
**Bolder Academy
Macfarlane Lane, Isleworth
Travel Plan**

December 2020

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Bolder Academy

Macfarlane Lane, Isleworth

Travel Plan

December 2020

Client Commission			
Client:	Bolder Academy		Date Commissioned: August 2016

LTP Quality Control					
Job No:	LTP/16/2504	File Ref:	Bolder Academy TP Final ISSUE 3a (Amends Highlighted).docx		
Issue	Revision	Description	Originated	Checked	Date
3	A	Revised for further comments	JH	SW	16/12/2020
3	-	Revised for school comments	JH	SW	13/11/2020
2	B	Added refs for BREEAM	SW	-	21/01/2020
2	A	Amendments to IM8 (Table 11), Section 8.5 and Section 9.2.	SW	-	20/07/2017
2	-	Revised for LBH/TfL comments	SW	-	15/06/2017
1	-	Final issue for planning	SL	SW	30/03/2017
				Authorised for Issue:	TK

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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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BOLDER ACADEMY MACFARLANE LANE, ISLEWORTH TRAVEL PLAN

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I. INTRODUCTION

I.1 Background

- 1.1.1 Local Transport Projects Ltd has been commissioned to produce a Travel Plan (TP) in support of proposals for Bolder Academy, to be located at 1 Macfarlane Lane, Isleworth, Hounslow, TW7 5PN.
- 1.1.2 The development proposals include demolition of club house and associated car park and Multi-Use Games Area, construction of a new part 2 - part 4 storey secondary school (Use Class D1) with ancillary car parking, cycle parking, Multi-Use Games Area, hard and soft landscaping and associated works, together with improvements to Macfarlane Lane. The proposed school will have a capacity of 1,150 pupils and is expected to employ a total of 110 to 120 staff.
- 1.1.3 This TP provides a strategy for encouraging all users of the 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, following development of the school site.
- 1.1.4 A Transport Assessment (TA) (LTP, 2017) that provides a detailed appraisal of transport aspects associated with the proposed development of the school has been produced in conjunction with this TP. The TA includes projections of the modal split, vehicle trip generation and person trip generation. Reference has been made to the TA in this TP where necessary, with a number of the projections within the TA used to evaluate the baseline travel situation for the site.

I.2 Scope

- 1.2.1 The scope of this TP has been written in accordance with the Government's 'Planning Practice Guidance' (DCLG, 2014), TfL's 'Travel Plan Guidance' (TfL, 2014), and the Local Highway Authority's (London Borough of Hounslow Council – LBHC) '10 Point Guide to Development Travel Plans' (LBHC, n.d.), 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 **targets** 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 Coordinator 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 and marketing.
- 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.

1.3 Site Location & Existing Use

- 1.3.1 The proposed site is located to the north and west of Macfarlane Lane in Isleworth, London Borough of Hounslow. It is currently understood to be Metropolitan Open Land (MOL), accommodating Grasshoppers Rugby Football Club (GRFC). It is bound by further MOL to the north-east, Macfarlane Lane and the Sky campus to the south-east, Goals Football Centre (herein referred to as 'Goals') to the south-west and Wyke Green Golf Club to the north-west. The site is to be accessed via Macfarlane Lane, which is understood to be a private road. The approximate boundary of the site is shown in Figure 1:

Figure 1: Site Location



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1.3.2 Macfarlane Lane currently provides access to Goals Football Centre, GRFC and overflow parking areas for the Sky campus and Cole Van Hire. It is understood that Sky currently has agreements with both Goals and GRFC for use of part of their parking areas during the daytime period on weekdays.

1.4 Development Proposals

1.4.1 This TP is based upon the proposals outlined on the site plan attached as Appendix 1. The proposals involve the demolition of the existing club house and construction of a new part 2 - part 4 storey secondary school (Use Class D1) with ancillary car parking, cycle parking, Multi-Use Games Area, hard and soft landscaping and associated works, together with improvements to Macfarlane Lane. The proposed school will have a capacity of 1,150 pupils and is expected to employ a total of 110 to 120 staff.

1.4.2 The school will accommodate up to 180 pupils in each academic year (Years 7 to 11), giving 900 places for pupils aged 11-16. A sixth-form with 250 places will also be provided. The school includes 25 places for Special Educational Needs (SEN) pupils. Under the current proposals, the school will have an initial Year 7 intake of 150 pupils, with a phased intake of 180 pupils per year thereafter up to a capacity of 1,150 pupils.

1.4.3 The school is expected to employ a total of 110 to 120 members of staff upon full occupation of the site, with staff numbers expected to increase incrementally alongside pupil numbers until full capacity is reached.

- 1.4.4 The site is expected to have facilities available for community use, including floodlit playing pitches and Multi-Use Games Areas (MUGAs), the Sports Hall, Activity Studio, Main Hall, Drama Studio and several seminar learning spaces. It should be noted that this community use would be outside of the typical network peak hours (evenings, weekends and school holidays) and would serve a local catchment area, therefore it is considered that a high proportion of trips would be made by sustainable modes.
- 1.4.5 The timings of the school day have been confirmed and have been staggered with the nearby Nishkam School to minimise the impact on the capacity of local transport infrastructure associated with the two sites.

1.5 Access & Parking Arrangements

- 1.5.1 The proposed development will be served via Macfarlane Lane to the south-east of the site. Macfarlane Lane is a private road that connects with Syon Lane at a priority junction to the south-west of the site.
- 1.5.2 A total of 56 car parking spaces will be provided at the site, including 46 standard bays, 3 visitor bays plus 7 accessible bays. The main site car park to the north of the main school building will provide 46 standard and 4 accessible spaces and is to be gated, with 3 visitor and 3 accessible bays provided near to the main entrance to the school from Macfarlane Lane. All parking bays will be accessed via Macfarlane Lane.
- 1.5.3 Guidance within *'The London Plan'* (MoL, 2016) states that the level of parking should be determined by the Transport Assessment, with consideration of impact on traffic congestion and availability of on and off-street parking. Given that there is no on-street parking available within the vicinity of the site and that approximately 58% of staff could be expected to travel by vehicle trip generating modes, it is considered that the proposed level of parking provision is suitable, and accounts for the potential reduction in staff car trips set out within Section 5.3, but also allows suitable provision for visitors.
- 1.5.4 In order to encourage cycling amongst pupils and staff, there will be a total of 154 cycle parking spaces on site in the form of Sheffield Stands accommodating two cycles per stand. 30 stands are to be provided in front of the main school building, close to the main pupil entrance. There are 28 stands located to the south of the sports hall and 15 stands to the east. There is also dedicated staff cycle parking, with four Sheffield Stands located to the east of the allotment area. It is understood that cycle trips down Macfarlane Lane will be accommodated on-carriageway down Macfarlane Lane. This provision is in line with adopted cycle parking standards of the London Plan (MoL, 2016).
- 1.5.5 A total of 6 parking spaces will be provided with Electric Vehicle (EV) charging points, with passive provision at a further 6 spaces to enable simple installation and activation of a charge point at a future date. Guidance within *'The London Plan'* (MoL, 2016) states that 1 in 5 parking spaces should provide an EV charging point. It is therefore considered that the proposed provision is in line with London Plan standards.
- 1.5.6 A number of methods to promote cycling trips are outlined in Section 7.4.

2. TRAVEL PLANNING BACKGROUND

2.1 What is a School Travel Plan?

2.1.1 A key element of a School Travel Plan is a strategy for promoting and encouraging sustainable travel choices. This can be achieved through a variety of both incentives and restrictions. 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.

2.2 Policy Context

2.2.1 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.

2.2.2 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.

- 2.2.3 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, 2005); and
 - DfT *'Using the Planning Process to Secure Travel Plans. Best Practice Guide'* (DfT, 2002).
- 2.2.4 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);
 - London Borough of Hounslow Council (LHBC) *'London Borough of Hounslow Local Plan 2015-2030'* (HBC, 2014)
 - Transport for London (TfL) *'Travel Plan Guidance'* (TfL, 2014); and
 - Greater London Authority (GLA) *'Mayor's Transport Strategy'* (GLA, 2010).
- 2.2.5 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
- 2.2.6 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.

3. ACCESSIBILITY BY SUSTAINABLE MODES

3.1 Introduction

3.1.1 This section outlines the options available to access the site by sustainable modes of travel. This information has been used to help inform the setting of the TP target.

3.2 Walking

3.2.1 Guidance from 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 proposed development site is located within a reasonable walking distance (up to 2km) of residential areas located to the south of the site.

3.2.2 There is a footway on the southern side of Macfarlane Lane at the western end. A crossing point with dropped kerbs and tactile paving is provided approximately 140m west of the Syon Lane junction and the footway then continues on the northern side. Dropped kerbs and tactile paving are provided across the access to Goals Football Centre.

Photo 1: Dropped Crossing on Macfarlane Lane



3.2.3 The pedestrian provision on Macfarlane Lane connects with the existing footway provision on Syon Lane. A crossing point with dropped kerbs, tactile paving and central refuge island is provided on Syon Lane to the north of the Macfarlane Lane junction, allowing pedestrians to utilise the footpath which connects Syon Lane and Wood Lane. Footways are generally provided on both sides of Syon Lane to both the north and south of the site. As part of the recently approved Nishkam School, it is proposed to provide a zebra crossing on Syon Lane between the junctions of Stag Way and Gower Road to enhance the local pedestrian infrastructure.

- 3.2.4 Dropped kerb crossing points with central refuge islands are provided across all arms of the Tesco access roundabout and on the Grant Way arm of the mini-roundabout to the south of the site. A zebra crossing with a central island is provided to the east of the Grant Way mini-roundabout to link the northern and southern footways on Syon Lane.
- 3.2.5 There are footways provided on both sides of the A4 to the south of the site, connecting with other footway provision on local residential streets. A toucan crossing (see Photo 2) is provided across the A4 on the western side of the junction with Syon Lane, which helps to facilitate pedestrian access between the site and residential areas to the south. A crossing point with dropped kerbs and tactile paving is provided across the northern arm of Syon Lane at the A4 signal junction, however there is no dedicated pedestrian phase. There is also a subway on the eastern side of the junction which provides a pedestrian connection between the northern and southern arms of Syon Lane.

Photo 2: Toucan Crossing Facility on Great West Road (A4)



- 3.2.6 A staggered pelican crossing is provided across Syon Lane to the south of the A4 junction, however this is offset from the A4 and is located to the south of the Northumberland Avenue junction. There is also a puffin crossing (see Photo 3: Puffin Crossing on Syon Lane) near to Syon Lane Rail Station, facilitating pedestrian connections between the eastern and western footways on Syon Lane.

Photo 3: Puffin Crossing on Syon Lane

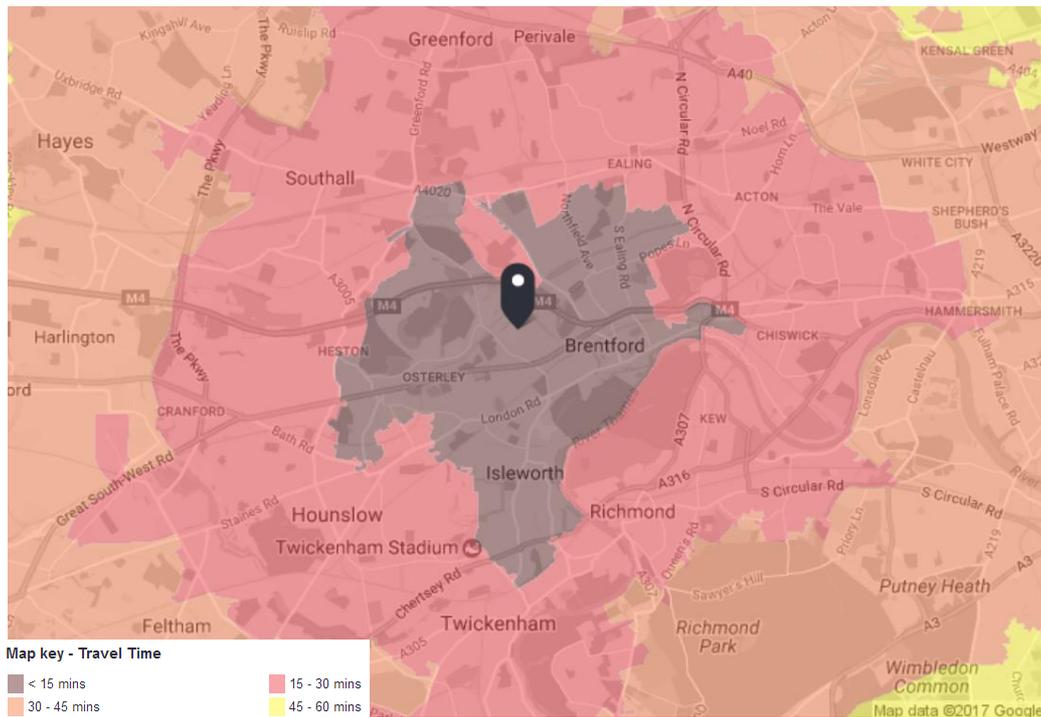


- 3.2.7 The pedestrian infrastructure within the vicinity of the site generally appears to be sufficient to facilitate the movements of mobility and visually impaired people, with provision of dropped kerbs and tactile paving at most local junctions and crossing points within the local area. The footways are generally of sufficient width and surface quality to accommodate the passage of wheelchairs (DfT, 2005c).
- 3.2.8 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.
- 3.2.9 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.

3.3 Cycling

- 3.3.1 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).
- 3.3.2 Figure 2 shows the areas surrounding the site that it is anticipated 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. This illustrates that the proposed 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 Osterley, Brentford, Isleworth and South Ealing.

Figure 2: Cycle Time Isochrone



Source: WebCAT (TfL, 2017)

3.3.3 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 6 (TfL, 2013)

- 3.3.4 There are off-road shared-use foot/cycleways provided on both sides of Great West Road (A4) to the south of the site, with the provision continuing on-road through the Gillette Corner junction. As previously outlined, a toucan crossing is provided across the A4 on the western side of the junction. To the west of the site, Wood Lane is traffic calmed and is designated as a suggested cycle route. Osterley Lane provides a largely traffic free route between Syon Lane and the area of Norwood Green and Southall to the north-west of the site.
- 3.3.5 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.

3.4 Public Transport Accessibility Level (PTAL)

- 3.4.1 An assessment of the site has been undertaken using the TfL 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).
- 3.4.2 The site was found to have an average PTAL rating of 0, 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 proposed main site access on Macfarlane Lane.
- 3.4.3 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.

3.5 Public Transport Provision – Bus

- 3.5.1 The PTAL assessment outlines that bus stops within 640m of a development site are considered to be within a suitable walking distance. The nearest bus stop to the proposed school site is Osterley Tesco, which is located an approximately 590m walk to the south. Additional stops are available on Great West Road (A4), an approximately 950m walk from the site. Details of the services available from these stops are provided within Table 1:

Table 1: Local Bus Services

Route No.	Route	Mon-Fri Frequency*
Bus Services from Osterley Tesco (within 590m walk) and Wood Lane (within 750m walk)		
H28	Osterley Tesco – Syon Lane – West Middlesex Hospital – Wood Lane/Braybourne Drive – Osterley Library – Hounslow East – Hounslow – Hanworth Road – Wellington Road North – Springwell Road – Cranford Lane – Bulls Bridge Tesco	Every 20 Minutes
Bus Services from Great West Road (within 950m walk)		
H91	Hammersmith – Ravenscourt Park – Stamford Brook – Turnham Green – Gunnersbury – Great West Road – Osterley – Lampton – Hounslow West	Every 10 Minutes

* Relates to general frequency of services between 08:00 and 18:00

Photo 4: Osterley Tesco Bus Stop



- 3.5.2 Table 1 shows that frequent services are available from the local bus stops, which provide access to a number of residential areas, and it is noted that these services also provide the opportunity to connect with other TfL bus routes, as well as London Underground (LU) and National Rail services.
- 3.5.3 Children aged 11-15 are able to travel free on TfL buses with an 11-15 Zip Oyster Photocard and are eligible for child fares on LU and National Rail services. Children that live in a London Borough can apply for their Zip Oyster Photocards online or at a Post Office.

3.6 Public Transport Provision – London Underground/National Rail

- 3.6.1 The site is located approximately 1.1km from Syon Lane Rail Station, which forms part of the Hounslow Loop railway line. A summary of the services available from Syon Lane is provided within Table 2:

Table 2: Syon Lane Railway Services

Route	Mon-Fri Frequency*
London Waterloo – Vauxhall – Queenstown Road – Clapham Junction – Wandsworth Town – Putney – Barnes Then loops in both directions via Barnes Bridge – Chiswick – Kew Bridge – Brentford – Syon Lane – Isleworth – Hounslow – Whitton – Twickenham – St Margarets – Richmond – North Sheen - Mortlake	Every 30 Minutes each direction
London Waterloo – Vauxhall – Queenstown Road – Clapham Junction – Wandsworth Town – Putney – Barnes – Barnes Bridge – Chiswick – Kew Bridge – Brentford – Syon Lane – Isleworth – Hounslow – Feltham – Ashford – Staines – Egham – Virginia Water – Chertsey – Addlestone - Weybridge	Every 30 Minutes each direction

* Relates to general frequency of services between 08:00 and 18:00

- 3.6.2 The nearest point of access to London Underground services is Osterley, approximately 1.9km to the west. Although Boston Manor is located in closer proximity to the site (780m as the crow flies), the walking distance to this station is much further due to the physical barriers of a railway line and the M4 motorway. Osterley is located on the Heathrow branch of the Piccadilly Line, with services operating between Heathrow and Arnos Grove/Cockfosters approximately every 5 minutes during peak periods.
- 3.6.3 An assessment of the site has been undertaken using the TfL 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 time to a bus stop under the assessment is 8 minutes and to an underground/rail station is 12 minutes. Given that local bus and rail services are located outside of these recommended walking distances, the site was found to have a PTAL rating of 0.

3.7 Car Sharing

- 3.7.1 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. It is considered that car sharing could be encouraged by some users of the site, notably staff and visitors. Any siblings travelling to school by car are likely to car share and there is also likely to be an element of car sharing taking place between friends.
- 3.7.2 Car sharing can be encouraged by:
- Providing preferential car parking for those people who car share;
 - Establishing and maintaining a car share database; and
 - Promoting the use of any existing local car share initiatives and clubs.
- 3.7.3 The www.liftshare.com website enables both individuals and organisations to take advantage of car sharing opportunities.

4. AIM & OBJECTIVES

4.1 Overall Aim

- 4.1.1 In order to minimise the environmental impact of traffic generated by the site, the overall aim of producing and implementing this Travel Plan is:

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

4.2 Objectives

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

Figure 4: 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

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

5. BASELINE TRAVEL SCENARIO & TARGET

5.1 Baseline Travel Scenario – Pupil Travel

5.1.1 As part of the Travel Plan (SA, 2015) for the nearby Nishkam School, the existing modal splits for seven secondary schools in the London Borough of Hounslow were interrogated to find an average pupil modal split for the local area. The schools for which modal splits were interrogated were Isleworth & Syon Boys School, Lampton School, Heston Community School, Gumley House School, The Heathland School, Cranford Community College and Chiswick School.

5.1.2 In order to maintain consistency with the approach for Nishkam School, a similar approach has also been adopted for Bolder Academy. For consistency with the approach used to determine the likely school catchment area, only existing modal splits for mixed-gender secondary schools within Hounslow have been utilised. The existing modal splits within the Nishkam TP for Isleworth & Syon Boys School and Gumley House School have therefore been excluded. Based on the existing modal splits, the average modal split for Bolder Academy is shown in Table 3, along with the number of pupils expected to travel by each mode upon full occupation of the site.

Table 3: Proposed Pupil Modal Split

Mode of Travel	Modal Split (%)	No. of Pupils*
Park & Stride	15.4%	178
Car Share	2.1%	25
Bus	32.6%	375
Train/Tube	4.0%	46
Cycle	3.0%	34
Walk	42.7%	492
Scooting	0.1%	1
Total	100.0%	1,150

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

5.1.3 Table 3 shows that 15.4% of pupils could be expected to travel by a vehicle trip generating mode. Given that all car trips to the site are expected to utilise the proposed park and stride facility, the existing modal splits for car and park and stride trips have been combined into one category. It is therefore expected that 178 pupils would travel by a vehicle trip generating mode once the school is operating at full capacity, with the remaining 972 pupils largely travelling by non-car modes, most notably by bus or on foot.

5.1.4 Guidance from Chartered Institution of Highways & Transportation (CIHT) suggests a preferred maximum walking distance of 2km for a number of trips, including commuting and school trips (IHT, 2000). Considering this, and that 75% of pupils attending Bolder Academy are expected to live within a 2.5km travel distance of the site, it is considered that a 42.7% pupil walking modal split is reasonable.

- 5.1.5 The existing baseline for pupil travel at Bolder Academy, based upon the modal split data and relative to the overall aim of this Travel Plan is expected to be:

15.4% of pupil trips are made by vehicle trip generating modes (Car)

- 5.1.6 The existing temporary school site has its own Travel Plan (BA, 2020), which includes existing modal split data based upon a survey undertaken of pupils. Whilst this modal split data is specific to the temporary school site, it perhaps provides a reasonable indicator of the likely travel patterns at the permanent school site. For information, the existing temporary school data is provided in Table 4 below:

Table 4: Existing Temporary School Pupil Modal Split

Mode of Travel	Modal Split (%)
Car	9.9%
Bus	59.4%
Train/Tube	0.6%
Cycle	3.6%
Walk	26.1%
Other	0.2%
Total	100.0%

- 5.1.7 Table 4 demonstrates that the car modal split for the current temporary school is 9.9%, lower than the projected car modal split for the permanent site, with a higher proportion of pupils travelling by bus.
- 5.1.8 The school has advised that if COVID-19 is still impacting travel patterns by the time of the proposed occupation of the school in August 2021, then the modal split of pupil trips may vary from those identified within Table 3 and Table 4.
- 5.1.9 There is currently parental concern around children using public transport, therefore the proportion of pupils travelling by car and on foot may be higher than is currently projected. As outlined within Section 5.3, a baseline travel survey of how pupils intend to travel to the school is to be undertaken 3 months prior to occupation, therefore more detail around the baseline pupil modal split should be available by the time the site is occupied.

5.2 Baseline Travel Scenario – Staff Travel

5.2.1 From information provided by the Client, it is understood that there will be 110-120 staff employed at Bolder Academy upon full occupation of the school, with staffing numbers expected to increase incrementally alongside pupil numbers. The estimated travel to work modal split for staff at the proposed school has been calculated using method of travel to work data for the existing workplace population, obtained from the 2011 Census (dataset: WP703EW). The proposed site is located within Middle-Layer Super Output Area (MSOA) 'Hounslow 009' and 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 this local MSOA. The modal split data is summarised within Table 5, along with the number of staff expected to travel by each mode upon full occupation of the site, assuming that 120 staff would be employed:

Table 5: Proposed Staff Modal Split

Mode of Travel	Modal Split (%)	Proposed No of Staff
Car/Taxi/PTW	58.4%	70
Public Transport	30.2%	36
Car Passenger	1.8%	2
Pedestrian	4.9%	6
Cycle	4.3%	5
Other	0.4%	0
TOTAL	100%	120

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

5.2.2 Table 5 indicates that just over half (58.4%) of all staff travel to work journeys could be expected to be made by vehicle trip generating modes, with the remainder made by sustainable modes of travel. Based upon up to 120 staff being employed at the site, it is assumed that 70 staff could be expected to travel by vehicle trip generating modes when the school is operating at full capacity.

5.2.3 The baseline staff travel situation for Bolder Academy, based upon the modal split data and relative to the overall aim of this Travel Plan is expected to be:

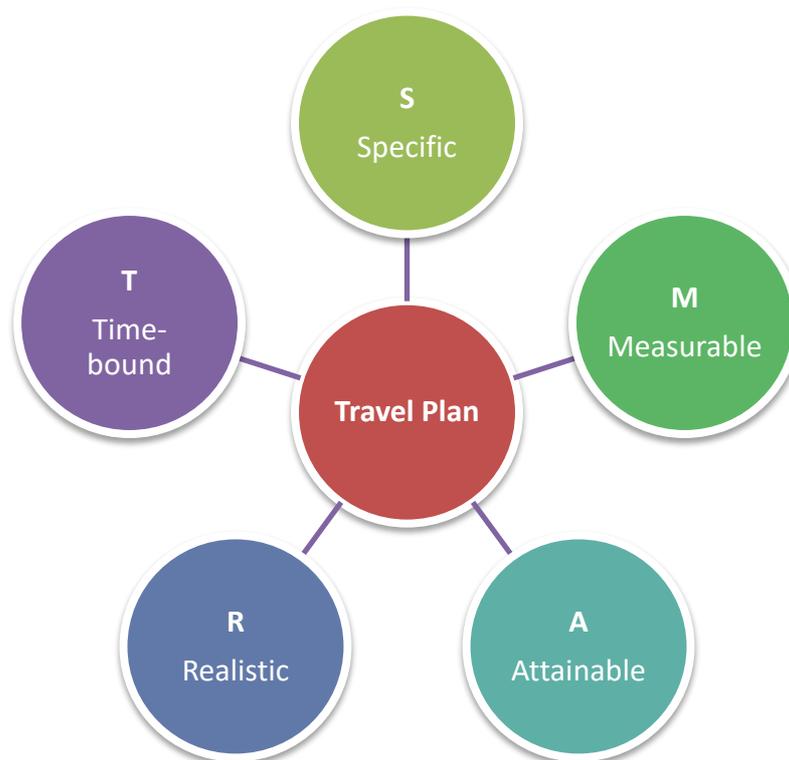
58.4% of staff trips are made by vehicle trip generating modes (Car/Taxi/PTW)

5.2.4 In order to provide a more accurate baseline, site specific travel data will be collected approximately 3 months prior to the first occupation of the proposed site, as well as 6 months after, and then annually commencing 12 months of occupation. Details of the baseline travel survey methodology are provided within Section 8.2.

5.3 Targets

5.3.1 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 5: SMART Travel Plan Components



5.3.2 It is therefore recommended that this Travel Plan adopts an approach in which initial targets are set and then modified (if appropriate) following site-specific travel surveys to be undertaken approximately 3 months prior to the occupation of the proposed site, as well as 6 months after, and then annually commencing 12 months of occupation.

5.3.3 Travel Plan targets have been set for a nine-year period (two years after full occupation, which is currently expected to be phased over seven years) 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: Proposed Targets

Year	Target (Single Vehicle Occupants)	
	Pupils	Staff
1	14%	57%
2	13%	56%
3	12%	55%
4	11%	54%
5	10%	53%
6	9.5%	52%
7	9%	51%
8	8.5%	50.5%
9	8%	50%

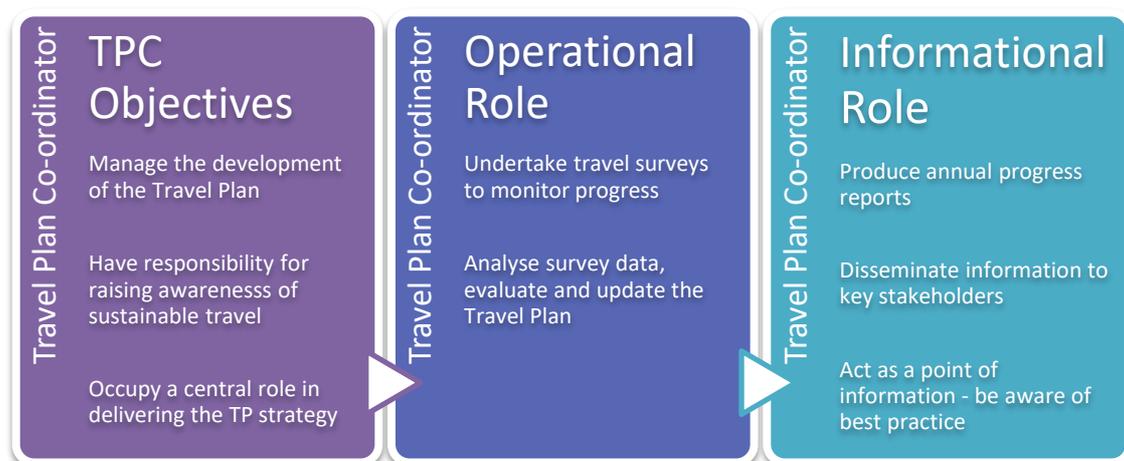
- 5.3.4 The performance of Bolder Academy against the Travel Plan targets is to be monitored via annual travel surveys as detailed within Section 8. The first survey of actual travel patterns is to be undertaken within 6 months of occupation of the site and should the results reveal a vastly different modal split from that assumed within Section 5.1 and 5.2, then the above targets and the wider strategy should be revised as appropriate, as discussed in Section 8.5.

6. ROLES & RESPONSIBILITIES

6.1 Travel Plan Co-ordinator (TPC)

6.1.1 A fundamental part of a successful Travel Plan is the appointment of a Travel Plan Co-ordinator (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 6.

Figure 6: TPC Objectives & Roles



6.1.2 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 first site occupation.

6.1.3 Contact details for the current TPC are provided below:

- Name: Kate Biant (Bolder Academy Business Manager)
- Telephone: 0203 963 0806

6.2 Key Stakeholders

6.2.1 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 Hounslow Council-LBHC) and Transport for London (TfL).

6.2.2 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 site occupation (see Section 7.8 for further details on the WTP).

- 6.2.3 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, LBHC 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 pupils are fully aware of the availability of local public transport services.
- 6.2.4 As requested by LBHC Highways, a Travel Plan working group is to be established, in order to provide a liaison group for local residents, ward members and other local stakeholders to discuss transport issues associated with the school. This working group is to schedule regular meetings, with an associated measure included in Section 7.8 of the Action Plan.
- 6.2.5 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. LBHC Highways has advised that the Travel Plan will be monitored by LBHC's partner, WestTrans, with current contact details provided below:
- Name: Benjamin Walch (Travel Plan Monitoring Officer for West London)
 - Telephone: 07718 669 322
 - Email: travelplans@westtrans.org
 - Address: Transport, Perceval House, 4th Floor NE, Ealing Council, 14-16 Uxbridge Road, Ealing, W5 2HL

7. ACTION PLAN

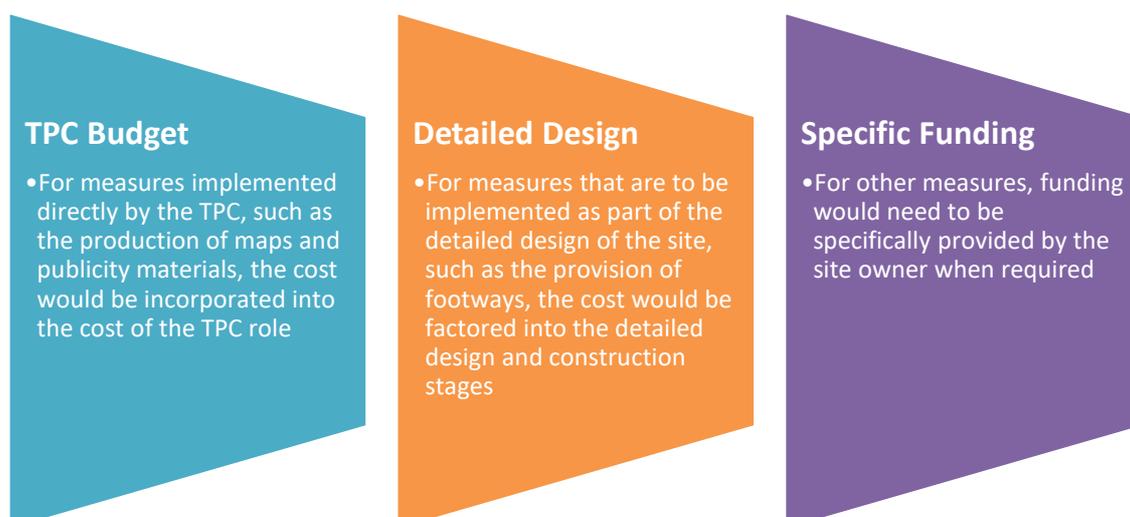
7.1 Introduction

- 7.1.1 This section outlines the TP measures that are to be implemented with respect to each mode of transport. An audit of existing transport infrastructure in the vicinity of the site was carried out to help inform the development of sustainable travel initiatives. The TP contains both physical and behavioural measures to increase travel choices and reduce reliance on single occupancy car travel.
- 7.1.2 The monitoring of the TP will allow travel patterns to be determined and the modal split to be identified. This will enable measures to be determined and specifically targeted to parents/pupils, staff and visitors.
- 7.1.3 The key measures as currently identified will be implemented and then following monitoring will be refined and developed to meet the specific needs of the users of the site.
- 7.1.4 The early stages of the TP development and implementation covers the initial occupation of the development site, and the first monitoring and review periods of the plan. This period is crucial in terms of ensuring that the outlined measures are actively implemented. As a result, the majority of measures detailed herein in this TP are to be implemented prior to, or within the first year of plan implementation.

7.2 Funding Streams

- 7.2.1 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; 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 7: Funding Streams for Measures



7.3 Measures to Promote Walking

7.3.1 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.	Pre-Planning and 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 Eco Schools Week and Walk to School Week. The 'Change for Life' public health campaign should also be promoted via www.hounslowtravelactive.org.uk	Upon each pupil/staff member's site induction	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 induction	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 induction	TPC Budget

7.4 Measures to Promote Cycling

7.4.1 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 (it is understood that 150 are to be provided upon full site occupation)	During detailed site design	Detailed Design
C2	Provide and promote access to showers, changing facilities and lockers for staff and pupils that walk, run 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 induction	TPC Budget

Ref	Measures	Timescale	Funding
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 induction	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 induction	TPC Budget
C6	Inform pupils and staff of local LBHC and national initiatives aimed at increasing cycling levels such as 'Bike Week' and 'The Big Pedal'. The 'Change for Life' public health campaign should also be promoted via www.hounslowtravelactive.org.uk	Upon each pupil/staff members' site induction	TPC Budget
C7	Conduct regular audits of on-site cycle/scooter parking storage and provide additional cycle/scooter parking (covered and secure) if found to be required.	At suitable intervals following site occupation	TPC Budget
C8	Investigate the possibility of organising sessions where pupils and staff would have their bikes checked over by a local bike mechanic.	0-24 months following site occupation	TPC Budget
C9	Arrange a visit from a cycling instructor to enable pupils 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.	0-24 months following site occupation	TPC Budget
C10	Take part in projects and other events to encourage children to cycle safely.	0-24 months following site occupation	TPC Budget
C11	Investigate the possibility of offering cycles to pupils and staff at affordable prices.	12-24 months following site occupation	TPC Budget

7.5 Measures to Promote Public Transport

7.5.1 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 half adult fare on bus, tube and rail services in London if they are in full time education and reside in a London Borough.	Upon pupil enrolment	TPC Budget

Ref	Measures	Timescale	Funding
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 induction and ongoing	TPC Budget
PT3	Provide information or a link to the TfL Journey Planner and real time journey information system via the school website or intranet.	Upon each pupils/staff members' site induction	TPC Budget
PT4	Consider providing an update screen within the school building to provide up-to-date bus service information to staff and visitors.	0-24 months following site occupation	Specific Funding
PT5	As per the S106 agreement linked to the planning application, if required by the Council the site Owner shall provide school buses to reduce car borne trips generated by the school. The most in-demand routes could be determined following the annual travel surveys, however it is envisaged that routes would primarily target those living further away where a number of bus/tube/rail changes have to be made.	12-24 months following site occupation	Specific Funding

7.6 Car Sharing

- 7.6.1 The TPC shall provide information to site users (particularly staff) about the options available for car sharing as an alternative to travelling as a single car occupant. It is recognised that the need to mitigate against the spread of COVID-19 means that car sharing cannot currently be enforced and each individual may have their own personal circumstances that will prevent them from taking advantage of these options. Car sharing should only be considered feasible where the appropriate precautions are in place and current guidance/advice/directives from Public Health England can be complied with.
- 7.6.2 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 , www.blablacar.co.uk and www.gocarshare.com , aimed at assisting people in finding car share partners for commuting journeys.	Upon each staff members' site induction and ongoing	TPC Budget
CS2	Make staff aware of the environmental (and financial) benefits of car sharing.	Upon each staff members' site induction	TPC Budget

Ref	Measures	Timescale	Funding
CS3	Contact parents and pupils via newsletter to promote the benefits of car sharing for the school run.	0-6 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
CS5	Investigate the feasibility of establishing and promoting a formal car share database for members of staff and pupils/parents, with assistance provided by the TPC to help connect potential car share partners. This would be subject to overcoming any pupil safeguarding issues.	0-12 months following site occupation	TPC Budget

7.7 Measures to Promote Efficient Vehicle Use

7.7.1 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 aims 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	Provide adequate electric vehicle charging points on site (it is understood that 6 are to be provided) with provision for an additional 6 charging points in the future.	During detailed site design	Detailed Design
EV2	Provide information on the benefits of electric and low-emissions hybrid vehicles to staff.	Upon each staff members' site induction and ongoing	TPC Budget
EV3	Inform staff of the benefits of 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
EV4	Inform staff of the benefits of eco-driving training and the associated significant fuel savings and reduced emissions.	0-6 months following site occupation	TPC Budget

7.8 Information & Marketing

7.8.1 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.	0-3 months following site occupation	TPC Budget

Ref	Measures	Timescale	Funding
IM2	Produce a Travel Policy for pupils and staff as part of the induction process. This Travel Policy should highlight that on-street parking across the local area is not acceptable.	Upon pupil enrolment/staff members' employment	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. More details are provided in Section 7.10.	Upon pupil enrolment/staff members' employment	TPC Budget
IM4	Hold a school assembly to talk about the health benefits of active travel.	0-12 months following site occupation	TPC Budget
IM5	Ensure a copy of the Travel Plan, its aim, 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	Attend a Travel Plan working group for local residents, ward members and other local stakeholders to discuss transport issues associated with the school. This working group is to schedule regular meetings, at least once every year, and a meeting prior to school opening if required.	Prior to school opening, and regularly following site occupation	TPC Budget
IM9	Strive to achieve TfL STARS (School Travel: Active, Responsible, Safe) Gold accreditation.	Within 3 years of site occupation	TPC Budget
IM10	Investigate the feasibility and requirement for a pre-booking system for visitor parking.	0-12 months following site occupation	TPC Budget

7.8.2 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.

7.9 Park & Stride

7.9.1 As requested by LBHC Highways, the school is to promote the use of agreed off-site locations as 'Park & Stride' facilities for parents/guardians to drop-off/pick-up pupils, to be included within the WTP (see Section 7.10 below). The adjacent Tesco site has sufficient car parking space to provide a dropping off point for 'Park & Stride' facilities, however this is dependent upon the future development of this area and Tesco remaining in occupation of their current site.

- 7.9.2 As part of the commitments set out within the Section 106 agreement for the scheme, Tesco would need to supply a Park & Stride termination notice at least 6 months in advance of its intention to no longer permit its car park for use as a Park & Stride site, at which time the site Owner shall use reasonable endeavours to secure an alternative site for approval by LBHC. Changes to the Park & Stride arrangements for the school are to be communicated with key stakeholders as part of the annual monitoring process and Travel Plan Annual Report (TPAR), as discussed in Section 8.4.

7.10 Welcome Travel Pack

- 7.10.1 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.
- 7.10.2 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 should contain details of:
- Local walking and cycling routes in the area;
 - Public transport information details (location of bus stops, timetables and fare details etc.);
 - Local car sharing opportunities;
 - Agreed Park & Stride location(s) for the drop-off and pick-up of pupils;
 - The benefits of smart working practices such as telephone conferencing and effective diary management; and
 - The Travel Plan, its aim, objectives, targets and measures, particularly measure IM2 which requires staff and pupils to review a Travel Policy as part of the induction process.
- 7.10.3 The pack is to be prepared and disseminated by the TPC with assistance from LBHC 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 8:

Figure 8: Proposed Welcome Travel Pack Contents



7.11 Action Plan: Quick Links

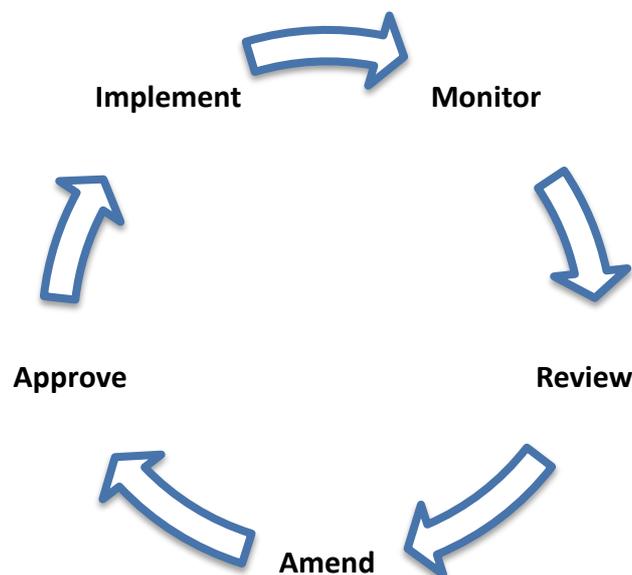
- Bike Week: www.bikeweek.org.uk
- Change for Life: www.hounslowtravelactive.org.uk
- Living Streets (Walk Once a Week, Walk to School Week): <https://www.livingstreets.org.uk/what-we-do/projects/wow>
- Sustrans (The Big Pedal): www.sustrans.org.uk/our-services/who-we-work/teachers/big-pedal
- TfL STARS: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

8. MONITORING & EVALUATION STRATEGY

8.1 Introduction

- 8.1.1 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 will be reviewed and modified if required, such as the targets, measures and the wider Travel Plan strategy. The Travel Plan monitoring and evaluation process is shown graphically in Figure 9 below:

Figure 9: Monitoring & Evaluation Process



- 8.1.2 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, and as requested by LBHC Highways, finishing 2 years after the school is fully occupied. The TP monitoring is to be undertaken in conjunction with LBHC, with agreement over elements such as the proposed surveying methodology, amendments to the Travel Plan target, and intervention measures.
- 8.1.3 To supplement the annual monitoring surveys, a pre-occupation survey is to be undertaken approximately 3 months prior to occupation of the site, with an interim survey is to be undertaken 6 months after occupation, as requested by LBHC Highways.
- 8.1.4 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.

8.2 Travel Surveys

- 8.2.1 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 will 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.
- 8.2.2 The first monitoring survey will be undertaken 6 months after first site occupation, with annual surveys commencing 12 months after 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.
- 8.2.3 In addition to the post-occupation monitoring surveys, a travel questionnaire is to be arranged approximately 3 months prior to site occupation, in order to understand how staff and pupils expect to travel to the school, and therefore to allow suitable changes to this Travel Plan and information to be provided upon staff/pupil enrolment.
- 8.2.4 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).
- 8.2.5 The initial travel surveys undertaken 3 months prior to site occupation and 6 months after should be in a format compliant with TRICS, a comprehensive standard for travel surveys that provides results within a database.

- 8.2.6 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.
- 8.2.7 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.

8.3 Visitor Travel

- 8.3.1 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, specifically with information highlighting that there is limited parking available at the site, and with a pre-booking system for visitor parking to be investigated by the TPC, included as a measure in the Action Plan in Section 7.8.

8.4 Travel Plan Progress Report

- 8.4.1 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 LBHC.

8.5 Intervention Strategy

8.5.1 If the review process identifies that the TP targets are being missed by a significant margin, then potential additional measures/initiatives, and wider changes to this Travel Plan, will be required at the site. Discussions should take place between the TPC, the School Council, LBHC, TfL and any other relevant parties to determine which 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 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.

8.5.2 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.

9. TEMPORARY SITE STRATEGY

9.1 Introduction

- 9.1.1 In the event that Bolder Academy opens at an alternative temporary site prior to the construction and occupation of the proposed permanent site at Macfarlane Lane, LBHC Highways has requested that this Travel Plan is still implemented.
- 9.1.2 As discussed in Section 7.10, 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. It is therefore acknowledged that the implementation of Travel Plan measures for staff and pupils travelling to/from a temporary site may help ensure that sustainable travel patterns are promoted and fostered at an early stage, therefore with increased likelihood that staff and pupils would continue with more sustainable travel patterns on relocation to the proposed permanent Bolder Academy site on Macfarlane Lane.
- 9.1.3 However, it is recognised that the infrastructure requirements for any temporary site would need to be considered as part of any separate planning consent for the temporary location, with potentially unviable and unjustified development costs associated with implementing infrastructure measures for a development that would only be utilised on a temporary basis for a relatively short time.

9.2 Action Plan

- 9.2.1 Based on the above considerations, it is proposed that all of the non-infrastructure measures of this Travel Plan (i.e. detailed design schemes) would be implemented in relation to the opening of Bolder Academy at any temporary locations, as detailed in the permanent site Action Plan of Section 7. For clarity, the measures that would not be implemented at any temporary sites are outlined below:
- 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.
 - 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.
 - C1: Ensure that adequate covered and secured cycle parking is provided at the site (it is understood that 150 are to be provided upon full site occupation).

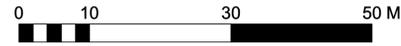
N.B. Cycle parking is to be provided at a temporary site, although the level of required parking is to be agreed with LBH Highways.
 - PT4: Consider providing an update screen within the school building to provide up-to-date bus service information to staff and visitors.
- 9.2.2 LBHC Highways specifically highlighted the importance that measure IM2 is implemented at any temporary sites, to be implemented upon pupil enrolment and staff inductions, as reproduced below:

“IM2. Produce a Travel Policy for pupils and staff to accept and sign as part of the induction process.”

10. REFERENCES

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Appendix I – Site Layout



DATE	REV	DESCRIPTION OF REVISION	DRAWN BY	APPROVED BY
06/03/20	C02	Revised car park entrance	TR	
22/01/20	C01	Revised northern pedestrian entrance	TR	
06/01/20	P14	Issue for Review and Comment	TR	
19/09/19	P13	Revision to site boundary	TR	
21/06/19	P12	Issue for CPs	TR	
10/05/19	P11	Revised Macfarlane Lane Width	TR	
25/04/19	P10	Revised following planning meeting	TR	
03/04/19	P09	Issue for Coordination	TR	
28/02/19	P08	Issue for CPs	TR	
01/02/19	P07	Revised following B+K comments	TR	CW
24/01/19	P06	Issue for Planning	TR	CW
23/01/19	P05	Issue for Coordination	TR	CW
22/01/19	P04	Issue for Coordination	TR	CW
06/12/18	P03	Revised following B+K comments	TR	
06/12/18	P02	Revised following B+K comments	CW	

- Notes**
1. Do not scale from this drawing
 2. To be read in conjunction with Project Risk Register REF: XXX
 3. To be read in conjunction with all other Landscape Architect's drawings

- KEY**
- Site**
- Site Boundary
 - Proposed Building
 - Existing Tree Retained
 - Existing Tree Removed

- Planting**
- Proposed Tree
 - Grass area to be retained
 - Grass seed
 - Flowering meadow
 - Existing Vegetation to be Retained
 - Hedgerow Planting
 - Amenity Planting
 - Attenuation drainage layer
 - Green Roof Planting

- Paving**
- Pedestrian Asphalt
 - Pedestrian Asphalt (tender access)
 - Permeable MUGA Asphalt
 - Vehicular Asphalt
 - Permeable Vehicular Paving
 - Concrete Block Paving1
 - Concrete Block Paving2
 - Grass Reinforced Paving
 - In-situ Concrete

- Furniture**
- Handrail
 - Brick Retaining Wall
 - Cycle Stand
 - Cycle Shelter
 - Relocated lighting Post
 - Existing lighting Post

- Fencing and Structures**
- Fencing
 - Gates

ID	RISK	MITIGATION	Date Mitigated
RESIDUAL PROJECT RISKS			

SUITABILITY
- CONSTRUCTION

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CLIENT:
Bowmer & Kirkland

PROJECT TITLE:
Bolder Academy School

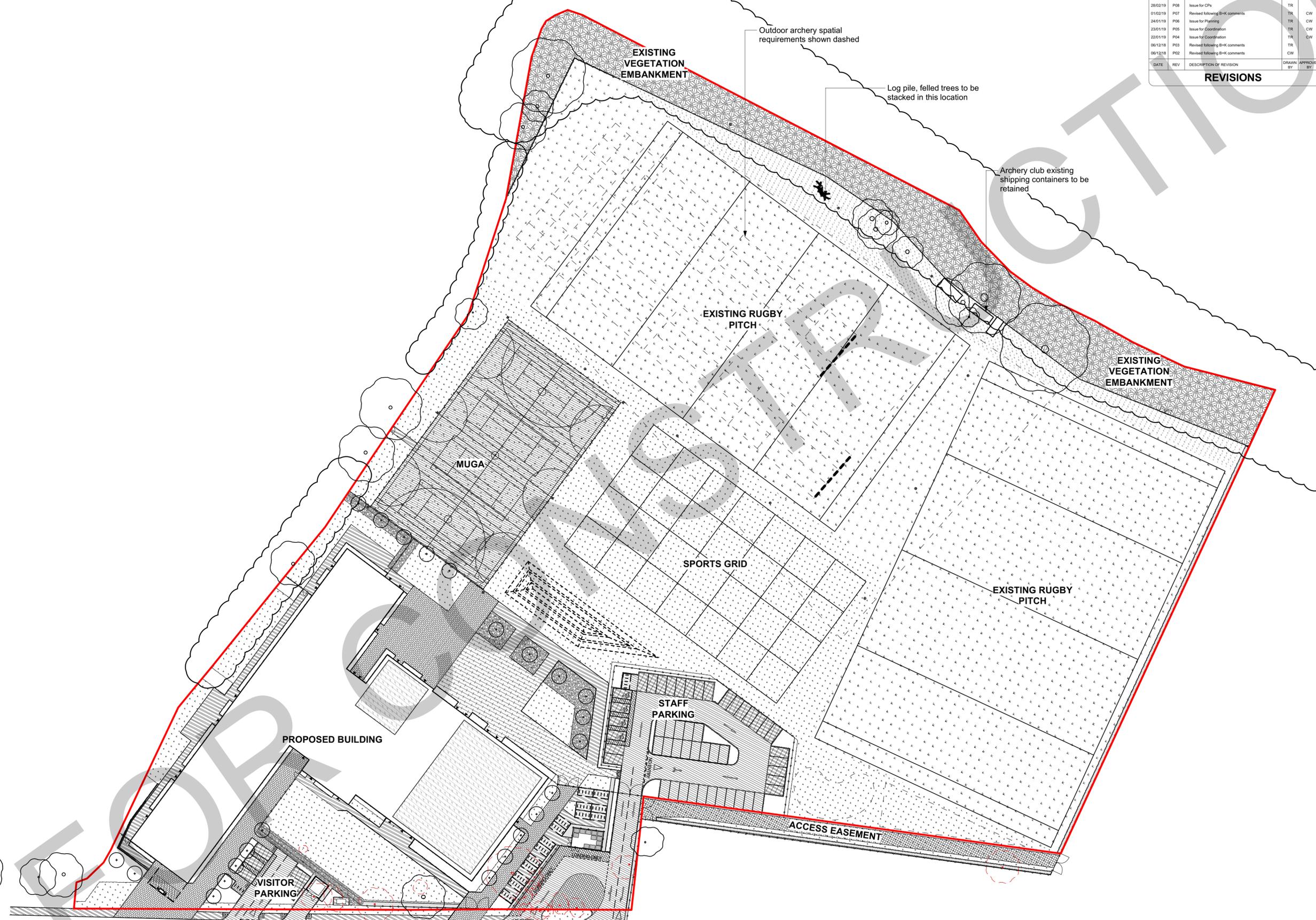
DRAWING TITLE:
Landscape General Arrangement

DRAWING SCALE: 1:500
 PAPER SIZE: A1

DRAWN BY: TB
 APPROVED BY: TR

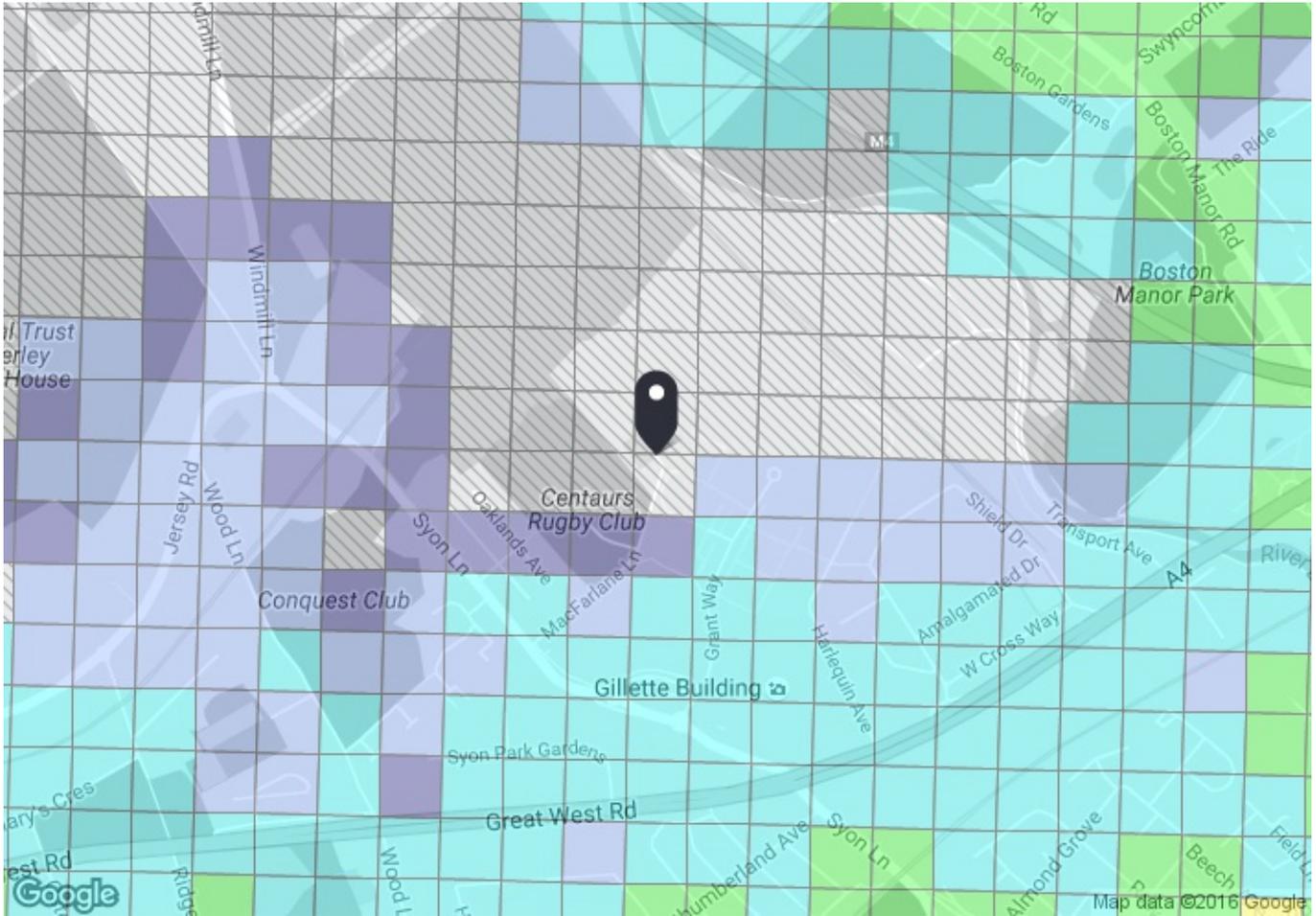
DRAWN DATE: 08.11.2018
 ALA PROJECT CODE: ALA505

DRAWING NUMBER: FS0445-ALA-XX-XX-DR-L-0002
 SUITABILITY: ##
 REVISION: C02



Any works outside the red line boundary are to be undertaken in accordance with the Section 278 Agreement

Appendix 2 – PTAL Report



PTAL output for 2011 (Base year)

0

MacFarlane Ln, Isleworth TW7, UK

Easting: 516036, Northing: 177885

Grid Cell: 67433

Report generated: 15/08/2016

Map key - PTAL



Map layers

PTAL (cell size: 100m)

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

