

**PROPOSED EXPANSION OF ISLEWORTH AND SYON SCHOOL FOR BOYS
PRELIMINARY TRANSPORT STATEMENT**

1.0 INTRODUCTION

The following is a brief report regarding preliminary highway and transport observations and broad conclusions based on a desktop study of the information available at this time. Information available consists of an Interim High Level Feasibility Study prepared by Architects 'Useful Simple Projects' in March 2014, a school travel plan from 2011, and our preliminary assessment of the existing conditions on site.

The Isleworth and Syon School for Boys is a secondary school and 6th form catering for boys aged 11 to 18, and currently has 5.8 forms of entry and 230 6th form places. The proposal is to expand the school to 8 forms of entry and 320 6th form places. The address of the school is Ridgeway Road, Isleworth, TW7 5LJ.

2.0 TRIP GENERATION

2.1 Existing trip generation

The latest available school travel plan is dated 2011. It contains the results of a pupil travel survey which reveals the modal split illustrated in **Table 2.1**. The response rate to the pupil travel survey was 86%.

Table 2.1 Modal split of pupils (2011)

Transport mode	Car	Car share	Bus	Rail	Cycle	Walk	Park & stride	Scooter
%age of pupils	11%	2%	42%	8%	8%	29%	0%	0%

This clearly demonstrates that, assuming the current pupil travel habits remain similar to those in 2011, only a very small proportion of pupils travel to school by car. Assuming the current school has 1448 pupils ((7 year groups x 5.8 forms x 30 pupils) + 230 6th formers), this would equate to 174 two-way pupil/parent car trips currently being made at each end of the school day.

The majority of pupils travel to school by bus. Given the above assumptions 42% of pupils travelling by bus equates to 608 pupils.

The response rate to the staff travel survey was only 16% and so the results cannot be relied on. Never-the-less it suggested that the large majority of staff members drive to school alone.

2.2 Expected additional trip generation

The proposed expansion would increase pupil numbers (assuming a current pupil roll of 1448) by an additional 552 pupils to a total of 2000 pupils. Applying the same modal split proportions to these additional pupils would result in an additional 66 pupil/parent two-way car trips being made at the beginning and end of the school day, and a demand for an additional 232 bus places at each end of the school day. There would also be an associated increase in staff demand for car parking.

2.3 Impacts of additional trip generation

It is recommended that an up-to-date pupil and staff travel survey be carried out in order to confirm the proportion of modal split. If it is determined that the modal split remains similar to that of 2011, then it can be expected that the very low level of car travel by pupils would be

difficult to reduce further. The expected additional 66 pupil car trips at each end of the day represent a borderline case as to whether a transport statement would be needed for this proposal, or if a full transport assessment would be required in order to study junction capacities. This decision would ultimately be up to the local highway authority to make.

Either way it is likely that it will be necessary to undertake an on-street parking survey to determine whether there is capacity to accommodate the additional expected demand for parking by parents at the school peak times. A review of our preliminary assessment of the existing conditions on site suggests that extensive on-street and on-footway parking currently occurs on the local streets surrounding the school site.

Whilst the number of pupils that travel by bus is encouraging, further study should be carried out to determine if the local bus network is able to satisfactorily accommodate this current high demand at each end of the school day, and whether the expected increased demand for bus places could be accommodated.

3.0 ACCESS

Vehicle accesses to the school are off Ridgeway Road and Church Road. Pedestrian accesses are adjacent to the vehicle access off Ridgeway Road. It would appear that, once inside the school gates, pedestrians routes are through the car park. There are no segregated pedestrian accesses off Church Road so any pedestrians entering the school from this road are likely to mix with the school's vehicular traffic. It would be advisable to attempt to introduce segregated pedestrian accesses and defined pedestrian paths through the school grounds as part of the expansion project.

4.0 PARKING

The main car parking area on the school site is accessed off Ridgeway Road, with a smaller car park accessed off Church Road. The school would like to make progress in reducing the reliance on travel by car by members of staff. To this end the school does not propose to increase the number of parking spaces as part of the expansion plans. The number of staff parking spaces currently available is not known at this time but the 2011 school travel plan indicates that there are 60 parking spaces including one for disabled users. The current London Borough of Hounslow planning requirements are that there should be a maximum of one parking space per FTE teacher, plus a proportion of spaces suitable for disabled users, and that these spaces should be made available to all staff and visitors. Assuming that there are 56 classes with one teacher each in the expanded school for years 7 to 11 (7 year groups x 8 forms) plus say 15 additional teachers for the 6th form, this would equate to a maximum car parking provision of 73 spaces.

The authority's planning requirement for cycle parking at secondary schools is 1 cycle parking space per 200sq.m. and they should preferably be of Sheffield stand style and undercover. It is not known what the current level of cycle parking provision is at the school and neither is the area known. The 2011 school travel plan indicates that there are 20 cycle parking spaces available for use by members of staff and 104 cycle parking spaces available for use by pupils.

5.0 CONCLUSION

It can be expected that at least a formal Transport Statement will be required to be prepared for submission with the planning application for this school expansion proposal, and the local highway authority may request that this be a full Transport Assessment. The school is committed to restricting the number of staff car parking spaces on site to encourage alternative modes of transport. This initiative should be considered favourably by the planners subject to it not creating a problem with off-site parking which would be part of the investigation work carried out in a Transport Assessment.

In our experience, on other similar school expansion projects such as this, providing that a robust Travel Plan is in place and steps are taken to mitigate the impact of increased travel movements together with the provision of access to alternative modes of transport, there should be no significant grounds to object to this development on matters relating to transportation.