

Cornerstone School

School Travel Plan

Galliford Try

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1.0 Introduction

1.1 Introduction

Cundall has been commissioned by Galliford Try to prepare a School Travel Plan (STP) in support of a planning application for the provision of the Cornerstone School, a new secondary school to be located within the former Woodside Sports College site on Halt Robin Road in Belvedere, within the LB of Bexley (LBB).

The proposed new secondary school will accommodate up to 90 pupils with SEMH (Social, Emotional & Mental Health) and ASD (Autistic Spectrum Disorder) needs.

The proposals seek the refurbishment of the existing school building and provision of a new build extension to the school.

The location of Cornerstone School is shown in Figure 1-1.

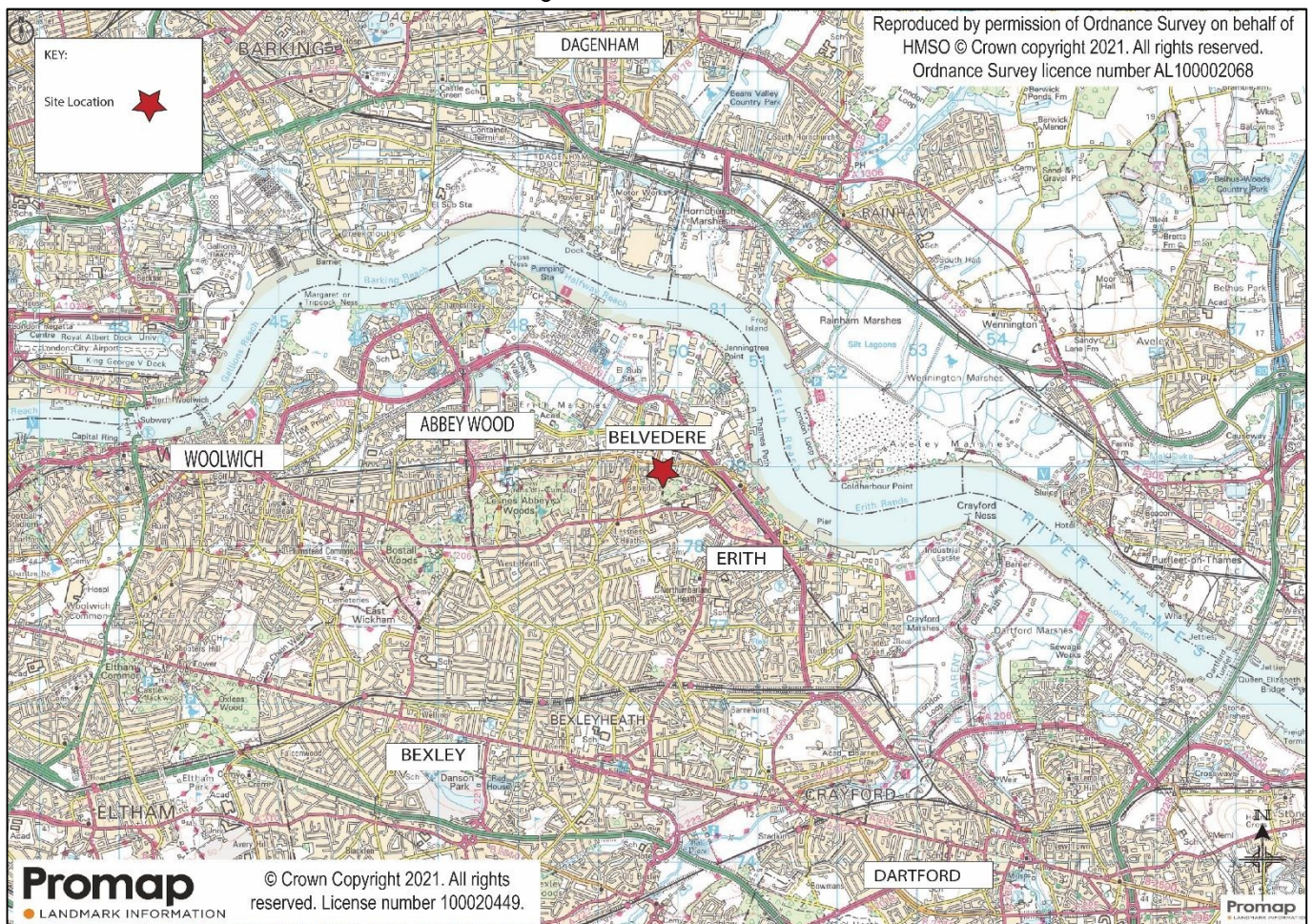


Figure 1-1 : Site Location

1.2 Purpose Of This Report

A Transport Statement (TS) has been produced by Cundall (ref. num. CS-CDL-XX-XX-RP-TC-001) for the purpose of understanding the existing transport and highway conditions in the area that would influence the travel behaviour of prospective users of the school (pupils, staff, visitors, suppliers, regular contractors/ service providers and the local community) and assess the anticipated trips generated by the proposed school.

This STP forms part of the mitigation strategy and is submitted in support of the planning application for the proposed school. Pre-application liaisons were undertaken with LBB's Planning and Highways officer, who listed a Green Travel Plan as one of the required reports to form part of the application.

This STP, dated May 2021, has been prepared by Cundall on behalf of Galliford Try, following liaison with Trinitas Academy Trust, who is the operator of the proposed school.

2.0 Context

2.1 Structure of the Travel Plan

This report has been divided into the following sections:

- Section 1 is an introduction;
- Section 2 sets out the context of the development and structure of this STP;
- Section 3 details the site accessibility assessment;
- Details of the development proposals including the means of access by all modes of travel is contained in Section 4;
- The basic information of the proposed school is contained in Section 5;
- The anticipated travel behaviour of students and staff are contained in Section 6;
- The outcomes of liaison undertaken with the school operator is contained in Section 7;
- The perceived transport and travel issues are outlined in Section 8;
- Objectives and Targets have been included in Section 9, demonstrating what the STP will seek to achieve;
- The framework of measures and initiatives that will be used by the school for selection of measures to be are contained in Section 10;
- This STP is concluded in Section 11 with a list of next steps;
- This document is signed by the school's trust in Section 12.

2.2 Scope of the Travel Plan

A Travel Plan is a long-term management strategy for an organisation, site or area, which is aimed at promoting the use of sustainable modes of transport and providing choice for users, with an end objective of reducing the environmental impacts of travel and dependency on the motorised modes.

This STP has been produced in accordance with the Transport for London (TfL) STARS method. TfL STARS System is an on-line system which is designed to take schools step-by-step through the process of producing a STP. It remains on-line and is monitored from that platform, with updates or new measures added to achieve progression through an accreditation scheme on an annual basis. As a concept, STARS is an acronym for 'Sustainable Travel: Active, Responsible, Safe', it encourages school children of all ages in travelling to school to do so sustainably and actively. It also aims to improve road safety, improve air quality, and reduce congestion.

The survey sections will be updated in the STARS system following first occupation of the proposed school with actual travel behaviour for staff and students.

This STP includes: measures to manage staff parking, drop-off and collection, measures to manage pupils entering the school gates, measures to discourage staff from driving and welcome packs for parents that include the school's travel policy which they will be asked to agree to comply with. The STP will be regularly monitored and reviewed, its measures will be maintained of the lifetime of the development and the school with report regularly to the Council.

Liaisons have taken place during the preparation of this STP with Trinitas Academy Trust.

3.0 Site Accessibility

3.1 Site Location

The site is located within the former Woodside Sports College Site in Belvedere, DA17 6DH, at the eastern extent of Halt Robin Road, within LBB.

The site is bounded by Halt Robin Road to the south. To the east of the site is Halt Robin Lane and residential properties. To the north and west is part of the previous Woodside Sports College which is not being developed under this proposal.

Figure 3-1 shows the site's location in relation to the surrounding area.

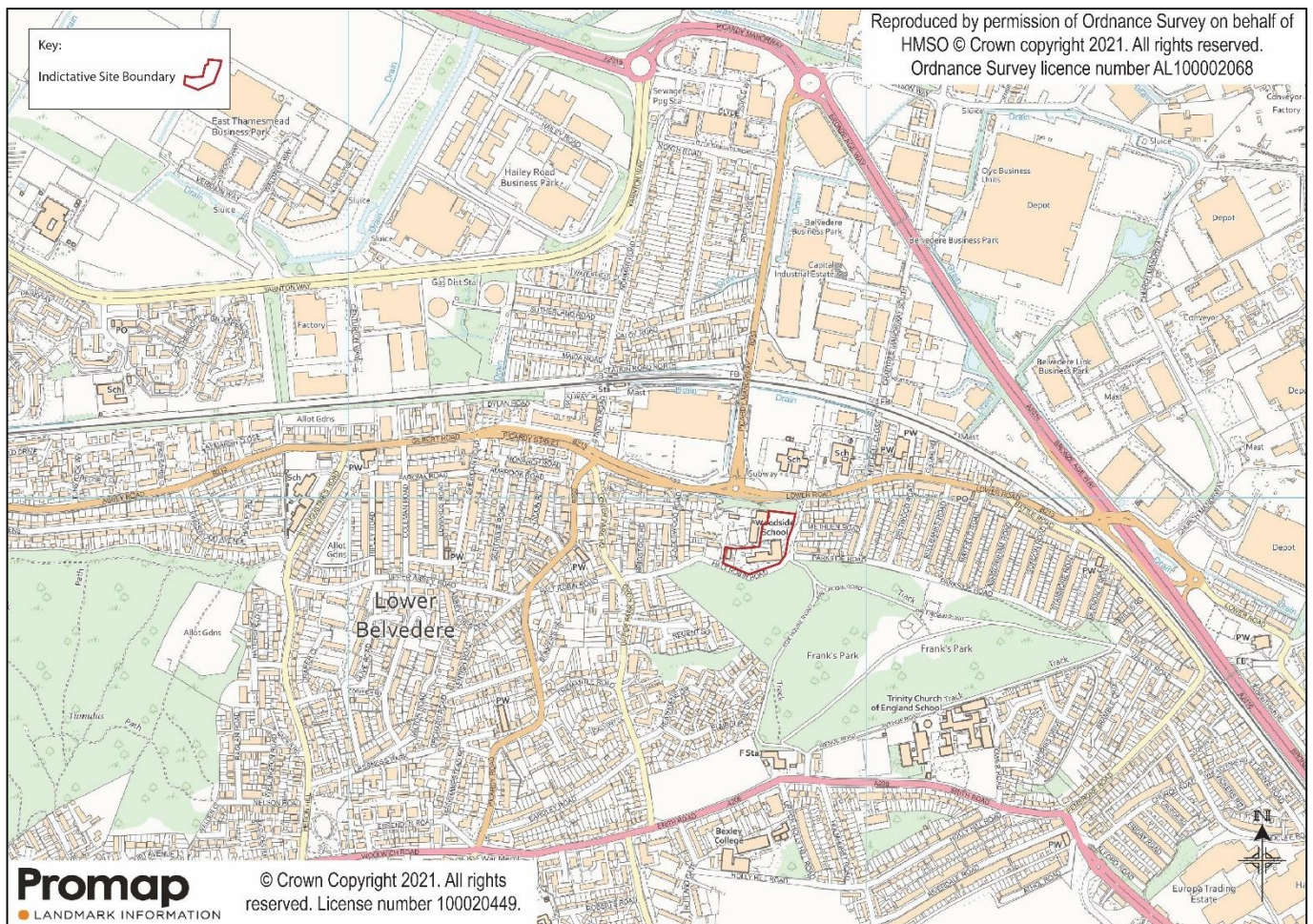


Figure 3-1: Indicative Site Boundary

The nearby area to the west and south of the site is predominately residential in nature. There are also other educational land uses within the wider area such as Belvedere Junior School and Belvedere Infant School. Belvedere Junior School is approximately 210m north of the site and is located on the northern side of Lower Road (B213), east of the roundabout with Picardy Manorway.

3.2 Pedestrian Facilities

A comprehensive network of pedestrian facilities are provided within the immediate vicinity of the site, with lit footways also provided on most local streets. Between the end of the cul-de-sac and the junction with Gladeswood Road, there is

only a pavement and street lighting on the northern side of Halt Road Robin. To the west of Gladeswood Road, pavements are present on both sides of the road.

At the eastern end of Halt Robin Road, the road connects with Parkside Road; however, the presence of a barrier restricts any vehicular connection between the two roads.

Parkside is accessible by pedestrians or cyclists, however there are no pavements present. Parkside does have street lighting provided.

A pedestrian footpath, named Halt Robin Lane, connects the eastern end of Halt Robin Road to Lower Road (B213) to the north, however, no street lighting is provided along this passage.

Gladeswood Road, to the west of the site, is provided with lit pedestrian pavements on either side of the road; an uncontrolled pedestrian crossing with central refuge island is provided at the northern end of the road, at its junction with Lower Road.

Additionally, there are a number of zebra crossings and uncontrolled crossings with central refuge island located along Lower Road, providing access on continuing journeys and to public transport facilities.

The location of the site in relation to local pedestrian facilities is indicated in Figure 3-2.

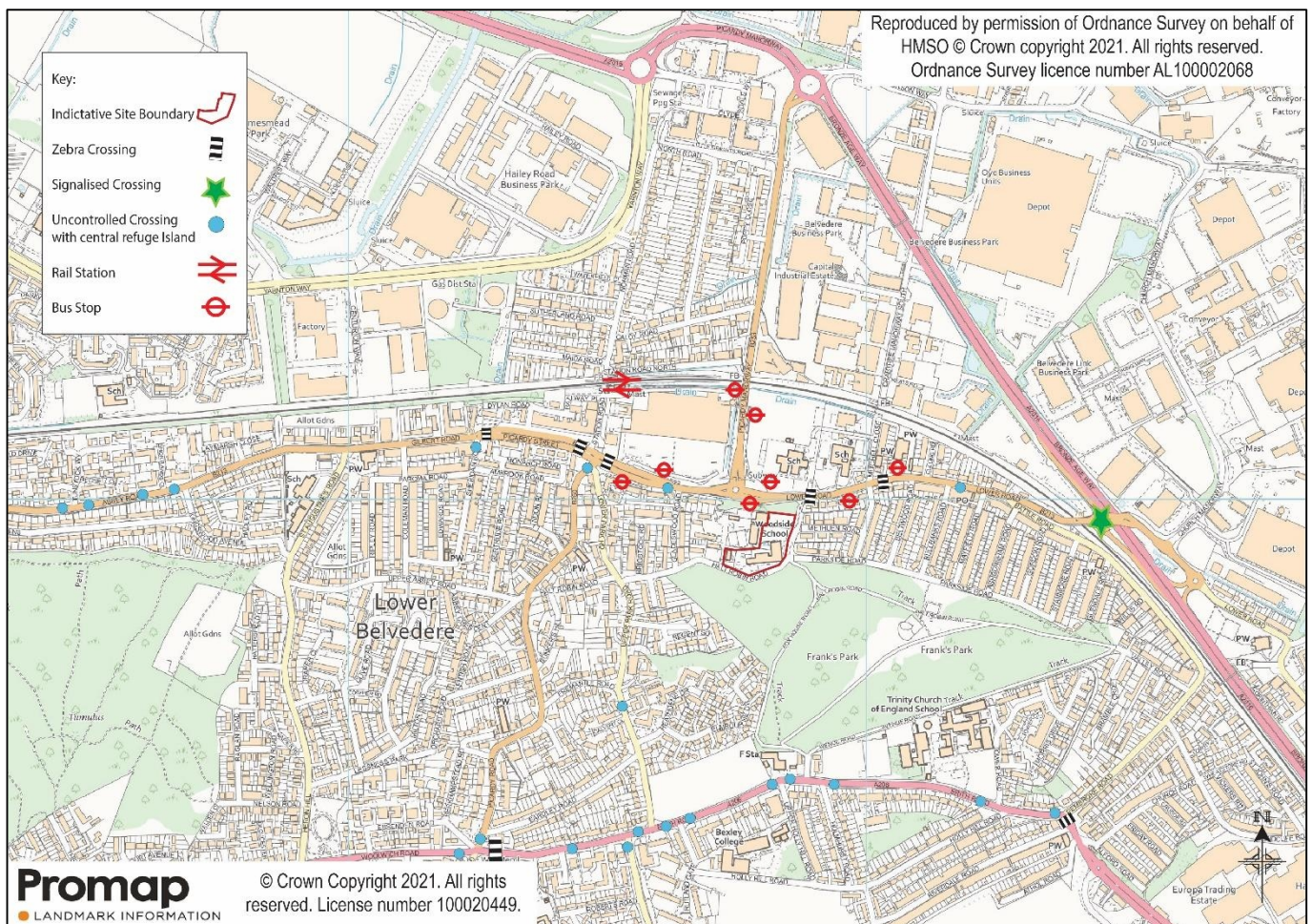


Figure 3-2: Pedestrian Facilities

The site's location in relation to the pedestrian network provides a good opportunity and direct routes for staff, students, and visitors to access the site from the surrounding area on foot.

3.2.1 Walking Accessibility Assessment

The Institution of Highways and Transport (IHT) Guidelines for providing journeys on foot confirms that residents are generally prepared to walk up to 2km to access employment and education opportunities. A walking accessibility assessment has been undertaken to identify the areas which are located within a 640m, 960m and a 2km walk of the site and the results of the assessment are shown in Figure 3-3.

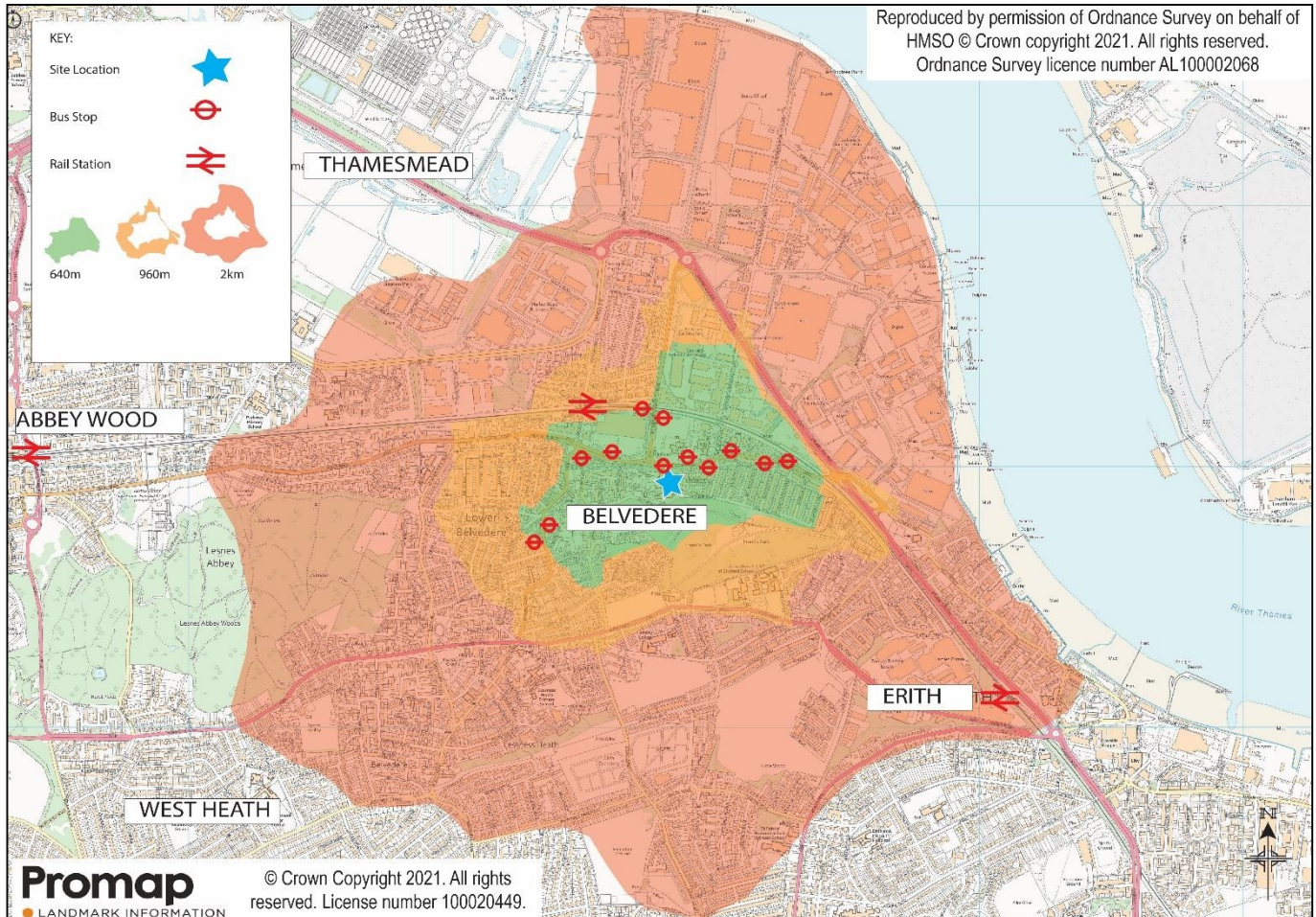


Figure 3-3: Walking Accessibility Map

The analysis included in Figure 3-3 shows that 12 bus stops are accessible within 640m walk of the site. Belvedere rail station is accessible within a 960m walk of the site and Erith rail station is accessible with a 2km walk of the site. The proximity of public transport facilities and nearby residential areas provide good opportunities for site users to access the development on foot, both as a purely walking trip or from a connected public transport and walk trip when coming from the wider area.

3.3 Cycling Facilities

Figure 3-4 shows the site's location in relation to local cycle facilities. As indicated in the image, the site is approximately within 1.2km of the National Cycle Route 1; this is a national cycle route, running from Dover to Scotland, which runs near to the site along the southern bank of the river Thames before routing towards Dartford station and in a similar direction as the A2.

Local cycle route 18 runs along Lower Road, provided with on-carriageway advisory cycle lanes.

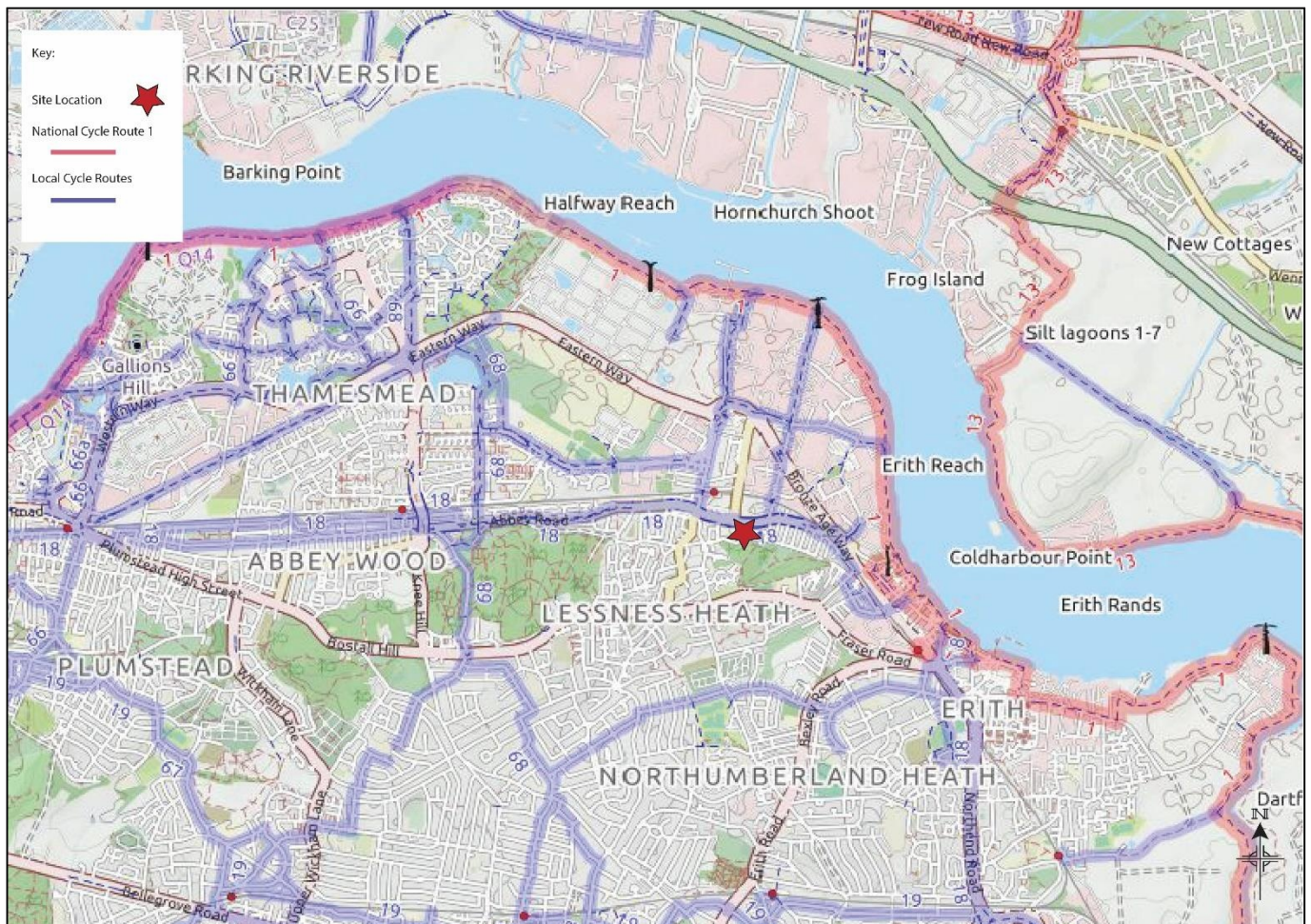


Figure 3-4: Cycling Routes (Source: www.openstreetmap.org)

3.3.1 Cycle Accessibility Assessment

It is generally accepted that people are prepared to cycle up to 20 minutes to access their place of employment or education, a distance which equates to a 5km cycle. A cycling accessibility assessment has been undertaken to identify the area which is within this distance of the site and the results of the assessment are shown in Figure 3-5.

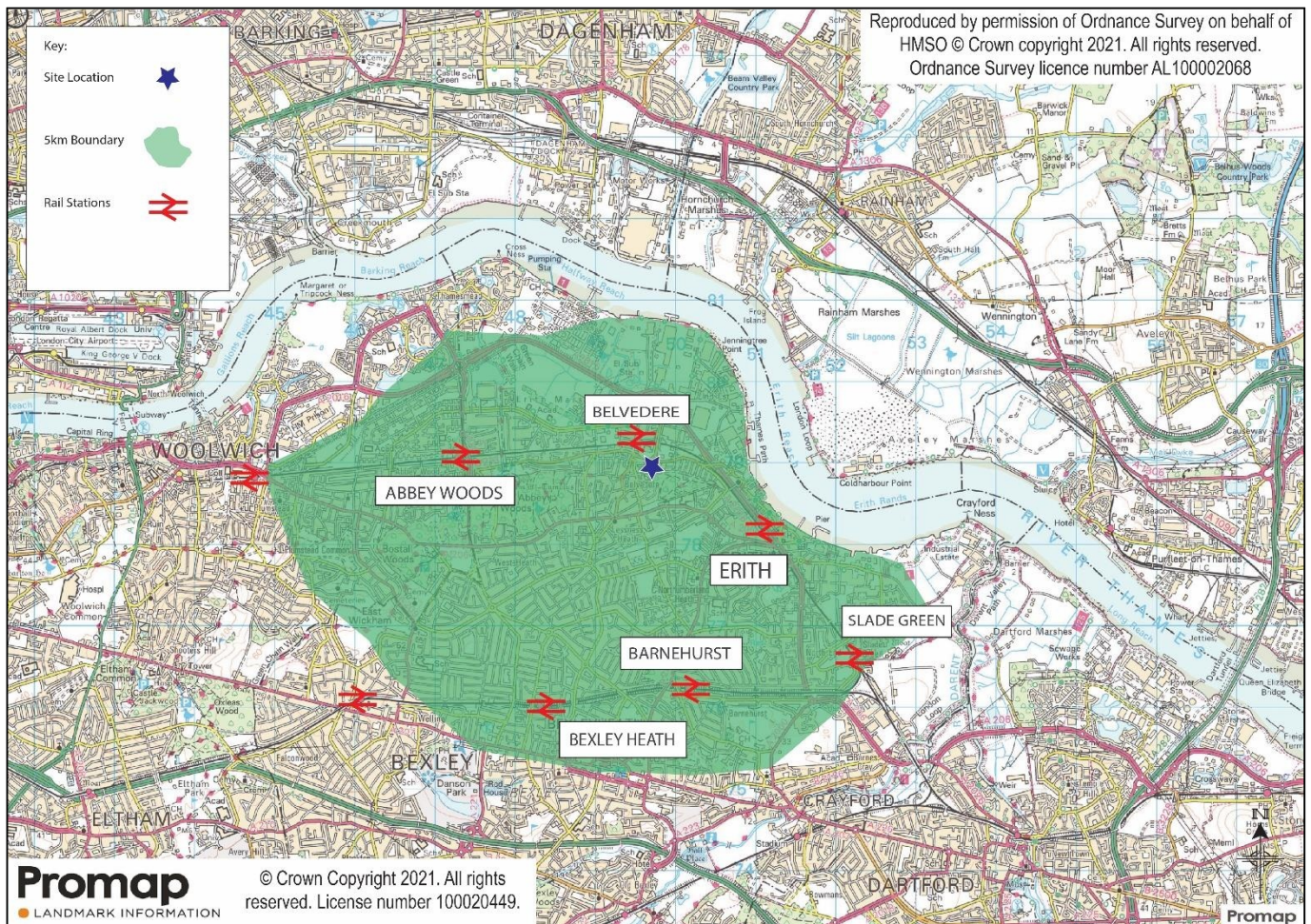


Figure 3-5: Cycle Accessibility Map

The analysis illustrates that there are 6 rail stations within the 5km distance from the site (i.e. Belvedere, Abbey Wood, Erith, Bexleyheath, Slade Green, and Barnehurst). The proximity of public transport facilities and nearby residential areas provides good opportunities for site users to access the site via public transport before cycling to the site when coming from the wider area.

3.4 Public Transport Facilities

3.4.1 Public Transport Accessibility Level (PTAL)

A PTAL assessment of the site was undertaken using the TfL database (www.tfl.gov.uk/webcat). The PTAL value is classified in bands ranging from 1a to 6b, where 1a is the lowest level of public transport accessibility (i.e. very poor) and 6b is the highest level of public transport accessibility (i.e. excellent).

The site is in an area of PTAL 2, as indicated in Figure 3-6, with the full PTAL assessment included within Appendix A.

While a PTAL of 2 corresponds to a poor accessibility to public transport, Figure 3-6 indicates that 12 bus stops within approximately 640m distance of the site (as indicated in Figure 3-3), corresponding to a 10 minutes' walk. Belvedere rail station is located with the 960m distance of the site.



Figure 3-6: PTAL Score (Source: TfL)

3.4.2 Bus

All bus stops near to the site are provided with shelter, seating and timetable information. Table 3-1 summarises the frequency of the bus services operating within the vicinity of the site, as indicated by the PTAL report produced by TfL, while Appendix B includes a bus spider map indicating bus routes. Table 3-1 indicated the distances between the site and bus stops H and C.

Service No.	Bus Stop	Average Walk time from site (min) (*)	Route	Frequency (vph)
469	H, C, G, D	4.5	Between Queen Elizabeth Hospital and Erith Town Centre	4
229	H, C, G, D	4.5	Between Thamesmead Town Centre and Queen Mary's Hospital/Chislehurst Road	6
401	H, C, E, F	4.5	Between Thamesmead Town Centre and Anderson Way	4

Table 3-1: Bus Service Summary (Source: www.tfl.gov.uk/webcat)

As can be seen from the Table 3-1, there are frequent bus journeys within a short walk from the site. These can provide direct links to key services and nearby areas as well as other public transport interchanges such as nearby train stations.

As stated previously, these bus stops and bus services provide good opportunities for staff and students to access the school by bus.

3.4.3 Train Services

There are no London Underground train stations near the site.

The nearest rail station to the site is Belvedere train station, which is located approximately 736m from the site.

Belvedere Rail Station provides links on Southeastern and Thameslink services and is located within Zone 5 of TfL's zone fare system. Destinations from Belvedere include London Cannon Street via Greenwich, Sidcup, London Charing Cross and Dartford. The services run approximately every 30 minutes.

3.5 Local Road Network

Figure 3-1 includes the local road network near to the site which would be anticipated to be most affected by the development site. Therefore, a description of each street has been summarised below. These roads identified are likely to be the roads used to commute to and from the development site.

Lower Road (B213) is a two-way 30mph road running from east to west, to the north of the site. Lower Road acts as a main through road with links to amenities, services, and the wider area. There are opportunities for unrestricted parking within bays located along both sides of the road. However, parking is not available for the whole stretch of the road and is only available in the allocated bays. Pedestrian crossings are also located along the road as indicated in Figure 3-2. Along both sides of the road there are on-carriageway advisory cycle lanes which are only partly interrupted by the presence of bus stops, also located along this road.

Lower Park Road is a two-way 30mph road running north to south, to the west of the site. Lower Park Road is residential in nature. Sections of Lower Park Road have unrestricted parking opportunities, while the sections of the road near junctions are provided with single or yellow lines restricting parking.

Halt Robin Road is a two-way 30mph cul-de-sac residential road, running from its junction with Upper Park Road to the west, and its connections with Parkside Road, to the east. As mentioned previously, the presence of a barrier restricts the connection between the two roads to bicycle and pedestrians only, while preventing vehicular access. Halt Robin Road has unrestricted parking with an execution of yellow zigzag restrictions near to the current school's entrance. There are no other markings or restrictions present on Halt Robin Road.

Gladeswood Road, to the west of the site, is a 30mph two-way residential road with unrestricted parking on either side which is broken up with drop kerb accesses to private driveways. Gladeswood Road runs from Lower Road in the north and to Halt Robin Road in the south.

The nearest car clubs to the site are located in Abbey Wood on Felixstowe Road which is approximately 2.64km from Halt Robin Road. There are three cars in total, two of which operated by Zipcar and one by Enterprise.

4.0 Development Context

4.1 Proposed Development

The proposal seeks the development for a special educational needs secondary school called the Cornerstone School to be located on Halt Robin Road where the former Woodside Sports School resided.

The proposal consists of the refurbishment of the existing school building and provision of a new build school extension.

The proposed school will accommodate up to 90 students and will be supported by 40 permanent staff and up to 15 visiting professionals.

The proposed landscape plan is shown within Figure 4-1, and also included in Appendix C. This provides the ground floor outline including the car parking facilities, sporting facilities, grounds and the school building itself.



Figure 4-1: Proposed landscape plan

The proposal includes the provision of a MUGA, located to the north of the school building.

4.2 Access

The proposal includes retaining the existing eastern vehicular access located at the end of the cul-de-sac on Halt Robin Road, opposite Parkside Road, in the south east corner of the site for the proposed school. This vehicular access will be used by staff/visitors accessing the car park, minibuses parking within the site (not for drop-off/pick-up), emergency vehicles and refuse vehicles.

The existing western access is not anticipated to be used by the proposed school. There will be a double manual gate provided at this former emergency access.

The main pedestrian access will be provided at the same location as the existing pedestrian access, located in the south western corner of the site, on Halt Robin Road. This pedestrian access will be for students and staff on foot and will consist of stairs and a ramp, to ensure it is accessible by all. The ramp will have a gradient of 1:21 and will wave down to the lower height of the school.

A second pedestrian access will be situated next to the proposed vehicle access to the main building can be accessed from; this is because the cycle parking spaces are located near this entrance, as explained in the next paragraphs.

All access are indicated on the proposed landscape plan included in Figure 4-1 and will all be gated.

4.3 Parking

4.3.1 Car Parking

Car parking will be provided within the same location as the existing car park, in the north-east side of the site, accessed from the eastern end of Halt Robin Road.

The car park will be provided with a total of 31 parking spaces, accommodating the following breakdown, also indicated in Figure 4-2:

- 28 spaces for staff, provided in the form of perpendicular bays;
- 2 disabled bays;
- 1 enlarged bay.

Additionally, 1 minibus bay is also provided on-site.



Figure 4-2: Proposed car park

6 active EV charging points and 3 passive EV charging points will also be provided. This provision in accordance with the London Plan (2021).

Steps will be provided out of the car park to separate pedestrians from vehicles. A one-way system will also be implemented within the car park.

The provided number of disabled and enlarged bays correspond to 10% of the total car parking provision, in accordance with the London Plan's requirements.

The one enlarged parking bay provided, when first occupied, will not be marked as a disabled parking bay and therefore would be useable by anyone, but it is in place to be converted to a disabled parking bay should additional spaces be required.

Further, should there be a requirement for additional spaces (i.e. beyond the 2 disabled bays and the enlarged bay converted to disabled bay), this will be provided to the north of the proposed enlarged bay.

All the car parking bays measure 4.8m by 2.4m. The disabled/enlarged bays have the same measurement with an additional 1.2m of hatching to the side and back. The minibus parking space measures 2.5m by 7.5m.

4.3.2 Cycle Parking

The proposal includes the provision of 20 cycle parking spaces in accordance with the following breakdown:

- 12 cycle parking spaces for students;
- 6 cycle parking spaces for staff;
- 2 spaces for visitors.

The proposed cycle parking provision is above the London Plan's minimum requirements.

Figure 4-1 displays the location of where the cycle parking will be situated. All of the cycle parking will be situated together (staff, students and visitors). This will be located and accessed to the south of the visitor's entrance, contained within the school fence. All the long stay cycle parking spaces (staff and students) will be covered whilst the visitor cycle parking will not be covered. All cycle parking will be secure.

4.4 Drop-Off/Pick-Up

Drop off/pick up is proposed to be undertaken on street, from Halt Robin Road.

The pavement along the northern side of Halt Robin Road, by the proposed pedestrian entrance, is in excess of 1.6m, while the width of Halt Robin Road allows for parking cars without interfering with a two-way circulation of the road.

It is proposed that cars/taxis/minibuses will park on the northern side of the road along the 120m extent indicated in red in Figure 4-3, from where they will perform drop off/pick up activities.

It is also proposed that all vehicles will use the area at the eastern end of Halt Robin Road to perform turning manoeuvres.



Figure 4-3: Location of drop-off/pick-up on Halt Robin Road

Staff will supervise these activities at all times, and measures to this extent are included within this STP.

It is noted that vehicles will only attend the site for the time required and are not expected to be parked along Halt Robin Road, outside of these hours.

The trust confirmed that the proposed drop-off/pick-up arrangements are acceptable.

4.5 Deliveries and Servicing

Delivery activities are proposed to be undertaken on-street, on Halt Robin Road.

It is proposed that delivery vehicles travelling eastbound on Halt Robin Road will park near to the proposed pedestrian access opposite Parkside Road. The vehicle will then turn within the cul-de-sac of Halt Robin Road, before continuing westbound in forward gear on Halt Robin Road.

It is anticipated that deliveries will be undertaken outside of the school peak hours (i.e. between 07:30-09:00 and between 15:00-17:00), and that reversing manoeuvres will be supervised. Halt Robin Road is not a through road and therefore there is little to no impact on the traffic within the area.

Waste and refuse collection is proposed to be undertaken on-site. The refuse vehicle will enter the site in forward gear, pulling up to the bin store within the site boundary (south eastern extent of the site), at a suitable distance as to allow for the storage doors to be able to open and access to the bins. Once loaded and the empty bins are returned to the store, the refuse vehicle will then proceed to reverse out of the main entrance before turning within the cul-de-sac of Halt Robin Road and continuing its journey westbound in a forward gear.

Liaison has taken place with the Waste & Recycling Project Officer at LBB, who confirmed that this arrangement is acceptable. It was also confirmed that each refuse collection team is formed of a minimum of two operatives, which allows for one of them to act as a reversing assistant on manoeuvres.

It is anticipated that there will be two refuse collections a week, this will include general waste as well as recycling.

5.0 Basic Information

5.1 Baseline Travel Data

Table 5-1 replicates the content of the relevant section in the STARS System page for secondary school. It should be noted that due to school still being at the planning application stage, a number of details are to be confirmed (TBC) and will be input into the STARS system in due course.

Staff Contact details	
Lead School Contact Name	TBC
Lead School Contact Email	TBC
Optional School Contact Name	TBC
Optional School Contact Email	TBC
School Details	
Name of School	Cornerstone School
Telephone Number	TBC
Email Address	TBC
Street	Halt Robin Road
Town	Belvedere
Postcode	DA17 6DH
Borough	Bexley
Website	TBC
DFE Number	TBC
Type of School	SEMH & ASD needs
Category of School	Secondary
Age Range	11-18 (Year 7-13)
Number of Students	90 (at full occupation) in September 2025 (The school will open in September 2022 with 32 students)
Number of staff full time and part time	40 Full time + 15 visiting professionals (at full occupation) (The school will open in September 2022 with up to 16 staff)
Catchment Area	Pupils will come from all across the borough potentially, as it is a specialist provision. There will also be a small number of pupils travelling from neighbouring local authorities (Bromley / Greenwich / Lewisham etc)
Please provide details of any expansion plans or changes to student school times	N/A

School opening times	
School site opening time	TBC
School site closing time	TBC
Breakfast club start time	08:00-08:40
Student's official school start time	08:40
Student's official school finish time	15:20
Enrichment / extended school's finish time	16:30 after school Activities finish
Cycle parking facilities	
"Covered Sheffield Stand" cycle parking spaces	18 Covered Sheffield Stands (12 for students and 6 for staff)
"Sheffield Stand" cycle parking spaces	2 (Visitor Provision)
"Cycle Racks" cycle parking spaces	0
Cycle Parking Lockers	0
"Cycle-pod" or "Mini-pod"	0
Scooter Parking spaces	0
Other cycle parking spaces	0
Other school transport facilities	
Staff parking spaces	28 (6 with EV charging facilities)
Staff car share spaces	0
Disabled parking spaces	3 (two disabled bays and 1 enlarged bay)
Visitor car-parking spaces	0
Minibus spaces	1
Coach parking spaces	0
Student storage lockers	0
Staff storage lockers	0
Staff shower facilities	TBC
Other school transport facilities	
Engineering measures in and around the school site	Provision of accessible parking bays, electric vehicle parking bays accessed from retained vehicular access on Halt Robin Road. In addition to the provision of cycle parking for staff, students and visitors. Separate pedestrian access on the south western corner of the site.

Other school transport facilities	
<div>Working Group Members</div> <div>(The roles identified here are those recommended to be involved in the working group. The school should review and complete this list with the names of those involved as part of future updates to the STP.)</div>	STP Coordinator
	TBC
	Assistant Head
	Governor from the Local Governing Body
	Administrator
	Premises Manager
	Parent
	Pupils
Other Information	
Outlined within the STP and subsequent information within the TS which the school can use to enter the required information into STARS	

Table 5-1: STARS required application information

6.0 Travel Survey

6.1 Baseline Travel Data

The Cornerstone School is currently within a planning stage, therefore at the time of preparing the STP there is no available 'hands up' surveys or site-specific data.

The trip generation as carried out within the TS has been summarised here for context and to outline the modal shares of both staff and students.

6.2 Students Trips

Table 6-1 includes the anticipated mode share and the predicted trip generation for the 90 students (at full occupation) who will attend the proposed school, as extracted from Section 6 of the TS report (Table 6.2).

Travel Mode	Anticipated mode share %	No. of trips
Car/Taxi	7%	7
Minibus	89%	80
Public Transport	0%	0
Cycle	2%	2
Walk	3%	2
Total	100%	90(*)

Table 6-1: Anticipated students' trip generation * Due to rounding

Table 6-1 indicates that 89% of students are anticipated to travel by minibus, with 7% will travel by car/taxi. The remaining 5% will either walk (2%) or cycle (2%).

6.3 Staff Trips

Table 6-2 includes the anticipated mode share and the predicted trip generation for the 55 staff (at full occupation) who will support the proposed school, as extracted from Section 6 of the TS report (Table 6.3).

Travel Mode	Anticipated mode share %	No. of trips
Car	56%	31
Taxi	0%	0
Car Share	5%	3
Bus	17%	9
Train	7%	4
Motorcycle	1%	1
Cycle	2%	1
Walk	12%	7
Total	100%	55(*)

Table 6-2: Anticipated staff trip generation *Due to rounding

Table 6-2 indicates that 56% of staff are anticipated to travel by car, with 5% will travel by car share and 1% travelling via motorcycle. It is anticipated that 17% will use the bus and 7% will use trains. The remaining 14% will either walk (12%) or cycle (2%).

7.0 School Consultation

It will be necessary to provide evidence of consultation with the school community on an on-going basis once the school is operational, as part of the TfL STARS version of the STP.

It is recommended that three phases of consultation are undertaken as follows:

- Design Stages: liaison with the school operator in relation to issues faced at the proposed school site and furthermore, obtain sign-off of the school on the STP;
- Pre-occupation Stage: school operator to liaise with Third Parties in respect of the School Travel Plan, including LBB council;
- Post-occupation Stage: once the proposed development has been occupied, the first 'hands up' surveys will be required to record and understand the actual travel behaviour of site users (by comparison to the mode share presented in this STP);
- On-going: 'hands up' surveys will be repeated annually, and additionally more detailed consultation exercises should be repeated every three years as part of the STARS accreditation process. This is to ensure that the STP remains up to date, achieves maximum improvement and targets high levels of accreditation.

7.1 Design Stages

Dialogue with the school's trust in relation to the preparation of the STP for the new secondary school has been undertaken. A draft of the STP has been reviewed and approved in relation to its objectives, targets to achieve Bronze accreditation within one school year, followed by achieving Silver Accreditation within two years and to confirm the monitoring strategy is in place. The school operator has signed this STP committing to the implementation of the STP.

7.2 Pre-Occupation

The school operator will ensure that the School Management Team write the school travel issues into the work programme for the school and ensure that all communication about the school is distributed prior to opening. This can be carried out through the website, prospectus, admissions paperwork, and regular communication to new families to encourage sustainable travel.

At the earliest convenience to the site receiving approval and going underway, the school will be in liaison with LBB and will create a profile on the STARS database. The school will report to the council every school term in the first year and annually thereafter for the following five years.

7.3 Post Occupation Stage and On-going

At post-occupation stage, the first 'hands up' surveys of students and staff will be required for input into the STARS statement in the Autumn terms (first term) of the first year of occupation. Surveys will be required on an annual basis thereafter.

A consultation exercise should be undertaken at this time with the wider school community. This will be valid for a period of three years and would count towards achievement of the higher levels of STARS accreditation.

The consultation process will include (but is not limited to) the actions listed below:

- Establish a STP Working Group, including student representatives (names of the working groups given in the STARS database as evidence);
- Gather evidence to demonstrate how the whole school community is provided with information on the STP;
- Hold quarterly meeting with governors, staff, senior management teams and school council to share the targets and initiatives of the STP, gain opinions on measures and find out if they have worked and get support for new initiatives (maintain minute record as evidence);

- Involve the whole school community in an event or travel related activity;
- Involve students in the travel plan process, through the curriculum, through assemblies and through participation in the working group (collect examples to demonstrate how students are involved);
- Undertake consultations that go beyond collection of 'hands up' surveys, for example sustainable transport research projects, walking/cycling audits, Environmental Visual Audit, Local Area Assessment, Participatory Appraisal;
- Send questionnaires to parents to understand their views on travel and transport matters and keep parents informed through newsletter communications;
- Include the travel plan as an item on the Governor's Year Plan;
- Raise awareness amongst the school so all parties are engaged with travel planning and the initiatives within the STP are being implemented;
- Keep evidence of all consultations to ensure that these counts towards achieving accreditation through the STARS system;
- Encourage and create a push towards staff's travel behaviour especially away from the reliance on cars.

It should be noted that only completed consultations count towards achieving accreditation through the STARS system.

Once the school has undertaken some consultations, the STARS system needs to be updated as evidence to prove that they were undertaken.

7.4 Community Liaison Group

Following occupation of the site, the school will set up a community liaison group. The group will be established by the end of the second school term of occupation.

The purpose of the group will be to engage with local residents over transport issues related to the school which are having an impact on them and monitor these issues and efforts to remedy them regularly from the time the group is established. Parents and staff will also be given the opportunity to attend should they express an interest. The meeting will take place on an annual basis. However, should there be a change in anticipated travel patterns which raise concern then affectional meetings can be arranged.

After the meeting, the school will take the suitable steps to address the issues identified. An outline of the steps taken, and the results will be provided in a newsletter or an email to those who attended the meeting.

8.0 Transport and Travel Issues

Information on what issues are anticipated in relation to the operation of Cornerstone School have been extracted from the accompanying TS and are summarised in Table 8-1.

Category	Date Identified	Details	How Identified	Travel Plan Solutions
Potential congestion during drop off/Pick Up time	May 2021	Congestion could be created by vehicles associated with drop off and pick ups along Halt Robin Road	Within TS	<p>Management measures for drop-off/pick-up to be communicated to parents, including requirement for parking on the northern side of the road only and reversing in the cul-de-sac only</p> <p>Promote use of public transport, walking and cycling by students, as much as possible to reduce the number of vehicles associated with pick-up/drop-off activities</p> <p>Stagger arrivals and departures by encouraging attendance at breakfast and after school clubs</p> <p>Deliveries to be scheduled outside of school pick times</p>
On-site Parking	May 2021	Limited parking for all staff to park at the school	Within TS	<p>Promote walking, cycling or public transport for the school run, and journey to work to be promoted in preference to the car</p> <p>Inform staff during the recruitment stage of the provided parking facilities</p> <p>Encourage car sharing</p> <p>Outline and update the travel policy within welcome packs, on the school website and to be communicated to staff who use or want to use the car park</p> <p>Provide information to visitors of ways to access the site via active or public transport modes</p>
Road Safety	May 2021	Increased potential for conflicts between pedestrians and vehicles	Within TS	<p>Behaviour led measures in the STP in relation to road safety awareness</p> <p>Staff management at the student pedestrian access to ensure students are entering and leaving the site safely</p> <p>Stagger arrivals and departures</p> <p>Reduce the use of private car</p>

Table 8-1: Transport and Travel Issues

Upon occupation of the site, transport and travel issues will be reviewed and should any further issues be identified, then the issues will be communicated with all parties (students, parents, staff, LBB and governors) including being posted online on the TfL STARS travel planning system. It will be reviewed that the correct measures are put in place to overcome the issues.

A quarterly monitoring and community liaison group meeting will take place, new issues should be added where they arise and those issues resolved should be input into the STARS system to show continual improvement.

9.0 Objectives and Targets

9.1 Objectives

The objectives of this STP are as follow:

- Achieve bronze accreditation during the first year of occupation of the site (year 2022/23) followed by achieving Silver accreditation within two years (year 2023/24);
- Work with Bexley Council to support sustainable travel;
- Educate students on road safety;
- Educate both the students and their families as to the benefits and range of travel options available to them;
- Increase the number of students and staff using sustainable travel.

9.2 Targets

This section provides targets for the school aimed at achieving the above objectives and increase sustainability in travel behaviour amongst students/parents and staff.

It should be noted that there will be other building users: personnel who make deliveries/collections, other visitors, and contract/service providers who regularly work at the school. As the travel demand of these users will be limited, targets have not been developed but measures and initiatives will be implemented to address the impacts associated.

The main focus of the STP is in relation to how the students and staff travel to and from the school.

During the first year of occupation, the school will work towards achieving Bronze accreditation, which is the start of the journey towards a safer, healthier school environment.

TfL STARS system requires the following to be achieved within the first academic year to obtain Bronze accreditation:

- Complete 10 different travel activities and 6 supporting activities;
- Set at least 2 active travel targets to see a movement away from car use.

Following this, the school will go on to seek Silver accreditation. TfL STARS programme states that silver accreditation is to: *'Engage with wider school community to influence travel behaviours; start to see a shift away from car use for your pupils, parents/carers and school staff'*. To obtain this award within two academic years the following criteria needs to be met:

- Complete 20 travel activities, 10 supporting activities and 5 consultation activities;
- Provide evidence for each completed activity;
- Demonstrate a shift away from car use;
- See students actively involved in the planning and running of travel activities.

9.2.1 Student Targets

As the actual mode shift of the respective students who will be attending the school is not known at the time of writing this report, the targets will be reviewed once a 'hand-ups' surveys has been undertaken, usually within 3 months of the school being occupied. Realistic targets will then be set on how the school will aim to meet the Bronze accreditation during the first year of occupation.

Draft targets for the first year of occupation are included within Table 9-1, based on predicted mode share (see Table 9-1). It is noted that 32 students in total will attend during the first year 2022/23.

Mode of Travel	Baseline Mode Share		Bronze Accreditation target		Net difference	
	%	Trips	%	Trips	%	Trips
Car/Taxi	7%	2	0%	0	-7%	-2
Minibus	89%	28	89%	28	0	0
Public Transport	0%	0	2%	1	+2%	1
Cycle	2%	1	4%	1	+2%	1
Walk	3%	1	6%	2	+3%	1
Total	100% (*)	32	100%(*)	32*		

Table 9-1: Draft student trip targets (* Due to rounding)

The targets included in Table 9-1 seek to have no students travelling by private car (-7%), with a shift towards walking (+3%), cycling (+2%) and use of bus/train (+2%).

After the site specific surveys have been carried out, it may be determined that more emphasis can be applied towards walking, cycling and public transport.

9.2.2 Staff Targets

Table 9-2 includes draft targets for staff which will be updated and reviewed following the site specific surveys carried out upon occupation. It is noted that up to 16 staff will support the school during its first year 2022/23.

The mode shift for staff aims at minimizing the number of staff relying on cars as the mode of transport to work. This will be achieved through encouraging use of sustainable modes.

Mode of Travel	Baseline Mode Share		Bronze Accreditation target		Net difference	
	%	Trips	%	Trips	%	Trips
Car	56%	9	36%	6	-20%	-3
Taxi	0%	0	0%	0	0%	0
Car Share	5%	1	5%	1	0%	0
Bus	17%	3	20%	3	3%	1
Train	7%	1	10%	2	3%	1
Motorcycle	1%	0	1%	0	0%	0
Cycle	2%	0	13%	2	11%	2
Walk	12%	2	15%	2	3%	0
Total	100%	16	100%	16*		

Table 9-2: Draft Staff Targets (* due to rounding)

Staff targets included in Table 9-2 seek a 20% reduction in the use of the private car, with a shift towards cycling (+11%), use of bus/train (+6%) and walking (+3%).

Although the reduction in the use of the car might seem high (-20%), given the low number of staff attending the site on the first year (i.e. 16), this target represents a switch from 3 staff from the car to other modes of transport; this target, therefore, is considered achievable.

The above draft targets will be reviewed once actual surveys have been undertaken, usually within 3 months of the school being occupied.

10.0 Measures and Initiatives

10.1 Introduction

This section provides the framework from which measures will be selected for implementation by the school in order to achieve the objectives and targets of the STP.

10.2 Design Measures

The proposed car park will include 28 parking spaces including 6 active charging facilities and 3 spaces with passive provision of EV facilities. There will also be 2 disabled parking bays with an additional enlarged parking bay and a mini-bus parking space. The car park is to be used by staff only and will not be used by parents/carers.

Cycle parking is also provided within the site boundary, there will be 12 student cycle parking spaces, 6 staff cycle parking spaces, which will be covered; additionally, there will be 2 uncovered cycle parking spaces for visitors. All cycle parking is easily accessible and secure, making them convenient and appealing to use.

Dedicated pedestrian and vehicle accesses have been provided to ensure safety of the two users once within the site.

An existing pavement of more than 1.6m in width is provided along the school side of Halt Robin Road, which allow safe access to the pedestrian entrance/exit. Both stairs and a ramp access are provided between the pedestrian access and the school building to ensure it is accessible by all.

10.3 STP Coordinator

The STP Coordinator is the person who will be the main contact for the STP.

The STP Coordinator will arrange for students to fill roles within the working group each year. Additionally, they will arrange for other new members to join the group whenever a space becomes vacant, in order to maintain the size of the group and the variety of types of group members.

It will be the role of the STP Coordinator:

- Organise STP monitoring;
- Determine what marketing activities are required and who will carry these out;
- Lead working group meetings.

Further to the completion of the previous actions, the STP Coordinator, with support from the working group, will have a number of responsibilities including:

- Producing appropriate travel and monitoring surveys;
- Monitoring of indicators;
- Collating information collected from travel and monitoring surveys for inclusion within the STP;
- Updating the STP with the latest information and amending targets and objectives as required;
- Monitoring the success of the existing measures and initiatives as well as introducing new measures that may be required;
- Updating the timetables for public transport on a regular basis and informing of any relevant works such as road works and diversions, closures/diversions of footpaths and cycleways;
- Providing written literature outlining travel options in the area which are designed to achieve the modal shift to new users of the school.

10.4 Timetable

The proposed timetable for the school includes breakfast clubs (between 08:00-08:40) and after school activities

(between 15:20-16:30) which will smooth the profile of demand for travel across the school peak periods.

Additionally, the entry between staff and students will not occur at the same time since all staff are expected to be onsite prior to students arriving (before 08:00) and will leave after all students have left the site (after 16:30).

10.5 Staff Car Park

As indicated in the TS, the proposed staff car parking levels are suitable to meet the anticipated parking demand.

The access into the car park, from the gate to the location of the minibus, only allows a one-way traffic circulation. However, since the car park is proposed for the use of staff members only, it is expected that all vehicles will be arriving and leaving at similar timings of the day, with no issues with vehicles trying to enter/exit the site at the same time.

However, should this problem arise, the school will locate a member of staff at the proposed school gate to help with vehicular circulation at peak time periods only.

The school will make prospective staff aware of the car parking facilities of the school when employment is being considered. This includes staff being discouraged to park off-site during the day, as only the car park should be used and is available for staff parking.

Furthermore, all staff will be encouraged to walk, cycle or use public transport as much as possible; where this is not possible, other measures such as car share scheme would be considered and encouraged. The school will provide travel or journey planning advice to staff to assist with avoiding the use of a car.

The request for further disabled car parking will be monitored by the school and responded to as required. The exact strategy for parking management is outlined within the Car Park Management Plan (CTMP).

10.6 Pick-up/ Drop-off

The STP aims to increase the use of non-car modes by students over the lifetime of the school, to reduce the demand for parking spaces during drop-off/pick-up periods outside of the site.

Parents and minibuses will be asked to park on the northern side of Halt Robin Road, on the side of the school. This means that students are already on the correct side of Halt Robin Road and do not need to cross the road; this arrangement will also not interfere with the normal two-way circulation of the road.

Parents driving to the school and minibuses will also be asked to park on the northern side of Halt Robin Road only and to reverse within the cul-de-sac area only.

Members of staff will supervise the proposed pedestrian access to ensure students are arriving and leaving school safely and vehicles are able to attend the site as needed.

10.7 Access to Public Transport Facilities

The strategy for access in the morning and afternoon will be communicated to students and parents and additionally in assemblies/ meetings during the first month of each term to reinforce the strategy. Thereafter, if issues are noticed by the team supervising pupils these will be discussed with class groups or subject of special newsletters to parents.

The school will ask any students travelling by bus or train, to reach Lower Road by walking westbound on Robin Halt Lane, from the pedestrian school, following the route indicated in Figure 10-1.

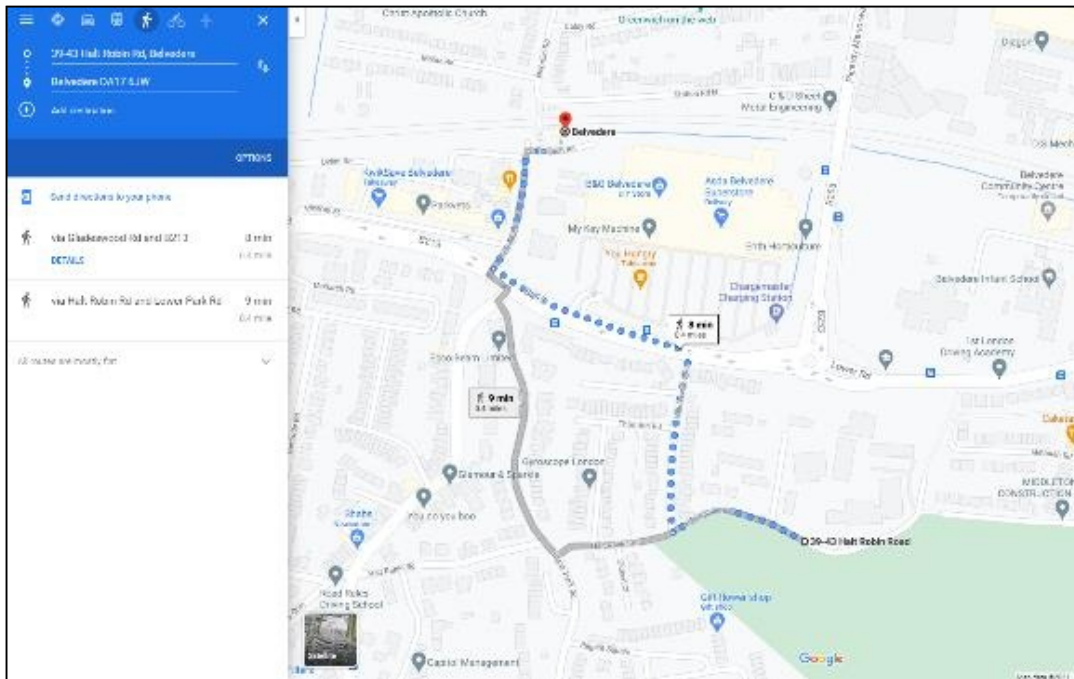


Figure 10-1: Walking route between the proposed pedestrian access and public transport facilities

Road safety training will be implemented to ensure that pupils are aware of the dangers of crossing roads, walking and cycling to and from school and for leisure.

10.8 Delivery and Servicing Management

The delivery and servicing arrangement are as per Section 4 of this STP.

Measures to manage deliveries, servicing and refuse operations will be implemented in order to demonstrate that these activities will be managed to reduce the impact on the local highway network and ensure safety on site.

Deliveries will be scheduled to occur outside of school peak hours (i.e. between 07:30-09:00 and between 15:00-17:00).

10.9 STARS guidance travel plan measures

Bronze accreditation

Within the first year of occupation, the school will update the STARS database with a selection of measures that is sufficient to demonstrate bronze accreditation (10 travel activities and 6 supporting activities and set at least two as movements away from car use).

Table 10-1 provides a list of measures that have been considered by the operator in the implementation of the STP for achieving the Bronze accreditation.

The measures will be reviewed following the baseline travel surveys and amended if necessary to reflect the updated mode shift targets.

Initiative	Owner	Actions	Planned Date
10 Travel activities			
Park and Stride	STP Coordinator	Do a hands up survey at the start of the new school year and then undertake a promotion exercise for park and stride and then redo the surveys to determine whether there has been any success in changing behaviour	Autumn 2022
Road Safety Talks	STP Coordinator	Talk to borough officer about road safety talks and book an event	Autumn 2022
Cycle parking installed	STP Coordinator	The school will monitor the use of these spaces going forward to ensure there are adequate spaces available. Should the level of demand exceed the number of spaces provided the school will arrange for more facilities to be provided. The school will ensure that these spaces are kept in good condition.	Summer 2022
Walking Trips	STP Coordinator	Hold a school trip in a local area and visit a place of interest within walking distance. This could be as simple as attending a library or swimming pool. Promote trips through school newsletters	Summer 2022
School promotes responsible behaviour on public transport	STP Coordinator	Work alongside the head teacher and borough officer to discuss the priorities. Get the travel plan working group to decide what improvements can be made to pupil's behaviour on public transport and spread the message and monitor for any improvements	Autumn 2022
Bike Ability Training	STP Coordinator	Organise training opportunities for those who require or would like to participate	Spring 2022
School promotes public transport	STP Coordinator	Promote public transport by educating students and staff on the benefits of public transport as positive travel behaviours. For example, provide a local bus information noticeboard	Spring 2022
Identify travel and transport issues	STP Coordinator	Led by senior management and the travel plan working group to identify and record issues with travel and transport associated to the school.	Spring 2022
Anti-idling Campaign	STP Coordinator	In support of the Geography National Curriculum. Run an anti-idling campaign to help improve air quality around the school. Encourage parents who drive to the site to turn off engine while waiting to drop off or collect their children.	Autumn 2022
Personal Safety promotion	STP Coordinator	Discuss the safety priorities with the Head teacher and borough officer and decide how to promote the key messages. Contact local police safer transport team and see how they can help support students. Spread the messages through website, assemblies, posters and newsletters.	Spring 2022
6 Supporting Activities			
Communicating with parents/Carers	STP Coordinator	Plan what you want to communicate with new and existing parents/carers and determine the best way of expressing the information (e.g. newsletters and school website). Have regular and consistent communication regarding travel behaviour via newsletters, blogs, and letters home.	Autumn 2022
Publicity within the local community	STP Coordinator	Send a newsletter to residents twice per year about what the school is doing and the successes it has achieved. Reply to complaints and seek to meet residents who have specific on-going concerns.	Spring 2022
School travel noticeboard and web page	STP Coordinator	Allocate a noticeboard for travel information and news.	Autumn 2022
Health benefits of active travel	STP Coordinator	Contact borough officer about what is being planned and ask if they have useful resources to help	Spring 2022

Initiative	Owner	Actions	Planned Date
Working in partnership with local police	STP Champ STP Coordinator	Plan with senior leadership and borough officer how the school would like to work in partnership with local police to support the school's safety policies.	Autumn 2022
Working with other schools	STP Coordinator	Talk with borough officer and senior leadership to discuss opportunities, contact other schools and discuss how they can work together on events and promotions	Autumn 2022

Table 10-1: Supporting Activities

It is necessary to provide evidence for each completed activity, this could take the form of photos or meeting minutes.

11.0 Implementation Programme

This STP will be 'signed off' by the school to demonstrate commitment to implementation of measures and achievement of targets, and the overall objective to seek to achieve Bronze Accreditation.

When the time is appropriate, the school operator will liaise with the school travel advisor at LBB and a school profile will be created on TfL STARS; the school operator will upload the content of this STP onto the database.

Following occupation, actual travel surveys will be undertaken within the first three months and these will be updated in the STARS system by the school. The measures that the school sign up to as part of this STP, as contained in Section 10, will be implemented, in accordance with the requirements for achieving Bronze accreditation.

The school will meet once a term with LBB School Travel Planning Officer until Bronze STARS has been achieved and will then report to the council annually thereafter for the following five years. The STP coordinator will be responsible for reviewing the initial survey and undertaking the annual surveys, a comparison can then be made to ensure the measures allow for the targets to be met. Where targets are not being met, the STP and targets are to be amended.

A member of staff will be appointed to the role of STP coordinator from first occupation of the school and will continue to manage the process of collecting survey data and inputting all details into the STARS system.

The STP coordinator would also take on the role of managing any consultation process undertaken to demonstrate achievement of requirements of Bronze accreditation. A STP working group will have been established upon first opening of the school and ultimately this will include pupil representatives.

The STP coordinator will be responsible for reviewing the STP measures yearly from the initial survey so that measures can be amended or replaced in order to reflect the current travel patterns and issues at the school.

It will be the responsibility of the STP coordinator to remain informed and up-to-date with policy and guidance changes related to the current STARS guidance through regular contact with LBB and TfL officers.

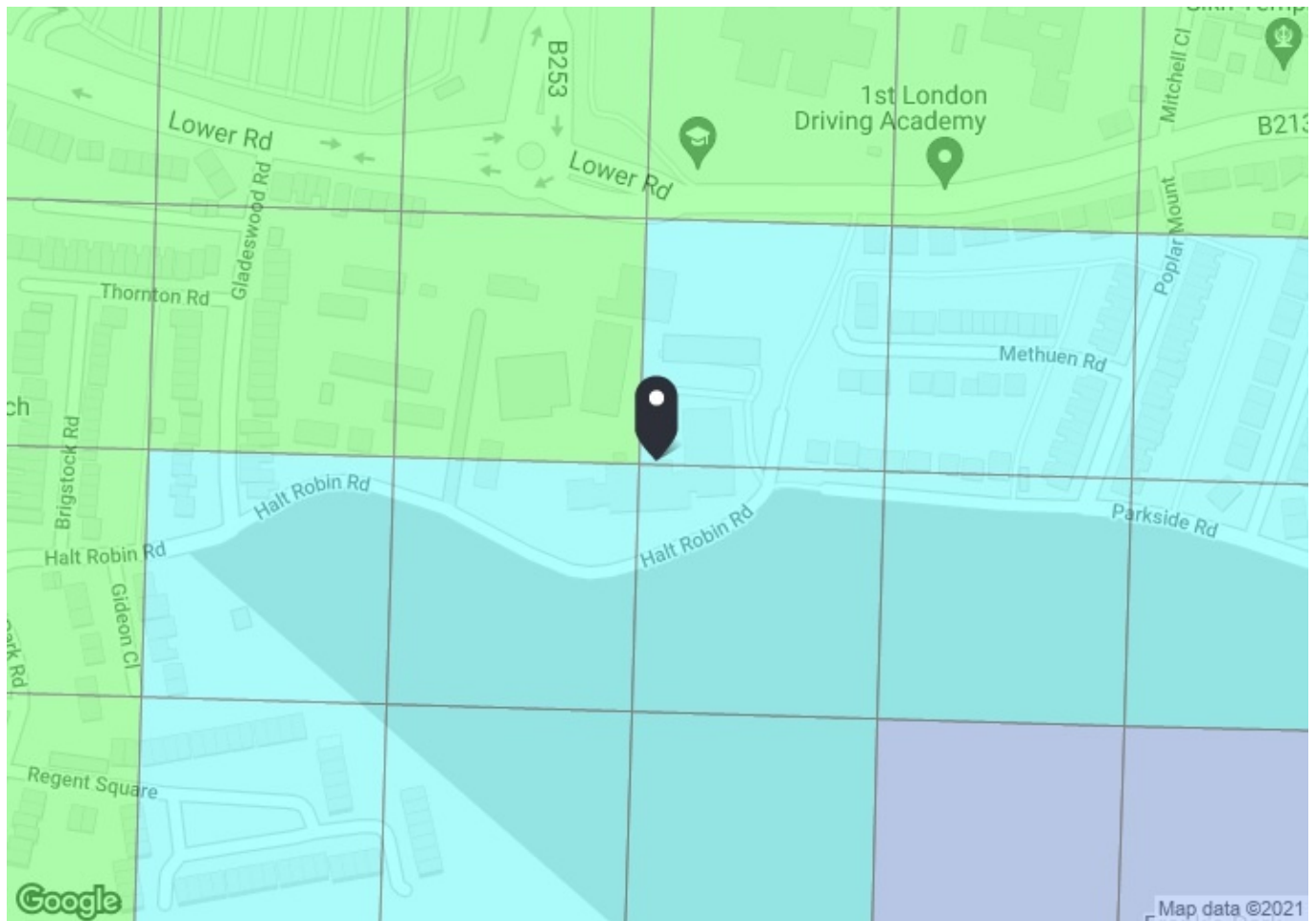
12.0 School Operator STP Sign Off

The school operator has been consulted in relation to the content of this STP and will implement measures aimed at achieving the Bronze accreditation in one year from occupation of the proposed school.

The below signature demonstrates the operator's commitment to implementing the STP and uploading it to the TfL STARS database in line with the content of this document

Signature:

Appendix A



PTAL output for Base Year 2

43 Halt Robin Rd, Belvedere DA17 6DW, UK
Easting: 549804, Northing: 178896

Grid Cell: 72697

Report generated: 10/05/2021

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	CRABTREE MANORWAY	469	336	4	4.2	9.5	13.7	2.19	0.5	1.09
Bus	CRABTREE MANORWAY	229	336	6	4.2	7	11.2	2.68	1	2.68
Bus	LOWER ROAD BELVEDERE STN	401	526.02	4	6.58	9.5	16.08	1.87	0.5	0.93
Rail	Belvedere	'DARTFD-CANONST 2B07 '	736.08	2.33	9.2	13.63	22.83	1.31	1	1.31
Rail	Belvedere	'SLADEGN-CANONST 2B29	736.08	0.33	9.2	91.66	100.86	0.3	0.5	0.15
Rail	Belvedere	'CANONST-DARTFD 2E11 '	736.08	2	9.2	15.75	24.95	1.2	0.5	0.6
Rail	Belvedere	'CANONST-SLADEGN 2E25'	736.08	1.67	9.2	18.71	27.92	1.07	0.5	0.54
Rail	Belvedere	'CANONST-BRNRHRS 2E27	736.08	0.33	9.2	91.66	100.86	0.3	0.5	0.15
Rail	Belvedere	'CANONST-CANONST 2I13'	736.08	0.33	9.2	91.66	100.86	0.3	0.5	0.15
Rail	Belvedere	'CANONST-CANONST 2I15'	736.08	1.33	9.2	23.31	32.51	0.92	0.5	0.46
Rail	Belvedere	'CANONST-CANONST 2O19'	736.08	1.33	9.2	23.31	32.51	0.92	0.5	0.46
Rail	Belvedere	'SLADEGN-CHRX 2B14 '	736.08	2	9.2	15.75	24.95	1.2	0.5	0.6
Total Grid Cell AI: 9.13										









Appendix B

Buses from Abbey Wood

How to use this map

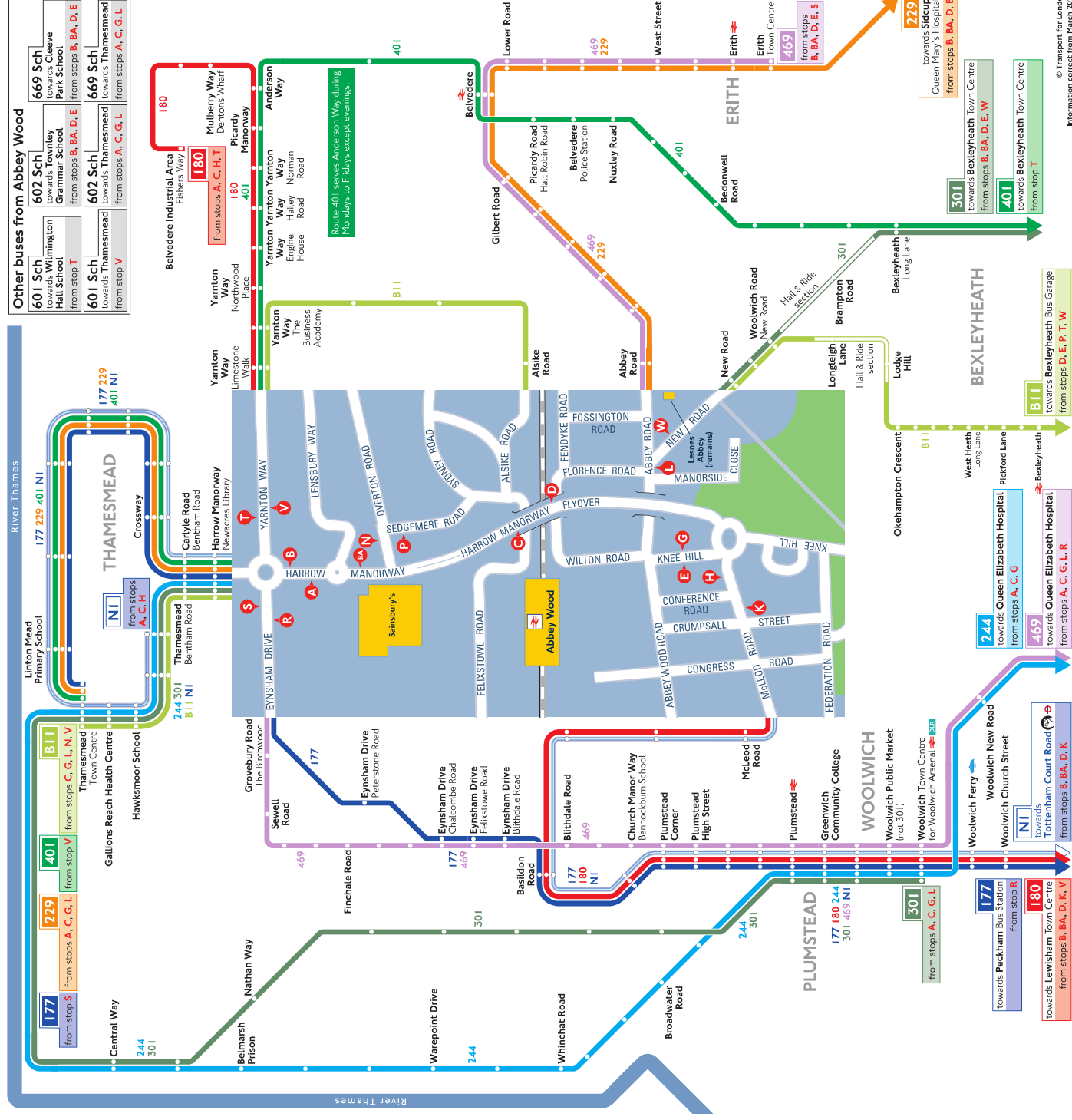
- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map lat the end of each coloured line for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop **A** to the right)

Key

	Connections with London Underground
	Connections with London Overground
	Connections with National Rail
	Connections with DLR
	Connections with river boats
	Tube/London Overground station with 24-hour service Friday and Saturday nights
	Mondays to Fridays except evenings
	School journeys

Ways to pay

- Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up
- Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station
- The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour for £1.50. Always use the same card or device to touch in
- If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.



Appendix C



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- Site Boundary**
- Proposed Trees
 - Existing Trees to be retained
 - Tree to be removed
 - Existing vegetation to be retained
 - Native and Ornamental Shrub Planting
 - Growing Area
 - Hedge Planting
 - Grass Area
 - Wildflower
 - Hardworks
 - Existing building footprint
 - New Pedestrian Blummen
 - Macadam
 - New Sports Blummen
 - Macadam
 - New Vehicular Blummen
 - Macadam
 - Existing Macadam to be retained subject to condition survey
 - Parking Bays
 - Bound Gravel
 - Fencing
 - 1.5m Wiremesh Fencing
 - New 2.5m Wiremesh Fencing
 - 3m High Sports Fencing to MUGA, Duo Sports double wire sports fencing system or similar equivalent Black
 - 1.8m High Timber Filt & Mesh Vertical Fencing
 - 1.1m high ballustrade
 - Existing 3M high ballustrade fence to be clad with 2.1m high doubleboard fencing
 - New retaining wall
 - Existing retaining wall retained
 - Furniture
 - Covered Cycle Parking
 - Growing Bed
 - Bench
 - Levels
 - Existing level
 - Proposed level
 - Active Charging points
 - Passive Charging points

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PROJECT	CORNERSTONE SCHOOL
TITLE	GENERAL ARRANGEMENT PLAN
CLIENT	GALLIFORD TRY
SCALE	1:250@A1
DATE	15/04/2021
DRAWN BY	1837
STATUS	REV: INFORMATION
REV	P9



