minute, 15-30 minute and 30-45 minute cycle ride for the baseline AM peak. This isochrone is derived from the travel time estimations using the online TfL WebCAT mapping facility.

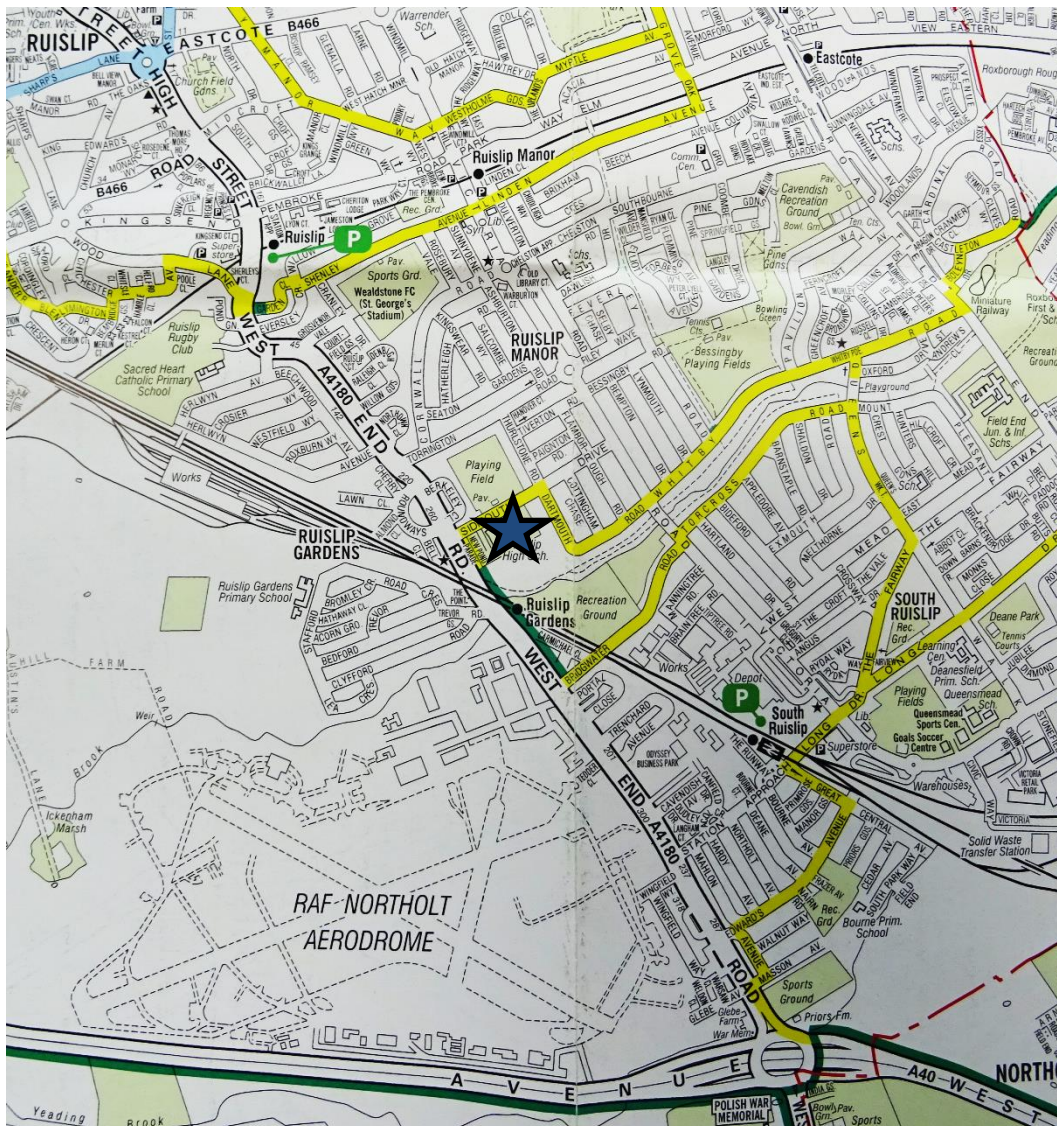
Figure 2: Cycle Time Isochrone



Source: WebCAT (TfL, 2017)

- 4.3.5 The cycling facilities within the vicinity of the site are shown on the extract from the local area cycle map in Figure 3.

Figure 3: Local Cycle Routes



Source: London Cycling Guide 3 (TfL, 2013)

- 4.3.6 As seen in Figure 3, there are some cycling facilities within the vicinity of the site (demarcated by a blue star), with a short off-road facility connecting Sidmouth Drive and Bridgwater Road. Sidmouth Drive and Bridgwater Road are both recommended cycle routes (highlighted in yellow) due to both streets being subject to a 20mph speed limit. Approximately 2.0km to the south of the site there is an off-road facility running adjacent to the A40, providing an off-road route to Northolt.
- 4.3.7 Measures to promote and encourage cycling trips to the site are outlined within Section 7.4 and will be implemented at varying stages by the Travel Plan Co-ordinator.

4.4 Public Transport Accessibility Level (PTAL)

- 4.4.1 An assessment of the site has been undertaken using the TfL Public Transport Accessibility Level (PTAL) database. PTAL measures the accessibility of public transport services in the vicinity of a development site by measuring walking distances along footways. The generally acceptable walking distance to a bus stop under the assessment is 640m (8 minutes) and to a tram stop/rail/underground station is 960m (12 minutes).
- 4.4.2 The site was found to have an average PTAL rating of 2, with 0 rated the worst and 6b rated the best, see the full report attached as Appendix 2. As part of the assessment, walking distances were measured from the approximate location of the centre of the school site.

4.5 Public Transport Provision - Bus

- 4.5.1 The PTAL assessment outlines that bus stops within 640m of a development site are considered to be within a suitable walking distance. There are northbound and southbound bus stops on the A4180 (West End Road) within a 160m walk of the site which provide access to the #696 and E7 bus services. There is also a southbound stop on Victoria Road within a 570m walk of the site. This provides access to the #114 service.
- 4.5.2 Details of the bus services available from these local stops are provided within Table 2:

Table 2: Local Bus Services

Route No.	Route	Monday-Friday Frequency*
Bus Services from the A4180 (West End Road) (within 160m walk)		
696	Eastcote Village - Ruislip Manor Station - Ruislip Gardens - Northolt (Old Ruislip Road) - Yeading (Willow Tree Lane) - Wood End (Uxbridge County Court) - Hayes Town (Hayes and Harlington Station) - Hayes Town (Guinness Close) - Stockley Park (Conway Drive)	Two morning services towards Eastcote village. Two afternoon services towards Stockley Park.
E7	Ruislip Station - Ruislip (Chichester Avenue) - Ruislip Gardens - Northolt (Old Ruislip Road) - Greenford High School - Greenford (Broadway) - Greenford (Clifton Road) - Perivale (Ruislip Road East) - West Ealing (Drayton Green Road) - Ealing Broadway Station	Every 12 minutes
Bus Service from Victoria Road (within 570m walk)		
114	Ruislip Station - Ruislip Manor Station - Ruislip Gardens (Torcross Road) - South Ruislip (Holyrood Avenue) - South Harrow Station - Harrow Bus Station - Kenton Station - Kenton Library - Queensbury Station - Burnt Oak - Mill Hill Broadway	Every 9-12 minutes

*Refers to general daytime services between 08:00 and 17:00

- 4.5.3 Table 2 demonstrates that frequent services are available from the local bus stops, which provide access to a number of residential areas. It is noted that these services also provide the opportunity to connect with other bus routes, as well as London Underground and National Rail services.

Photo 5: A1480 (West End Road) Bus Stop (Southbound)



- 4.5.4 All children aged between 11 and 15 years are able to travel free on TfL buses but have to pay child fares on all other public transport services. The 16+ Zip Oyster Card allows child rate 7 day, monthly or longer bus passes, and half rates on all other services. Children that live in a London Borough can get free bus travel providing they are still in full time education. Due to the frequent nature of the bus services, it is considered that there is considerable scope for pupils to access the site by bus.
- 4.5.5 Measures to promote and encourage trips by public transport to the site are outlined within Section 7.5 and will be implemented at varying stages by the Travel Plan Co-ordinator.

4.6 Public Transport Provision - London Underground & Rail

- 4.6.1 The site is located approximately 400m (5 minute walk) from Ruislip Gardens Underground Station, which is located to the east of the A4180. The station is served by the Central Line. Ruislip Underground Station is located approximately 1.4km to the north-west of the site and is served by the Metropolitan and Piccadilly Lines. A summary of the services available from the two local stations is provided within Table 3:

Table 3: Local Underground Services

Line	Route	Mon-Fri Daytime Frequency*
Services available from Ruislip Gardens Underground Station (within 400m walk)		
Central Line	West Ruislip - Epping	1-9 trains per hour
	West Ruislip - Hainault	1-4 trains per hour
	West Ruislip - Woodford	6-13 trains per hour
Services available from Ruislip Underground Station (within 1.4km walk)		
Metropolitan Line	Uxbridge - Aldgate	6-8 trains per hour
	Uxbridge - Baker Street	1-2 trains per hour
Piccadilly Line	Uxbridge - Cockfosters	4-6 trains per hour
	Uxbridge - Oakwood	1-2 trains per hour

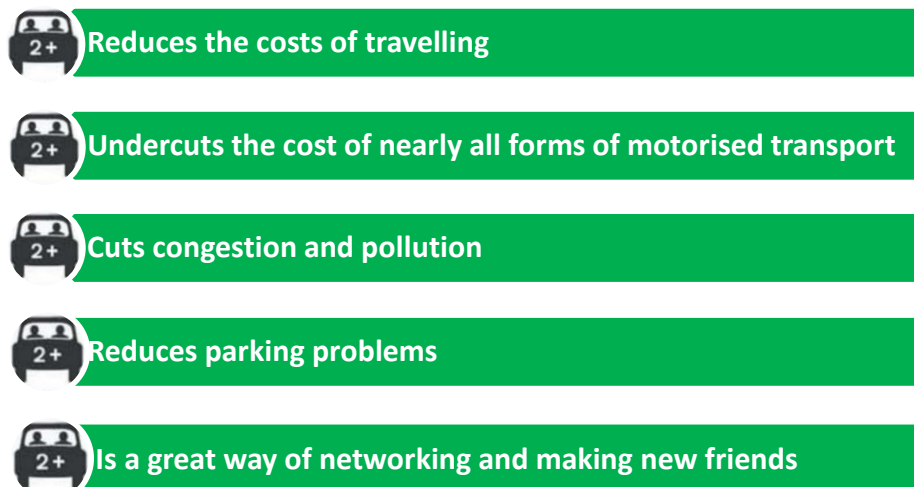
* Relates to general frequency of services between 08:00 and 17:00

- 4.6.2 As detailed within Table 3, frequent London Underground services are available from Ruislip Gardens and Ruislip Underground Stations, with up to 13 trains per hour on the Central Line, during the morning peak period. The Metropolitan and Piccadilly Lines also provides frequent services with up to 8 trains per hour.
- 4.6.3 The nearest access point for National Rail services is South Ruislip Rail Station, approximately 1.8km south-east of the site. This station accommodates Chiltern Railways services providing access to destinations including London Marylebone, High Wycombe and Aylesbury, generally with two services operating per hour.
- 4.6.4 Measures to promote and encourage trips by public transport to the site are outlined within Section 7.5 and will be implemented at varying stages by the Travel Plan Co-ordinator.

4.7 Car Sharing

- 4.7.1 Car sharing is a sustainable mode of travel that can reduce the number of single-occupant vehicle trips generated by a site. As well as the environmental benefits, people that car share can save money by reducing fuel and other travel costs. www.liftshare.com enables organised car sharing by connecting people travelling in the same direction so they can arrange to travel together. Liftshare suggests that there are several benefits to car sharing, as outlined within Figure 4.

Figure 4: Benefits of Car Sharing



- 4.7.2 Measures to promote and encourage car sharing trips to the site are outlined within Section 7.6 and will be implemented at varying stages by the Travel Plan Co-ordinator.

5.0 AIM & OBJECTIVES

5.1 Overall Aim

- 5.1.1 In order to minimise the environmental impact of traffic generated by Ruislip High School, the overall aim of producing and implementing this Travel Plan is:

To minimise the number of vehicle trips generated by Ruislip High School, particularly single occupant car trips, in favour of more sustainable travel.

5.2 Objectives

- 5.2.1 In order to achieve the overall aim, there are a number of objectives in producing and implementing this Travel Plan:

Figure 5: Travel Plan Objectives

1. To encourage parents, pupils, staff and visitors to evaluate their travel patterns and consider alternative options for more sustainable modes of travel

2. To increase awareness and actively promote travel by sustainable modes of transport, including the health and environmental benefits

3. To monitor the travel patterns and performance against the Travel Plan targets

4. To provide a long term commitment to meeting the overall aim of this Travel Plan

5. To contribute towards achieving the wider targets set within the Mayor's Transport Strategy for increasing travel by sustainable modes and reducing CO₂ emissions in Greater London

- 5.2.2 This Travel Plan sets out the strategy for meeting these objectives through a variety of mechanisms and measures.

6.0 BASELINE TRAVEL SCENARIO & TARGET

6.1 Baseline Travel Scenario - Pupil Travel

- 6.1.1 The existing travel patterns of pupils at the school were most recently established as part of a pupil travel survey undertaken in May 2017 to inform the expansion proposals. A total of 793 responses were received, resulting in a 72% response rate on the existing pupil roll. This level of response rate is considered to be representative of the overall current pupil population.
- 6.1.2 The proposed extension is not expected to significantly change the catchment area from which the school attracts pupils, therefore the existing travel patterns of pupils are expected to provide a reasonable indication of the likely travel behaviour of any additional pupils. Table 4 summarises the projections of the TA, which uses the survey modal split to calculate the projected number of pupil trips by each mode, should the school operate at its proposed capacity of 1,302 pupils.

Table 4: Projected Pupil Modal Trip Generation

Mode	Modal Split	Survey Responses	Current Pupil Roll	Projected Pupils
Car/Taxi (pupil sole passenger)	8.2%	65	92	107
Car Share	9.6%	76	107	125
Walk	62.2%	493	694	810
Cycle	4.7%	37	52	61
Public Bus	11.7%	93	131	152
Train (National Rail Service)	0.4%	3	4	5
Tube	3.2%	25	36	42
Other	0.1%	1	1	1
TOTAL	100%	793	1,116	1,302

*Totals may not represent the sum of their parts due to rounding

- 6.1.3 Table 4 shows that just under two-thirds of existing pupils travel to/from the school on foot (62.2%), with just over a tenth of pupils travelling to/from school by public bus (11.7%). Under a tenth of pupils travel to school as a single car driver/passenger (8.2%), with 9.6% of pupils car sharing with at least one other pupil.
- 6.1.4 The existing baseline for pupil travel at Ruislip High School, based upon the modal split data and relative to the overall aim of this Travel Plan is expected to be:

8.2% of pupil trips are made by a vehicle with a sole pupil occupant

6.2 Baseline Travel Scenario - Staff Travel

- 6.2.1 The estimated travel to work modal split for staff at the extended school has been calculated in the TA using method of travel to work data for the existing workplace population, obtained from the 2011 Census (dataset: WP701EW). The school modal split has been predicted based upon the travel patterns of those working in Middle-Layer Super Output Area (MSOA) 'Hillingdon 009' within which the site is located. It is considered reasonable to assume that the staff journey to work modal split at the site will be comparable with that of the existing workplace population within the local MSOA.
- 6.2.2 As previously outlined, the existing school is currently understood to employ a total of 105.2 FTE staff, with an additional 17.5 FTE staff expected to be employed as part of the extension proposals, bringing the total number of FTE staff to 122.7. Table 5 summarises the projections of the TA and shows the number of existing and proposed staff expected to travel by each mode.

Table 5: Proposed Staff Modal Split

Mode of Travel	Modal Split	Existing FTE Staff	Proposed FTE Staff	Additional Staff
Car/Taxi/PTW	60.5%	64	74	+10
Public Transport	24.7%	26	30	+4
Car Passenger	4.4%	5	5	-
Pedestrian	8.1%	8	10	+2
Pedal Cycle	1.8%	2	2	-
Other	0.5%	1	1	-
TOTAL	100%	105.2	122.7	+16

*Totals may not represent the sum of their parts due to rounding

- 6.2.3 Table 5 indicates that under two-thirds of staff (60.5%) could be expected to travel to work alone by car, with just under a quarter of staff (24.7%) travelling to/from school by public transport.
- 6.2.4 The baseline staff travel situation for Ruislip High School, based upon the modal split data and relative to the overall aim of this Travel Plan is expected to be:

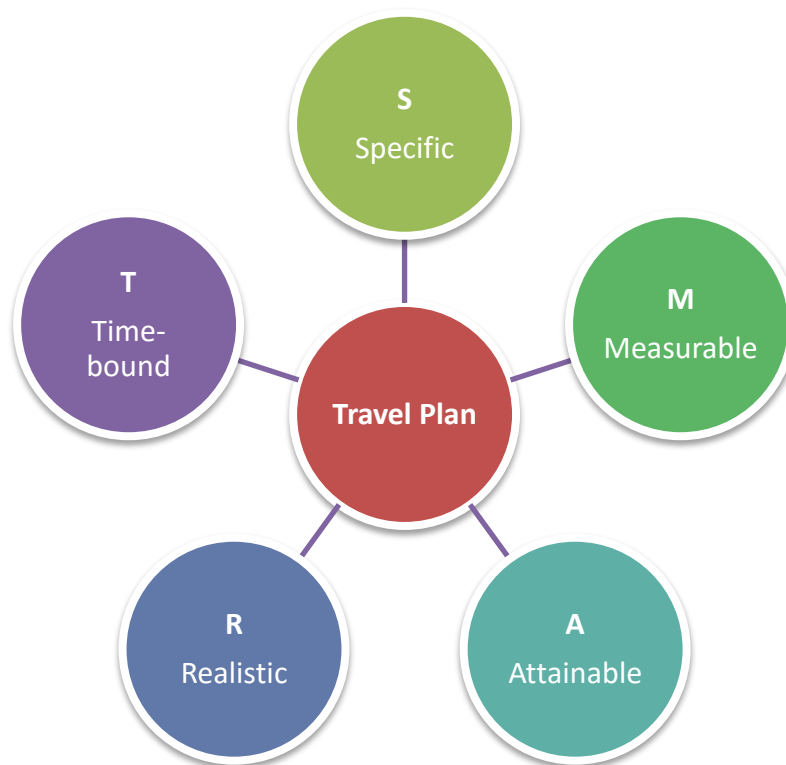
60.5% of staff trips are made by sole occupant vehicle (Car/Taxi/PTW)

- 6.2.5 In order to provide an accurate baseline for the school following redevelopment, site specific travel data will be collected within 12 months of the first occupation of the expanded school. Details of the baseline travel survey methodology are provided within Section 8.2.

6.3 Targets

- 6.3.1 The key emphasis of Travel Plans is to minimise the number of vehicle trips generated by the site, particularly those made by single occupant car journeys. This is most commonly done by setting appropriate targets. This Travel Plan is primarily concerned with managing the travel demand of pupils and staff trips to and from the site and as such all targets relate to these types of trips. In setting TP targets it is important to highlight that targets need to be responsive as situations change. It is recognised that the target of this Travel Plan should be SMART:

Figure 6: SMART Travel Plan Components



- 6.3.2 Travel Plan targets have been set for a five-year period and are a means of monitoring progress and aim to be challenging, but achievable. The targets are based on the assumed baseline situation and are to be achieved within the timeframes set out within Table 6.

Table 6: Pupil & Staff Five-Year Targets

Year	Target (Sole Occupant Vehicle)	
	Pupils	Staff
1	7.5%	59%
2	7.0%	58%
3	6.5%	57%
4	6.0%	56%
5	5.5%	55%

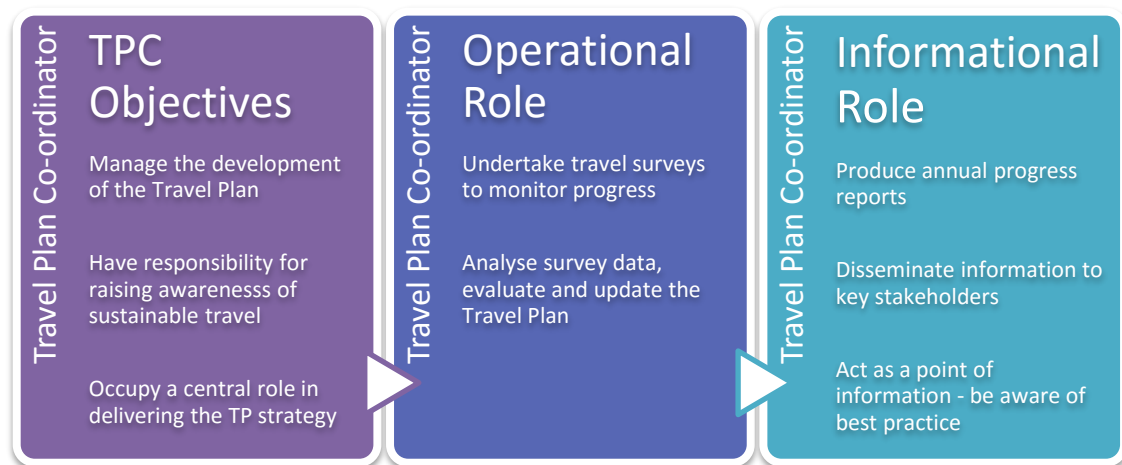
- 6.3.3 The performance of Ruislip High School against the Travel Plan targets is to be monitored via annual travel surveys as detailed within Section 8. The first travel survey should be undertaken within 12 months of occupation of the expanded school; should the results reveal a vastly different modal split from that assumed within Sections 5.1 and 5.2, then the above targets should be revised as appropriate.

7.0 ROLES & RESPONSIBILITIES

7.1 Travel Plan Coordinator (TPC)

- 7.1.1 A fundamental part of a successful Travel Plan is the appointment of a Travel Plan Coordinator (TPC) and the clear delineation of their roles and responsibilities. The role of the TPC is wide ranging, incorporating key actions which will provide a focus for Travel Plan development over the duration of the appointment. The TPC will also be responsible for the monitoring and evaluation of the Travel Plan. The objectives and roles of the TPC are illustrated in Figure 7.

Figure 7: TPC Objectives & Roles



- 7.1.2 The school will ensure the provision of adequate resources and funds to develop and implement the Travel Plan, including the appointment of the TPC prior to site occupation after the proposed expansion.

7.2 Key Stakeholders

- 7.2.1 For this Travel Plan to be successful it is essential that partnership working between key stakeholders takes place. As well as pupils/parents, staff and the TPC, other key stakeholders include local residents, the Local Planning/Highway Authority (London Borough of Hillingdon Council – LBH) and Transport for London (TfL).
- 7.2.2 It is essential that all stakeholders work together to help make sure that the greatest Travel Plan benefits possible are achieved. An example of this is providing TPC support for the production of the 'Welcome Travel Pack' (WTP) which is to be issued to all parents/pupils and staff members upon enrolment or occupation of the redeveloped site (see Section 7.9 for further details on the WTP).
- 7.2.3 Rather than the school producing a WTP on their own, any WTP is likely to be more effective if it has input and information from knowledgeable key stakeholders. Given the importance of the wider health/environmental agendas and Council targets, LBH are likely to be able to assist in the production of the pack by providing/producing walking and cycling maps. Similarly, TfL are likely to see the benefits in ensuring that staff and students are fully aware of the availability of local public transport services.

- 7.2.4 To ensure that key stakeholders buy-in and provide continued support to the Travel Plan, it is recommended that stakeholders provide details of the relevant Officers to contact in relation to the Travel Plan. Once all contact details are provided, the Travel Plan (and subsequent WTP information) can be updated accordingly with all points of contact clearly outlined. The provision of contact details will also ensure that all monitoring and evaluation data is sent to the correct Officers in a timely manner.

8.0 ACTION PLAN

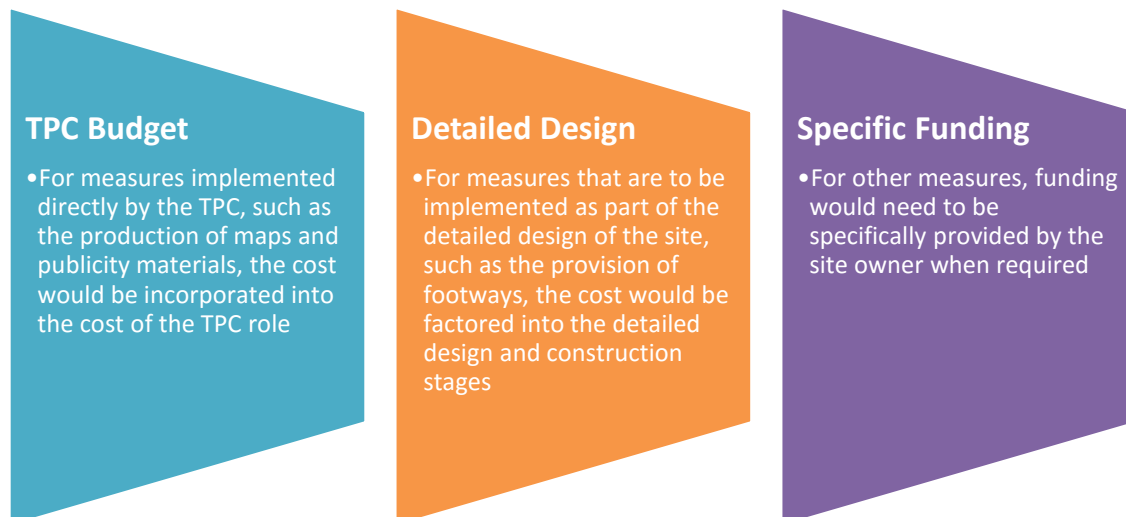
8.1 Introduction

- 8.1.1 The measures outlined within this section have been developed to target all users of the site, including pupils, staff, visitors and parents. Awareness and involvement of pupils in sustainable transport and travel issues in general can be maximised by incorporating the process, review, and implementation of the TP within the classroom and extra-curricular activities.

8.2 Funding Streams

- 8.2.1 The measures outlined in this TP are to be funded by the school, with the TPC responsible for implementing the measures. However, not all of the TP measures would require separate funding as the fees associated with implementing a number of the measures would be absorbed into other funded activities. The potential ways in which the TP measures can be funded are outlined below:

Figure 8: Funding Streams for Measures



8.3 Measures to Promote Walking

8.3.1 Practically all journeys, regardless of the main mode used, start and end by walking, which is the most sustainable mode of all. Given the location of the site, situated in a predominantly residential area there is much potential for travel to be made to and from the site on foot. Table 7 outlines the measures to be employed to actively promote travel to/from the site on foot:

Table 7: Measures to Encourage Walking

Ref	Measures	Timescale	Funding
W1	Undertake a review to ensure that pedestrian routes to/from the site, as well as pedestrian access points and internal routes, are safe, convenient, accessible and well-lit.	During detailed site design	Detailed Design
W2	Design the development in accordance with a 'pedestrian first' policy with good lighting, dropped kerbs and a road layout that maintains a low vehicle speed environment.	During detailed site design	Detailed Design
W3	Actively promote local and national initiatives such as the Eco Schools Week and Walk to School Week.	Upon each pupil/staff member's site occupation	TPC Budget
W4	Distribute a map showing key pedestrian features within the local network. This will form part of the WTP for parents/pupils and staff, to include a table of walking/cycling distances and travel times to local amenities.	Upon each pupil/staff members' site occupation	TPC Budget
W5	Publicity materials regarding the health and financial benefits of walking to be made available to parents/pupils and staff as part of the WTP.	Upon each pupil/staff members' site occupation	TPC Budget

8.4 Measures to Promote Cycling

8.4.1 Cycling is a sustainable mode of travel and is an excellent way of introducing physical activity into the everyday lives of people. Table 8 outlines the measures that will be implemented to help promote cycling to/from the site:

Table 8: Measures to Encourage Cycling

Ref	Measures	Timescale	Funding
C1	Ensure that adequate covered and secured cycle parking is provided at the site.	During detailed site design	Detailed Design
C2	Provide and promote access to showers, changing facilities and lockers for staff and pupils that walk and cycle to school.	During detailed site design	Detailed Design
C3	Promote the benefits of, and provide information on any established 'Cycle to Work' salary sacrifice scheme that staff should be able to access.	Upon each staff members' site occupation	TPC Budget
C4	Distribute copies of relevant cycle maps to all pupils and staff. Related information with regard to local cycle shops and local cycle groups should also be distributed. This information should be reviewed and updated periodically. This will form part of the WTP.	Upon each pupil/staff members' site occupation	TPC Budget
C5	Publicity materials regarding the health and financial benefits of cycling to be made available to pupils and staff.	Upon each pupil/staff members' site occupation	TPC Budget
C6	Inform pupils and staff of local LBH and national initiatives aimed at increasing cycling levels such as 'Bike Week' and 'The Big Pedal'.	Upon each pupil/staff members' site occupation	TPC Budget

Ref	Measures	Timescale	Funding
C7	Conduct regular audits of on-site cycle parking storage and provide additional cycle parking (covered and secure) if found to be required.	At suitable intervals following site occupation	TPC Budget
C8	Investigate organising 'Dr Bike' sessions where pupils and staff would have their bikes checked over by a local bike mechanic and have any small problems fixed for free.	0-12 months following site occupation	TPC Budget
C9	Arrange a visit from a cycling instructor to enable students to reach 'Bikeability' training level 3, which is considered an appropriate standard for travelling to and from school. Adult cycle training may also be beneficial to staff members not confident enough to cycle to work.	0-12 months following site occupation	TPC Budget
C10	Investigate the possibility of establishing a Bicycle User Group (BUG) and implement if there is sufficient interest.	0-12 months following site occupation	TPC Budget
C11	Take part in the 'Bike It' project which includes bikers' breakfasts, training and other events to encourage children to cycle safely.	0-12 months following site occupation	TPC Budget
C12	Investigate the possibility of offering refurbished cycles to pupils and staff at affordable prices.	12-24 months following site occupation	TPC Budget

8.5 Measures to Promote Public Transport

8.5.1 Measures that will be implemented to encourage increased public transport use are shown in Table 9:

Table 9: Measures to Encourage Public Transport Use

Ref	Measures	Timescale	Funding
PT1	Make parents and staff aware of the 11-15 Oyster Zip Photocards which allow free travel on buses and at child rate on tube, DLR and London Overground, and most National Rail services in London. 16-17 year olds are eligible for a 16+ Zip Oyster Photocard, allowing free bus travel or half adult fare on the aforementioned services if they are in full time education and reside in a London Borough.	Upon pupil enrolment	TPC Budget
PT2	Disseminate public transport information to all pupils and staff. To encourage public transport use it is essential that information is readily available. Bus maps, timetable information, taxi firm numbers and wider publicity should be displayed in communal areas and should also be readily available from the TPC. Information on resources such as journey planner sites which can help plan trips using both buses and trains should also be disseminated. This information should be regularly reviewed and updated when required.	Upon each pupil/staff members' site occupation and ongoing	TPC Budget
PT3	Provide a link to the TfL Journey Planner and real time journey information system via the school website or intranet.	0-12 months following site occupation	TPC Budget
PT4	Consider providing a screen within the school building to provide up-to-date bus and underground service information to staff and visitors.	12-24 months following site occupation	Specific Funding

8.6 Car Sharing

- 8.6.1 The TPC should encourage site users (particularly staff) to consider car sharing as an alternative to travelling as a single car occupant. Information on local and national car sharing schemes should be distributed. The national 'Liftshare' website (www.liftshare.com) estimates that a typical car sharer will save themselves around £1,000 and 1 tonne of CO₂ per year by sharing their daily journey. There is the facility to calculate tailored potential CO₂ and cost savings.

Table 10: Measures to Encourage Car Sharing

Ref	Measures	Timescale	Funding
CS1	Promote the use of on-line car share databases such as www.liftshare.com and www.gocarshare.co.uk , aimed at assisting people in finding car share partners for commuting journeys.	Upon each staff members' site occupation and ongoing	TPC Budget
CS2	Make staff aware of the environmental (and financial) benefits of car sharing.	Upon each staff members' site occupation	TPC Budget
CS3	Contact parents and pupils via newsletter to promote the benefits of car sharing for the school run.	0-3 months following site occupation	TPC Budget
CS4	Dedicate a section of staff notice boards for informal car-share requests.	0-6 months following site occupation	TPC Budget

8.7 Measures to Promote Efficient Vehicle Use

- 8.7.1 Although not directly contributing to a reduction in single vehicle trips to the site, encouraging the use of more sustainable vehicles and alternatives to petrol and diesel cars aligns with the general themes of this Travel Plan and its associated aim and targets. Measures to promote more sustainable vehicle usage are outlined in Table 11:

Table 11: Measures to Promote Efficient Vehicle Use

Ref	Measures	Timescale	Funding
EV1	Promote the use of electric and low-emissions hybrid vehicles amongst staff.	Upon each staff members' site occupation and ongoing	TPC Budget
EV2	Promote the use of motorcycles and mopeds by staff as they have less environmental impact than a single occupancy car journey.	Upon each staff members' site occupation and ongoing	TPC Budget
EV3	Provision of eco-driving training to staff members as well as marketing material on the potential for significant fuel savings and reduced emissions.	0-12 months following site occupation	TPC Budget

8.8 Information & Marketing

8.8.1 Having an effective information and marketing strategy helps to improve awareness of the Travel Plan and increase progress towards achieving the objectives and targets, thus contributing to its success. The following information and marketing measures are to be implemented at the site:

Table 12: Information & Marketing Measures

Ref	Measures	Timescale	Funding
IM1	State commitment to encouraging sustainable travel modes in school prospectus, on website, within promotional literature, etc.	Upon each pupil/staff members' site occupation and ongoing	TPC Budget
IM2	Produce a Travel Policy for pupils and staff to accept and sign as part of the induction process.	Upon each pupil/staff members' site occupation and ongoing	TPC Budget
IM3	Distribute a 'Welcome Travel Pack' to all new pupils and staff, which outlines options for travelling by sustainable modes of travel. This could be produced and issued electronically.	Upon each pupil/staff members' site occupation and ongoing	TPC Budget
IM4	Hold a school assembly to talk about the health benefits of active travel.	0-3 months following site occupation	TPC Budget
IM5	Ensure a copy of the Travel Plan, its aims, objectives and targets is available from the TPC and on the school website.	0-36 months following site occupation	TPC Budget
IM6	Encourage curriculum based projects to raise awareness of transport issues and promote sustainable travel choices.	0-12 months following site occupation	TPC Budget
IM7	Include sustainable travel information and any updates to the Travel Plan activities in staff briefings and pupil/parent newsletters.	0-12 months following site occupation	TPC Budget
IM8	Investigate setting up a Sustainable Travel Group, including the TPC, staff members, students, parents, transport providers and other stakeholders such as local ward members and other local residents.	12-24 months following site occupation	TPC Budget
IM9	Achieve TfL STARS (School Travel: Active, Responsible, Safe) accreditation.	12-24 months following site occupation	TPC Budget

8.8.2 Links to a number of useful websites which are likely to aid in the delivery of this Travel Plan are provided in Section 7.10.

8.9 Welcome Travel Pack

8.9.1 Raising awareness of the existing sustainable transport options available to parent/pupils, staff and visitors to the site would allow them to make informed travel choices. The provision of information on a variety of transport options for travelling to and from the site will ensure all users of the site are fully aware of the choices available to them.

8.9.2 An effective time to change an individual's travel behaviour is at a transition point in their lives, such as when starting at a new job or school. Therefore it is proposed that all parents/pupils and staff would receive a 'Welcome Travel Pack' (WTP) prior to starting at the school. The WTP should also be placed on display within communal areas and the pack is to be prepared and disseminated by the TPC with assistance from LBH and local public transport operators (in terms of producing walking, cycling maps and public transport information). The proposed contents of the WTP are outlined within Figure 9.

Figure 9: Proposed Welcome Travel Pack Contents



8.10 Action Plan: Quick Links

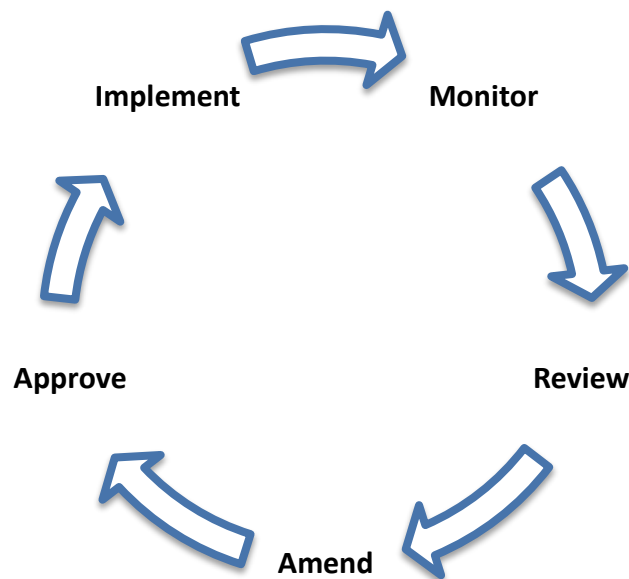
- Bike Week: www.bikeweek.org.uk
- Living Streets (Walk Once a Week, Walk to School Week): www.livingstreets.org.uk/what-we-do/projects/wow
- Sustrans (The Big Pedal): www.sustrans.org.uk/our-services/who-we-work/teachers/big-pedal
- TfL STARS: www.stars.tfl.gov.uk
- TfL Cycling Maps <https://tfl.gov.uk/modes/cycling/>

9.0 MONITORING & EVALUATION STRATEGY

9.1 Introduction

- 9.1.1 It is important to recognise that Travel Plans are a continuous process, and in order to measure their success, it is essential that an appropriate monitoring and evaluation strategy is employed. This plan is intended to provide a flexible working strategy that will be regularly reviewed and updated based upon experience of occupants of the site. It is anticipated that as part of an annual evaluation certain aspects, such as the Travel Plan targets, will be reviewed, and modified if required. The Travel Plan monitoring and evaluation process is shown graphically in Figure 10 below:

Figure 10: Monitoring & Evaluation Process



- 9.1.2 The review process of this TP is to remain in place throughout the lifetime of the plan. However, formal monitoring and assessment is to be undertaken annually, starting 12 months from the adoption of this TP. The TP monitoring is to be undertaken in conjunction with LBH, with agreement over elements such as the proposed surveying methodology, amendments to the Travel Plan target, and intervention measures.
- 9.1.3 The review process provides the opportunity for occupier and key stakeholders to consider the performance of the TP and determine whether the targets have been achieved. All stakeholders should come together to consider the outcomes of the review process and decide if any amendments are required to the TP. Any intervention measures should be approved by all key stakeholders and implemented as appropriate.

9.2 Travel Surveys

- 9.2.1 In order to review and evaluate the effectiveness of this TP, the travel patterns of both pupils and staff need to be regularly established and monitored. As part of the strategy and action plan of this TP, this could be achieved by undertaking annual parent/pupil and staff surveys. The questionnaires can be modified appropriately in light of experience from previous years' surveys. This will ascertain details of site-specific circumstances, behaviours, existing and preferred travel patterns. The surveys can also enhance support for the TP and increase awareness of sustainable travel issues.
- 9.2.2 First survey will be undertaken 12 months after first site occupation. The survey will ascertain details of school-specific circumstances, behaviours, existing and preferred travel patterns. The survey can also enhance the support of pupils, parents and staff for the TP and increase their awareness of sustainable travel issues.
- 9.2.3 As a minimum, the travel survey questionnaire should look to establish the mode of transport usually used for travelling to/from the school. As the survey can be used to justify alterations to the Travel Plan target, it is essential that the reasoning behind mode choice (particularly those travelling by car) is established. This can be done by a series of questions which assess why pupils and staff are using their chosen mode and may outline likely barriers in achieving modal shift. There are a number of things that the travel surveys can establish, such as:
- Usual mode of travel, with differentiation between those who travel by car and those who travel as a car sharer;
 - Alternative modes of travel;
 - Reasons for current mode choice;
 - Distance travelled;
 - Number of times per week (on average) staff travel to/from the school;
 - Receptiveness to a modal switch towards sustainable travel;
 - Receptiveness to Travel Plan measures;
 - Awareness of Travel Plan, initiatives, measures and travel options;
 - General opinions and views on site travel issues; and
 - Any special travel circumstances (e.g. mobility issues).
- 9.2.4 It is recommended that the travel survey data is analysed using the iTRACE software, an online tool used by authorities in Greater London which not only allows data comparisons to be made internally (year to year), but also between other schools and organisations within the local area. As such, the proposed travel surveys should be in a format compliant with iTRACE.

- 9.2.5 The surveys should ascertain detailed data regarding modes of travel, distance travelled, reasons for travel mode and suggestions for measures that would encourage sustainable travel. A key question to be added to the survey in subsequent years could be a question asking if a person's mode of travel has changed over the last year. This will provide an explicit expression of any modal shift.
- 9.2.6 It is recommended that a short covering letter/email is provided with a Travel Survey questionnaire to explain the purpose and aims of the survey. To encourage rapid responses an appropriate prize could be offered if responses are received by a stipulated date.

9.3 Visitor Travel

- 9.3.1 It is recommended that visitor travel choice be monitored by including a 'How Did You Travel Here Today?' tick-box question as part of the signing-in process at reception. Information provided on the website or via correspondence should support journeys to the site by sustainable travel.

9.4 Travel Plan Progress Report

- 9.4.1 The results of the surveys will culminate in the production of an annual Travel Plan Progress Report that can be used to assess the progress achieved, raise awareness of travel initiatives and identify possible future actions. This report would be produced by the TPC and submitted to key stakeholders, such as LBH.

9.5 Intervention Strategy

- 9.5.1 If the review process identifies that the TP targets are being missed by a significant margin, then potential additional measures/initiatives may be required at the site. Discussions should take place between the TPC, the School Council, LBH, TfL and any other relevant parties to determine which, if any, additional Travel Plan measures need to be implemented. Trigger points for the implementation of any such additional measures would need to reflect the scale by which the target was not achieved. Potential additional measures may include:
- Area-wide (potentially local authority-wide) initiatives, working with neighbouring developments and the local authority;
 - Implement tutorial/PSHE sessions on sustainable travel options for all pupils;
 - Establishing a formal car share database for staff;
 - Reviewing incentives for encouraging more sustainable travel choices;
 - Increasing provision of on-site cycle parking facilities if the audit process highlights that more is required;
 - More active marketing, incorporating a shift of focus; and
 - Offer personalised journey planning services.

- 9.5.2 Any intervention measures would need to be funded either through the TPC role or implemented with specific funding from the school. The impact of the intervention measures will be monitored as part of future annual reviews.

10.0 REFERENCES

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- DfE (Department for Education), 2016. Pupil absence in schools in England: 2015 to 2016. Figure 1 [accessed: 10/04/2017].
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- TfL, 2016. West London Sub-Regional Transport Plan, 2016 Update.
- TfL, 2014. Travel Plan Guidance [online: www.tfl.gov.uk/info-for/urban-planning-and-construction/travel-plans]. [Accessed: 14/08/2016]
- TfL, 2013. London Local Cycling Guide 3.

Appendix I – Site Layout Plan

Notes.

Drawing to be read in conjunction with designer risk register



Plant schedule
Species
Size & Spec.
Spacing
No.

NATIVE TREES
Acer campestre 'Streetwise'
Pyrus calleryana 'Chanticleer'

Orchard Trees (to be confirmed with school prior to tender)
Apple: Bramleys Seedling
Apple: Worcester Pearmain
Pear: Williams Bon Chretien
Plum: Marjorie Seedling

NATIVE HEDGE
Carpinus betulus

LOW ORNAMENTAL SHRUB PLANTING
Hebe Mrs Winder

PLANTER SENSORY PLANTING
Alysicla citrodora
Artemisia vulgaris
Stachys byzantina
Lavandula angustifolia 'Hidcote'
Origanum vulgare 'Compactum'
Penstemon alpestris Hamelin
Rosmarinus officinalis
Rudbeckia fulgida sultii 'Goldsturm'
Salvia officinalis 'Purpurascens'
Sida teussissima
Thymus citrodorus aurea
Salvia pratensis
Eryngium planum

Plant schedule	Species	Size & Spec.	Spacing	No.
NATIVE TREES	Acer campestre 'Streetwise'	10-12 Select standard 3.0-3.5m height CG	as shown	8
	Pyrus calleryana 'Chanticleer'	12-14 Heavy standard 3.5-4.0m height CG / BR, 2m clear stem	as shown	6
Orchard Trees (to be confirmed with school prior to tender)	Apple: Bramleys Seedling	C10 Standard, 2m height		1
	Apple: Worcester Pearmain	C10 Standard, 2m height		1
	Pear: Williams Bon Chretien	C10 Standard, 2m height		1
	Plum: Marjorie Seedling	C10 Standard, 2m height		1
NATIVE HEDGE	Carpinus betulus	900-1200 BR	5 / lin m	185
LOW ORNAMENTAL SHRUB PLANTING	Hebe Mrs Winder	200-300 C2	7/m2	70
PLANTER SENSORY PLANTING	Alysicla citrodora	C2 bushy	7/m2	14
	Artemisia vulgaris	C2 bushy	7/m2	14
	Stachys byzantina	C2 bushy	7/m2	14
	Lavandula angustifolia 'Hidcote'	C1 bushy	5/m2	10
	Origanum vulgare 'Compactum'	C1 bushy	15/m2	30
	Penstemon alpestris Hamelin	C1 bushy	5/m2	10
	Rosmarinus officinalis	C1 bushy	10/m2	20
	Rudbeckia fulgida sultii 'Goldsturm'	C1 bushy	7/m2	14
	Salvia officinalis 'Purpurascens'	C1 bushy	5/m2	10
	Sida teussissima	C1 20-30cm	15/m2	30
	Thymus citrodorus aurea	C1 bushy	7/m2	14
	Salvia pratensis	C1 bushy	10/m2	20
	Eryngium planum	C1 bushy	10/m2	20

Notes:
Landscape Implementation Guidelines.
The approved hard and soft landscaping scheme for the whole site shall be carried out prior to occupation of the building or during the first planting season following the full completion of building works, whichever is sooner.
All planting and landscape operations should comply with the requirements specified in BS 3936 (1992) Nursery Stock Part One, BS 4428 (1989) Code of Practice for General Landscape Operations (excluding hard surfaces) and BS8545 Trees from nursery to independence in the landscape.
Any plant species shown on the approved landscape scheme which within a period of 5 years from the completion of the development dies, is removed or in the opinion of the LPA becomes seriously damaged or diseased shall be replaced in the same place in the next planting season with identical species unless the LPA gives written consent to any variation.
Proposed Tree Planting
Stock size proposed is as shown.
Tree support for semi mature specimens shall be an underground strapped anchor system with ground anchors including an integrated irrigation and aeration system.
Other tree support to be two softwood stakes @ 7.5cm diameter @ 230cm length and should be driven into the ground to knee-height with ties and horizontal cross support.
Tree pit size to conform to BS8545 Trees from nursery to independence in the landscape.
Proposed Shrub and Hedge Row Planting
Hedge Row planting to be planted as shown in the plant schedule, to be planted in the first available planting season following the occupation of the building or the completion of the development (whichever is sooner), in a minimum 450mm depth of clean topsoil, with a minimum of 50mm approved bark mulch applied.
Proposed Seeding / Turfing
Seeding / turfing to be carried out in the first available seeding / turfing season following the occupation of the building or the completion of the development (whichever is sooner), in a minimum 150mm depth of clean topsoil.
Additional Notes.
- Existing trees and vegetation to be retained are to be protected during construction to BS5837:2012
- Any necessary tree works to be carried out by an approved tree surgeon to BS 3998.
- Trees, hedges and shrubs should be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the local planning authority.
- If any retained tree, hedge or shrub is removed or severely damaged during construction work, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

Hard Landscape Legend

P1	Paving - Concrete slab paving 400 x 400mm, Natural grey colour. To be textured slabs or similar approved
P2	Surfacing - Block paving to match existing
P3	Surfacing - Resin bound gravel
P4	Surfacing - Artificial grass sports pitch
E	Edging - Concrete pin kerb 914 x 150 x 50mm

Soft Landscape Legend

F1	Furniture - Gero table and benches by Bailey Street Scene or similar approved
F2	Furniture - Gero bench by Bailey Street Scene or similar approved
F3	Furniture - Treeline bench components by Artform Urban, or similar approved
F4	Furniture - Perla Q tree grille by Artform Urban, galv & powder coated or similar approved
F5	Fencing - 1.45m high metal fence to match existing

- Notes:**
1 Drainage: Refer to Engineers drawings and specification
2 Highway / Civils works: Refer to Engineers drawings and specification
3 Sub bases and foundations: Refer to Engineers drawings and specification
4 Lighting / Mugs Lighting: Refer to M&E Engineers / Lighting Specialist drawings and specification
5 Refer to Project Health and Safety File for locations and details of existing services
6 Road marking white lining: Refer to Engineers drawings and specification



Landscape Architect

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Contractors are not to scale from this drawing. All dimensions are to be checked on site. Any discrepancies, omissions and/or omissions between this drawing and information given elsewhere are to be reported to this office for clarification before proceeding.

STATUS:
PLANNING

Project Title:
Ruislip High School

Drawing Title:
Landscape Plan

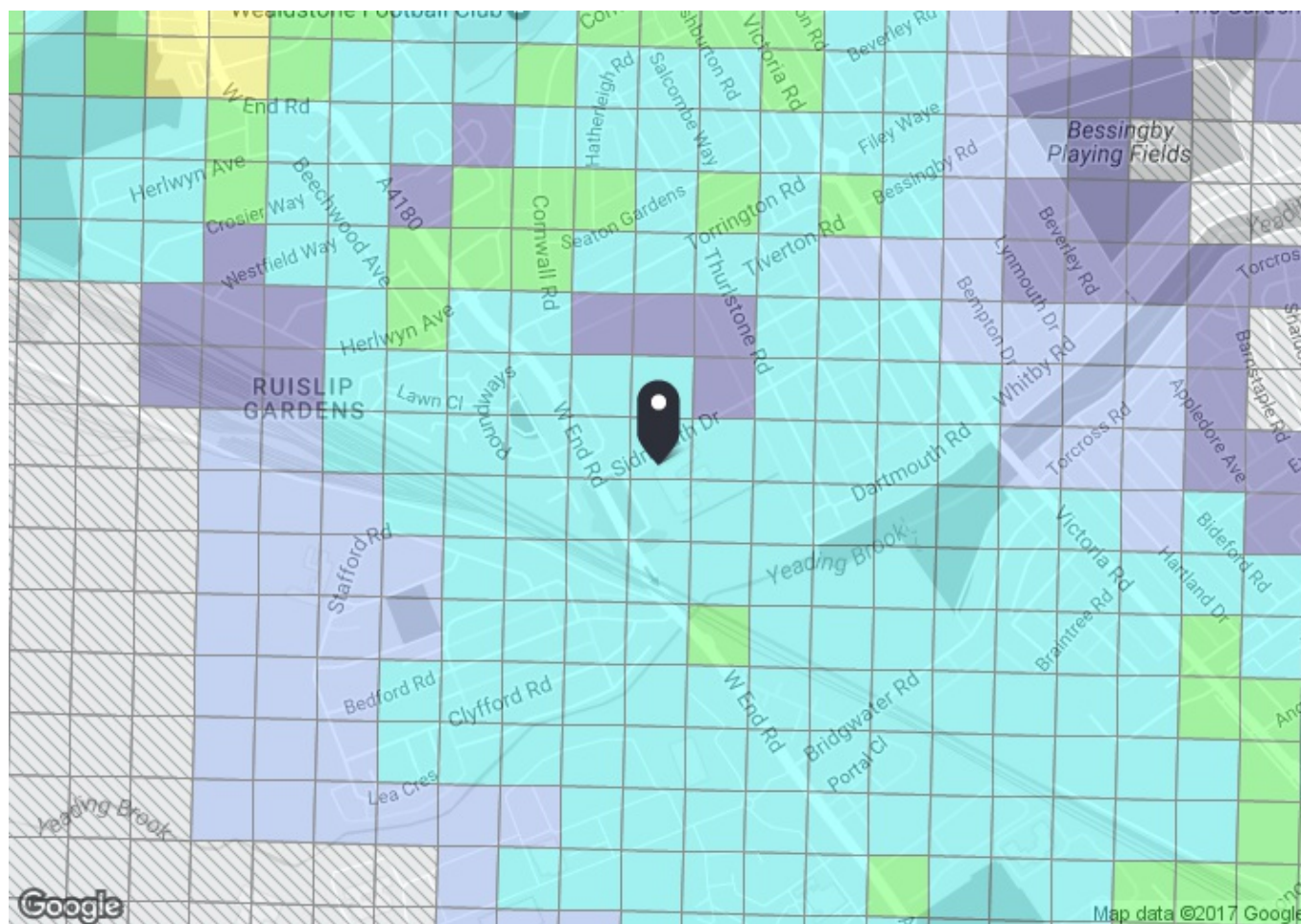
Sheet 1 of 2

Scale:
1:200@A0
Drawn:
team

Date:
May 17
Drawing Number:
M297-100
Revision:
P1

Project references:
1 - CRN/rev0170801/050-160089 - Ruislip High School - Option 7
Proposed v6 CDP.dwg - 3 -

Appendix 2 – PTAL Report



PTAL output for Base Year

2

Ruislip High School

Sidmouth Dr, Ruislip HA4 0BY, UK

Easting: 510143, Northing: 186110

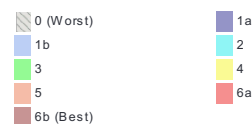
Grid Cell: 110189

Report generated: 09/05/2017

Calculation Parameters

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

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	BERKELEY CLOSE	E7	153.58	5	1.92	8	9.92	3.02	1	3.02
Bus	Victoria Rd Tiverton Rd	114	566.24	6	7.08	7	14.08	2.13	0.5	1.07
LUL	Ruislip Gardens	'Epping-WRuislip '	455.77	3	5.7	10.75	16.45	1.82	0.5	0.91
LUL	Ruislip Gardens	'RuislipGar-Epping '	455.77	1	5.7	30.75	36.45	0.82	0.5	0.41
LUL	Ruislip Gardens	'Debden-WRuislip '	455.77	0.33	5.7	91.66	97.36	0.31	0.5	0.15
LUL	Ruislip Gardens	'RuislipGdns-Debden '	455.77	0.33	5.7	91.66	97.36	0.31	0.5	0.15
LUL	Ruislip Gardens	'Loughton-WRuislip '	455.77	1	5.7	30.75	36.45	0.82	0.5	0.41
LUL	Ruislip Gardens	'RuislipGdns-Loughton'	455.77	0.67	5.7	45.53	51.22	0.59	0.5	0.29
LUL	Ruislip Gardens	'WRuislip-NewburyPark'	455.77	0.33	5.7	91.66	97.36	0.31	0.5	0.15
LUL	Ruislip Gardens	'Hainault-WRuislip '	455.77	3.33	5.7	9.76	15.46	1.94	1	1.94
LUL	Ruislip Gardens	'Hain-NP-RuislipGdns '	455.77	0.67	5.7	45.53	51.22	0.59	0.5	0.29
LUL	Ruislip Gardens	'GrangeHill-Wdtd-WRsp'	455.77	0.67	5.7	45.53	51.22	0.59	0.5	0.29
Total Grid Cell AI:										9.08