



# Ealing Fields

High School

**Revision 3**

**30 March 2020**

**Author: Twyford Trust (MBe/RLa/Sri)**

# School

## School Basic Information

<b>School Name:</b>	Ealing Fields High School
<b>Address and postcode:</b>	Little Ealing Lane Ealing London W5 4EJ
<b>Email:</b>	office@ealingfields.org.uk
<b>Website:</b>	www.ealingfields.org.uk
<b>Telephone:</b>	0203 711 0022
<b>DfE Number</b>	307/4001
<b>School Type:</b>	Free School
<b>Head teacher:</b>	Mark Bedford
<b>Contact details:</b>	0203 711 0022
<b>Travel Plan Coordinator</b>	Karl Woodham, Assistant Headteacher, EFHS

## Executive Summary

This Travel Plan (TP) for the new site for Ealing Fields High School (EFHS), located within the administrative boundary of the London Borough of Ealing Council (LBEC), has been produced by EFHS for Planning Reference 183265FUL and 183265LBC.

The aim of this TP is to provide management tools to allow staff, parents and students to make knowledgeable decisions about their method of travel to school. This is attained by providing a strategy to eliminate any obstacles to sustainable travel.

## Introduction

In June 2016, LBEC granted permission for the change of use of the sports pavilion and northern part of grounds known as Eversheds Sports Ground, located on Wyke Gardens, for use as a temporary secondary school for two years up to 2018 (161731FULR3).

Following this, in 2017 a second application was submitted for the EFHS to continue to operate until 2020 and to install two new two storey modular units to facilitate an increase in student numbers (178965FUL). The existing school provides six parking bays, including one accessible bay.

EFHS now accommodates 485 students and 45 full time equivalent (FTE) members of staff (Year 7 to Year 10 students only for academic year 2019-20) in temporary accommodation. However the number of students is expected to rise to 660 and 62 FTE staff over the next two years. Numbers will steadily grow over time with the maximum numbers reached in 2024 when the school has 750 students on roll and 68 FTE staff because the Y7 who will join in September 2020 will be the first cohort of 150 and will then enter their final year (Y11).

Once the temporary permission has elapsed, the students and staff currently in attendance at the Eversheds Sports Ground site will be relocated to the newly constructed school facility on the former King Fahad Academy, Little Ealing Lane.

Document FS0325-CUR-XX-XX-RP-Y-0003\_TravelPlan-P04 was issued to the planners on 18/09/2018 for Planning Reference 183265FUL and 183265LBC for the new site.

This TP is an updated version of that plan and produced in accordance with the template provided by LBEC. It is a planning condition for this development.

During the planning committee it was agreed to allow the Ealing Fields Residents Association (EFRA) to provide commentary/changes which would be incorporated by the building contractor Bowmer + Kirkland (B+K) where possible and suitable.

EFHS already has a STARS account which relates to the temporary site and is working towards Bronze accreditation for 2019-20.

## School Details

### School Description and Background

Ealing Fields High School is the most recent member of the Twyford CofE Academies Trust family of schools. It was opened as a Free School in September 2016 by a group of parents with a strong desire to provide an excellent new school for the South Ealing community. As a Twyford Trust school EFHS is characterised by high academic standards and a disciplined approach to study and learning, but is also a place where creativity and inquiry are central to our curriculum.

### Vision

Ealing Fields has only just begun its journey as a school but its founder students, parents and staff are passionately committed to making it an outstanding place to learn, work and grow as individuals and offer something unique, special and formational to everyone who journeys with us.

### Ethos

The school has been set up with an ethos based on human potential to be and do good and has a very distinctive focus on critical thinking and the development of students as independent learners.

### Aims of Travel Plan

In line with Central and Local Government Policies and Guidance, the aims of the TP are to:

- Discourage the use of unsustainable modes of transport and enable student and staff of the school to make travel choices that benefit themselves and their community;
- Raise awareness of alternative modes of transport and thus encourage a modal shift towards more sustainable travel modes.

### Purpose and commitments of travel plan

This TP has been prepared to:

- Show the school's commitment to addressing the access needs of staff, parents, students and visitors through the promotion and implementation of an TP;
- Respond to congestion issues which may affect staff and visitors and thereby reduce performance;
- Support the Government's environmental and sustainable development initiatives;

- Demonstrate its environmental responsibilities and to be seen as a leader amongst its peers and neighbouring communities;
- Remain in harmony with, and responsive to, changes to planning and fiscal policies regarding transport; and
- Work with others to ensure the availability of high quality alternatives to the car and thereby reduce environmental impacts.

### **Benefits of the travel plan to pupils and the overall school community**

The benefits from a TP can be loosely categorised under three main headings:

- Health Benefits;
- Environmental Benefits; and
- Financial Benefits.

This section explores just some of the improvements which can be made during a successful Travel Planning process.

#### **Health Benefits**

A reduction in polluting vehicles on the roads surround the site will mean better air quality throughout the area. There are also well documented health benefits associated with active travel, yet activity levels are generally low across the UK:

*“Physical activity levels are low in the UK: only 40% of men and 28% of women meet the minimum recommendations for physical activity in adults. (Source: Health Survey for England: CV and Risk Factors for Adults, Obesity and Risk Factors for Children, DoH, 2008).*

Regular moderate physical activity (including walking and cycling), can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems.

#### **Environmental Benefits**

Climate change is a global issue that affects all nations. The British Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

*“It is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 80% lower than the 1990 baseline.” (Source: Climate Change Act 2008, Chapter 27, Part 1, 2008).”*

Encouraging people to make smarter choices in the way they travel can drastically reduce the impact that a particular development or organisation makes on the environment.

### **Financial Benefits**

Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates:

Individuals can also benefit financially from travelling to and from a site with a TP in place due to the improved range of transport options available, some of which may be more cost-effective than car travel. In some circumstances, TP measures can remove an individual’s need for a car (or their household’s need for second car), removing the capital and on-going cost for car ownership.

An effective TP can help encourage staff, parents and visitors to lessen their environmental impact by reducing emission from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

### **Mutual Benefits**

As demonstrated, there are multiple reasons as to why TPs are important to modern society. The initiatives in this TP will have a positive effect on the future staff, students and their parents of the proposed development. They must be communicated correctly:

“It is important that the outcomes sought from the travel plan can be seen as a benefit to all parties, e.g. the developer, occupiers and site users, the community and the local authority. Such benefits can help in gaining widespread commitment.” (Source: Good Practice Guidelines: Delivering Travel Plans Through the Planning Process. DfH, 2009).

## Catchment Area

EFHS is part of the Twyford CofE Academies Trust and is highly oversubscribed. Within the Admissions criteria the oversubscription criteria states:

*Where the school receives more applications than it has places available, the criteria listed below will apply, after the admission of children with an EHCP or Statement which names Ealing Fields.*

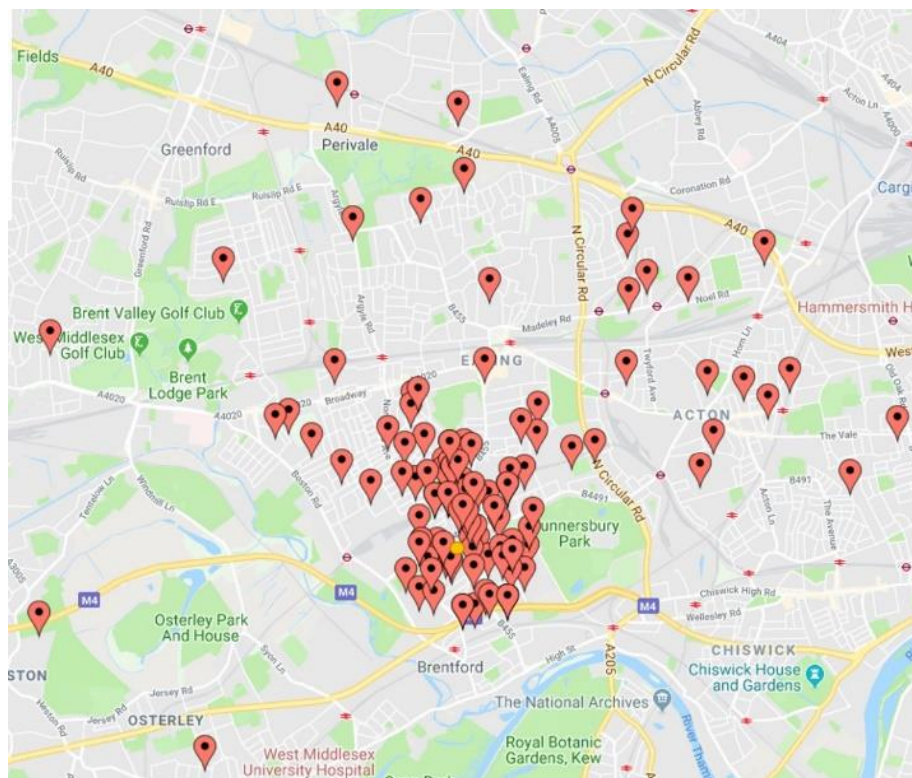
*The oversubscription criteria are:*

- 1. Looked-after children or children who were previously looked after.*
- 2. Siblings of children who will still be attending the school in the academic year of admission (will not apply in the first year of opening).*
- 3. Distance from the nodal point with priority for admission given to children who live nearest.*

For the first three years, the nodal point for EFHS was South Ealing station (W5 2RU). From the September 2019 intake this changed to the permanent site for the school (W5 4EJ).

The majority of students will live close to the school. **Figure 1** below maps 2019 offers made.

**Figure 1 - 2019 offers made**



The more outlying markers are either:

- Music scholars (12 from 2019 intake onwards).

Music scholars are admitted by aptitude score first and within that score by distance from the nodal point.

- Siblings

For 2017 and 2018 admissions (applications are made by 31 October of the previous year) EFHS wasn't part of Twyford CofE Academies Trust. As a new free school, initially it had a wider catchment area as it had to fill PAN. The effect of this on admissions (siblings) will take a few years to work through the school but relates to a relatively small percentage of students.

For 2019 admissions (the first time parents were actively choosing a Twyford CofE Academies Trust school) we had a significant uplift in applications with more first preferences than offers made and a significant uplift in applications.

<b>Ealing Fields School Applications</b>				<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
Total Applications				256	585	813	1116
1 <sup>st</sup> Preference				N/A*	57	105	143
Number of Places Offered				119	120	120	120

In these circumstances, the distance from nodal point becomes more critical and the catchment area gets even tighter around it each year.

**Figure 2** below plots on a map the entire school on the temporary site (students in Year 7 – Year 10) homes in relation to the school site.

**Figure 2– All students on roll October 2019**





# Proposals

## Outline of development and impact on community

### Site Location and Background

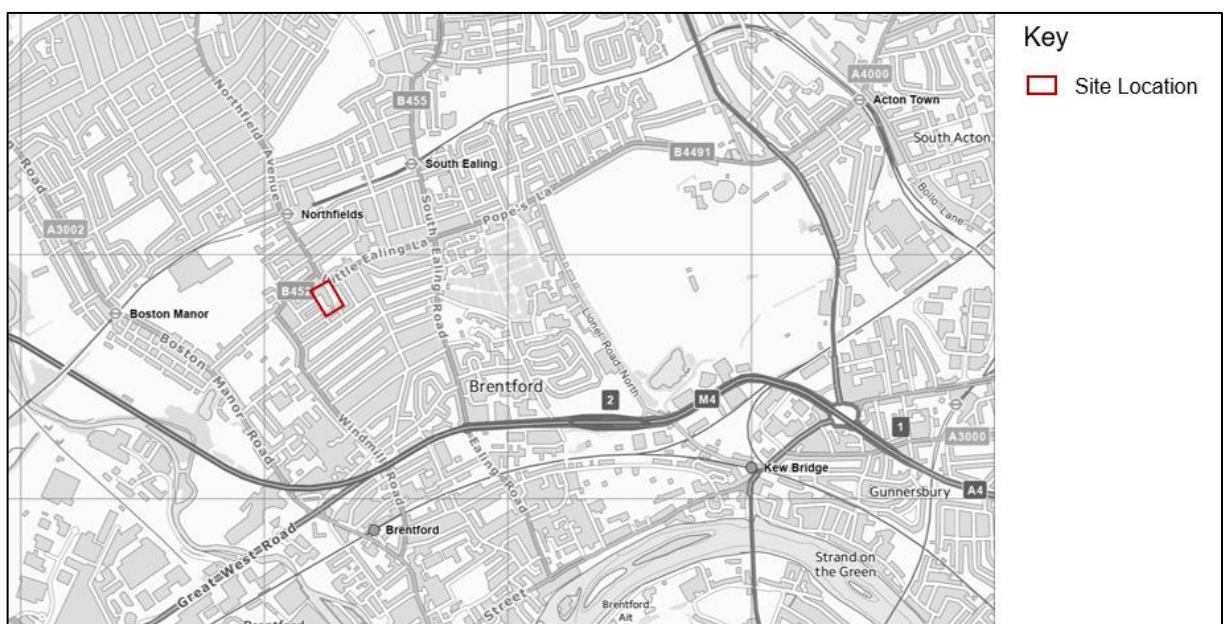
The site is located in Northfields, to the South of the administrative boundary of LBEC, within a predominantly residential area. Accessed via the B4491 Little Ealing Lane, the school backs onto residential properties to the East, South and West and a row of retail units along the North Western corner.

The site is easily accessible by a wide range of transport options. Good standard pedestrian infrastructure is provided in the vicinity of the site, and a number of frequent public transport options can be accessed within an acceptable walking distance of the site.

The site is approximately 10,400m<sup>2</sup> and comprising a Grade II listed Georgian house and new buildings. The site formerly housed the former King Fahad Academy (between 1986 and 2007).but has been vacant for over 10 years. The former King Fahad Academy accommodated approximately 500 students and provided a car drop off facility at the front of the building. Due to the selective nature of the school, the catchment area was wide and therefore a high number of students travelled to school by private car.

**Figure 3** illustrates the site location in the context of the surrounding area.

**Figure 3 - Site Location**



## Proposed pupil numbers

There is a proposed change to pupil numbers as the school currently only has pupils in Year 7 to Year 10 on the temporary site as it opened for first intake in September 2017.

The finished new school site will have capacity to accommodate Year 7 – Year 11 pupils (slight PAN increase to 150 from September 2020 intake).

Academic Year	Number of Pupils	Number of Classes	Note
2019-2020	480	20	On temporary site
2020-2021	630	26	Moved to permanent site
2021-2022	660	27	
2021-2022	690	28	
2022-2023	720	29	
2023-2024	750	30	

The school is due to move to the new site in September 2020 but the intake at this time is expected to be approximately 630 students, the majority of which will be relocated from the temporary facility at Wyke Gardens. The number of students will increase on a yearly basis as a new intake of 150 students enters Year 7. Therefore, the school is only expected to reach full capacity of 750 in September 2024 from Years 7-11. The school may also have some additional pupils who are placed by fair access protocols or SEND/LAC students and so final numbers may be 750-775. Students will leave the school in Year 11 and transition to either local 6<sup>th</sup> forms, colleges or apprenticeship placements. This is a slight change to the projected capacity of 840 (including 6<sup>th</sup> form) which should decrease the risk of congestion on surrounding pavements.

## Proposed staff numbers

Staff numbers will also increase to reflect the needs of a growing school:

Academic Year	Staff
2019-2020	45
2020-2021	58
2021-2022	62
2021-2022	65
2022-2023	68

## Proposed opening times

The new school will follow a similar longer school day structure as the existing school in temporary accommodation. Therefore, the official school day will commence at 08:30 and finish at 16:00. However, the school will be open for staff between 7:00 and 19:00, after which time it will be locked. Therefore, staff will arrive and depart school at different times to the students.

	Current times
School site open	07:00 – 19:00
Pupil times	08:30 – 16:00 (Mon-Thur) 08:30 – 14:30 (Friday)
Extended electives and study club (voluntary)	16:00 – 17:30

Extended electives will be provided between 16:00 and 17:30 and it is anticipated that approximately a third of all students will participate on any given night, therefore departing school after the designated core school hours (16:00). It is also anticipated that one-year group (approx. 120-150 students) will undertake PE classes at the end of each day (16:00 onwards), with approximately 100 of these students travelling offsite to the sports facilities. Thus, diluting the total of students leaving school over a number of hours.

The school will be open longer than these normal school days for occasional evening events such as parents' evenings (5 per year), concerts (termly), plays and musicals (annual), PTSA fundraising events (termly), open evening in September (annually) etc. The school will also accommodate out of hours community use in restricted areas of the school. All users of the site after core school hours will be reminded of the need to be considerate to local residents in neighbouring roads in terms of parking and noise levels.

Concern has been raised by EFRA about traffic and pavement congestion with a number of other schools being in the vicinity. However it must be noted that:

- 1) Our school timetable is significantly different to Little Ealing primary school:
  - Their school day starts at 9:00. Morning nursery finishes at noon with a second session starting at noon and finishing at 15:00 but some children will stay all day. The school day finishes at 15:15 for other pupils.
  - Our school day starts at 8:30 and finishes at 16:00 Mon-Thur and 14:30 on Fridays.
  - With a 30 minute variance at the beginning and at least 45 minutes at the end of the day we are already mitigating the biggest risk of congestion.
- 2) Our school timetable is significantly different to Mount Carmel primary school:
  - Their school day starts at 8:50 and finishes at 15:20
  - Nursery sessions are 08:20 to 15:20 (from September 2020)
  - Our school day starts at 8:30 and finishes at 16:00 Mon-Thur and 14:30 on Fridays.
  - With a 20 minute variance at the beginning (with the exception of 52 nursery places) and at least 40 minutes at the end of the day we are already mitigating the biggest risk of congestion.

After school the primary school students will all be picked up (unless after school clubs) by parents/carers or walk home (Year 5-6) and won't be hanging around as they are not a secondary school and so student safety means they will be going straight home.

- 3) Our school timetable is also different to Gunnersbury boys' school
  - Their school day starts at 8:55 and finishes at 15:25
  - Our school day starts at 8:30 and finishes at 16:00 Mon-Thur and 14:30 on Fridays.
  - So we are also 25 minutes away from their start time in the morning and at least 35 minutes away from their finish times.

- Gunnersbury also provides admission for practising Catholics throughout West London. Only 30% of their pupils come from Ealing, and even then they are distributed across the borough, so this mitigates against the risk to overcrowding on the streets immediately around the school.

In addition we won't have 'stragglers' still around after 8:30 as the students all get significant detentions for being late so we will have all the roads/pavements clear by 8:30

We will have a careful plan to have staff on duty nonetheless at the beginning and end of the day to monitor flow and behaviour thus ensuring students are on/off the site swiftly and with orderly consideration to other users of the pavements at those times. There will also be staff on duty at the bus stops at the end of the day. Staff will be easily identified by wearing high visibility jackets with the school logo. (See **Figure 4** below).

**Figure 4 – Staff on duty outside school at end of day**



We anticipate our own students being the vast majority of any pupils who are using the pavements/bus stops at the end of the day because there is significant time difference between the beginning and end of neighbouring schools' days.

We will cultivate good relations with our neighbouring schools to address any issues that arise quickly.

**Appendix D** illustrates the development proposals with access routes

# Travel and Transport infrastructure

## On-site existing and proposed measures

### Parking

#### Cycle Parking

The minimum cycle parking standards set out within the London Plan require the following:

- Long stay – 1 space per 8 full time staff and 1 space per 8 students
- Short stay – 1 space per 100 students

This equated to a requirement of 10 long stay bays for staff, 108 long stay for students and a further eight short stay spaces for e.g. visiting music teachers and visitors.

Cycle parking will be provided in line with these standards, located to the east of the Main Hall. Four Sheffield stands will be provided adjacent to the main entrance (8 spaces) for use by visitors.

#### Car Parking

The London Plan does not set out any specific requirements for standard parking for educational facilities, therefore the LBEC standards have been consulted. The LBEC standards state that no more than one bay should be provided per 10 people (staff or students above 18). The London Plan states that 5% of total parking should be accessible, with a further 5% enlarged for future use whilst the LBEC standards require 1 per 40 people (staff or students above 18).

In line with the Draft London Plan, 20% of parking spaces (1 space) will feature an electric charging point, whilst the remaining 80% will have passive provision.

No car parking will be provided for use by students, but six parking bays will be provided for staff including two accessible bays. Drop off and pick up of students will not be permitted on site, except under special circumstances.

#### School Minibus

The school minibus (see **Figure 5** below) will park in the grounds of the school and will be used in the main, as on the temporary site, for transporting students to sports fixtures etc. at other schools and sports facilities in the local area.

**Figure 5 – EFHS Minibus**



### Coach Parking

The size of coach permitted on site will be limited to 14m in length. The turning circle area can accommodate up to four 14m coaches at the same time.

### **Storage Lockers**

Storage lockers for personal belongings will be provided on the site for both students and staff.

### **Shower Facilities**

There will be a total of 13 showers for students and 2 for staff on site.

## **Transportation links**

This section provides details on the existing transportation links to the new school site including accessibility of the site by sustainable modes of transport including walking, cycling and public transport. It identifies opportunities for accessing the site by non-car modes and also provides a qualitative audit of the pedestrian and cycling infrastructure around the site.

A key element of national, regional and local policy is to ensure that developments are located in areas where alternative methods of travel are available. Developments should be located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices reducing overall travel and car use.

The results for each mode are discussed independently within the subsequent sections of this report and are based on the following criteria.

- Accessibility by foot - assumes a typical walk threshold of 2 kilometres, as advocated within CIHT Guidance entitled 'Planning for Journeys on Foot'.
- Accessibility by cycle - assumes the industry accepted threshold of 5 kilometres.
- Accessibility by public transport - is calculated on the basis of those public transport services that are available from the site

### **Accessibility by Public Transport**

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).

The site benefits from a PTAL rating of 3 which is considered good. This measure takes into account the walk access time to a station or stop as well as the wait time and reliability of local transport services. The rating of accessibility is a grade from 1–6 (including sub-divisions 1a, 1b, 6a and 6b), where a PTAL of 1a indicates extremely poor access to the location by public transport, and a PTAL of 6b indicates excellent access by public transport. The full PTAL report is including in **Appendix B**.

Additionally, a public transport accessibility catchment isochrone has been produced for the school. This is included in **Appendix A**.

### **Buses**

London buses are operated throughout Central and Greater London by TfL. The bus network consists of over 700 routes with 19,000 bus stops. It is estimated that over 6.4 million passengers use the bus network each day (source: GLA website).

TfL guidance states that 640m is an acceptable distance to walk to access bus services for school aged students.

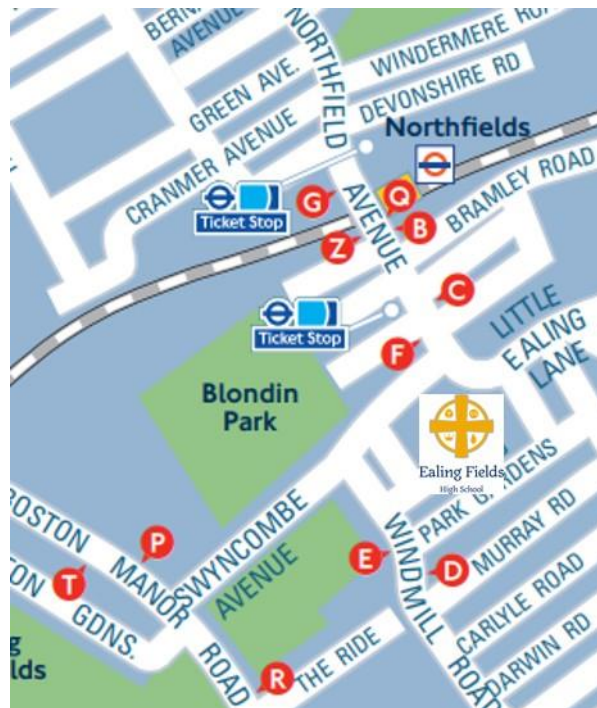
The closest bus stops are located on the B452, approximately 130m (2 minute) walking distance North of the site on the East and West side of the carriageway. Both bus stops provide sheltered seating and a timetable information, providing access to routes E2, E3 and N11. Further bus stops are located on both sides of B452 Windmill Road, which can be accessed within 300m (4 minute) walking distance of



the school when considering the proposed access point on Hollies Road. Access to route A2 can also be taken via these stops.

**Table 1** sets out the bus routes accessible from bus stops located within 640m walk of the school, the destinations served and the relative frequencies, whilst **Figure 6** illustrates the location of bus stops.

**Figure 6 – Bus stops located near the school site**



All 11-15 year olds are able to travel free on TfL buses and trams 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 and tram passes, and half rates on all other services. Children that live in a London Borough can get free bus and tram 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.

**Table 1 - Bus routes within 640m of site**

Route Number	Route	AM Peak (08:00 – 09:00)	PM Peak (15:00 – 16:00)
E2	Brentford Lock – Greenford Broadway	6 – 10 mins	6 – 10 mins
	Greenford Broadway – Brentford Lock	6 – 10 mins	6 – 10 mins
E3	Clifton Road – New Chiswick Pool	6 – 10 mins	6 – 10 mins
	New Chiswick Pool – Clifton Road	6 – 10 mins	6 – 10 mins
N11	Ealing Broadway Station – Great Winchester Street	-	-
	Great Winchester Street – Ealing Broadway Station	-	-
65	Ealing Broadway Station – Chessington	6 – 10 mins	6 – 10 mins
	Chessington – Ealing Broadway Station	5- 8 mins	5- 8 mins

A TfL bus spider map is included in **Appendix C**.

### London Underground

TfL guidance states that 960m (12 minutes) is an acceptable distance to walk to access National Rail and London Underground services.

Northfields London Underground Station is the closest to the site, located approximately 350m (approximately 5 minute walk) north of the site, accessed via Northfields Avenue. The Piccadilly Line from Heathrow can be accessed via this station, providing services to Central London at a frequency of 12 an hour during the AM peak (08:00 – 09:00) and 15 per hour during the PM peak (15:00 – 16:00). Services towards Heathrow operate at a frequency of 11 per hour during the AM peak and 12 in the PM peak.

## Rail

The nearest railway station is Brentford, located approximately 1.4km South of the site, operated by South Western Rail (SWR). SWR services on the Hounslow Loop Line run between Hounslow/Weybridge/Feltham to Waterloo via Richmond/Barnes. The E2 provides a bus route from Brentford station.

West Ealing Station, located approximately 2.3km North of the site, operated by Great West Rail (GWR) has services between London Paddington and Greenford and Hayes & Harlington. Both the E2 and E3 provide bus routes via West Ealing Station.

## Roads

### B4491 Little Ealing Lane

The main vehicular access to the site is via the B4491 Little Ealing Lane, formed of a two way single carriageway measuring approximately 9m in width. It follows an L shape alignment between the B455 South Ealing Road in the East and at the North-eastern corner of the site, the B4491 Little Ealing Lane bends to follow a North-South alignment. Little Ealing Lane then forms the B4491 Northfield Avenue which continues to the A4020 Uxbridge Road in the North. Double yellow lining is present on both sides of the carriageway.

The speed limit on Little Ealing Lane immediately outside the entrance to the school is 30 mph. There are no obstacles or road layout issues within 500 metres of the school entrance which could be deemed as preventing young people or making it more difficult for them to use sustainable transport on the journey to and from school.

The S106 provides for accident remedial measures including the widening of pedestrian refuges, anti-skid surfacing on Little Ealing Lane and entry treatments to the junctions of Wellington Road and Julien Road to be provided by LBEC Transport Service.

Whether measures include traffic calming or railings outside or near the main gate has not been specified by LBEC at this stage.

The S106 provides for a school safety zone on Little Ealing Lane ('School Keep Clear' markings, school signs and surface treatment to be provided by LBEC Transport Service.

Approximately 55m Northwest of the site, the B4491 forms a priority junction with the B452 Windmill Road.

### B452 Windmill Road

The B452 Windmill Road follows a Northeast –Southwest alignment. 100m Southwest of the junction, Windmill Road forms a mini-roundabout with Swyncombe Avenue and bends to follow a Northwest – Southeast alignment towards A3002 Boston Manor Road via a junction which provides access to the A4 (1.1km South of the site.)

Between Little Ealing Lane and Swyncombe Avenue, intermittent delineated on street parking bays are located along its extents.

### Convent Gardens

Convent Gardens will be utilised as a secondary access for servicing and delivery vehicles, primarily for kitchen deliveries, where planning permission granted to previous site occupants. Convent Gardens forms a priority junction with Windmill Road at the Western end.

Convent Gardens is residential in nature, formed of a two-way single carriageway road, measuring approximately 7.0m in width. Delineated on street parking bays are located on both sides of the carriageway, restricted to permit holders only.

**Figure 7 – Convent Gardens**



### **Controlled Parking Zones**

Northfield Avenue, Windmill Road and the residential roads to the West of the school are located within the Controlled Parking Zone (CPZ) N, which restricts parking to resident permit holder only Monday to Friday between 08:00 – 09:00 and 15:00 -16:00.

Other sections of Windmill Road and residential roads to the South and Southwest of the site are located within CPZ RR which restricts parking to resident permit only Monday – Friday between 10:00 – 11:00 and 15:00 -16:00.

### **Walking Routes**

Due to the expected popularity of the school, once completed EFHS will have a catchment area of approximately 0.7 miles (1.25km), which equates to under 15 minute walk / 5 minute cycle. **Figure 8** illustrates the 0.7mile walking isochrone measured from the centre of the site.



Figure 8 - 0.7 mile walking isochrones

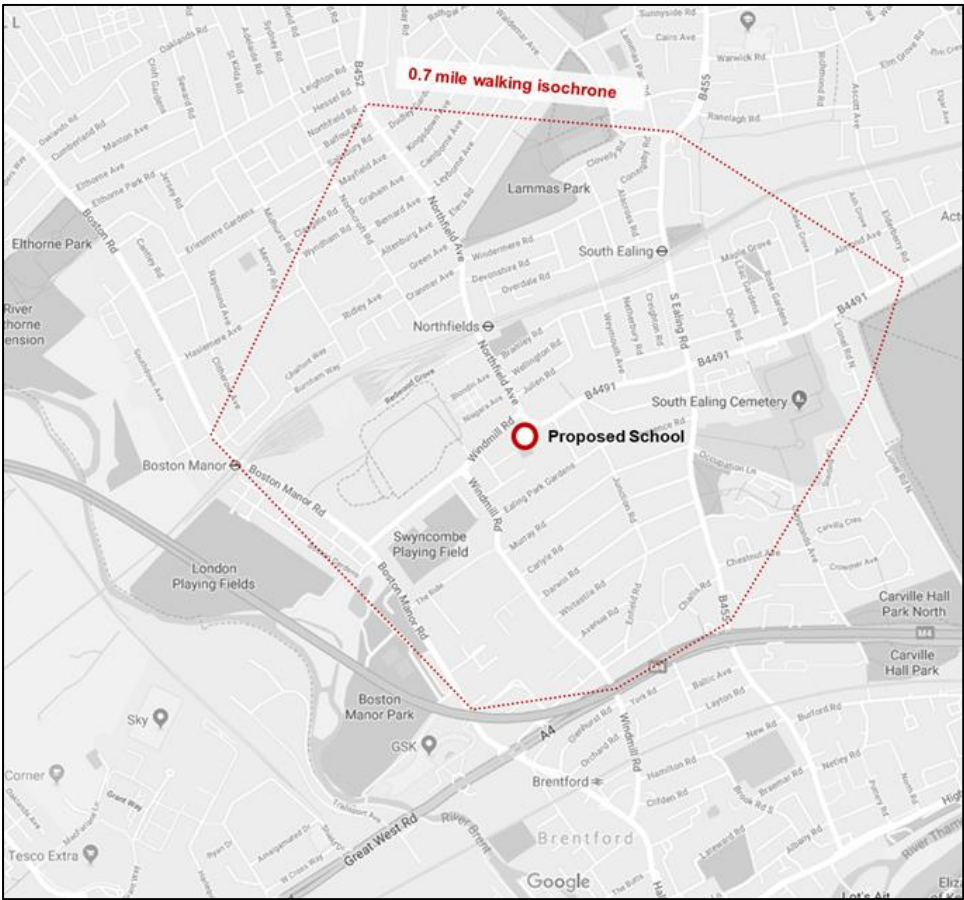
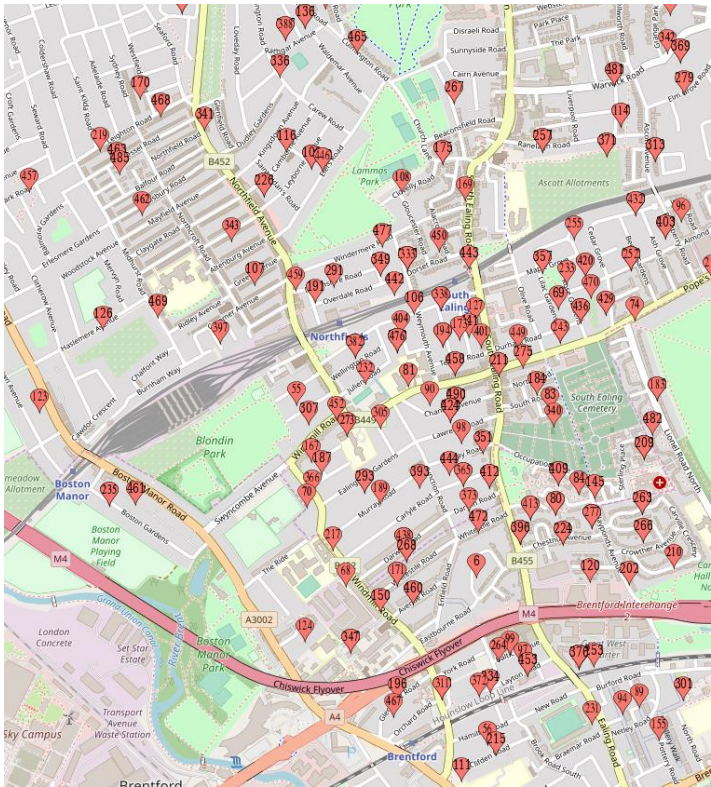


Figure 9 - Current pupils on roll in this area



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 new school site is located within a reasonable walking distance (up to 2km) of the residential areas of Northfields and South Ealing (London Borough of Ealing) and Brentford (London Borough of Hounslow), which are located to the north and south of the site respectively.

**Table 2 - CIHT Recommended Walking Distances**

CIHT Classification	Town Centres (m)	Commuting/School/Sightseeing (m)	Elsewhere/Local Services (m)
<b>Desirable</b>	200	500	400
<b>Acceptable</b>	400	1,000	800
<b>Preferred Maximum</b>	800	2,000	1,200

Further to the above, The Institution of Highways and Transportation [IHT] publication 'Guidelines for providing for journeys on foot' [2000] provides guidance on how to encourage pedestrian travel. Paragraph 3.31 states that:

*“‘Acceptable’ walking distances will obviously vary between individuals and circumstances. Acceptable walking distances will depend on various factors including:*

- *An individual’s fitness and physical ability*
- *Encumbrances, e.g. shopping, pushchair*
- *Availability, cost and convenience of alternatives transport modes*
- *Time savings*
- *Journey purpose*
- *Personal motivation*
- *General deterrents to walking”.*

The IHT guidelines describe ‘acceptable’ walking distances for pedestrians without impaired mobility. They suggest that for a commuting or school trip, up to 500 metres is the desirable distance, up to 1,000 metres is an acceptable distance, and 2,000 metres is the preferred maximum distance. Therefore, the catchment area for the school is within the acceptable walking distance.

A walking catchment plan within **Appendix A** shows the 400m, 800m 1200m (the school catchment), 1600m.and 2000m pedestrian catchment isochrones. The surrounding area is predominantly residential in nature, therefore a variety of residential roads are included within the 800m catchment.

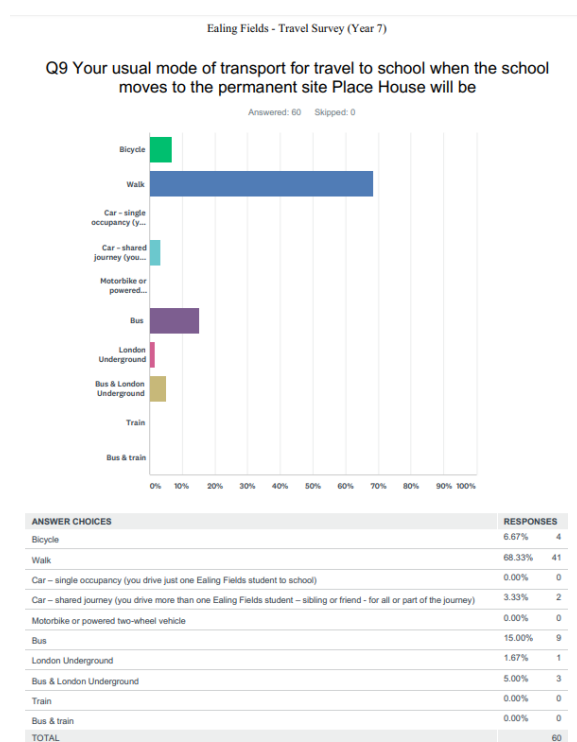
Furthermore, Northfields Underground Station and South Ealing Road, which features retail and food establishments, are all located within this catchment.

Two primary schools and two nurseries are located within 400m walk of the site. Some students will likely have siblings in attendance at these schools, only a short walk from the proposed school. A number of open spaces such as Blondin Park, Swyncombe Playing Park and Bramley Road Open Space, are located within this catchment.

The school catchment area also includes South Ealing London and Boston Manor Underground Stations. Due to the small catchment area associated with the completed school, it is considered that the majority of students could travel to school by foot. Furthermore, staff and visitors who live in close proximity to the site could travel by foot. Walking will therefore be encouraged through implementation of this TP.

The results of our recent travel survey (September 2019) detailed below confirm our assumption for the incoming Year 7 (the first cohort with the permanent site as the nodal point) predominantly wanting to walk to school when EFHS is on the new site. Whilst response rate to the survey was approximately 50%, given the distribution plotted in **Figure 2** we can take this as a fair representation of the whole year group. See **Figure 10** below.

**Figure 10 – Responses to travel survey (Year 7 – based on 60 responses out of 125 students)**



## Cycling Routes

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, 2008b).

LBEC is committed to making cycling better and safer throughout the borough so that it becomes the natural choice for short journeys.

Due to the school’s location, most roads within the vicinity of the site, are subject to either a 20/30mph speed limit and are therefore considered to be generally conducive to encouraging cycle trips.

It is considered that students, employees and visitors living in close proximity of the site could travel to the school by bicycle. Ample cycle parking will be provided, in line with the London Plan and the TP will be used to promote cycling as a mode of travel to school.

The new school site 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 Northfields, Boston Manor, South Ealing and Brentford.

A cycle catchment plan within **Appendix A** showing 1 - 5 km isochrone catchment area centred on the site demonstrates that a wide range of areas can be accessed. These include Ealing, Acton, Brentford, Chiswick and Kew.

## Accessibility Summary

The site is easily accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the site.

The high level of accessibility demonstrates that there are many opportunities for students and staff to travel to the site via more sustainable modes of transport over private car. This supports the aims and objectives of the TP and this will be used to encourage travel by active modes (by foot and bike) and public modes of transport, and reduce dependency on car.



## Site and Access Plan

### Access Arrangements and Routes to School

#### Pedestrians

Pedestrian infrastructure around the school is well developed due to the area being predominantly residential in nature.

Footways are provided on both sides of **Little Ealing Lane**, measuring approximately 3.0m and 4.0m - 5.0m on the Northern and Southern sides of the carriageway respectively, providing adequate width for pedestrians.

Little Ealing Lane is well-lit with streetlights located at regular intervals along its length within the street layout.

The surface of the footway has been recently upgraded up to Weymouth Avenue and is considered to be in very good condition, with dropped kerb at crossing points.

The route from the school to **Northfields Station** is a short route travelling north for approximately 300 metres following Little Ealing Lane to Northfield Avenue. Footways are located along the North and South of Northfield Avenue. In the vicinity of the junction with Windmill Road, the footways are generous measuring a minimum of 4m in width. To the north of Julien Road, the footways reduce to approximately 3m wide providing adequate footway width for pedestrians. To the north of Wellington Road, the footways on the eastern side of the road widen again to approximately 5.0m.

The surface of the footway is considered to be in good condition, with dropped kerbing at crossing points.

Northfield Avenue is well-lit with streetlights located at regular intervals along its length within the street layout.

**Windmill Road** has footways on both sides measuring approximately 3.7m in width providing adequate footway width for pedestrians. Windmill Road is well-lit with streetlights located at regular intervals along its length within the street layout. Sections of the footway have been recently upgraded and are considered to be very good condition.

The local footways are complemented by existing crossing facilities, including a zebra crossing on Little Ealing Lane (approximately 140m to the east of the entrance), a zebra crossing on Northfield Avenue (approximately 95m to the north of the entrance) and a zebra crossing on Windmill Lane

(approximately 86m to the north-west of the entrance). The crossings are equipped with tactile paving and dropped kerbs at the crossing points.

These permit safe access to the closest pair of bus stops on Northfield Avenue (F and C shown in **Figure 6** and **Appendix C**) approximately 115m and 140m north-west of the site.

The junction between Northfield Avenue and Windmill becomes busy at times, however good quality crossing facilities provide safe pedestrians opportunities.

There are also uncontrolled pedestrian crossing points located approximately 15m to the north and east of the school access in the form of islands, with a further crossing island located within 50m, which features tactile paving and dropped kerbs.

Further up Northfield Avenue there is also a pelican crossing outside Northfields Station as shown by photographs in **Figure 11**.

**Figure 11 – Pedestrian access from north – towards Northfields Station**









**Figure 12 - Pedestrian access from east – towards South Ealing Road**



The pedestrian infrastructure within the vicinity of the site appears to generally be sufficient to facilitate the movements of mobility and visually impaired people, with provision of dropped kerbs and tactile paving at most local junctions and crossing points within the local area. The footways are generally of sufficient width and surface quality to accommodate the passage of wheelchairs (DfT, 2002b).

Pedestrian access to the school grounds will be via an existing gated entrance to the West of the vehicular access located on Little Ealing Lane, which will be widened. This will provide access to the school via the main entrance. The gate will be widened as part of the proposals and will connect to the new internal footpaths.

During the start and end of school the main vehicle access gates will be open so that students on foot can enter/disperse quickly. No vehicle access or departure will be allowed at these times (as detailed in the Delivery and Service Plan. The school gates will opening significantly before the start of the school day (minimum 20 minutes before) so there is no need to be a “holding area” beyond the school perimeter. Students will be told not to arrive earlier than the gates are open. In our experience, arrivals are usually staggered naturally over a 20 minute period.

At the end of the day departures will be staggered as some students will be staying for extended electives and study club whilst those who have PE off site will be dismissed from that location.

In summary the existing pedestrian network in vicinity of the site has a high degree of compliance with the 5Cs laid out in the Walking Plan for London – “Making London a Walkable City” (Feb 2004) criteria namely it is:

- Connected
- Convivial
- Conspicuous
- Comfortable
- Convenient

Within 500m of the site there are:

Pelican crossing – 1

Zebra crossing – 4

Traffic island - 2

### Cyclists

The route north towards Northfields station does not feature a cycle lane, however the carriageway is sufficiently wide to accommodate two way vehicular and cycling traffic.

Towards South Ealing Road is a short route travelling east for approximately 450 metres following Little Ealing Lane to the junction with South Ealing Road and Popes Lane. This route does not feature a cycle lane, except for a short section between Chandos Avenue and Weymouth Avenue in front of Mount Carmel School which comprises a segregated lane.

Advanced cycle stop lines are provided at all arms of the signalised junctions between Little Ealing Lane/South Ealing Road/Popes Lane, to provide a safe space for cyclists.

Windmill Road does not have formal cycling infrastructure however the carriageway is sufficiently wide to accommodate two way vehicular and cycling traffic.

**Figure 13 – Cycle Lane**



Cycle access will be via the existing gated entrance to the West of the vehicular access located on Little Ealing Lane, which will be widened. This will provide access to the school via the main entrance. The gate will be widened as part of the proposals and will connect to the new internal footpaths.

During the start and end of school the main vehicle access gates will be open so that cycling students can disperse quickly. No vehicle access or departure will be allowed at these times – including deliveries.

#### Vehicular and Servicing

Primary vehicular access to the site will be taken from Little Ealing Lane, via the existing alignment which comprises of a 7.5m wide access leading to the proposed staff car park and turning circle with a central island.

**Figure 14 – Little Ealing Lane Access Gates before building work started**



The new main entrance will be inset from the alignment of the wall. This will provide space for up to the size of a refuse vehicle to wait away from the highway, to avoid causing congestion and is expected to be closed during school hours.

During the start and end of school the main vehicle access gates will be open so that students on foot or bicycle can disperse quickly. No vehicle access or departure will be allowed at these times for deliveries.

A secondary access will be located at the end of Convent Gardens which will be used for servicing and delivery vehicles primarily for the kitchen (up to a long wheel based transit van) to access the servicing area to the rear of the school at restricted times Monday-Friday in term time only.

**Figure 15 – Convent Garden Access before building work started**



### Coach Access

Coach access to the site will be via the main entrance on Little Ealing Lane, where by the coach will wait in the historic carriage turning circle in front of the main school building.

**Appendix D** is a plan of the site showing the proposed access points/entrances into the new school site for pedestrians, cyclists and motor vehicles as described above.



# Surveys, Issues and Targets

## Travel Surveys and Consultations

The projected travel patterns of EFHS students that will be on site as Year 8 – Year 11 in September 2020 were established by an online travel survey (using SurveyMonkey) carried out in September 2019. A total of 206 responses were received, resulting in a 42.5% response rate on the existing student roll. This level of response rate is considered to be representative of the current student population.

The same survey was carried out among staff with a total of 31 responses being received which resulted in a 67.5% response rate for staff. The results are considered to be representative of the projected staff population when the school is operating at full capacity.

## Existing Staff and Student Mode Share

When asked what their usual mode of transport will be to get to school when EFHS moves to the permanent site, the modal share of respondents was as illustrated in in **Table 3**.

**Table 1 – Student and Staff Share (Sept 2019)**

Mode	Staff (%)	Student Share (%)
Walking	13%	48%
Cycling	29%	6%
Rail	3%	1%
Tube	0%	2%
Bus	10%	35%
Bus and Tube	0%	3%
Car	45%	1%
Car share	0%	4%
<b>Total</b>	<b>100%</b>	<b>100%</b>

Car share was defined as more than one Ealing Fields student – sibling or friend - for all or part of the journey for student survey.

**Table 3** illustrates that the majority of staff are expected to travel to school by car (45%), followed by cycling (29%) and walking (13%). No staff said they car shared, however this will be encouraged through this TP.

The highest proportion (48%) of students are expecting to walk to school, and 35% anticipate travelling by bus to school. The results show that only 5% of students are likely to travel to school by car.

### Multi Modal Trip Generation

The modal share set out in **Table 3** has been applied to the 840 students and 80 FTE staff expected at full capacity permitted by the planning decision although, as mentioned in Pupil Numbers section above the maximum capacity is likely to be less than originally anticipated.

**Table 2 – Multi Modal Staff and Student Trip Generation**

Mode	Resultant Staff	Resultant Students
Walking	10	297
Cycling	23	80
Rail	2	10
Tube	1	149
Bus	8	220
Bus and Tube	0	34
Car	36	50
Car share	0	
<b>Total</b>	<b>80</b>	<b>840</b>

It is anticipated that at least 1 new staff member would travel by tube.

The current TP for the temporary site of EFHS at Wyke Gardens has two targets:

- increase the percentage of students cycling to school by 5% points
- decrease the number of staff travelling by car by 5% points

It is therefore anticipated that the measures being undertaken in the academic year 2019-20 to gain Bronze STARS accreditation will have a positive influence on these baseline figures for the new site.

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.

A further survey will be undertaken early in the autumn term 2020 after first occupation of the permanent building and when an additional year group will have joined EFHS.. 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.

As a minimum, the travel survey questionnaire will look to establish the mode of transport usually used for travelling to/from the school with the reasoning behind mode choice (particularly those travelling by car) established.

Anticipated questions for the next travel survey are:

- What is your usual mode of transport for travel to school?
- Please give reason(s) for choosing this mode of travel
- Distance travelled from home to school?
- How long does your journey to school usually take?
- Has your usual mode of transport for travel to school changed in the past year?
- On occasion what alternative mode of transport for travel to school would you use?
- What would be your preferred mode of transport to school?
- Would you be receptive to using more sustainable methods of travel on a regular basis?
- How could you be encouraged to use a more sustainable method of travel?
- Number of times per week (on average) staff travel to/from the school
- Receptiveness to Travel Plan measures
- Awareness of Travel Plan, initiatives, measures and travel options
- General opinions and views on site travel issues
- Any special travel circumstances (e.g. mobility issues).

We will look at analysing travel data 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, further proposed travel survey will be in a format compliant with iTRACE.

TfL STARS will also be utilised to record all mode of travel data and preferred mode of travel to ensure it is comparable with other schools.

A short covering letter/email is provided with a Travel Survey questionnaire to explain the purpose and aims of the survey.

## Issues

Recent (September 2019) staff and student surveys highlighted the following barriers to sustainable transport:

- To save time (take bus rather than walk)
- Distance from home
- Security concerns (muggings walking home from school and cycling on busy roads)
- Transporting equipment/books
- Dropping off younger siblings at school on time
- Dropping off on the way to work

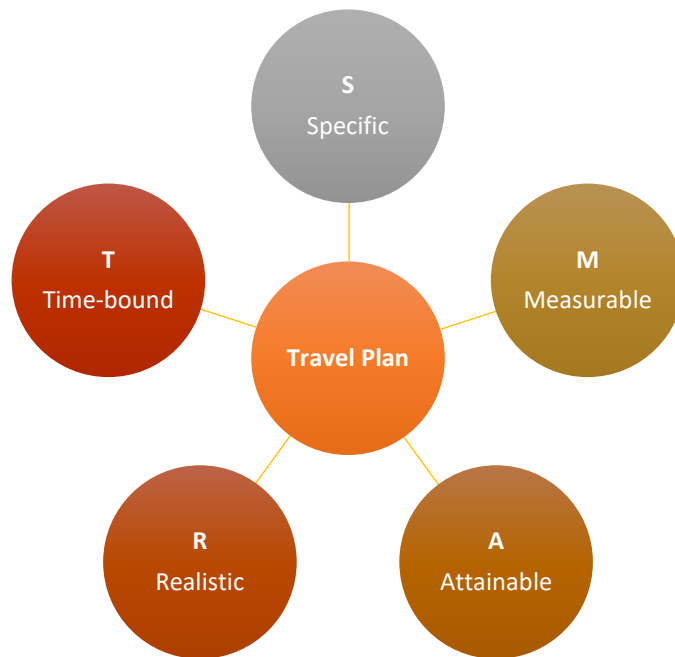
These were mentioned as possible incentives to using more sustainable methods of travel:

- Loan to secure a bicycle
- Later start time in the morning
- Separate cycle routes
- Police presence
- Group walking or cycling together
- Conduct points
- Bike safety training
- Facility for girls to change (rather than cycle in skirts)

## Overall objectives and targets

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 16 - SMART Travel Plan Components**



**Table 5 – Provisional mode of travel targets for first 12 months on new site**

Mode	Current modal split				Targets for first 12 months on new site	
	Number		%		+/- %	
	Students	Staff	Student	Staff	Student	Staff
Walking	98	4	48%	13%	<b>+5%</b>	
Cycling	13	8	6%	29%		
Rail	2	0	1%	3%		
Tube	3	1	2%	0%		
Bus	72	1	35%	10%		
Bus and Tube	5	1	3%	0%		
Bus and Rail	1	1	~	~		
Car	3	15	1%	45%		<b>-5%</b>
Car	9	0	4%	0%		
<b>Total</b>	<b>206</b>	<b>31</b>	<b>100%</b>	<b>100%</b>		

Two SMART targets for the first year of operation on the new site could be:

- Increase students walking to school by +5 percentage points
- Decrease staff travelling to school by car by -5 percentage points

These targets will be set in conjunction with the Ealing STARS team either before or soon after the move to the new site.

## **Management of the travel plan**

### **TfL STARS Accreditation**

EFHS is currently in the TfL STARS accreditation scheme. STARS – Sustainable Travel: Active, Responsible, Safe – is an accreditation scheme for schools, nurseries and colleges to inspire young Londoners to travel sustainably, actively, responsibly and safely.

In doing this, STARS empowers students and improves the safety and wellbeing of the whole community. It also encourages active travel behaviour and improves the environment around the school.

STARS accreditation provides the school with the support, tools and guidance to encourage safe, active, healthy and more sustainable travel behaviour as part of the school journey.

Karl Woodham has been appointed school travel champion. EFHS is working towards Bronze STARS accreditation on the temporary site for academic year 2019-20.

The TPC will oversee the STARS accreditation process in conjunction with the school management team.

### **School Travel Plan Working Group**

A school TP working group consisting of the STP coordinator, head of SMSC and Associate Headteacher will hold regular meetings (anticipated to be once a term) to review hand's up surveys, discuss transport issues, gain opinions on measures and establish how successful they have been and obtain support for implementation of new initiatives.

### **Parent Questionnaires**

Questionnaires will be sent to parent/ guardian to understand their views on transport issues and to keep them informed of upcoming TP events.

### **Student Groups**

EFHS already has a keen group of Youth Travel Ambassadors who will champion activities within school. Travel is also a standing item on School Council agenda.

### **Local Residents**

As part of the planning process, the project team met with local residents and shared the access and delivery plans at the Public Consultation meeting and in subsequent meetings with representatives of local residents from EFRA. This updated TP has also been reviewed by the EFRA prior to publication as requested when planning consent was granted for the new school site.

## **Proposed measures to promote sustainable travel**

Considering the high levels of accessibility and as there is limited parking proposed as part of the development, it is considered the vast majority of users of the development will travel to/from the site via sustainable modes of travel.

Nevertheless, this section of the TP sets out the initiatives that could be implemented. The initiatives are designed in order to reduce staff, students and their parents, and visitor dependency on the private car and encourage sustainable modes of travel. They are in line with the aims and benefits set out in Section 2 of this document.

### **Production of Staff and Parents Welcome Packs**

Welcome packs can be critical in influencing travel patterns and therefore it is envisaged that they will be issued by the school to all staff and parents/guardians up on relocation to the new school.

- Introduction to the TP concept detailing objectives and aspirations;
- Literature on the health benefits of walking, cycling and environmental benefits of sustainable modes of transport;
- Road safety literature;
- Personal travel initiatives;
- Maps showing local walking/cycling routes and places of interest;
- Details of public transport services, including timetables and routes; and
- Details of the Travel Plan Co-ordinator (TPC).

As well as providing such information throughout the welcome packs, community notice boards in communal areas could also be provided to detail relevant information as set out above. It is envisaged that the TPC would work with the local educational institutions to link the welcome packs to the nearby facilities.

### **Measures to Encourage Walking**

Walking is the most sustainable and accessible mode of travel. Any individual in relatively fair health can incorporate walking into part of their journey. Furthermore, 30 minutes of moderate activity 5 or more times per week is likely to enhance the health and fitness of the individual.



It has been demonstrated throughout this TP that there is an existing good level of pedestrian infrastructure in the surrounding area. The following measures will be considered in order to encourage staff, parents/ guardians, students and visitors to walk:

- Raise awareness of the health benefits of walking;
- Clear signing of pedestrian routes within and adjacent to the site;
- Broadcast information on the local pedestrian routes, including public footpaths; and
- Promote the [www.walkit.com](http://www.walkit.com) website for journey planning on foot.

### **Measures to Encourage Cycling**

It has been demonstrated throughout this TP that there is an existing good level of cycle infrastructure in the surrounding area. There will also be 118 long stay and ten short stay cycle parking spaces provided at the development as part of the proposals.

To encourage staff, parents, students and visitors to cycle to/from the site, the following measures will be considered:

- Information on the local cycle network routes made available through the previously discussed welcome packs;
- Provision of Bikeability cycle training for students in years 7 & 8;
- Bike Security Marking event;
- Participation in Sustrans 'The Big Pedal' challenge;
- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website [www.sustrans.org.uk](http://www.sustrans.org.uk);
- Local cycle clubs/forums to be invited to take part in Travel Plan promotional events to raise awareness;
- Arrange cycle training and maintenance lessons for those not confident about cycling or simply wish to find out more;
- Information about the nearest bicycle sales and repair shops will be made available;
- Shower and changing facilities;
- Encourage staff to ask about the Cycle2Work scheme; and
- The setting up of a Bicycle User Group (BUG).

## **Measures to Encourage Public Transport**

It has been demonstrated throughout this TP that the site is very accessible by public transport and that there are further opportunities for wider public transport travel throughout the borough of Ealing.

The following measures will be considered in order to encourage staff, parents, students and visitors to travel by public transport:

- Provide up to date bus details including timetables/contact information in the welcome packs; on notice boards;
- Participate in World Environment Day – see if ALL students can do at least one of their school journeys using an active or public transport mode;
- Participate in Green Transport week;
- Advertise any promotions/discounts offered by TfL;
- Liaise with TfL and LBEC on any future improvements and/or extensions to local services;
- Limited time discount tickets could be provided in the previously discussed welcome packs; and
- Links to relevant public transport travel information on TfL's website will be provided.

## **Additional measures for students**

The following could act as additional measures for encouraging students to travel sustainably:

- Identify opportunities to link messages and methods of TP into the curriculum including information about road safety in the pastoral curriculum (assemblies and tutor times);
- Communication with parents / carers about travel / expansion plans for the school and targets that have been set to promote the use of active and public transport modes;
- Walk to school campaigns, walk on Wednesdays or similar reward schemes;
- Science Curriculum lessons around the carbon footprint of the students (combined with an email to the local MP by the students).
- TfL Youth Travel Ambassador;
- Car free day; and
- Walk to school week; International walk to school month.

### Additional measures for staff

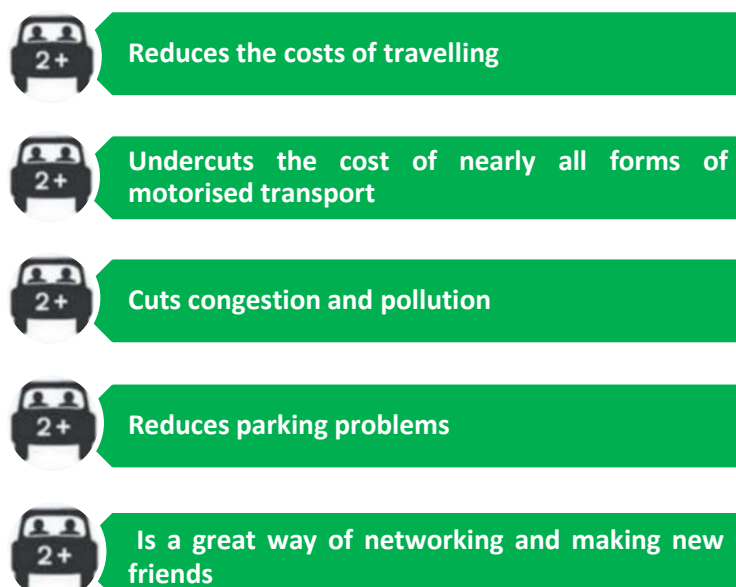
The following could act as additional measures for encouraging staff to travel sustainably:

- Journey planning support, information and advice provided to all staff;
- No additional car parking will be provided on site;
- Except for the disabled bay, dedication of the on-site car parking for staff that car share;
- For those that car share, provision of a guaranteed 'taxi' home in the event of an emergency;
- Installation of additional cycle parking if travel surveys reveal demand is higher than the provision;
- All staff to be reminded that the Trust offers staff the opportunity to participate in the 'Cycle to Work Scheme';
- Bike Security Marking event;
- Participation in Sustrans 'The Big Pedal' challenge, and
- Participate in Green Transport week.

### Car sharing

Car sharing is a sustainable mode of travel that can reduce the number of single-occupant vehicle trips generated by a site. Car sharing databases such as Liftshare enable organised car sharing by connecting people travelling in the same direction so they can arrange to travel together. There are several benefits to car sharing, as outlined within **Figure 17**.

**Figure 17 - Benefits of Car Sharing**



## **Delivery and Servicing Strategy**

Deliveries associated with the school are anticipated to consist of delivery of catering, school supplies and refuse/recycling collection.

Due to the size of the vehicle utilised by LBEC Refuse and Recycling collection, and the constrained nature of Convent Gardens (restricted by on street parking on both sides of the carriageway), refuse vehicles and lorries will utilise the main entrance on Little Ealing Lane.

School management staff will trolley refuse and recycling containers to within 15m of the collection point (the maximum trolley distance set out in LBEC guidance).

The school will allow smaller vehicles up to a long wheel based transit van to make kitchen deliveries via the secondary Convent Garden access at restricted times Monday-Friday in term time only. It is anticipated that up to five deliveries will be made per day (ten two-way movements).

Vehicles travelling to and from the site will be encouraged to use the M4 via the B455 Ealing Road and then the B4491 Little Ealing Lane. The M4 provides access to the A4, North and South Circular roads, the M25, and the wider TLRN network allowing vehicles to travel in all directions.

Delivery and servicing operators will be encourage to make off peak deliveries where possible. Any deliveries out of hours will be received at the Gatehouse.

It will be encouraged to source items locally, or from the same supplier, to reduce the number of deliveries required.

For further information in greater detail please refer to the Delivery and Servicing Plan.

Contact details of the school are available on the website in case of any problems.

## Car Parking Strategy

EFHS will have six parking spaces. These will all be allocated to the teachers at the site only. There will be no spaces allocated to the students or parents/ guardians. There are two accessible bays for use by Blue Badge holders.

Staff with access to spaces will have to display a parking permit.

All users will be issued with a parking guide when they start working at the school. This will include individual on-site parking permits and details about restrictions on use of the parking spaces.

There are no visitor parking spaces, they will be required to travel by public transport. Car parking is strictly allocated for staff only; no parking is provided for students, parents and visitors travelling to the site.

Visitors will be reminded that there is no parking on site and of neighbouring CPZ on the school website (it currently includes this information for the temporary site) and in correspondence regarding their visit. Details of public transport routes will also be given on the website (it currently includes this information for the temporary site).

Parents/guests for evening events will also be reminded there is no parking on site and asked to be considerate to local neighbours by not parking across driveways, on yellow lines or in roads immediately adjacent to the site. The majority of students will live within walking distance so the need to drive should be limited and reduce over time (see Catchment Area section).

The main gated access onto Little Ealing Lane will only be open prior to school start time (from 08:10 at the latest) and after school finish (16:00). This will restrict those able to access the site and ensure it is secure. If staff or visitors are required to enter at any other times, they will utilise an intercom connected to reception. The gate will be set inbound of the site to ensure vehicles can wait off the highway.

Appropriate signage will be installed to ensure safe movement of all users of the car park including pedestrians, cyclists, cars and servicing vehicles.

Contact details of the school are available on the website in case of any problems.

## **Marketing and Communications**

To ensure that the aim of the TP is achieved, several marketing measures could be implemented to ensure that students are fully aware of the objectives of the TP and their responsibility in helping achieve these objectives. Proposed measures for marketing include:

### **Notice Boards**

Notice boards can be provided at vantage points within the development where it is visible to all users. Information on travel and updates on transport services and infrastructure can be provided. This will keep the students up to date with changes in the travel options available.

### **Events**

Events such as walk-to-work days can be organised and promoted. Also, cycle surgery events where cycle mechanics will be available at the development to address queries and repair minor faults on student's bicycles.

Assemblies centred around sustainable travel could be held to educate students on sustainable travel choices.

### **Visitor Travel**

Information provided on the website or via correspondence should support journeys to the site by sustainable travel. Links to TfL nearest underground station and bus stops will be given.

### **Website**

Reference to the TP will be made on the website (School Life). A map is shown on the Contact us page and information about no parking on site and local CPZ is published.

## Monitoring and Review

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 18** below:

**Figure 18 - Monitoring and Evaluation Process**



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 from September 2019 when the temporary accommodation is operational. The TP monitoring is to be undertaken in conjunction with ELBC, with agreement over elements such as the proposed surveying methodology, amendments to the Travel Plan target, and intervention measures.

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.

Overall responsibility for the TP will lie with the school. The school is anticipated to move to this site in September 2020 at which time the existing STARS account for EFHS will need to be updated to reflect this TP. At this point, the day to day responsibility will shift from the developer to the appropriately appointed Travel Plan Coordinator (TPC) for each element as appropriate.



## **Travel Plan Coordinator**

The TPC will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:

- Updating STARs account for the school on the STARs website;
- Overall management and leading on the delivery of the TP;
- Representing the human face of the TP and explaining its purpose and opportunities on offer;
- Promoting individual measures/initiatives in the TP;
- Liaising with public transport operators;
- Monitoring the TP; and
- Taking a key role in reviewing the TP.

The TPCs will be nominated prior to the occupation of the new school and details will be provided to LBEC.

## **Monitoring and Evaluation**

The monitoring of travel behaviour is vital in measuring the schools progress towards targets.

Annual monitoring reports will be provided to an officer at the LBEC following receipt of the first surveys. Monitoring will be carried out for a period of at least three years from the date of the baseline travel surveys.

If the Travel Plan fails to meet its targets at the end of year 5, it is envisaged that a new 5 year monitoring cycle will be initiated.

## **Travel Surveys**

Hands up surveys of students and staff will be undertaken annually and uploaded to the STARs system.

## Action Plan for the forthcoming year

For the academic year 2019-20 (to gain Bronze STARS accreditation on the temporary site) the following travel activities have been planned by the STP coordinator:

Number	Activity
1	World Environment Day
2	Public transport for school trips
3	Walk to school week
4	Youth Travel Ambassadors
5	Promote responsible behaviour on public transport
6	The golden lock competition
7	Car sharing promotion to staff
8	Cycle parking installed
9	World Children's Day comp
10	Bike market day in March
11	Bicycle society workshops
12	YTA oyster wallet comp / quiz

The following supporting activities have also been chosen:

Number	Activity
1	Air Quality competition
2	Health benefits of active travel
3	Attend a TFL event OR get TFL funding( YTA)
4	Travel event invite local dignitaries
5	School travel noticeboard

A similar range of activities to promote road safety and sustainable travel will be chosen after consultation with the STP working group in September 2020, when EFHS has moved to the permanent site. These activities will benefit from the £10,000 budget to be provided by the council as part of the S106 agreement (after school bike club over three years, six Dr Bike sessions, CTUK bike maintenance training etc.) and will be decided in conjunction with the Ealing STARS team on an annual basis until all funds have been exhausted.

## Updates upon Occupation

We understand that the following should be carried out within 6 months of occupation, or sooner if specified as a condition of planning permission, to update and further inform the School Travel Plan. Updates will be added to our existing STARS application.

1.	Undertake pupil and staff hands-up surveys to assess actual and preferred mode of travel	
2.	Reassess the targets set for the first year of occupation. Agree any changes with LBEC's School Travel Adviser as part of the review.	
3.	Carry out any additional consultation e.g. parents, neighbours, postcode plots.	
4.	Identify any further travel and transport issues that have come to light	
5.	Identify further initiatives required to meet the targets and to be eligible for, at least, Bronze STARS accreditation.	
6.	Undertake and complete planned Activities as Stories	
7.	Agree next monitoring/review with LBEC	
8.	<b>Existing schools</b> achieve Bronze level STARS within 6 months of occupation, or sooner if specified as a condition of planning permission	

## Maintaining the School Travel Plan

We will submit a revised STARS application by the end of each academic year in order to maintain our travel plan and provide information on how we promote and encourage active, safe and sustainable travel for the school journey, to mitigate the impact of the development.

## **Additional School Travel Advisor Comments**

## Sign Off for School Travel Plan

	Name	Approval/Signature	Date
<b>STP Champion</b>	Karl Woodham		
<b>Head / Business Manager</b>	Mark Bedford		
<b>Ealing Council Development Management Officer</b>			
<b>Ealing Council Property Services Project Officer</b>			
<b>Ealing Council School Travel Adviser</b>	Nicky Batkin / Victoria Willis		

# Appendices

**Appendix A     Cycle and Walking Isochrones**

**Appendix B     PTAL Output Report**

**Appendix C     TFL Bus Spider Map**

**Appendix D     Landscape plan**