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1.0 INTRODUCTION

1.1 This Transport Statement (TS) has been prepared by Robert West (RW) on behalf of Faithful + Gould with regard to the redevelopment of Woodlands Meed College, Birchwood Grove Road, Burgess Hill, West Sussex, RH15 0DP.

1.2 Woodlands Meed College is a Special Educational Needs (SEN) college that currently accommodates 113 pupils between the ages of 14-19 (KS4 and KS5) and up to 50 members of staff.

1.3 The site location is illustrated in Figure 1.1. The report considers the transport and highways implications of the proposed redevelopment and has been prepared to accompany a full planning application to redevelop the site.

Figure 1.1: Site Location

1.4 The site is located in a residential area in the town of Burgess Hill, West Sussex. It is bound by Birchwood Grove County Primary School to the east, and residential properties to the north, west and south. Directly to the south, the site also borders a small public recreation area containing playground equipment and a sports field.

1.5 The site currently comprises a cluster of low-rise buildings, a sports field and a car park to the north of the site with 30 parking spaces for staff and visitors. The main entrance to the site is from a one-way loop system at the north of the site, accessed from Wykeham Way.

1.6 The proposed redevelopment of the site involves the construction of a new purpose-built teaching facility, with the existing Woodlands Meed College building remaining in use until the new building's completion. Following the completion of the new building, the current Woodlands Meed College building will be demolished; and car park and landscaping will then be constructed. The college will provide 100 pupil places managed by up to 50 members of staff.

1.7 In the proposed site layout, the main entrance point and car park are to remain at the existing locations. An improved car parking layout will be provided with 30 dedicated staff parking spaces as well as six designated spaces for the parking of college-owned minibuses.

1.8 In addition, it is proposed that there will be a drop off/visitor car park with 14 car parking bays and six minibus drop off bays.

1.9 The new Woodlands Meed College building is proposed to be fully occupational by May 2023.

1.10 Site plans of the proposed development is attached at Appendix A.

1.11 This TS has been prepared following current best practice and in compliance with local, regional and national guidance.

1.12 In addition to the TS, a School Travel Plan (STP) will also accompany the planning application.

1.13 Following this introduction, the remainder of the report is structured as follows:

i. Section 2.0: Policy context - review of national, regional and local transport planning policy.

ii. Section 3.0: Site context and accessibility - details of the existing site in terms of its accessibility by non-car modes, including walking, cycling and public transport. This section also reviews the local highway network and road conditions in the area surrounding the site, parking conditions and analysis of personal injury accident data.

iii. Section 4.0: Existing site operation - this section summarises the main characteristics of the existing development in terms of intended site users, the proposed parking arrangements and it includes the description of the site layout and access.

iv. Section 5.0: Proposed operation - this section summarises the main characteristics of the proposed development in terms of intended site users, the proposed parking arrangements and it includes the description of the site layout and access.

v. Section 6.0: Trip Assessment – outlines the baseline travel to college mode share for pupils and staff and provides an estimated number of trips produced by the college.

vi. Section 6.0: Conclusion - outlines the conclusions to be drawn from the Transport Statement

2.0 POLICY CONTEXT

2.1 This section considers relevant transport planning policy as follows:

i. National Planning Policy Framework (NPPF) (2019).

ii. West Sussex Transport Plan (2011)

iii. West Sussex Walking and Cycling Strategy (2016)

iv. West Sussex County Council: Guidance on Parking at New Developments (2020)

NPPF

2.2 The revised National Planning Policy Framework was published on 19 February 2019 and sets out the government's planning policies for England and how these are expected to be applied.

2.3 The NPPF states in Paragraph 102 that 'Transport issues should be considered from the earliest stage of plan-making development proposals, so that:

a. the potential impacts of development on transport networks can be addressed;

b. opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c. opportunities to promote walking, cycling and public transport use are identified and pursued;

d. the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e. patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.'

2.4 Paragraph 106 of the revised NPPF specifies that:

> '*Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport. In town centres, local authorities should seek to improve the quality of parking so that it is*

convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.'

2.5 Paragraph 108 emphasises that when assessing sites that may be allocated for developments in plans, or specific applications for development, it should be ensured that:

a. *'appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*

b. *safe and suitable access to the site can be achieved for all users; and*

c. *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*

2.6 It is also specified that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

2.7 Paragraph 110 states that applications for development should:

a. *'give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

b. *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

c. *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

d. *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

e. *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*

2.8 All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

West Sussex Transport Plan

2.9 The West Sussex Transport Plan (WSTP) sets WSCC's strategy for guiding future investment in our highways and transport infrastructure from 2011 through to 2026. It is currently under review with a new draft plan is expected to be published for consultation in summer 2021.

2.10 The WSTP includes four strategies that guide WSCC's approach to maintaining, managing and investing in transport and for meeting the primary objective of improving the quality of life for West Sussex residents:

a. *"Promoting economic growth*

b. *Tackling climate change*

c. *Providing access to services, employment and housing*

d. *Improving safety, security and health. "*

2.11 The WSTP has two main sections - the first lays out vision and long-term strategy and part two setting out an implementation plan with key issues and aims for improvements to the transport network across the county.

West Sussex Walking and Cycling Strategy

2.12 The West Sussex Walking and Cycling Strategy was published in 2016 and lays out WSCC's aims and objectives for walking and cycling in the county over the 10-year period 2016-2026.

2.13 In addition to the theoretical goals, the strategy lays out a prioritised list of over 300 potential walking and cycling improvements suggested by a range of stakeholders and partner organisations that, subject to availability of funding and land, could be implemented during the strategy period.

West Sussex County Council: Guidance on Parking at New Developments

2.14 The West Sussex Guidance on New Developments, published in September 2020, clearly lays out the County Council's approach to parking at new developments (both residential and non-residential).

2.15 Its purpose is to be used to help determine the level of parking at new developments and provide the basis for the County Council's advice to the LPAs in West Sussex on planning applications and the soundness of policies relating to parking at new developments.

2.16 Paragraph 6.1 of the guidance on non-residential developments states:

> *'Under the Companies Act 2006, businesses are obliged to minimise their effect on the environment. In support of this obligation and in line with the West Sussex Transport Plan, businesses should promote sustainable travel behaviour by encouraging employees to travel by non-car modes and reducing the number of single occupancy car journeys. To support sustainable travel measures the availability of car parking or cost of use should be carefully controlled.'*

2.17 On that basis, the relevant row from the guidance on vehicular and cycle parking demand for education land-uses is given in Table 2.1.

Use Class	Vehicular	Cycle
F.1: Non-residential institutions (education, art gallery, museum, public library, public exhibition hall, places of worship, law courts)	Site-specific assessment based on travel plan and needs.	Site-specific assessment based on travel plan and needs.

Table 2.1: The WSCC Guidance on Parking at New Developments for education land-use cases

3.0 SITE CONTEXT AND ACCESSIBILITY

3.1 This section provides a review of the baseline conditions of the site and the wider area, including a review of the site accessibility, local highway network, and personal injury accident data.

The site and surrounding area

3.2 Woodlands Meed College is located at Birchwood Grove Road, Burgess Hill, West Sussex, RH15 0DP, to the southeast of Burgess Hill national Rail station and Burgess Hill's main commercial town centre.

3.3 The site is located in a predominately residential area and is bound by Birchwood Grove County Primary School to the east, and residential properties to the north, west and south. Directly to the south, the site also borders a small public recreation area containing playground equipment and a sports field.

3.4 Woodlands Meed School is a sister site located 860m to the west of the site. Woodlands Meed School is a SEN school accommodating approximately 160 pupils from the ages of two to 14.

3.5 There are four other schools located within the vicinity of Woodlands Meed College as follows:

i. Birchwood Grove County Primary School, directly bordering the site to the east

ii. Burgess Hill Girls School located 375m to the northwest of the site

iii. The Burgess Hill Academy School located 950m to the northwest of the site

iv. London Meed Primary School located 920m to the west of the site

Current site access

3.6 Vehicular and pedestrian access to the site currently from Wykeham Way to the north of the site. Vehicular access is via the one-way system, which provides access to the staff and visitor car park as well as access to the neighbouring Birchwood Grove County Primary School. Vehicles egress the site via the one-way system onto Birchwood Grove Road.

Accessibility by non-car modes

Pedestrians

3.7 The pedestrian network within the surrounding area of the site includes footways which are generally in good condition, with street lighting provided at regular intervals.

3.8 The exception to this is Birchwood Grove Road, which can be characterised as a single track road without a dedicated pedestrian footway.

3.9 There are also no dedicated pedestrian crossings in the immediate vicinity of the site. The site can only be accessed from minor residential roads, which would not ordinarily be expected to contain dedicated crossing points. Crossing is however, normally facilitated at road junctions by the presence of dropped kerbs.

Cyclists

3.10 There are few dedicated designated cycle routes in the vicinity of the site.

3.11 Of note is the public bridleway that runs along Birchwood Grove Road and past the site entrance. The bridleway runs from the outer edges of Burgess Hill to the southwest, towards Wivelsfield in the northeast.

Public transport

Buses

3.12 There are seven bus routes that operate within the vicinity of the site providing weekday services.

3.13 The nearest bus stops to the site (Ferndale Road stops northbound and southbound) are located 575m (7 minute walk) west of the site on Keymer Road. These bus stops are served by routes 33, 33A, 35A, 35C, 167, 168, 523.

3.14 Both stops are both simple flag stops, on pedestrian footways, without benches or shelters

3.15 A summary of the bus services provided within the vicinity of the site are outlined in Table 3.1.

Bus route	Stop location	From	To	AM peak frequency (08:00 - 09:00)	PM peak frequency (15:00 - 16:00)
33/33A	Ferndale Road (NB)	Hurstpierpoint	Cuckfield	1	0
	Ferndale Road (SB)	Cuckfield	Hurstpierpoint	0	1
35A/35 C	Ferndale Road (NB)	BH, Church Road	BH, Church Road	1	2
	Ferndale Road	BH, Church	BH, Church Road	0	0

	(SB)	Road			
167	Ferndale Road (NB)	Lewes Bus Station	BH, Church Road	0	1
	Ferndale Road (SB)	BH, Church Road	Lewes Bus Station	0	0
168	Ferndale Road (NB)	Plumpton Green, Station	BH, Church Road	1	0
	Ferndale Road (SB)	BH, Church Road	Plumpton Green, Station	0	0
523	Ferndale Road (NB)	Cuckfield	BH, London Road	0	1
	Ferndale Road (SB)	BH, London Road	Cuckfield	1	0

Table 3.1: Summary of bus services

3.16 The summary of bus services within the vicinity of the site shows 4 AM peak services 5 PM peak services are provided.

National Rail

3.17 The closest National Rail station to the site is Burgess Hill Station located 650m to the northwest of the site.

3.18 Burgess Hill is served by frequent Southern Rail trains travelling between London Victoria and Littlehampton or Brighton.

Thameslink

3.19 Burgess Hill National Rail Station is also served by frequent Thameslink services. These terminate at Brighton, Bedford or Cambridge.

Local highway network

3.20 A summary of the highway network in the vicinity of the site is provided below.

Wykeham Way

3.21 Wykeham Way is a residential road running northeast from the site's entrance for 170m where it splits in two at a triangular junction. The two forks run until Ferndale Road, north, and just past a junction with Broad Green Avenue, east.

3.22 Wykeham way has a carriageway width of approximately 6m and operates as a two-way road. Footways are present on both sides of the carriageway, including grass verges along the eastern and northern sides of the two forks respectively.

3.23 The road is subject to a 30mph speed limit. There are significant stopping and waiting restrictions present along Wykeham Way within the vicinity of the site. Yellow zig-zag school entrance markings are located on both sides of the carriageway outside of the school. This is with the exception of a short stretch of load immediately opposite the school entrance where no restriction is in place. Stopping restrictions are in operation from Monday to Friday between 08:00 and 10:00 and 14:30 and 16:30.

Birchwood Grove Road

3.24 Birchwood Grove Road runs southwest from the school entrance until meeting Folders Lane to the south, 20m from the junction of Folders Lane and Keymer Road.

3.25 The carriageway is as narrow as 3.5m in parts, widening to 6m at its western junction with Folders Lane (B2113). Birchwood Grove Road operates as a two-way road without markings. In narrow in places, passing is made possible by passing places and wide-mouthed driveways. There are no designated pedestrian footways.

3.26 The road is subject to a 30mph speed limit with no parking restrictions present.

Ferndale Road

3.27 Ferndale Road is north of the school site, running from Marlborough Drive (east) to Keymer Road (west). Ferndale Road has a number of smaller residential side roads; among these Wykeham Way, from which the school is primarily accessed.

3.28 Ferndale Road's carriageway is approximately 6.25m in width and it operates as a two-way road. Ample pedestrian footways are present along the road's length.

3.29 The road is subject to a 30mph speed limit with no obvious parking restrictions present.

Keymer Road

3.30 Keymer Road is a major north-south route running the west of the Woodlands Meed College site. The road runs towards the village of Keymer in the south and into the centre of Burgess Hill to the north. It ends at the Hoadley's Corner roundabout with Station Road, Junction Road, and Silverdale Road.

3.31 The carriageway width is approximately 6.25m with two distinct marked lanes. There are good

quality footways on both sides of the road although no designated pedestrian crossing points.

3.32 North of the junction with Forndale Road, both sides of the roadway are marked with double yellow lines. This continues until the junction with Station Road, with the exception of a small stretch outside Burgess Hill Girls School. The school's main entrance is also marked by a zone of Zig Zag lines indicating no stopping at any time.

Folders Lane (B2113)

3.33 Folders Lane is a major east-west road that runs to the south of the Woodlands Meed College site. The road runs from its junction with Keymer Road at a mini-roundabout in the west, to a large roundabout junction with the B2112 in the east.

3.34 The width of the carriageway is approximately 6.75m along most of the roads length but widens to approximately 8.4m to accommodate a pedestrian crossing and traffic island near to the entrance of Woodwards Close where there are two bus stops.

3.35 The road typically only has a pedestrian footway along its southern side, normally of good quality and segregated from the roadway by a grass verge. Near to junctions with side roads, pedestrian crossings and footways on both sides of the road are normally present.

Personal Injury Accident data

3.36 In order to establish highway safety conditions on the highway network within the vicinity of the site, a preliminary survey of Personal Injury Accident (PIA) data for the surrounding area has been obtained from the Crashmap database for the most recent five years available (2015 to 2019). Data points considered are all within 400m along roadways from the site entrance, inclusive of relevant road junctions.

3.37 Table 3.2 provides a summary of the personal injury accidents that occurred within the study area.

Severity	Year					Total
	2015	2016	2017	2018	2019	
Fatal	0	0	0	0	0	**0**
Serious	0	0	0	0	0	**0**
Slight	1	0	1	0	1	**3**
Total	**1**	**0**	**1**	**0**	**1**	**3**

Table 3.2: Accident data summary

3.38 A total of three accidents were recorded over the five year study period, all of which were

classified as “slight”. There were no “fatal” or “serious” accidents recorded in the study area during this time period. Two of the three recorded accidents in the study period occurred at the roundabout junction with Keymer Road and Folders Lane, to the west of the site. The accidents that occurred at the roundabout resulted in slight injures to three car drivers or passengers. No vulnerable road users were involved.

3.39 The full data reports can be found at attached at Appendix B.

4.0 EXISTING SITE OPERATION

4.1 This section of the TS will provide an overview of existing operation of the site uses, and the access, movement, parking and servicing strategy for the development.

Parking

Existing car park

4.2 The existing car park located to the north of the site is comprised of 30 marked car parking spaces for staff and visitors and there is an unmarked area where six school owned minibuses park. Two disabled bay parking spaces are also located the at the southern side of the one-way system at the front of the college.

4.3 It is understood that the current car parking at the current site is restricted and inadequate for a SEN college of its size.

4.4 Car parking spaces are allocated on a first come first served basis. The parking spaces closest to the college building to the south of the car park are occupied by people that may need to move their vehicles during the day. The spaces on the northern side of the car park are for staff who are present all day and are therefore able to be double parked once there are no further spaces available.

4.5 If a member of staff is parked in the college car park and needs to leave but will be returning on the same day, it is currently possible to place a cone in the parking bay to reserve the space for their return.

Existing drop off

4.6 The current pupil drop off period is between 08:45 to 09:15 and the pick up period is between 15:15 to 15:45.

4.7 The drop off area is located at the drop off area at the front of the college. During the drop off period, cars and taxi's will use the drop off area parking bumper to bumper. Local Authority (LA) minibuses drop pupils off at the one-way road. Woodlands Meed College staff are on hand to escort pupils into the college.

4.8 At the end of the college day, cars and taxi's will line up bumper to bumper in the small car park at the front of the college. LA minibuses queue up along the southern side of the one-way road. The two disabled spaces outside reception will be reserved for the vehicles which have a 'tail lift'. A member of the Woodlands Meed College staff team will be present to facilitate the end of day transport, checking that the Birchwood Grove Road gate has been secured.

4.9 It is understood that the adjoining roads from the site access (Birchwood Grove Road and Wykeham Way) become congested for a short period (approximately 15 minutes) during the drop-off and pick -up periods.

Existing cycle parking

4.10 There are currently four cycle parking spaces provided for staff, pupils and visitors.

Waste strategy

4.11 Refuse collection currently occurs weekly and is collected from the one-way road to the front of the college. Refuse is currently typically collected outside of drop off and pick up periods.

Delivery and servicing

4.12 Delivery and Servicing currently occurs weekly in the small car park area and the one-way system to the front of the college. Typical deliveries include catering supplies and school ordered supplies that are delivered in small lorries and transit vans.

5.0 PROPOSED DEVELOPMENT

5.1 This section summarises the main characteristics of the proposed development in terms of intended site users, the proposed parking arrangements and it includes the description of the site layout and access.

Development proposal

5.2 The proposed redevelopment of the Woodlands Meed College site is to construct a new fit-for-purpose teaching facility, whilst the existing Woodlands Meed College building is in use. Following completion of the construction of the new building, the existing building will be demolished; and then the new car park and landscaping will be constructed. The school will provide 100 pupil places managed by up to 50 members of staff. The levels of staff at the college will vary on a day to day basis.

5.3 Appendix A includes the site plans for the proposed development.

5.4 In the proposed site layout, the main entrance point and car park are to remain at the existing locations. An improved car parking layout will be provided with 30 dedicated staff parking spaces alongside a drop off/visitor car park with 14 car parking bays. There will be six parking spaces for college-owned minibuses in the staff car park and a further six minibus drop off bays in the drop-off/visitor parking.

5.5 Swept path analysis has been undertaken illustrating access and egress of the site, operation of the drop-off area and refuse collection strategy and is attached at Appendix C.

5.6 The redevelopment of Woodlands Meed College will provide no additional staff or pupil spaces. Woodlands Meed College will continue to operate as per the existing situation benefitting from a new dedicated staff car park and segregated drop-off/visitor parking. Due to the nature of the SEN of the school, the majority of pupil trips will continue to be made minibus and taxi. There will be no increase in trips made to and from the school, therefore is considered that there will be no effect on local highway network.

5.7 The new college building is expected to be fully operational by May 2023.

Parking arrangements

5.8 A new redesigned staff car park and drop off area is proposed at the location of the existing car park to the north of the site. The staff car and drop off/visitor car park will continue to be accessed from the one-way system to the north of the site via Wykeham Way.

5.9 There are no specific car parking standards set within WSCC Guidance on Parking at New Developments (September 2020), with each Application considered on a case by case basis.

5.10 Woodlands Meed College has been consulted in detail at multiple client engagement meetings and have confirmed that the proposed staff and drop off/visitor parking arrangements will meet demand.

Proposed staff car parking

5.11 The proposed staff car park will be comprised of 30 staff only dedicated parking spaces and six minibus parking spaces for college owned minibuses. Three of the 30 staff parking spaces will be allocated as disabled bays. Although there is technically no increase in car parking spaces for staff, all 30 spaces will now be dedicated for staff. This is an effective increase 14 parking spaces. on current staff car parking provision and will help meet the parking demand. These parking spaces will be monitored by the implemented STP. STP measures will also be implemented to encourage car sharing and sustainable travel modes.

5.12 Active electric vehicle charging points (EVCP) will be provided for 20% of staff car parking spaces in line with guidance set within the WSCC Guidance on Parking at New Developments (September 2020). The remaining provision will be passive EVCP provision.

Proposed drop off/visitor car park

5.13 The proposed drop off/visitor car park is comprised of 14 drop off/visitor parking bays and six minibus drop off bays. This is improved drop off facility provision providing dedicated bays for both cars and minibuses. The drop off/visitor car park will operate as a one-way system both accessed and egressed from the one-way system to the east of the car park. During the drop off and pick up periods the car park will be used as a drop off and pick area only accessed by LA minibuses, cars and taxis. During these periods, the drop off area will be managed by Woodlands Meed College staff that escort pupils to/from the college building to/from the drop off car park.

5.14 Outside of the drop off and pick up periods, visitors will be able to park within the drop off bays and delivery and servicing vehicles will utilise the minibus drop off bays.

Cycle parking

5.15 A total of 12 parking spaces will be provided for staff, pupils and visitors. Two of the cycle parking spaces will be accessible spaces capable of storing larger adaptable bikes. This is an uplift of cycle parking spaces. Cycle parking usage will be monitored via the STP. There is space on site to increase this number should it be required.

Delivery and servicing arrangements

5.16 Delivery and servicing is proposed to occur in the new drop off/visitor car park. Delivery and servicing vehicles will utilise the minibus drop-off bays outside of peak school drop off and pick

up periods. Deliveries and servicing are not expected to change after the redevelopment of Woodlands Meed College, with the exception of the infrequent occurrence of the hydrotherapy pool being serviced.

5.17 Swept path analysis is included in Appendix C to demonstrate that a typical delivery and servicing vehicles will be able to access and egress the drop off/visitor car park.

Waste strategy

5.18 It is proposed that refuse collection will occur from the drop off and visitor car park and continue to occur once a week, outside of peak hours.

5.19 Swept path analysis is included in Appendix C to demonstrate that a typical refuse vehicle will be able to get within 10m of the collection point and navigate safely throughout the car park.

6.0 TRIP ASSESSMENT

6.1 The proposed redevelopment of Woodlands Meed College will not result in increased pupil or staff numbers. It is therefore expected trips to the site will remain as per the existing situation having no material impact on the local highway network.

6.2 A hands up survey was commissioned in November 2020 to identify a baseline travel to college/work mode share. 18 staff and 40 pupil responses were recorded. It should be noted that due to the COVID-19 KS5 were not at the college to be surveyed and responses are limited.

6.3 Table 6.1 provides a baseline mode share for pupils and staff.

Mode of travel	Pupils	Staff
Single Car Occupancy	15%	72%
Car Share	3%	0%
Rail	3%	6%
Minibus	58%	-
Cycle	0%	6%
Taxi	18%	0%
Walking	5%	17%
Total	**100%***	**100%***

Table 6.1: Pupil and staff travel to college mode share

***Rounding**

6.4 Table 6.2 provides an estimate of the number of pupil and staff trips generated by the proposed redevelopment.

Mode of travel	Pupils	Staff
Car/Park and Stride	15	36
Car Share	3	0
Rail	3	3
Minibus	58	0
Cycle	0	3
Taxi	18	0

Walking	3	9
Total	**100***	**50***

Table 6.2: Estimated pupil and staff trips by mode share

***Rounding**

6.5 Results from the initial baseline mode share survey show that the majority of pupils (58%) are travelling to the college by minibus and the majority of staff (72%) are travelling by car.

6.6 These results in line with what is expected from a SEN college. The STP will aim to encourage both pupils and staff to switch from single occupancy car travel to alternative transport modes.

6.7 A full baseline survey will need to be undertaken upon occupation of new college building when college is at full capacity.

7.0 MITIGATION STRATEGY

7.1 This section summarises the key issues and impacts that were identified in this assessment and informed the mitigation strategy for the school. The descriptions of the proposed measures are summarised in this section of the report.

Key transport issues

7.2 Based on the TS, the mitigation strategy proposed for the development should seek to address the following:

i. Seek to reduce the proportion of staff trips by single occupancy car.

ii. Seek to minimise the proportion of pupils' trips by single occupancy car and maximise the use of transport by LA minibuses and car sharing.

iii. Seek to minimise impact of congestion on residential roads during operation of the college.

iv. Seek to provide an efficient strategy to operate the drop-off facility at the school site and safety of all users at the site access and on the wider network.

Mitigation measures

School Travel Plan

7.3 Woodlands Meed College will benefit from a new STP that sets out a range of measures to help minimise the demand for single car occupancy travel and the promotion of minibus and sustainable travel methods as far as possible.. The objectives of this STP are as follows:

i. Make sure that the whole college community is aware of the STP and the objectives of the STP.

ii. To influence the travel behaviour of pupils away from single occupancy car modes and encourage use of share transport (minibuses, taxis, or private cars), walking, cycling as well as the use of public transport for journeys to and from the school as far as practical.

iii. To influence the travel behaviour of staff away from car modes and encourage use of car sharing, walking, cycling and the use of public transport for journeys to and from the school as far as practical.

iv. To encourage pupils to use the minibuses provided by the local authority.

v. Ensure each minibus is at full capacity, thus reducing the number of minibuses required.

vi. To raise awareness of the impact of car travel on the environment, the road safety conditions and the local resident amenity.

vii. To monitor travel behaviour on an on-going basis.

viii. Educate pupils on road safety and greener methods of travel.

ix. Educate both the pupils and staff on benefits and range of travel options available to them.

x. Work with WSCC to support objectives on sustainable travel.

Drop off facility

7.4 Due to the nature of the college, the need for pupils to be dropped off and collected, within a secure environment within the college site, is recognised. This activity will occur along the drop off bays road within the drop off/visitor car park. Based on information provided by the college, pupil drop off and pick up is undertaken by a mix of private cars, taxi's and minibuses.

7.5 The pupil drop off period will occur between 08:45 to 09:15 and the pick up period between 15:15 to 15:45.

7.6 The new drop off/visitor car park layout is designed to accommodate efficient drop off/pick up.

7.7 The school will roster staff members within the car park to assist in the smooth transition during drop off/ pick up periods to ensure that the drop-off and pick up activities take place in safe and efficient way. Staff members will also ensure cars are not loitering in the drop off car park keeping bays free for swift drop off and pick up.

Off-site measures

7.8 A number of mitigation measures are already implemented to combat build-up of congestion on the surrounding highway network. These include, but are not limited to:

i. Keep clear lines are implemented on Birchwood Grove outside of the site access/egress point. The keep clear lines continue for 25 metres on Wykeham Way. Single yellow line restrictions in operation from Monday to Friday between 08:00 and 18:00 continue along Wykeham Way to the junction triangular junction.

ii. The adjacent Birchwood Grove Primary School currently have a rolling start time from 08:45 for both early years, KS1 and KS2 pupils. The school finish times are currently staggered between early years and KS1 (15:00 finish) and KS2 (15:15 finish).

iii. There is also no vehicular access for parents/guardians onto the Birchwood Grove School site. It is understood that the majority Birchwood Grove Primary School pupil drop offs are made to the east of the site at the side entrance on The Ridings

8.0 CONCLUSIONS

8.1 This TS has been prepared by Robert West on behalf of Faithful + Gould with regard to the redevelopment of Woodlands Meed College, Birchwood Grove Road, Burgess Hill, West Sussex, RH15 0DP. The report considers the transport and highways implications of the proposed redevelopment and has been prepared to accompany a full planning application to redevelop the site.

8.2 The proposed redevelopment of the site involves the construction of a new purpose-built teaching facility, whilst the existing Woodlands Meed College building remains in use until the new building's completion in May 2023. Following the completion of the new building, the current Woodlands Meed College building will be demolished; and car park and landscaping implemented. Vehicular access will continue from Wykeham Way, via the one-way system currently in place.

8.3 Travel to college mode share data was collected from the college in November 2020. 58% of pupils are currently travelling by minibus and 72% of staff are travelling by single occupancy car. A full baseline survey will need to be undertaken upon occupation of new college building when college is at full capacity

8.4 The redevelopment of the existing Woodlands Meed College will not result in an increase in pupil spaces or staff numbers. Woodlands Meed College will continue to operate as per the existing situation. There will be no increase in trips made to and from the school, therefore it is considered that there will be no effect on local highway network.

8.5 Mitigation measures including a STP will be implemented that set out a range of measures. Measures will to help minimise the demand for single car occupancy travel and the promotion of minibus and sustainable travel methods as far as possible.

8.6 The proposed Woodlands Meed College redevelopment is considered to be acceptable on transport and highways grounds and its likely transportation effects are considered to be negligible.

Robert West

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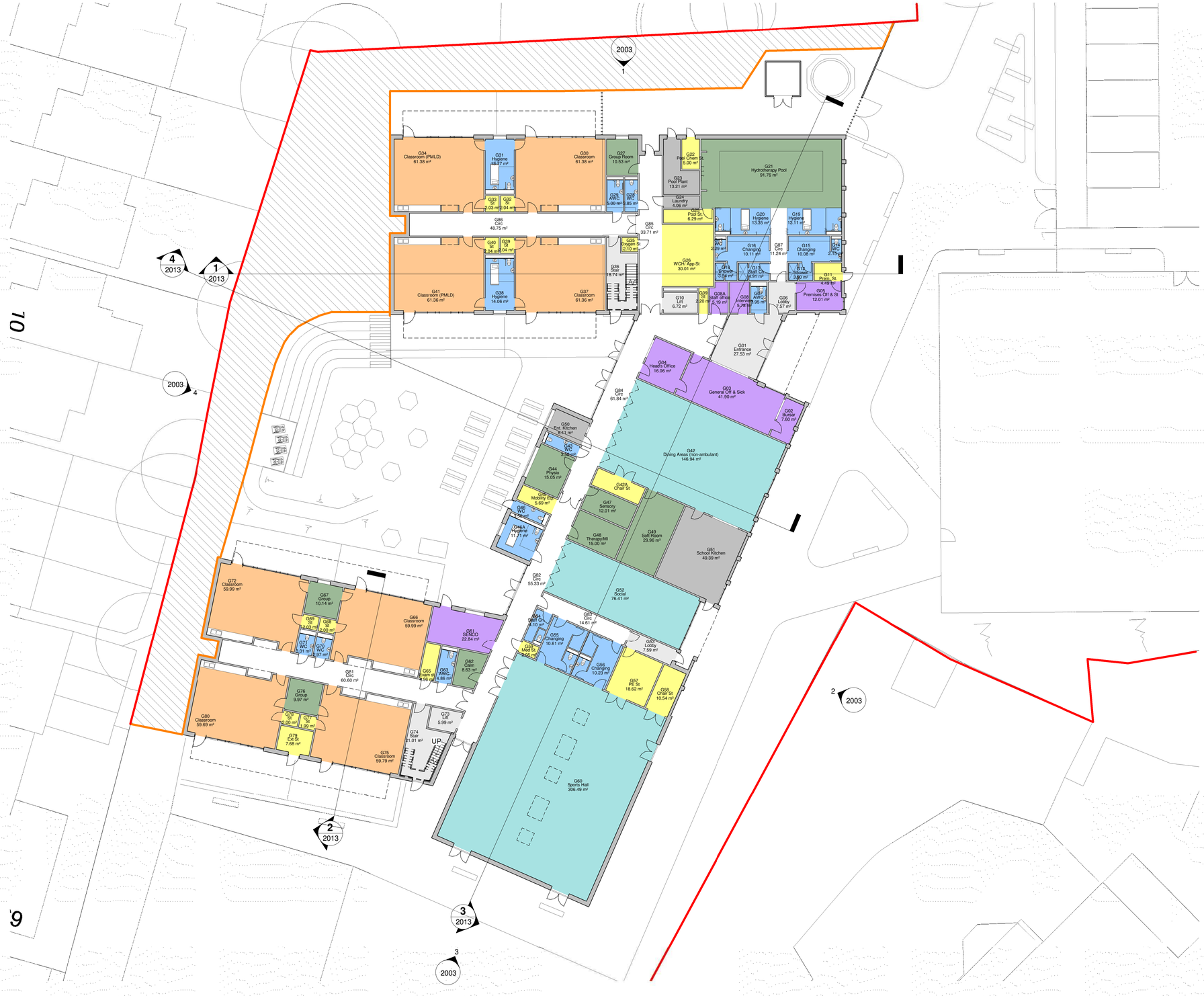
Appendix A – Proposed site plans

Rev:	Date:	By:	Chck:	Appr:	Description:
P.2	15/09/20				Issued to Team
P.4	14/09/20				Issued to Engineers
P.5	21/09/20				Issued to Team
P.6	14/10/20				Issued to Team
P.7	10/11/20				Issued to Team
P.8	11/11/20				Issued to Team

General notes

- Site Boundary
- Retaining structure (indicative)
- Retained site
- External Terrace
- Balustrade



1 **GA Ground Floor Plan - Level 00**
1 : 200

0m 4m 8m 12m 16m 20m

VISUAL SCALE 1:200 @ A1

Haverstock LLP
Studio 10, Cliff Road Studios
Cliff Road, London NW1 9AN
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info@haverstock.com
www.haverstock.com

Client:
West Sussex Council

Job Title:
Woodlands Meed College

Drawing Title:
GA Ground Floor Plan (Level 00)

Job/ Dwg No/ Rev:
1191 - HAV -ZZ -00 -DR -A - 1001 P.8

Drawn:	Checked:	Appr:	Date:
OJ	SDR	CB	20/11/20

Drawing Status: Planning

Scale(s):
1: 200 @ A1
1 : 200

Rev:	Date:	By:	Chck:	Appr:	Description:
P.2	15/09/20				Issued to Team
P.4	14/09/20				Issued to Engineers
P.5	21/09/20				Issued to Team
P.6	14/10/20				Issued to Team
P.7	10/11/20				Issued to Team
P.8	11/11/20				Issued to Team

General notes

- Site Boundary
- External Terrace
- Balustrade

1 **GA First Floor Plan- Level 01**
1 : 200

0m 4m 8m 12m 16m 20m

VISUAL SCALE 1:200 @ A1

Haverstock LLP
Studio 10, Cliff Road Studios
Cliff Road, London NW1 9AN
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Client:
West Sussex Council

Job Title:
Woodlands Meed College

Drawing Title:
GA First Floor Plan (Level 01)

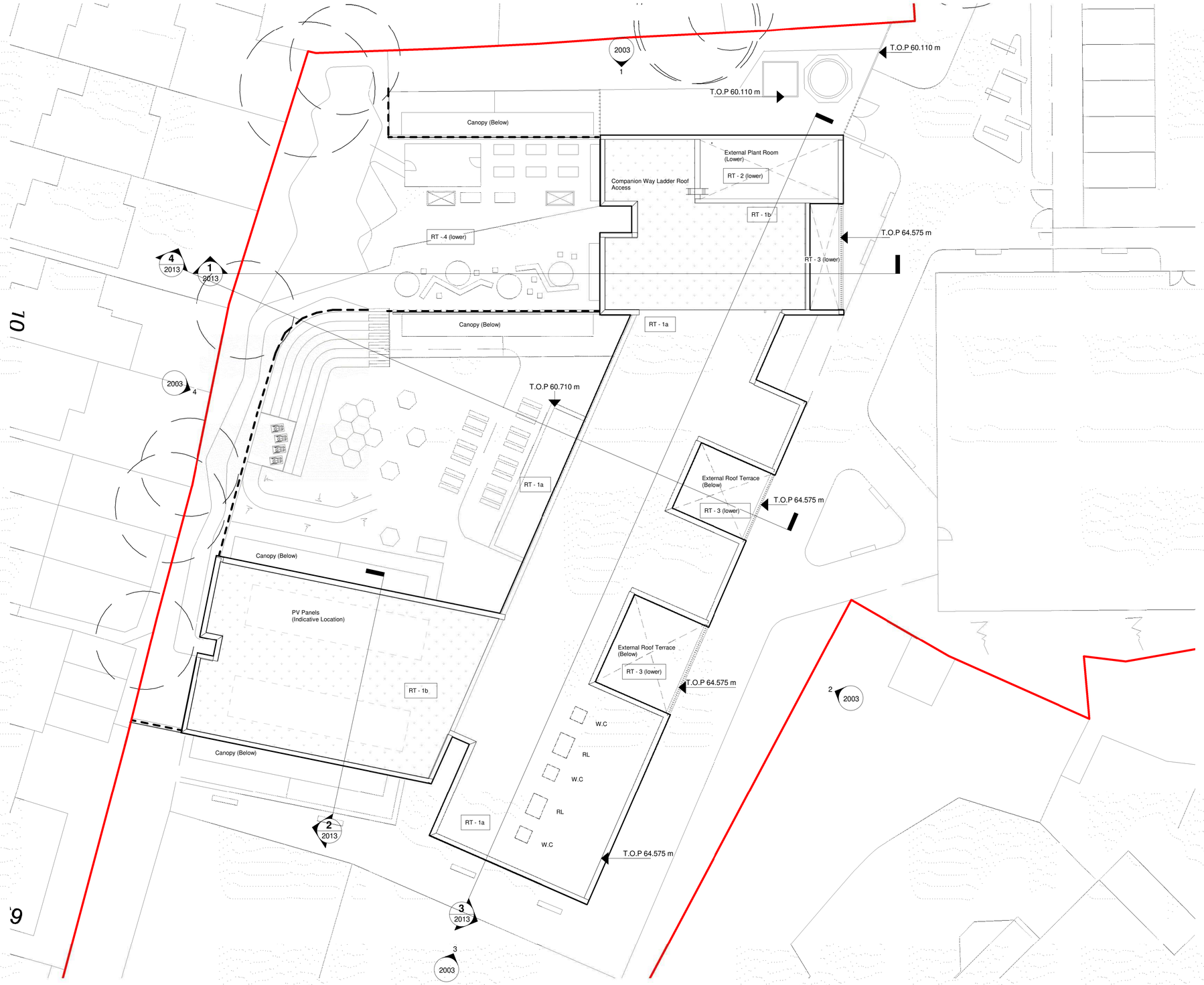
Job/ Dwg No/ Rev:
1191 - HAV -ZZ -01 -DR -A - 1002 P.8

Drawn:	Checked:	Appr:	Date:
OJ	SDR	CB	20/11/20

Drawing Status: Planning

Do not scale from this drawing: Check all dimensions on site before ordering.

Scale(s): @ A1
1 : 200



1 **GA Roof Plan- Level 02**
1 : 200

Rev:	Date:	By:	Chck:	Appr:	Description:
P.2	15/09/20				Issued to Team
P.4	14/09/20				Issued to Engineers
P.5	21/09/20				Issued to Team
P.6	14/10/20				Issued to Team
P.7	10/11/20				Issued to Team
P.8	11/11/20				Issued to Team

General notes

Site Boundary

Balustrade (full height)

T.O.P XX.XXX m (Top of Parapet level)

General Notes:

RT-1a (Main Roof)

Inverted hot melt bituminous membrane on RC flat slab with ballast and paving slabs for designated walkways

RT-1b (Main Roof sedum blanket)

Inverted hot melt bituminous membrane on RC flat slab with sedum blanket Target U-Value: TBC MEng

RT-2 (First floor external plant)

Inverted hot melt bituminous membrane on RC flat slab with paving slabs to access & maintenance routes & first floor external plant

RT-3 (First floor balconies/terraces)

Inverted hot melt bituminous membrane on RC flat slab with paving slab to first floor balconies

RT-4 (First floor main terrace)

Inverted hot melt bituminous membrane on RC flat slab with artificial grass and/or soft rubber crumb or artificial grass

Canopy Polycarbonate sheets

Accessories & acronyms
RWP Rainwater pipe (concealed throughout)
T.O.P Top of parapet level
W.C Windcatcher
ASHP Air source heat pump
RL Rooflight

0m 4m 8m 12m 16m 20m

VISUAL SCALE 1:200 @ A1

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Client:
West Sussex Council

Job Title:
Woodlands Meed College

Drawing Title:
GA Roof Plan (Level 02)

Job/ Dwg No/ Rev:
1191 - HAV -ZZ -02 -DR -A - 1003 P.8

Drawn:	Checked:	Appr:	Date:
OJ	SDR	CB	20/11/20

Drawing Status: Planning

Scale(s): 1 : 200 @ A1

Do not scale from this drawing: Check all dimensions on site before ordering.

Millimetres 100 10 0

DO NOT SCALE

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

CONSTRUCTION

Refer to designer's risk assessment

MAINTENANCE/CLEANING

Refer to designer's risk assessment

DECOMMISSIONING/DEMOLITION

Refer to designer's risk assessment

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

GENERAL NOTES

KEY PLAN

HARD LANDSCAPE

- All weather pitch - Polymeric
- MUGA - coloured asphalt
- Footpaths - concrete pavers
- Resin bound gravel
- Roof terrace concrete pavers
- Asphalt surfacing
- Outdoor gym - rubber crumb
- Raised boardwalk
- Steps
- Retaining wall
- Fencing
- Gates
- Vehicle barrier
- Low planter wall
- Brick wall to service area
- Traffic control plates - one way

FURNITURE / STRUCTURES

- Performance deck
- Table tennis
- Polytunnel
- Bench
- Feature seating
- Canopy
- Picnic tables
- Timber shelter
- Amphitheatre
- Cycle shelter
- Bin store
- Raised planters
- Electric vehicle charging point
- Feature giant 'welcome' sign
- Timber storage shed (6x3m)
- Bollards
- Electrical cabinet

SOFT LANDSCAPE

- Habitat area / buffer planting
- Grassed playing field
- Ornamental shrub planting
- Wildflower meadow embankments
- Green screen / mature hedge
- Raised veg beds
- Hedging
- Proposed trees
- Existing trees
- Trees to be removed

- Site boundary

P04	12/11/2020	Planning issue	RW	JH	SM
P03	26/10/2020	Pump and sprinkler tank added	RW	JH	SM
P02	23/10/2020	Substation added	RW	JH	SM

Drawing Status: FOR APPROVAL

Suitability

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Client: west sussex county council

Project Title: WOODLANDS MEED COLLEGE

Drawing Title: LANDSCAPE MASTERPLAN STAGE 3

Scale	Designed	Drawn	Checked	Authorised
1:250	RW	RW	JH	SM
Original Size: A0	Date: 18/09/20	Date: 18/09/20	Date: 18/09/20	Date: 18/09/20

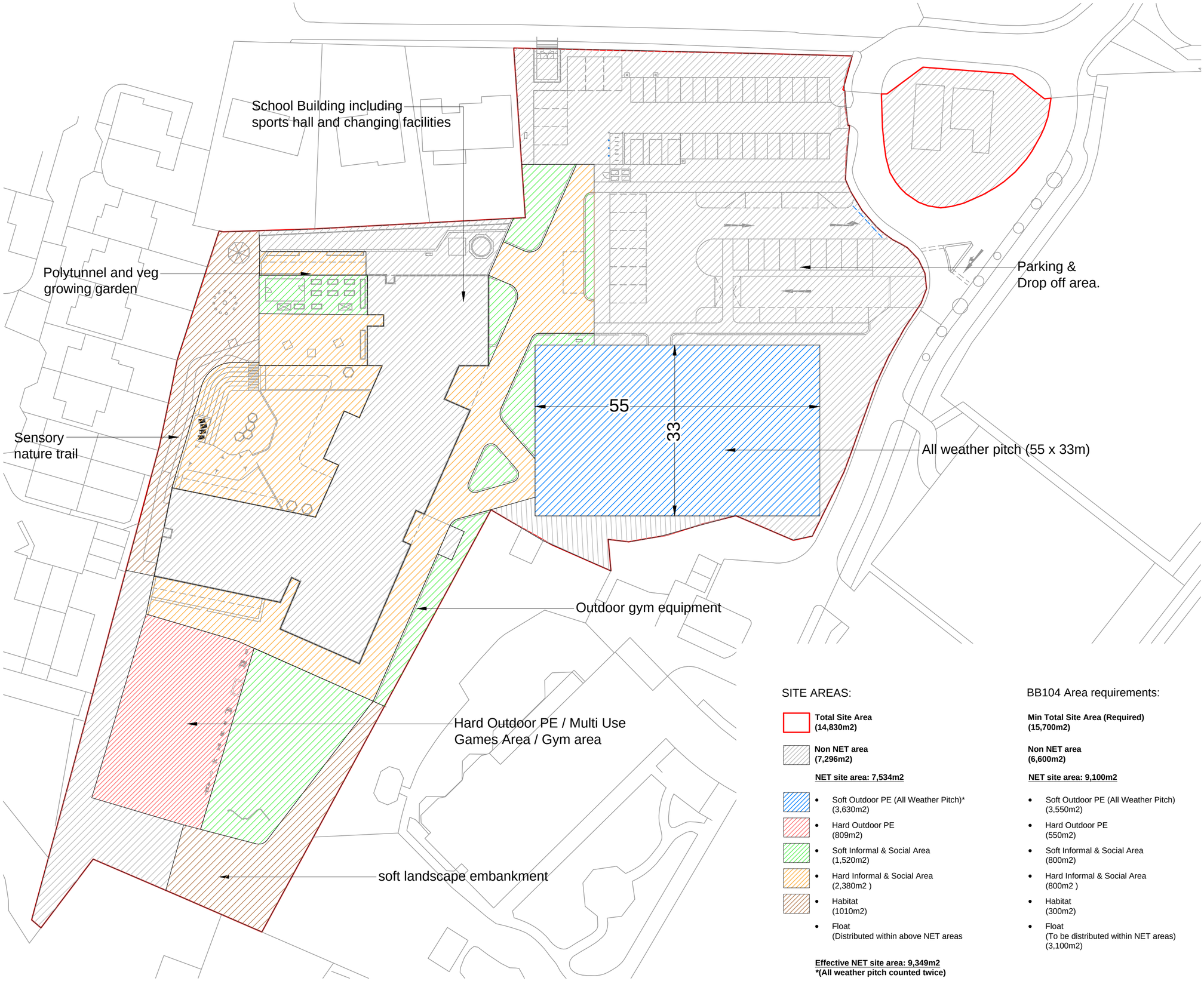
Drawing Number: 5190243-ATK-XX-XX-DR-L-1000

Revision: P04

Internal Project Number: 5190243

Millimetres 100 10 0

DO NOT SCALE



SITE AREAS:

Total Site Area
(14,830m2)

Non NET area
(7,296m2)

NET site area: 7,534m2

- Soft Outdoor PE (All Weather Pitch)*
  (3,630m2)
- Hard Outdoor PE
  (809m2)
- Soft Informal & Social Area
  (1,520m2)
- Hard Informal & Social Area
  (2,380m2)
- Habitat
  (1010m2)
- Float
  (Distributed within above NET areas

Effective NET site area: 9,349m2
***(All weather pitch counted twice)**

BB104 Area requirements:

Min Total Site Area (Required)
(15,700m2)

Non NET area
(6,600m2)

NET site area: 9,100m2

- Soft Outdoor PE (All Weather Pitch)
  (3,550m2)
- Hard Outdoor PE
  (550m2)
- Soft Informal & Social Area
  (800m2)
- Hard Informal & Social Area
  (800m2)
- Habitat
  (300m2)
- Float
  (To be distributed within NET areas)
  (3,100m2)

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

CONSTRUCTION

Refer to designer's risk assessment

MAINTENANCE/CLEANING

Refer to designer's risk assessment

DECOMMISSIONING/DEMOLITION

Refer to designer's risk assessment

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

GENERAL NOTES

KEY PLAN

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: SUITABLE FOR INFORMATION
Suitability: S2

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Client: west sussex county council

Project Title: WOODLANDS MEED COLLEGE

Drawing Title: BB104 EXTERNAL AREAS
STAGE 2

Scale	Designed	Drawn	Checked	Authorised
1:500	RW	JH	JH	NM
Original Size	Date	Date	Date	Date
A2	17/11/20	17/11/20	17/11/20	17/11/20

Drawing Number: 5190243-ATK-XX-XX-DR-L-1001
Revision: P02

Internal Project Number: 0000000

Robert West

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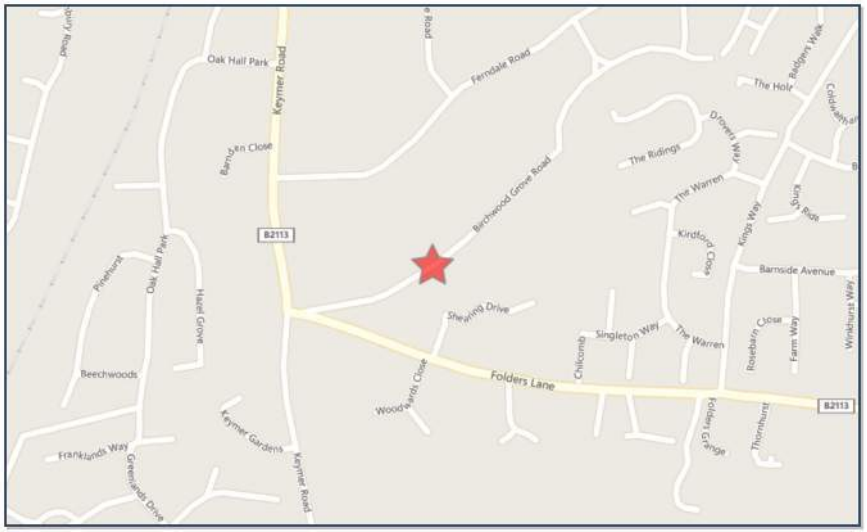
Appendix B – PIA data reports

crashmap.co.uk

No

Crash Date:	Thursday, November 30, 2017	**Time of Crash:**	8:34:00 AM	**Crash Reference:**	**2017471706808**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	West Sussex			**Number of Vehicles:**	1
Local Authority:	Mid Sussex District			**OS Grid Reference:**	531965 118289
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
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powered by agilysis

No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None

Casualties

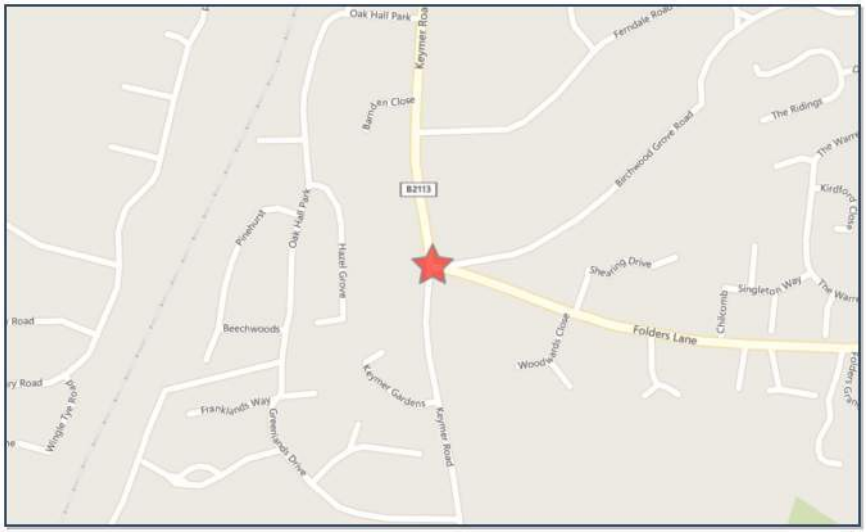
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	6 - 10	In carriageway, not crossing	Walking along in carriageway - back to traffic

crashmap.co.uk

No

Crash Date:	Sunday, May 26, 2019	**Time of Crash:**	6:30:00 PM	**Crash Reference:**	**2019471902708**

Highest Injury Severity:	Slight	**Road Number:**	B2113	**Number of Casualties:**	2
Highway Authority:	West Sussex			**Number of Vehicles:**	2
Local Authority:	Mid Sussex District			**OS Grid Reference:**	531756 118217
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	2	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	Road sign/Traffic signal
2	Car (excluding private hire)	31	Male	66 - 75	Vehicle is waiting to turn left	Back	Other	None	Other permanent object

Casualties

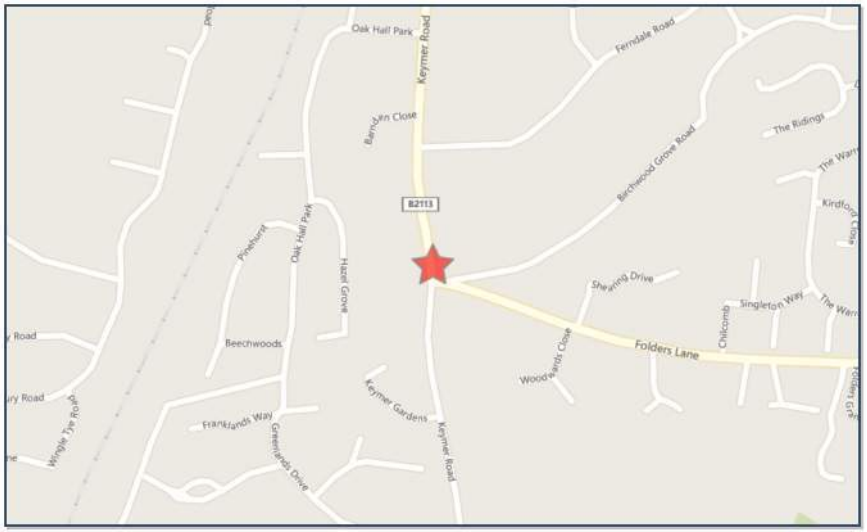
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	11 - 15	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	66 - 75	Unknown or other	Unknown or other

crashmap.co.uk

No

Crash Date:	Tuesday, April 21, 2015	**Time of Crash:**	5:50:00 PM	**Crash Reference:**	**2015471502208**

Highest Injury Severity:	Slight	**Road Number:**	B2113	**Number of Casualties:**	1
Highway Authority:	West Sussex			**Number of Vehicles:**	2
Local Authority:	Mid Sussex District			**OS Grid Reference:**	531755 118230
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Male	16 - 20	Vehicle is in the act of turning right	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	13	Female	46 - 55	Vehicle is slowing down or stopping	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

Robert West

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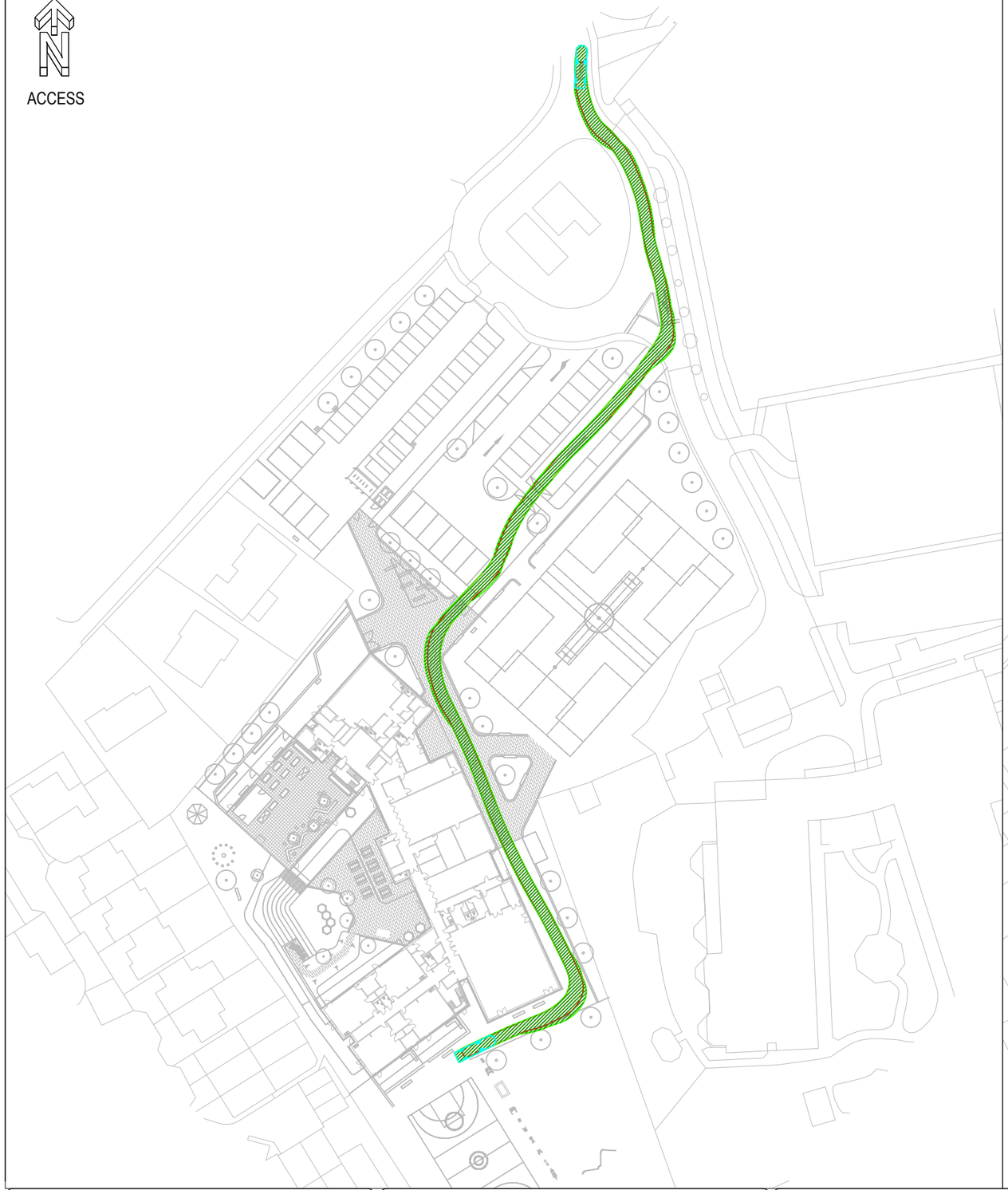
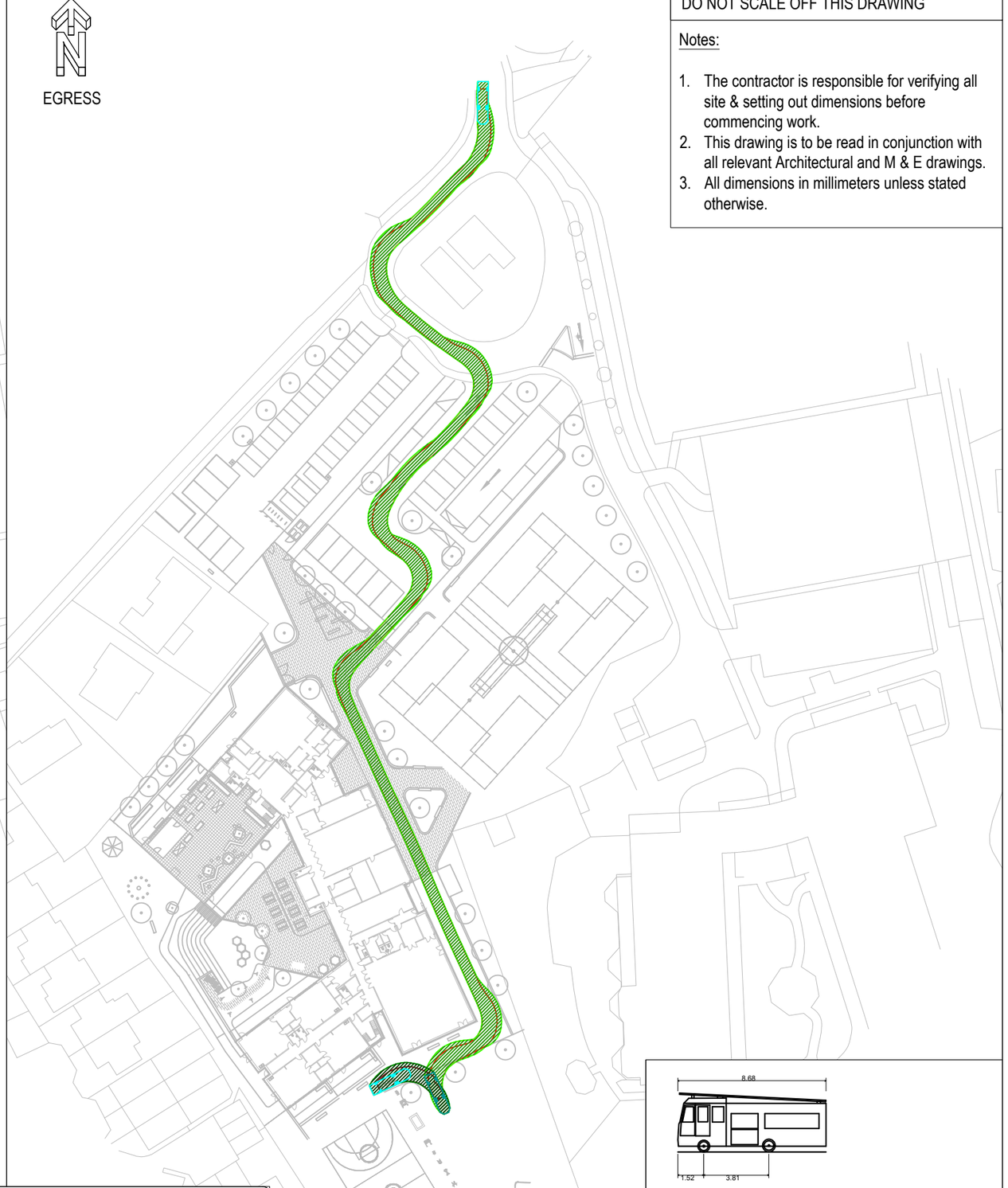
Appendix C – Swept path analysis

ACCESS



EGRESS



DO NOT SCALE OFF THIS DRAWING

Notes:

1. The contractor is responsible for verifying all site & setting out dimensions before commencing work.
2. This drawing is to be read in conjunction with all relevant Architectural and M & E drawings.
3. All dimensions in millimeters unless stated otherwise.

DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

Client
FAITHFUL + GOULD

Project
WOODLANDS MEED COLLEGE

Status
PRELIMINARY

Drawn	Checked	Approved	Scale
By WH	By DH	By DH	1:1000 @ A3
Date 20/11/20	Date 20/11/20	Date 20/11/20	

Drawing Title
SWEPT PATH ANALYSIS
FIRE APPLIANCE
ACCESS & EGRESS

Client No.	Project No.	Discipline	Drawing No.	Rev
3126	054	T	002	-

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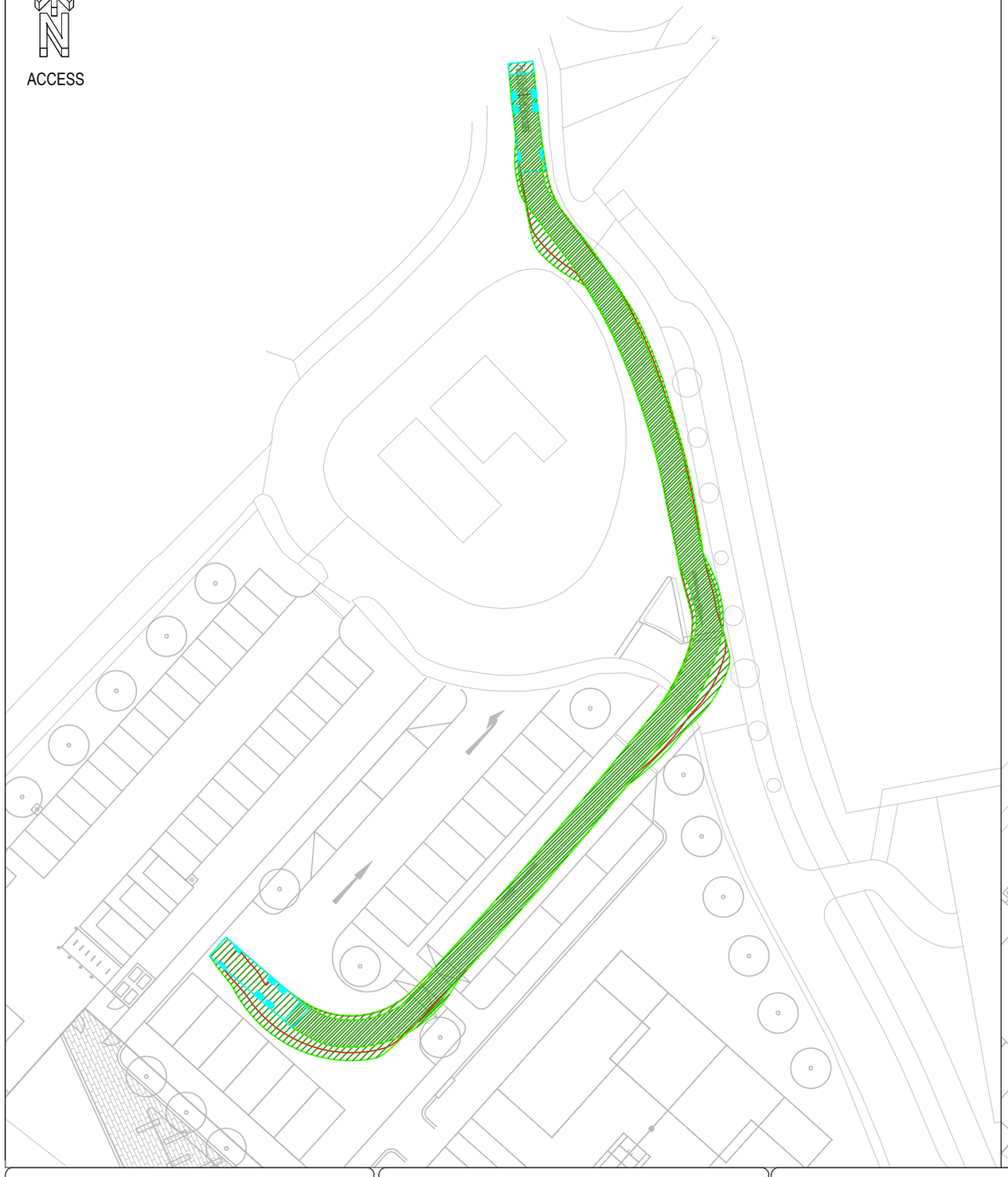
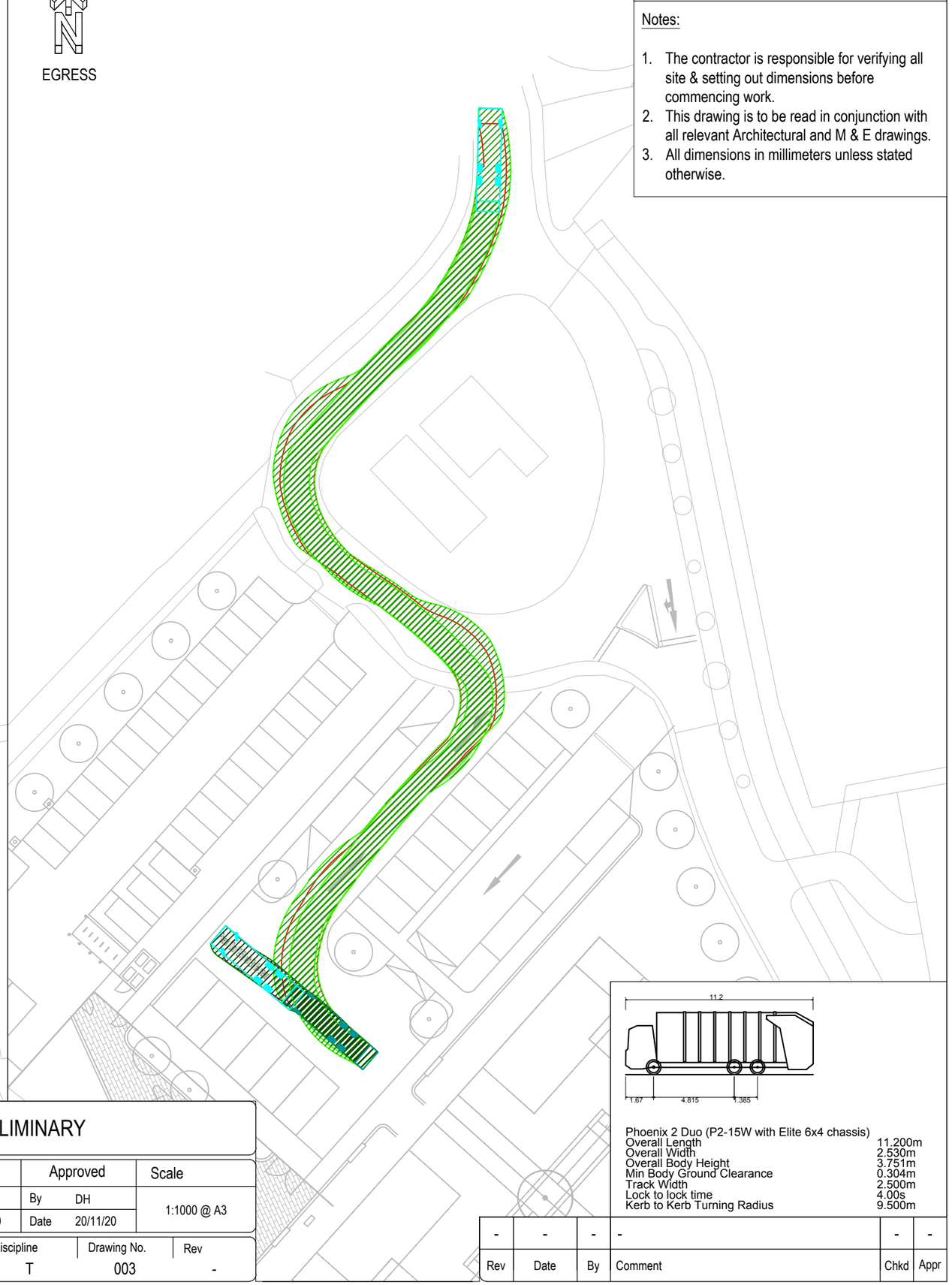
Rev	Date	By	Comment	Chkd	Appr
-	-	-	-	-	-

ACCESS



EGRESS



DO NOT SCALE OFF THIS DRAWING

Notes:

1. The contractor is responsible for verifying all site & setting out dimensions before commencing work.
2. This drawing is to be read in conjunction with all relevant Architectural and M & E drawings.
3. All dimensions in millimeters unless stated otherwise.

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Rev	Date	By	Comment	Chkd	Appr
-	-	-	-	-	-

Client
FAITHFUL + GOULD

Project
WOODLANDS MEED COLLEGE

Status
PRELIMINARY

Drawn	Checked	Approved	Scale
By WH	By DH	By DH	1:1000 @ A3
Date 20/11/20	Date 20/11/20	Date 20/11/20	

Drawing Title
SWEPT PATH ANALYSIS
REFUSE VEHICLE
ACCESS & EGRESS

Client No.	Project No.	Discipline	Drawing No.	Rev
3126	054	T	003	-

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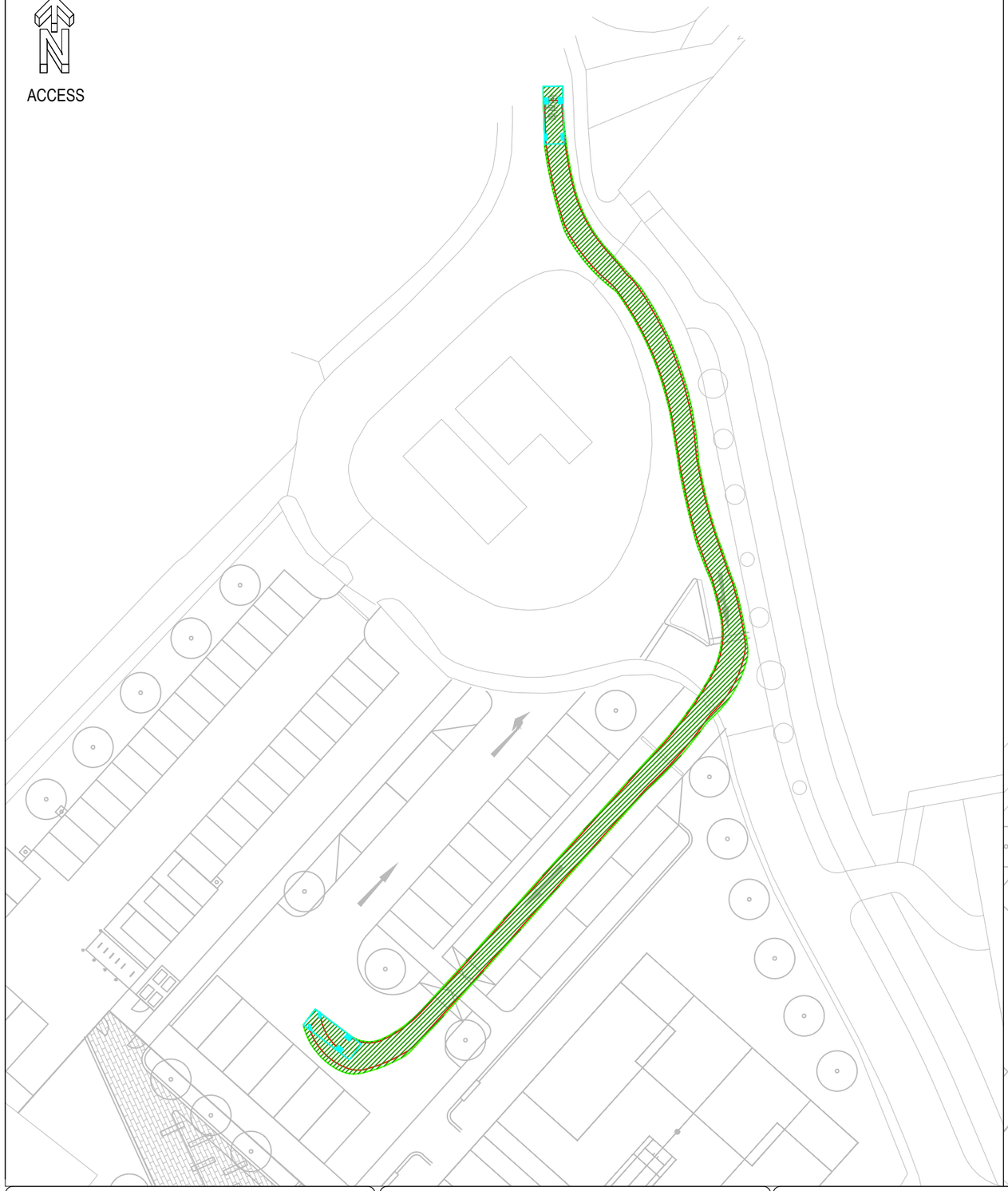
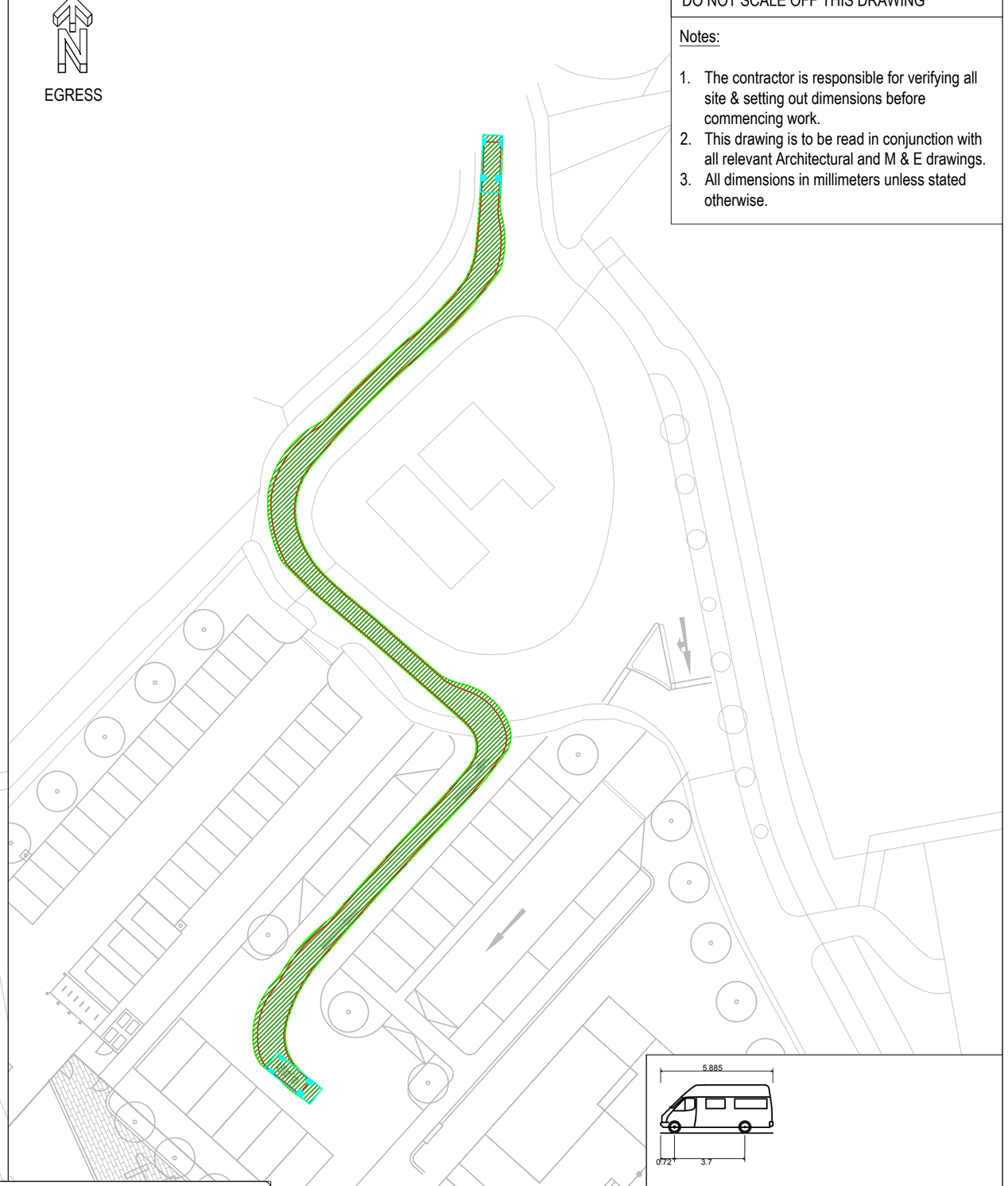
ACCESS



EGRESS



DO NOT SCALE OFF THIS DRAWING

Notes:

1. The contractor is responsible for verifying all site & setting out dimensions before commencing work.
2. This drawing is to be read in conjunction with all relevant Architectural and M & E drawings.
3. All dimensions in millimeters unless stated otherwise.

4.6t Light Van	
Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m

Client
FAITHFUL + GOULD

Project
WOODLANDS MEED COLLEGE

Status
PRELIMINARY

Drawn		Checked		Approved		Scale
By	WH	By	DH	By	DH	1:1000 @ A3
Date	20/11/20	Date	20/11/20	Date	20/11/20	

Drawing Title
SWEPT PATH ANALYSIS
4.6T PANEL VAN
ACCESS & EGRESS

Client No.	Project No.	Discipline	Drawing No.	Rev
3126	054	T	004	-

Rev	Date	By	Comment	Chkd	Appr
-	-	-	-	-	-

Robert West

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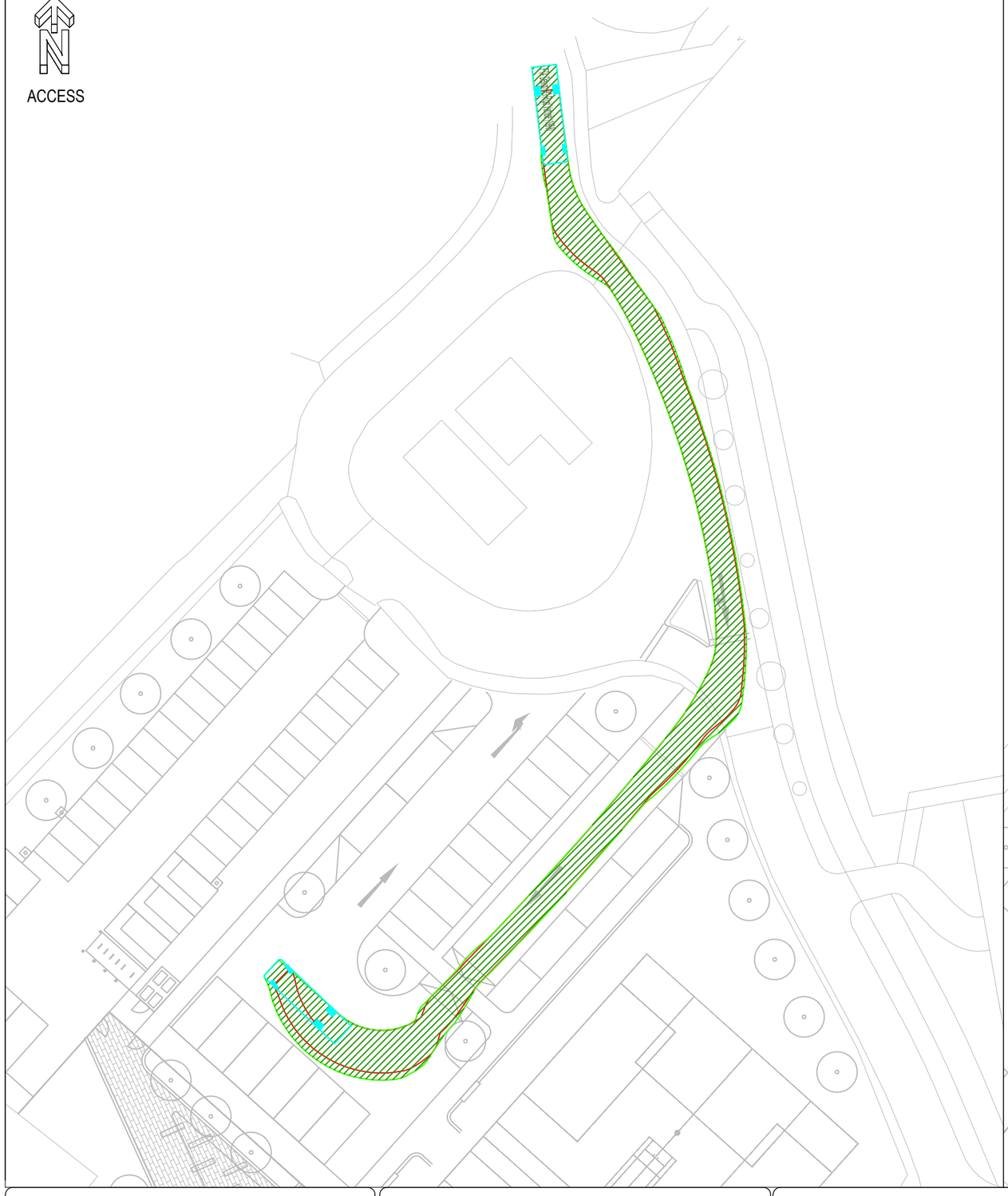
ACCESS



EGRESS

DO NOT SCALE OFF THIS DRAWING

Notes:

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3. All dimensions in millimeters unless stated otherwise.

FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Rev	Date	By	Comment	Chkd	Appr
-	-	-	-	-	-

Client
FAITHFUL + GOULD

Project
WOODLANDS MEED COLLEGE

Status
PRELIMINARY

Drawn		Checked		Approved		Scale
By	WH	By	DH	By	DH	1:1000 @ A3
Date	20/11/20	Date	20/11/20	Date	20/11/20	

Drawing Title
SWEPT PATH ANALYSIS
10M RIGIDTRUCK
ACCESS & EGRESS

Client No.	Project No.	Discipline	Drawing No.	Rev
3126	054	T	005	-

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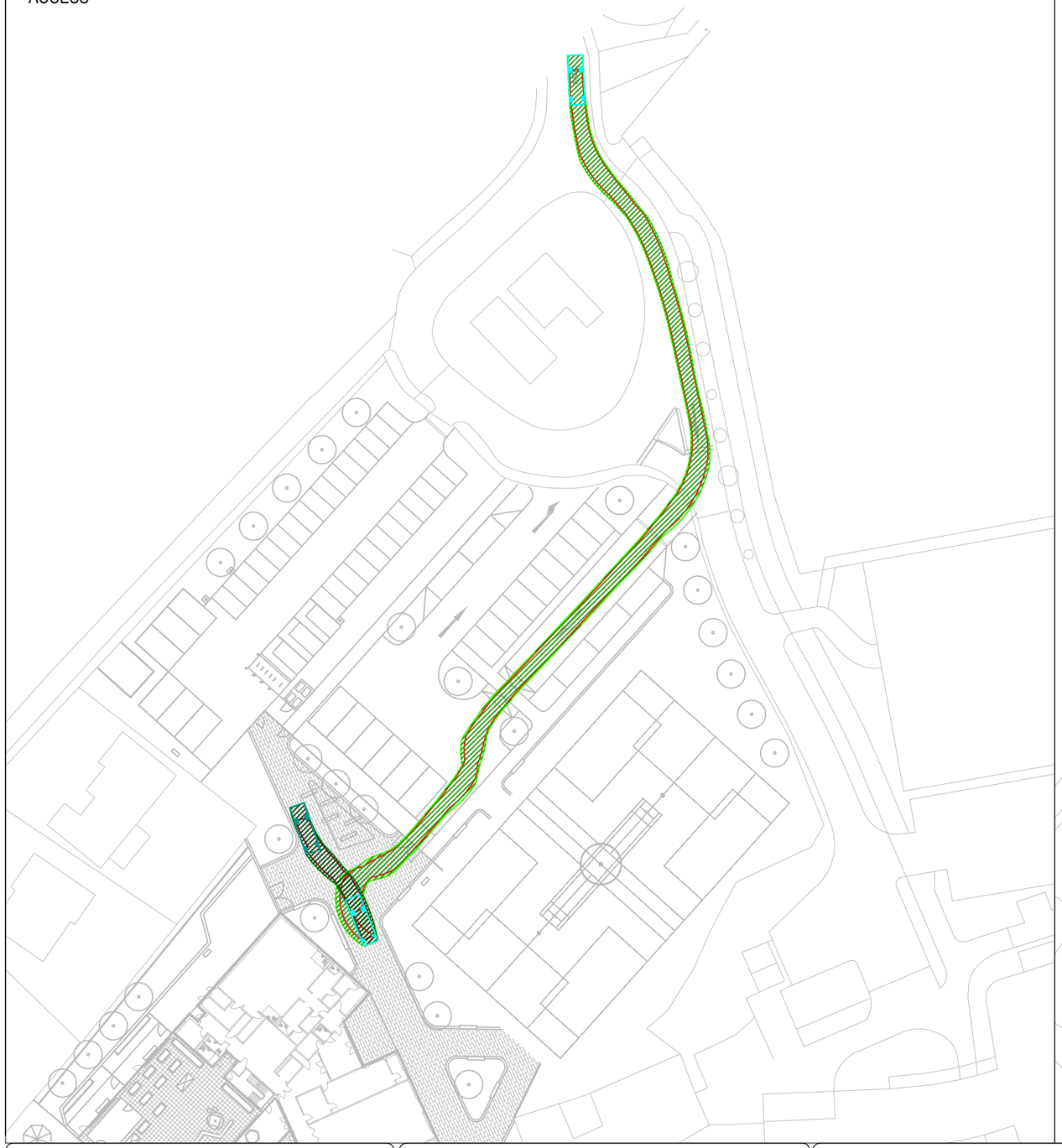
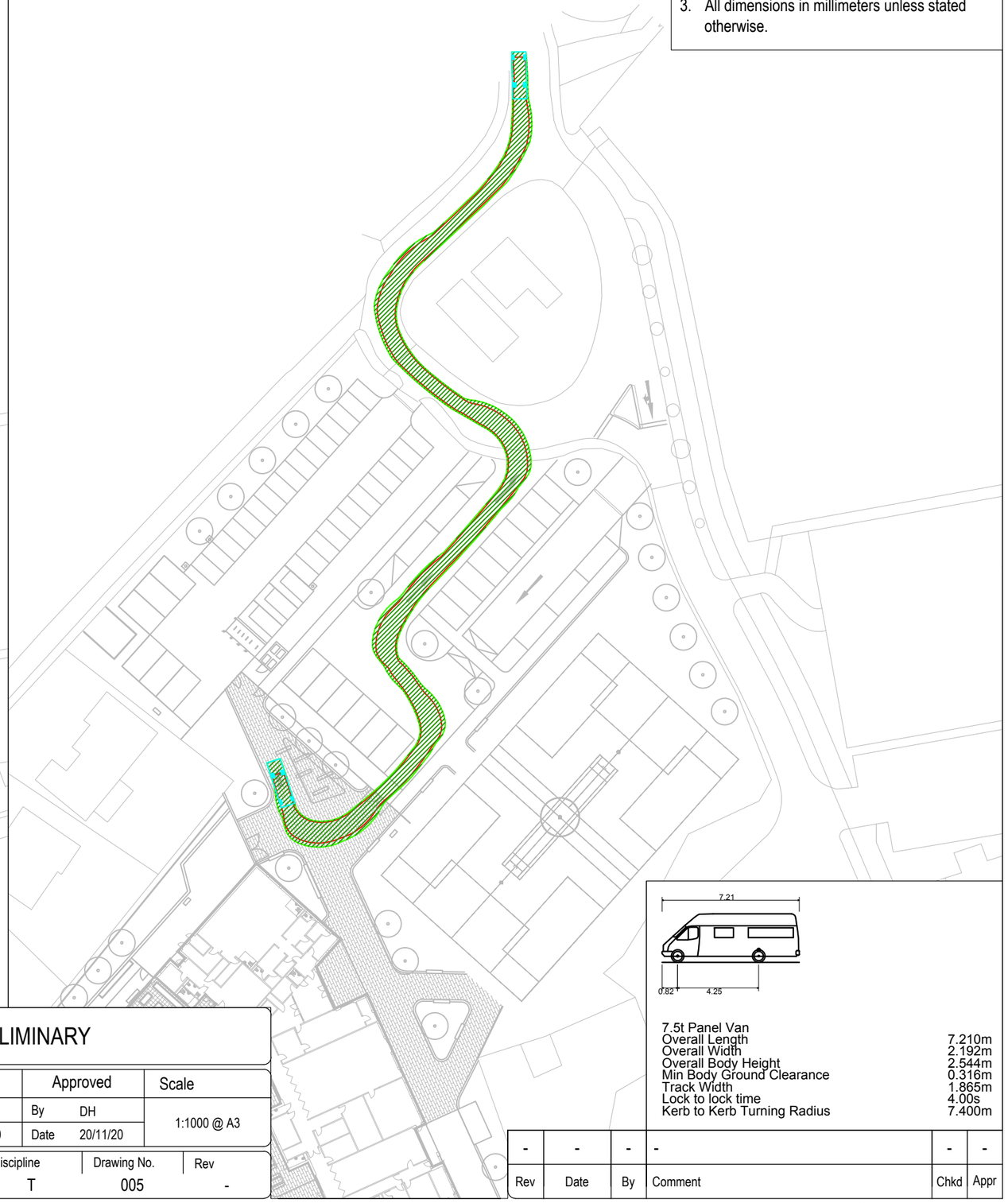
ACCESS



EGRESS



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7.5t Panel Van	
Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

Client
FAITHFUL + GOULD

Project
WOODLANDS MEED COLLEGE

Status
PRELIMINARY

Drawn		Checked		Approved		Scale
By	WH	By	DH	By	DH	1:1000 @ A3
Date	20/11/20	Date	20/11/20	Date	20/11/20	

Drawing Title
SWEPT PATH ANALYSIS
7.5T PANEL VAN
ACCESS & EGRESS

Client No.	Project No.	Discipline	Drawing No.	Rev
3126	054	T	005	-

Rev	Date	By	Comment	Chkd	Appr
-	-	-	-	-	-

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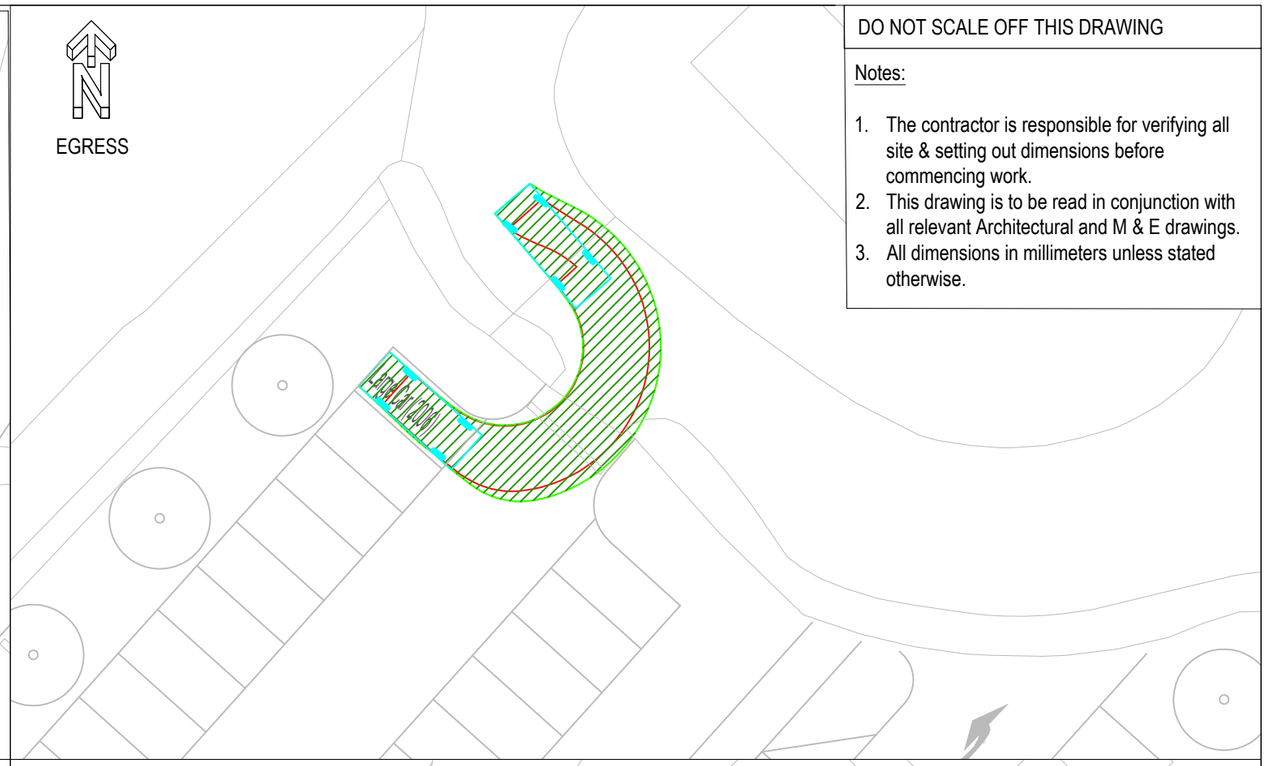

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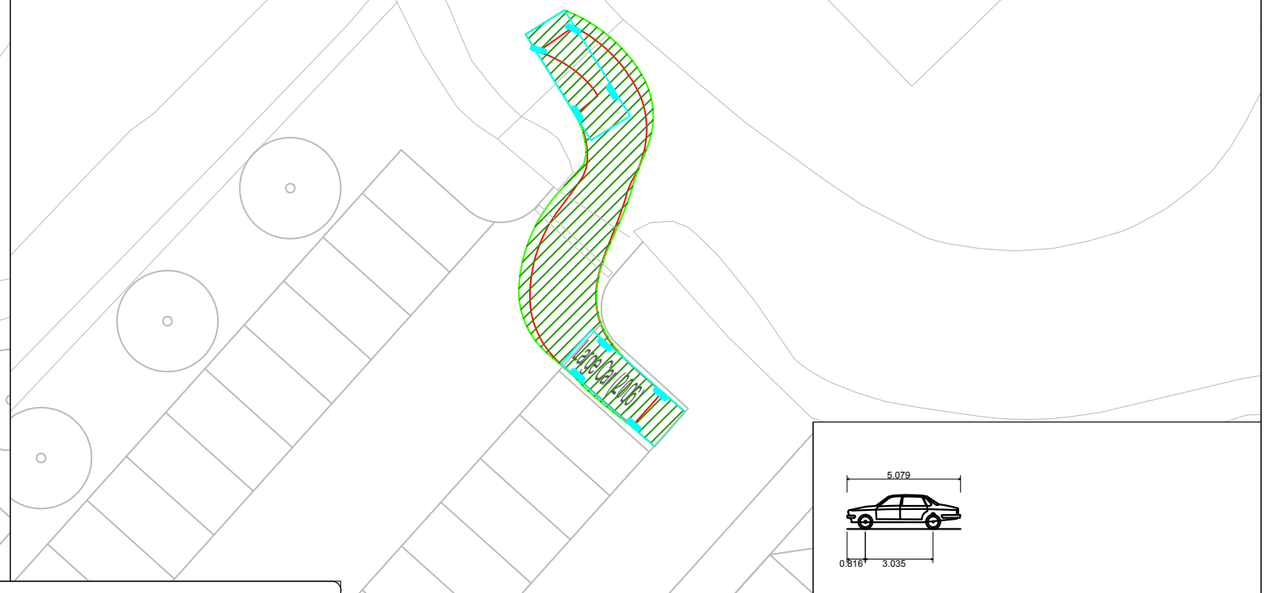
ACCESS

EGRESS



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

Client
FAITHFUL + GOULD

Project
WOODLANDS MEED COLLEGE

Status
PRELIMINARY

Drawn	Checked	Approved	Scale
By WH	By DH	By DH	1:250 @ A3
Date 20/11/20	Date 20/11/20	Date 20/11/20	

Drawing Title
SWEPT PATH ANALYSIS
LARGE CAR
STAFF CAR PARK ACCESS & EGRESS

Client No.	Project No.	Discipline	Drawing No.	Rev
3126	054	T	007	-

Rev	Date	By	Comment	Chkd	Appr
-	-	-	-	-	-

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ACCESS

EGRESS

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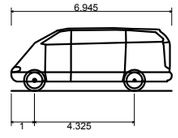
ACCESS

EGRESS



Mercedes Sprinter Traveliner Van 315CDI Long High Roof

Overall Length	6.945m
Overall Width	1.993m
Overall Body Height	2.715m
Min Body Ground Clearance	0.400m
Track Width	1.993m
Lock to lock time	5.00s
Wall to Wall Turning Radius	7.800m

Rev	Date	By	Comment	Chkd	Appr
-	-	-	-	-	-

Client
FAITHFUL + GOULD

Project
WOODLANDS MEED COLLEGE

Status
PRELIMINARY

Drawn	Checked	Approved	Scale
By WH	By DH	By DH	1:250 @ A3
Date 20/11/20	Date 20/11/20	Date 20/11/20	

Drawing Title
SWEPT PATH ANALYSIS
SCHOOL MINIBUS
STAFF CAR PARK ACCESS & EGRESS

Client No.	Project No.	Discipline	Drawing No.	Rev
3126	054	T	008	-

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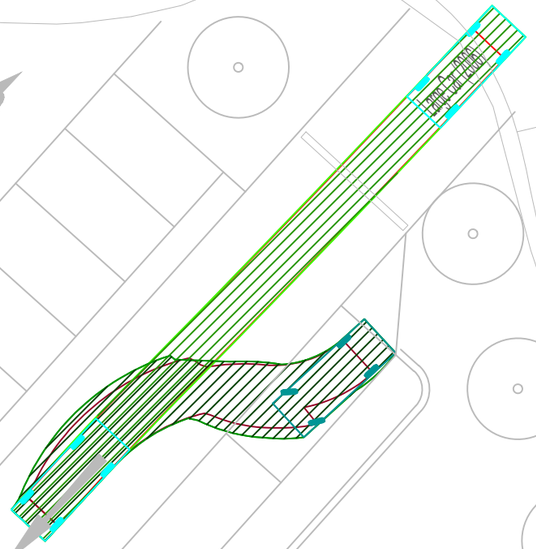

EGRESS

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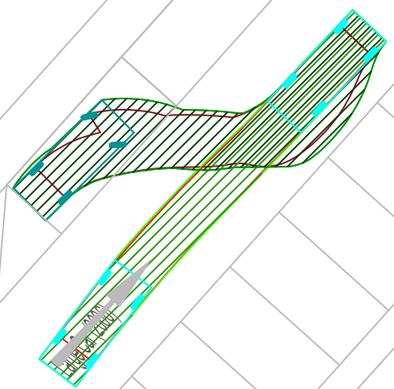
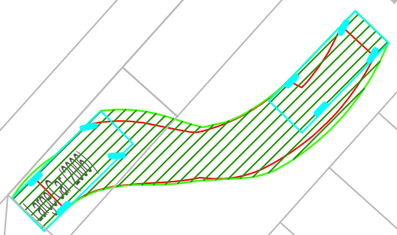
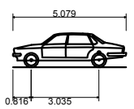
ACCESS



EGRESS





Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

Rev	Date	By	Comment	Chkd	Appr
-	-	-	-	-	-

Client
FAITHFUL + GOULD

Project
WOODLANDS MEED COLLEGE

Status
PRELIMINARY

Drawn		Checked		Approved		Scale
By	WH	By	DH	By	DH	1:250 @ A3
Date	20/11/20	Date	20/11/20	Date	20/11/20	

Drawing Title
SWEPT PATH ANALYSIS
LARGE CAR
DROP OFF ACCESS & EGRESS

Client No.	Project No.	Discipline	Drawing No.	Rev
3126	054	T	009	-

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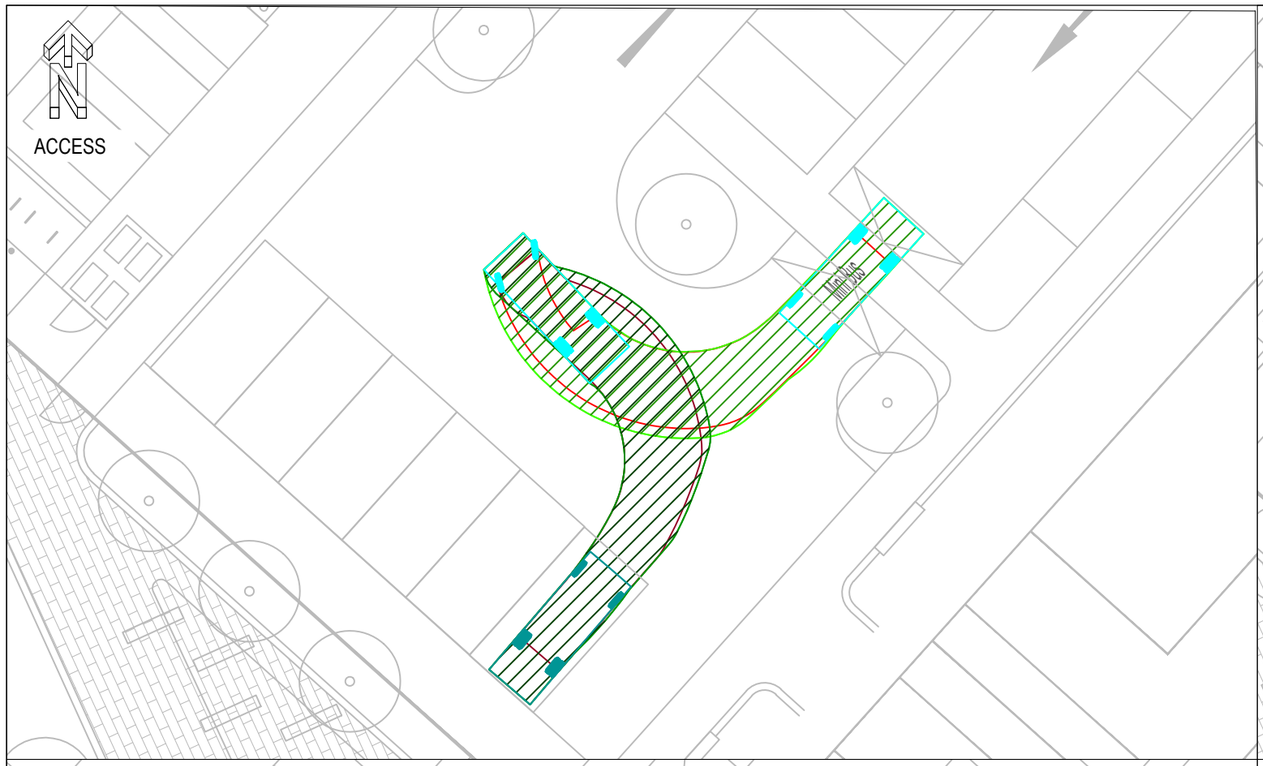

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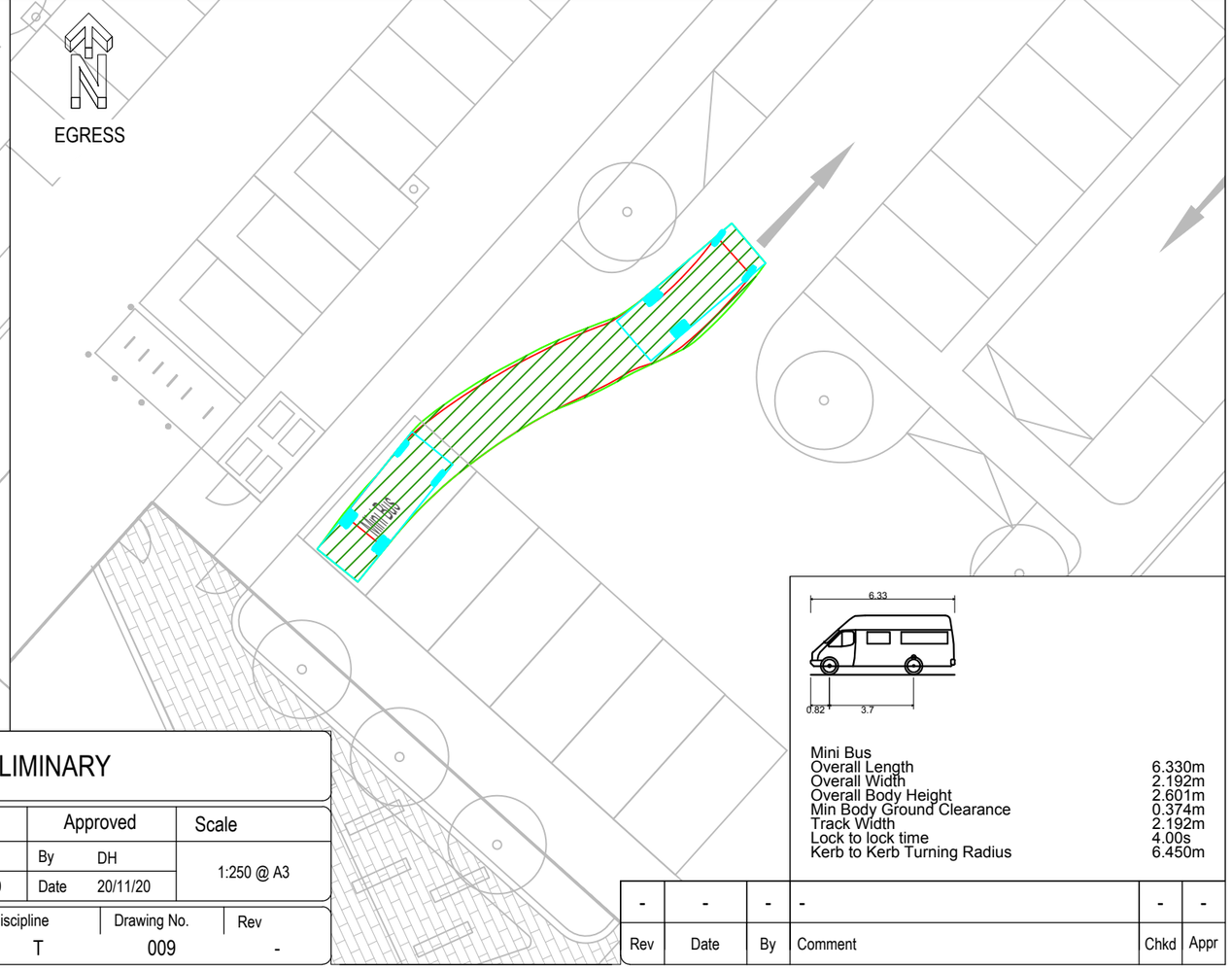

Mini Bus	
Overall Length	6.330m
Overall Width	2.192m
Overall Body Height	2.601m
Min Body Ground Clearance	0.374m
Track Width	2.192m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.450m

Rev	Date	By	Comment	Chkd	Appr
-	-	-	-	-	-

Client
FAITHFUL + GOULD

Project
WOODLANDS MEED COLLEGE

Status
PRELIMINARY

Drawing Title
SWEPT PATH ANALYSIS
LOCAL AUTHORITY MINIBUS
DROP OFF ACCESS & EGRESS

Drawn		Checked		Approved		Scale
By	WH	By	DH	By	DH	1:250 @ A3
Date	20/11/20	Date	20/11/20	Date	20/11/20	

Client No.	Project No.	Discipline	Drawing No.	Rev
3126	054	T	009	-

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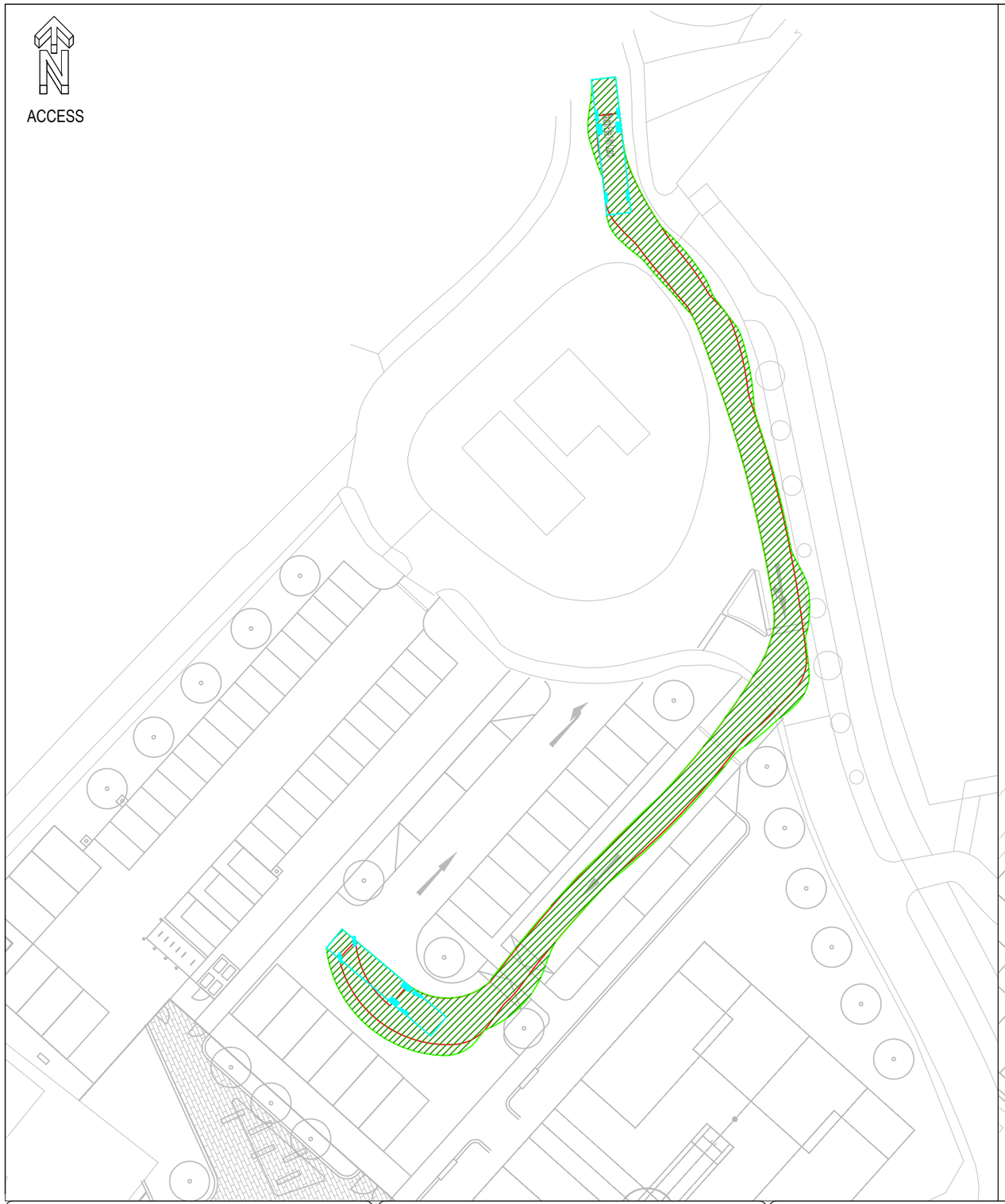
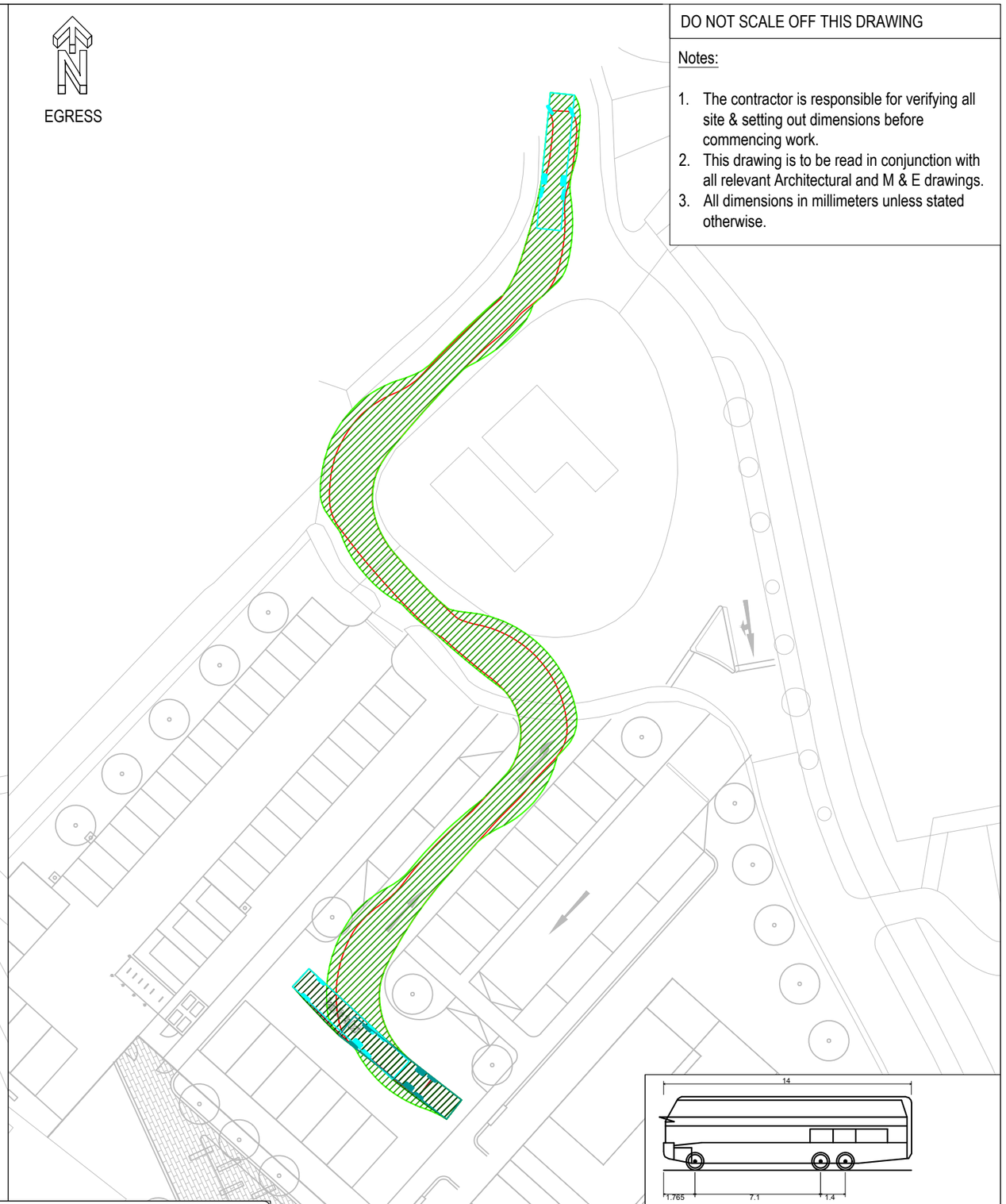


EGRESS



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Plaxton Elite 14m Coach	
Overall Length	14.000m
Overall Width	2.500m
Overall Body Height	4.157m
Min Body Ground Clearance	0.397m
Max Track Width	2.487m
Lock to lock time	5.00s
Wall to Wall Turning Radius	12.500m

Rev	Date	By	Comment	Chkd	Appr
-	-	-	-	-	-

Client
FAITHFUL + GOULD

Project
WOODLANDS MEED COLLEGE

Status
PRELIMINARY

Drawn	Checked	Approved	Scale
By WH	By DH	By DH	1:500 @ A3
Date 20/11/20	Date 20/11/20	Date 20/11/20	

Drawing Title
SWEPT PATH ANALYSIS
52 SEATER COACH
DROP OFF ACCESS & EGRESS

Client No.	Project No.	Discipline	Drawing No.	Rev
3126	054	T	011	-

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