



Transportation Planning : Infrastructure Design

Transport Statement

**Proposed SEN School,
Kestrel Way, Luton**

Luton Borough Council

December 2023

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1.0 INTRODUCTION

General

- 1.1 SCP have been instructed by Luton Borough Council to produce a Transport Statement (TS) in support of a planning application for a Special Education Needs (SEN) Secondary School, on land to the south of Kestrel Way, Luton. The development will also incorporate a respite centre and hydrotherapy pool.
- 1.2 This report has been prepared to accompany the planning application for the proposals and produced in accordance with the now archived Department for Transport's "*Guidance on Transport Assessment*" document and the National Planning Practice Guidance.

Structure of This Report

- 1.3 The structure of this report is as follows:-
- Chapter 2 - describes in detail the site location, local highway network and existing use of the site;
 - Chapter 3 - defines the development proposals including servicing and parking arrangements;
 - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - Chapter 5 – presents a summary of the impact of the development on the local highway network; and,
 - Chapter 6 – provides the summary and conclusions to the above chapters.

2.0 EXISTING CONDITIONS

General

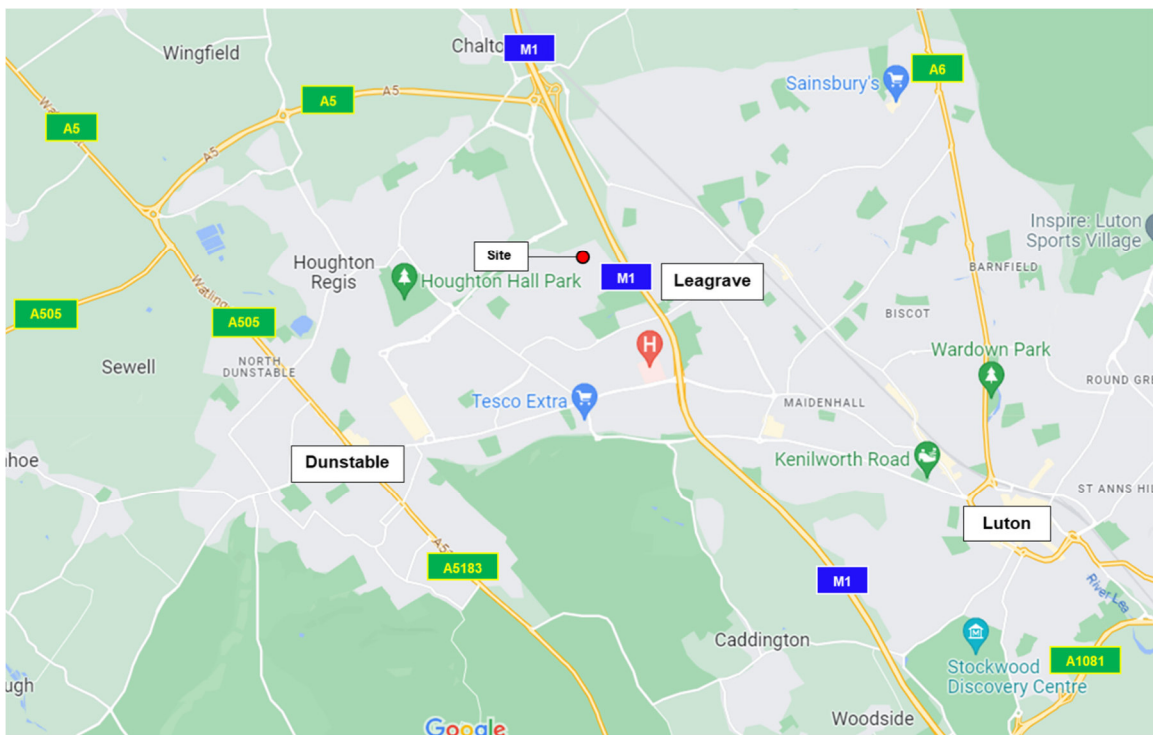
2.1 This Chapter provides a detailed description of the location of the site, the local highway network and the road safety record.

Site Location / Composition

2.2 The application site comprises a square shaped piece of land located to the south of Kestrel Way approximately 5.5km northwest of Luton town centre. The land is currently occupied by a 60 metre tall radio telecommunications mast.

2.3 **Figure 2.1** below shows the site location in relation to the wider highway network.

Figure 2.1 – Site Location Plan – Wider View



2.4 The site boundary is shown in relation to the local highway network in red on **Figure 2.2** below.

Figure 2.2 – Site Location Plan – Local View



2.5 The application site lies within a mainly residential area and is bound by Kestrel Way to the north, to the east lies residential properties accessed from Kestrel Way, Goldcrest Close and Fieldfare Green. Similarly, to the west residential properties on Kestrel Way and Coltsfoot Green border the site. Finally, to the south the site backs onto residential properties situated on Coltsfoot Green and Fieldfare Green.

Local Highway Network

Kestrel Way

2.6 Kestrel Way is a residential road that fronts the northern site boundary that connects to Pastures Way and Wheatfield Road at a 4-arm roundabout approximately 420m west of the site and Ravenhill Way approximately 150m to the east. Kestrel Way provides access to numerous residential streets and is subject to a 30mph speed limit.

2.7 Kestrel Way benefits from regularly spaced street lighting columns and footways on both sides of the carriageway along its entirety. The footway on the southern side of the carriageway is separated from the carriageway by a grass verge. To the northern side of the carriageway there

is 3m wide shared footway/cycleway with a circa 6m grass verge separating it from the carriageway in the vicinity of the application site.

- 2.8 The shared cycle footway is part of the National Cycle Route Network. It forms part of National Route 6 which is a long-distance route from London to the Lake District but locally provides an east-west connection under the M1 between Dunstable and Leagrave and Luton town centre.
- 2.9 Kestrel Way benefits from traffic calming features in the form of speed humps in the vicinity of the proposed development site ensuring vehicles maintain low speeds.

Traffic flows

- 2.10 A 7 Day ATC survey was carried out to investigate the current volume of traffic and speeds along Kestrel Way. The ATC data can be found in **Appendix 1**.
- 2.11 The weekday average number of vehicles travelling along Kestrel Way in the vicinity of the proposed development site during the AM peak hour (08:00-09:00) was 51 vehicles travelling northeast bound and 74 vehicles travelling southwest bound.
- 2.12 The weekday average number of vehicles travelling along Kestrel Way in the same location during the PM peak hour which would be the time period the proposed school would be finishing (15:00-16:00) was 62 vehicles travelling northeast bound and 57 travelling southwest bound.

Current vehicle speeds

- 2.13 The 85th percentile speeds recorded showed a 7-day average of 26.1mph for northeast bound traffic and 25.5mph for vehicles travelling south-westbound.

Existing Road Safety Record

- 2.14 The NPPG states that, *“Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”*.
- 2.15 In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from ARCGIS for the most recently available 5-year period. The location and severity of any accidents within the study area during this period, are shown in **Figure 2.3**.

Figure 2.3 – Road Safety Record



- 2.16 The analysis shows that two accidents were recorded along Kestrel Way in the vicinity of the proposed site during the 5-year study period. One accident took place in December 2018 and was rated as 'slight' in severity which involved two cars - one proceeding along Kestrel Way and the other turning right onto Kestrel Way from Coltsfoot Green. This resulted in slight injuries to the driver of the car hit on the nearside .
- 2.17 The other accident recorded during the 5-year study period occurred in July 2018. It involved a cyclist and a van and was rated as a severe incident. The front of the van hit the cyclist side on and the cyclist was taken to hospital with serious injuries. The incident did not take place on the carriageway of Kestrel Way, it actually occurred on the shared cycleway/footway.
- 2.18 A total of 2 accidents over a 5-year period (average of 0.4 accidents per year) is not considered to be an unusual frequency, particularly given that there are no specific accident cluster spots.
- 2.19 The evidence presented above and illustrated in **Figure 2.3** demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.

3.0 PROPOSED DEVELOPMENT

General

- 3.1 The development proposals consist of the construction of a two-storey Special Educational Needs (SEN) Secondary school with a gross floor area (GFA) of 3300sqm and Respite Centre with 5 bedrooms on land to the south of Kestrel Way, currently occupied by a radio telecommunications mast.
- 3.2 The proposed site layout plan is contained in [Appendix 2](#) and the proposed development mix is as follows:
- A secondary school for up to 140 students with 15 classrooms and additional specialist rooms with a total area of 3300sqm, to operate between normal school hours of 8.45am and 5.15pm
 - A 5-bed respite centre which will be staffed and operational 24 hours per day, 7 days per week
 - A hydrotherapy pool, in use by the school during school hours and open to the public for classes and swimming sessions after school and at weekends.
- 3.3 The development will be constructed in two phases, with the SEN school, access, parking and hydrotherapy pool in Phase 1 and the respite centre in Phase 2. This report assesses the impact of all three elements of the development in operation.

Proposed Access Arrangements

- 3.4 Vehicular access to the proposed development will be provided off Kestrel Way, via a 6.8m wide gated access at the eastern side of the site frontage. The gates will be set back by 6m to allow a car to fully pull off the carriageway if the gates are closed. The site will operate a one-way system with the site access and egress being separate simple priority-controlled accesses, as shown on drawing number SCP/230342/D01, presented in [Appendix 3](#). The egress will be located at the western end of the site frontage.
- 3.5 As shown on drawing number SCP/230342/D01, presented in [Appendix 3](#), 2.4m x 43m visibility, in accordance with the visibility requirements set out in the Manual for Streets (MfS) for a 30mph road, is achievable in both directions.
- 3.6 Pedestrian and cycle access will be provided from either side of the vehicular access via a separate gate.

- 3.7 Within the site, there is a secondary gated area for vehicles to securely drop off pupils. There are also internal pedestrian gates to access the entrance to the school. These can be accessed without having to cross the car park from the west, or cross a short section of the car park when accessed from the east. Within the car park there will be dropped kerbs to provide flush access at the crossing point to the east of the site and adjacent to each of the gated pedestrian access points. In addition the paths will be laid at the appropriate levels to provide a suitable approach to cater for people with wheelchairs or that have various disabilities or impairments.
- 3.8 As part of the access arrangements, the existing bus stop will be relocated 12m to the north-east of its existing location. The bus bay will also be shortened to one bus length, as agreed with LBC's Highway Officer.

Servicing and Internal Arrangement

- 3.9 The internal road layout consists of a 6.3m wide carriageway, There is a separate circa 5m wide gated road within the site for the secure arrival of students in minibuses.
- 3.10 The access and internal road network have been designed to ensure the movements of a refuse vehicle can be accommodated without allowing their requirements to dominate the layout. Swept path analysis has been undertaken of the site access and internal road layout, as shown on drawing SCP/230342/ATR02 presented in **Appendix 4**, which demonstrates that a refuse vehicle can access the site and exit in a forward gear.
- 3.11 Drawing SCP/230342/ATR02 also illustrates that a 12m Rigid HGV can be accommodated by the internal road layout of the site, entering and exiting in a forward gear.
- 3.12 Also presented in **Appendix 4**, Drawing SCP/230342/ATR01 demonstrates that the 5m gated road is of sufficient width to comfortably accommodate both minibuses expected on site daily as well as a 7.7m Large Fire Tender.

Parking

Car Parking

- 3.13 Luton Borough Council's parking standards are set out in their Local Plan which specifies the following car parking standards:

Use Class D1 – Secondary / Higher Education

- A maximum of 1 space per 2 staff (+ 1 per 15 students);
- The minimum size of a standard parking bay is 2.4m x 4.9m.

- In all developments providing 5 or more car parking spaces, a minimum of 1 bay or 5% of the total capacity (whichever is greater) should be designated and reserved for disabled users. Spaces should be a minimum of 3.6m x 4.9m and conveniently located close to the entrance of buildings.
- 3.14 A total of 61 parking spaces will be provided on site. Of these, 8 will be for disabled, 6 will be for electric vehicle charging (EV) and 2 will be for minibuses. A further 12 will be enabled so that they can become EV points in the future. A total of 43 spaces are for the school, based on 70 staff and 112 pupils. Eight of the spaces will be for the staff at the respite centre and a further eight will be allocated for visitors across the site
- 3.15 Given the type and location of school proposed and the use of the rest of the site, this level of car parking is considered satisfactory. Staff, parent and visitor numbers are considered in Chapter 5.

Cycle Parking

- A minimum of 1 space per 10 staff
 - 1 stand per 8 staff (on site at one time)
 - 1 space for 4 pupils (on site at one time)
- 3.16 As shown on the site layout plan, the proposed development includes for 14 Sheffield Stands (28 bikes) Given the type of school proposed and the use of the rest of the site, this level of bicycle parking is considered satisfactory and provides a level of parking in accordance with the Council's parking standards detailed above.

4.0 ACCESSIBILITY

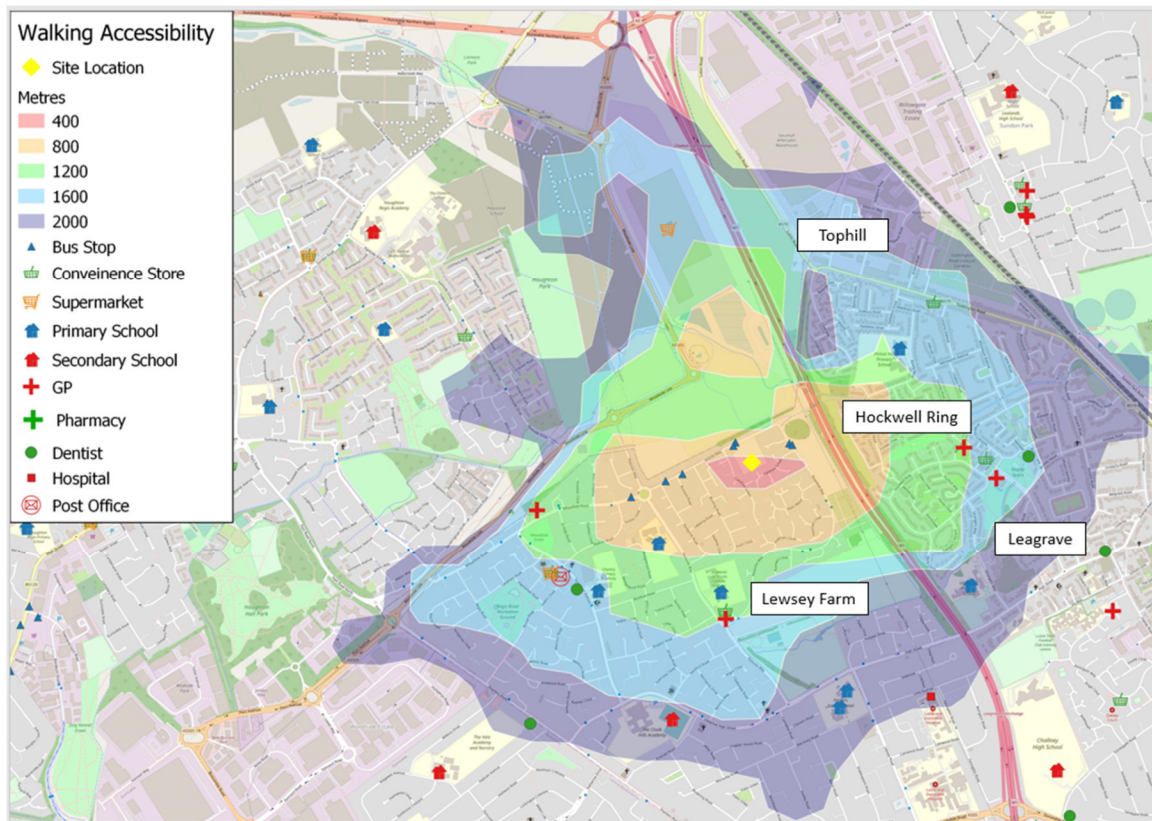
General

- 4.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes. Students will not arrive at the site independently and the majority are expected to access the site using a minibus service, therefore most of the accessibility section applies primarily to the staff who will be commuting in every day.

Pedestrian Accessibility

- 4.2 The MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.3 Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on **Figure 4.1** below. The plan shows the reachable areas within 400m coloured bands from the site.

Figure 4.1 – Walking Accessibility 2km Isochrone

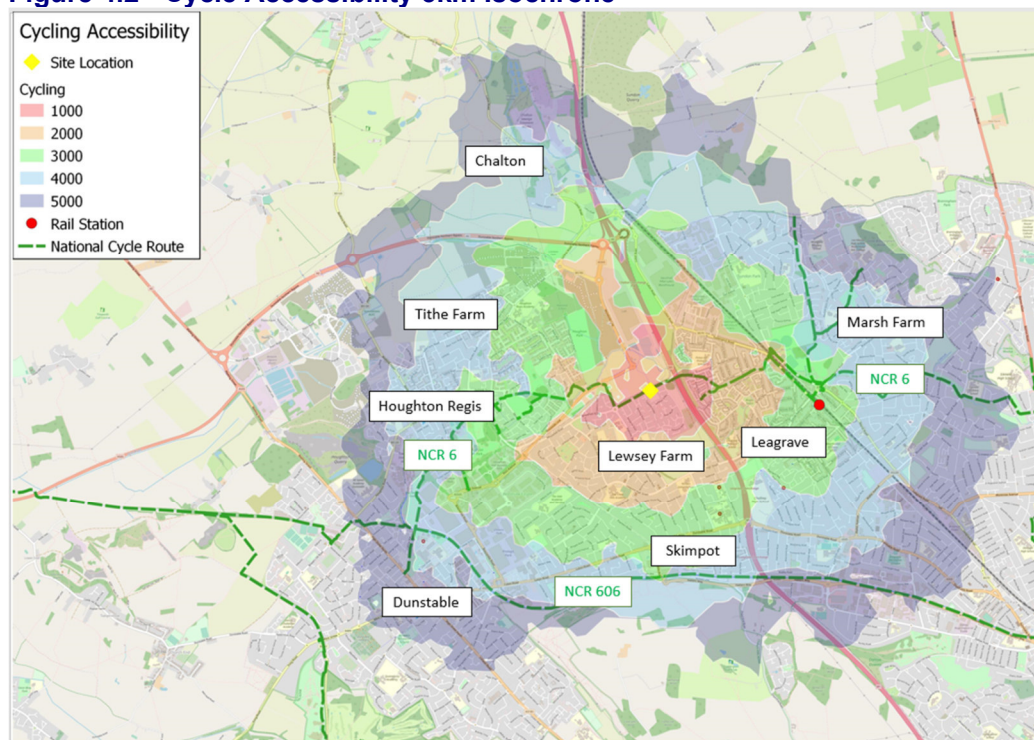


- 4.4 The site is within an acceptable walking distance of Lewsey Farm, Leagrave, Hockwell Ring, and Tophill as well as several amenities on offer in these areas. The site is also within an acceptable walk distance of numerous transport facilities to encourage staff to travel via sustainable modes. There are bus stops located along Kestrel Way, outside the site frontage and there are additional bus stops along Wheatfield Road that provide additional services in the vicinity of the site.
- 4.5 Pedestrian access to the development is provided from Kestrel Way. In terms of pedestrian facilities, both sides of Kestrel Way benefit from a footpath and dropped kerbs as well as there being level access to all doors to the site. Additionally, there are good pedestrian connections on route to the surrounding areas.
- 4.6 Overall, the site benefits from good levels of accessibility by foot, with the nearby areas of Lewsey Farm, Leagrave, Hockwell Ring and Tophill only a short walk from the site providing a catchment for students and staff members, as well as transport connections, allowing walking to be a viable alternative to private car use for existing and prospective staff and some students at the school.

Cycle Accessibility

- 4.7 Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 4.8 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 4.2** below.

Figure 4.2 - Cycle Accessibility 5km Isochrone



- 4.9 The plan demonstrates that the nearby areas of Lewsey Farm, Leagrave, Skimpot, Marsh Farm, Tithe Farm, Houghton Regis, and Dunstable, amongst others, are all located within the 5km catchment area from the development site. The topography of the area is generally flat and conducive to cycling, so the site is therefore well located to encourage staff to travel via bicycle. Additionally, Leagrave train station is located within the 5km cycle catchment area, providing access to a wider area when combined with rail services.
- 4.10 The site is located on National Cycle Route 6 which runs each/west across north Luton and south to Dunstable. In the vicinity of the site the route takes the form of a shared cycleway/footway.
- 4.11 The site will incorporate shower and change facilities and lockers to store a change of clothes and cycle helmets.

4.12 As the application site is within an acceptable cycle distance of a range of residential areas and associated facilities, cycling is considered to be a viable alternative to private car use for staff at the school.

Public Transport

4.13 In terms of bus services, the Chartered Institute of Highways & Transportation’s (CIHT’s) *“Guidelines for Planning for Public Transport in Developments”* document identifies, at section 6.20, that *“Bus stops are located to minimise passengers’ walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m.”*

4.14 As detailed earlier, there are bus stops located on Kestrel Way outside the site. Details of the bus services and frequencies which use these stops are provided in **Table 4.1** below.

Table 4.1 – Bus Services along Kestrel Way

Service	Details	Average Frequency		
		Weekdays	Saturday	Sunday
37	Lewsey Park - Luton	07:03 – 18:32 (Every 60 mins)	No service	No service
24	Lewsey Farm – Luton Town Centre	06:50 – 17:59 (Every 20 mins)	08:14 – 17:19 (Every 60 mins)	No service

Excluding school services

4.15 As can be seen in **Table 4.1** above, there is a good frequency of bus services stopping along the site frontage which provide convenient access to/from the school to Luton Town Centre, and the wider Luton area.

4.16 A circa 650m or 9-minute walk time east from the site along Kestrel Way following the footpath under the M1 is Hunston Close bus stop on Butely Road. The services and average frequencies for this bus stop can be found in table **Table 4.2** below:

Table 4.2 - Bus Services from Hunston Close

Service	Details	Average Frequency		
		Weekdays	Saturday	Sunday
28	Luton – Leagrave – Hockwell Ring	07:44 – 20:49 (Every 30 mins)	08:14 - 20:49 (Every 30 mins)	No service
28B	Luton – Leagrave – Panattoni Park – Hockwell Ring	05:53-18:00 (Every 90 mins)	No service	No service

4.17 There is a further high frequency bus service which runs along Tomlinson Avenue which is approximately 1km from the site (roughly 15 minute walk) which runs between Luton and Dunstable.

Table 4.3 - Bus Services from Tomlinson Avenue

Service	Details	Average Frequency		
		Weekdays	Saturday	Sunday
Z the busway	Luton - Dunstable	05:04 – 23:45 (Every 20 mins)	05:34 – 23:45 (Every 20 mins)	06:12 – 22:45 (Every 20 mins)

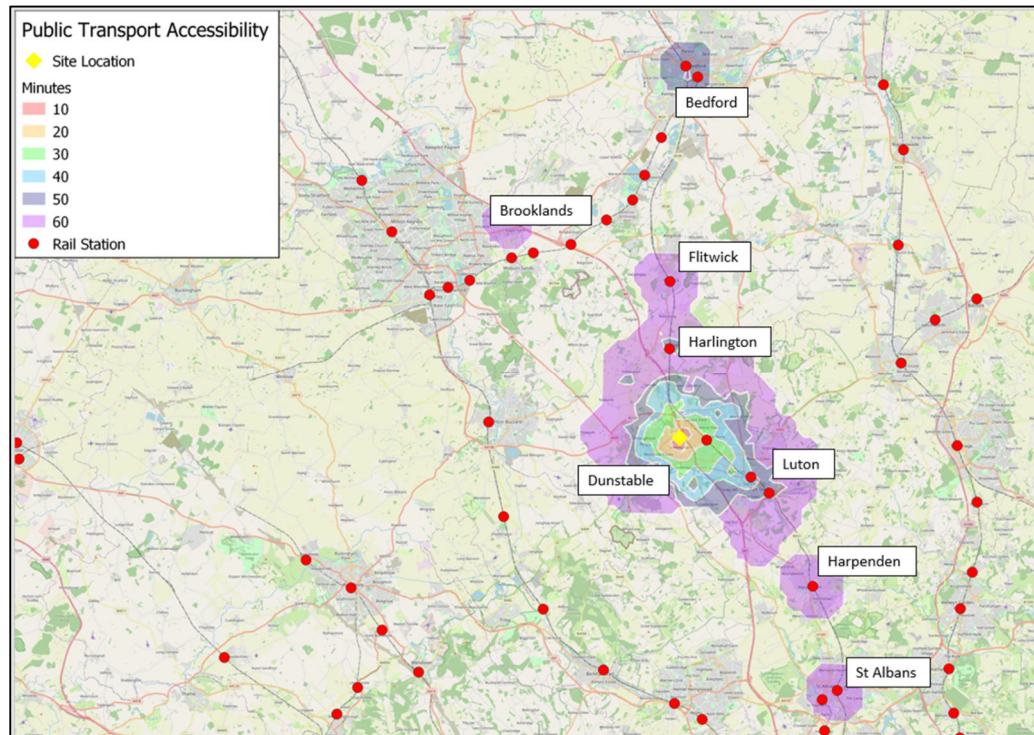
4.18 Having regard to the above, prospective users of the site have access to bus services stopping within an acceptable walk distance from the site which provide access to key destinations at a reasonable frequency.

4.19 In terms of rail services, Leagrave Railway Station is located an approximate 8 minute or 2.3km cycling distance east of the site and is therefore well within an acceptable cycling distance. The railway station offers regular direct services throughout the week including services to Bedford every 15 minutes as well as services every 30 minutes to Brighton, East Grinstead and Three Bridges, which stop at a various stations along the route including Luton, Luton Airport, London St Pancras, Croydon and Gatwick airport amongst many others.

4.20 The level of accessibility by public transport has been analysed using GIS TRACC software and is shown on **Figure 4.3** below. The figure illustrates the distance that can be travelled within 60

minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 4.3 – Public Transport Accessibility



4.21 The above demonstrates that the site is within a close proximity to a number of bus and rail links, serving both the local area and other destinations further afield. The figure shows that key areas of Harpenden, St Albans, Bedford, Brooklands amongst others, are in an acceptable 60-minute commute time.

Summary

4.22 Having regard to the above, it is considered that the site benefits from high levels of accessibility by sustainable modes. Access to the site on foot and by cycle is of a good standard and there are multiple transport facilities within close proximity providing access to a range of local destinations. These findings demonstrate that staff and students at the new school will not be wholly reliant on the private car.

5.0 TRIP GENERATION

General

- 5.1 This Chapter provides an estimate of the trips generated by the proposed development during the weekday AM and PM peak hours.
- 5.2 Due to the context of the site being a Special Educational Needs school, the surveys in the TRICS database were unrepresentative of the expected trip generation. Hence, a first principles approach has been taken using information provided from an existing SEN school located in Luton.

Trip Generation – Proposed Development

School

- 5.3 In order to estimate the trip generating potential of the proposed development, calculations have been based on the information provided by LBC and an existing SEN school in Luton.
- 5.4 The calculations are based on an estimate of a maximum of 140 pupils derived from the number and size of classrooms at the proposed site, however the school is initially expected to accommodate 112 pupils.
- 5.5 The majority of pupils will be transported to and from the site by mini-buses. At the other school in Luton which has 265 pupils, 75% of these students travel to and from school on minibuses and the other 25% of students are dropped off by parents / carers or taxi. Using the above information, we have derived that for the new school, 35 students will arrive by car and the remaining 105 by minibus with an average occupancy per minibus of 8 students. This equates to 13 mini-buses entering and leaving in each peak hour. It should be noted that minibuses used to transport students to and from school will not remain on-site during the day.
- 5.6 The proposed school will have a total of 70 staff on site each day. Based on the existing school data, this means that 35 car trips will be generated in the peak hours, with 50% of staff expected to arrive on site before 08:00.
- 5.7 The remaining 50% of staff will arrive on site between 08:00 and 09:00 during the same period the students dropped off by parents / carers will arrive, as well as the students travelling in by minibus.

5.8 During the evening peak hour between 1500-1600, pick-up will take place by 35 cars and 13 mini-buses. Staff are all expected to leave in the following hour, 1600-1700.

5.9 A total of 5 visitors have been assumed to visit the site each day.

Respite Centre

5.10 The respite centre is expected to have 15 staff members with half being on site in 12-hour shift patterns with an estimated 8am changeover. The centre will have a total of 5 visitors throughout the day.

Hydrotherapy pool

5.11 The Hydrotherapy centre is expected to generate 20 two-way vehicle movements per day from pool users outside of school hours. The pool will be used by the school children within school hours. One dedicated member of staff will be on site at any one time.

5.12 The table below summarises the information set out above.

Table 5.1 - Estimated Site Trip Generation

		IN		OUT	
		cars	minibus	cars	minibus
School	0700-0800	18	0	0	0
Hydrotherapy					
Respite		8			
	TOTAL	27	0	0	0
School	0800-0900	53	13	35	13
Hydrotherapy		1			
Respite				8	
	TOTAL	54	13	43	13
School	1500-1600	35	13	35	13
Hydrotherapy					
Respite		0		0	
	TOTAL	35	13	35	13
School	1600-1700	0	0	35	0
Hydrotherapy				1	
Respite		0		0	
	TOTAL	0	0	36	13

- 5.13 Therefore, during the AM peak hour there is expected to be 67 arrivals and 56 departures totalling 123 two-way movements. With 26 expected to be the minibuses dropping off students and leaving the site as well as 70 being parents dropping children off.
- 5.14 During the PM peak period it is expected that there will again be 13 minibuses transporting pupils home as well as 35 parents / carers collecting their children and half of the staff commuting home, this equates to 96 two-way vehicle movements.
- 5.15 As detailed above, it is estimated that the scheme will generate 123 two-way vehicle movements in the AM peak hour and 96 two-way vehicle movements in the PM peak hour. The effect of this additional traffic is unlikely to have a material impact on the operation of the surrounding highway network.
- 5.16 Note that the PM peak hour here is between 1500-1600 hours when the typical road network peak is between 1700-1800 hours.
- 5.17 Trip generation is very much focussed between the hours of 0700-0900 and then 1500-1700 on weekdays. Outside of those hours there will be minimal traffic related to the development, mainly service vehicles and visitors.
- 5.18 Having regard to the above, the proposed development is not anticipated to result in a material impact on the local highway network and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.

6.0 BREEAM CRITERIA

- 6.1 Sections TRA01 & 02 of the BREEAM UK New Construction Measures 2018 set out the requirements to gain credits in relation to transport modes and facilities for the new construction of the school. This Chapter sets out how the site meets the requirements for both.
- 6.2 For the purposes of BREEAM assessment, the site has been categorised as BG2- Education.
- 6.3 A minimum of 10% of parking on site, or 6 spaces, will be for electric charging of vehicles. A further 12 spaces will be enabled for conversion for future users.
- 6.4 A Car Share group will be set up and staff details of how staff can register will be included in the Travel Plan.
- 6.5 A minimum of 5% of parking on site, or 3 spaces, will be marked out for car sharers. These spaces are located on the eastern side of the site, close to the entrance to the respite centre and the pedestrian gate into the school.
- 6.6 The site will include cycle storage, secure and covered, across the site at a rate of in excess of 1 space per 10 staff/students. This equates to 28 spaces (14 stands). Within the school/pool buildings there are shower, change and locker facilities for staff.
- 6.7 The Accessibility Index has revealed a score of 1.76.
- 6.8 The existing amenities within 500m of the site entrance are summarised below in Table 6.1:

Table 5.1- Amenities within 500m of campus

	Name
Open space	Off Ravenshill Way
Post facility	Post Box at 36 Kestrel Way
<i>New Amenity:</i>	
Leisure/sports	Pool on site

6.9 The Transport Assessment is accompanied by a Travel Plan which sets out measures which will encourage staff and visitors to reach the site by means other than the private car. The Travel Plan also sets out a marketing strategy, targets for multimodal travel and a monitoring schedule.

7.0 SUMMARY AND CONCLUSIONS

- 7.1 SCP have been instructed by Luton Borough Council to produce a Transport Statement (TS) in support of a planning application for a Special Education Needs Secondary School to accommodate up to 140 pupils, a respite centre with 5 bedrooms and a hydrotherapy pool, on land to the south of Kestrel Way, Luton. The development is likely to be developed in two phases, with the school, access, car park and hydrotherapy pool being built first and followed by a second phase with the respite centre.
- 7.2 Vehicular access to the proposed development will be provided off Kestrel Way, via two separate 6.8m wide simple priority-controlled junctions for access and egress. Adequate visibility splays can be achieved from the proposed site egress.
- 7.3 The site will contain adequate space for car parking, safe minibus drop-off and cycle parking. The parking demands of the school, respite centre and hydrotherapy pool have been considered through the development of the site layout.
- 7.4 The personal injury accident data for the most recently available 5-year period demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.
- 7.5 It has been demonstrated that the development benefits from good levels of accessibility by sustainable modes and has some local amenities within close proximity. Access to the site on foot and by cycle is of a good standard and there are multiple transport facilities within close proximity providing access to a range of local destinations. These findings demonstrate that prospective staff will not be wholly reliant on the private car to access the site.
- 7.6 It is estimated that the scheme will generate 123 two-way vehicle movements in the AM peak hour and 96 two-way vehicle movements in the PM peak hour. Vehicle movements to and from the site are concentrated to the main school peak hours of 0700-0900 and 1500-1700 on weekdays. Outside of these hours there will be very few vehicle movements associated with the development. Having regard to this, the proposed development is not anticipated to result in a material impact on the local highway network and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.
- 7.7 Having regard to the analysis presented in this TS, it is considered that there should be no highway related reason to withhold planning permission and the scheme is therefore commended to Luton Borough Council for approval.

S|C|P

APPENDIX 1

Luton ATC, Kestrel Way

Produced by Road Data Services Ltd.

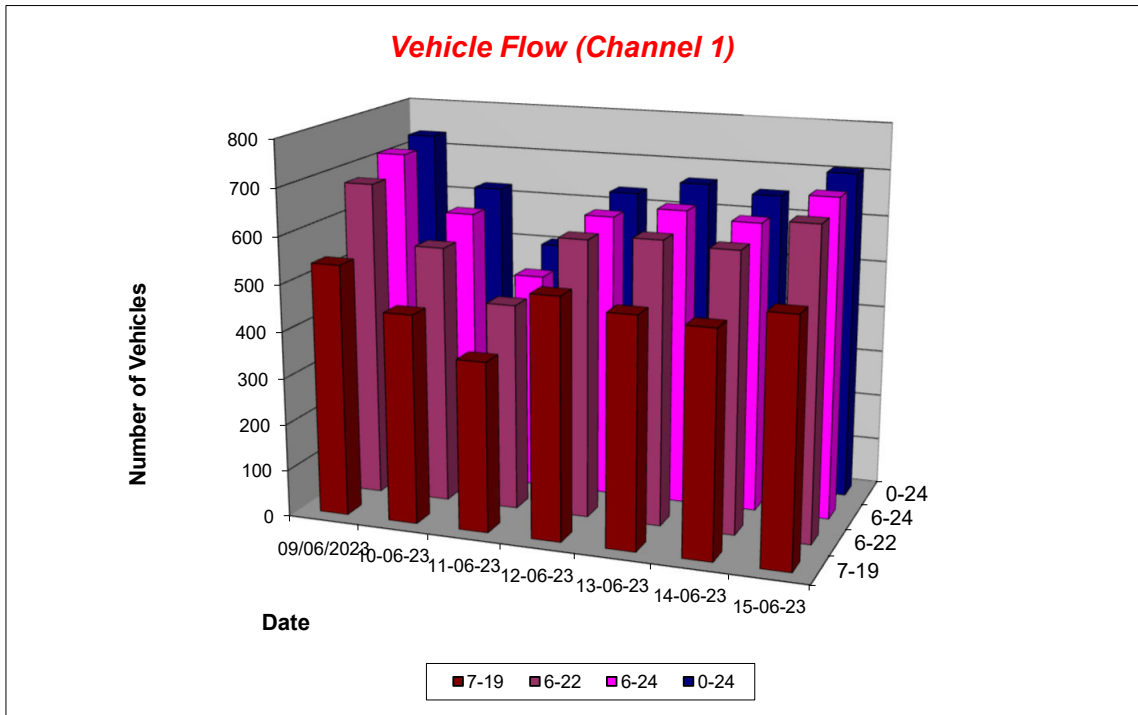
Channel 1 - Northeastbound

Vehicle Flow

Week 1

Hr Ending	09/06/2023 Friday	10-06-23 Saturday	11-06-23 Sunday	12-06-23 Monday	13-06-23 Tuesday	14-06-23 Wednesday	15-06-23 Thursday	Weekday Average	Average
1	3	8	10	3	4	8	3	4	6
2	1	4	6	2	1	2	3	2	3
3	3	7	5	4	3	2	3	3	4
4	3	2	3	2	4	4	3	3	3
5	3	3	5	1	3	4	3	3	3
6	4	4	6	10	13	8	6	8	7
7	14	7	6	4	12	16	11	11	10
8	21	8	8	20	26	22	26	23	19
9	55	12	16	55	46	52	48	51	41
10	24	32	17	26	24	30	30	27	26
11	25	30	27	36	19	21	22	25	26
12	33	47	39	34	32	26	33	32	35
13	48	57	41	37	40	37	39	40	43
14	40	55	41	29	30	28	44	34	38
15	50	52	47	37	39	34	40	40	43
16	65	45	31	76	70	44	56	62	55
17	59	32	37	47	50	62	64	56	50
18	70	38	37	71	62	61	62	65	57
19	49	40	23	46	52	61	55	53	47
20	55	36	33	33	50	52	62	50	46
21	46	35	22	25	34	25	41	34	33
22	25	28	19	19	20	26	28	24	24
23	23	28	14	13	19	13	13	16	18
24	15	14	12	4	11	11	11	10	11

7-19	539	448	364	514	490	478	519	508	479
6-22	679	554	444	595	606	597	661	628	591
6-24	717	596	470	612	636	621	685	654	620
0-24	734	624	505	634	664	649	706	677	645



Luton ATC, Kestrel Way

Produced by Road Data Services Ltd.

Channel 1 - Northeastbound

Average Speed

Week 1

Hr Ending	09/06/2023 Friday	10-06-23 Saturday	11-06-23 Sunday	12-06-23 Monday	13-06-23 Tuesday	14-06-23 Wednesday	15-06-23 Thursday
1	20.5	23.6	23.1	19.6	24.4	21.1	20.8
2	23.8	23.7	22.9	16.5	12.7	19.1	23.6
3	20.1	20.3	22.2	21.1	23.9	21.8	23.4
4	25.2	22.5	20.5	22.3	20.1	18.6	17.2
5	23.6	21.3	20.6	23.3	23.1	20.6	21.8
6	22.8	16.1	18.6	21.4	21.1	20.2	22.4
7	21.5	19.4	23.6	19.3	20.0	21.2	20.0
8	20.5	23.5	22.3	22.3	22.7	22.1	21.8
9	21.5	21.8	19.4	21.4	20.7	21.3	22.3
10	21.4	21.7	21.0	21.8	21.7	21.1	20.6
11	21.2	22.9	20.3	21.4	22.9	22.0	22.6
12	19.8	21.9	22.2	22.7	22.4	20.1	22.9
13	22.7	20.0	19.9	21.2	22.7	20.7	22.5
14	21.4	21.2	21.8	21.6	22.6	19.7	20.9
15	21.8	20.0	21.9	22.5	22.4	21.5	21.9
16	22.8	20.8	21.8	21.0	21.8	21.9	22.6
17	20.5	22.3	20.1	19.9	21.5	20.6	21.8
18	22.8	22.1	21.2	21.0	21.4	23.2	22.4
19	22.6	21.6	20.3	22.1	22.2	20.0	22.3
20	22.3	21.7	20.4	22.1	19.7	21.5	21.5
21	21.9	20.0	20.9	21.0	21.9	21.8	20.2
22	20.2	20.1	21.7	20.8	21.9	20.8	21.5
23	19.9	19.9	20.6	20.8	20.2	20.2	22.1
24	21.3	21.6	20.9	20.6	19.7	23.2	20.1

10-12	20.4	22.3	21.4	22.0	22.6	21.0	22.8
14-16	22.4	20.4	21.9	21.5	22.0	21.7	22.3
0-24	21.7	21.2	21.1	21.4	21.6	21.2	21.8

Average (ALL)	21.5
Weekday Inter-Peak	21.9

Channel 1 - Northeastbound

85th Percentile

Hr Ending	09/06/2023 Friday	10-06-23 Saturday	11-06-23 Sunday	12-06-23 Monday	13-06-23 Tuesday	14-06-23 Wednesday	15-06-23 Thursday
1	22.7	28.4	27.3	23.5	27.5	26.2	23.8
2	-	25.2	24.7	17.1	-	23.2	26.0
3	23.6	25.6	26.1	23.0	26.9	22.5	24.9
4	30.3	24.1	22.3	23.8	23.7	23.9	23.0
5	23.8	23.4	23.6	-	23.4	22.8	22.6
6	24.5	22.3	25.5	24.9	25.2	24.7	26.4
7	24.8	22.9	26.7	21.9	25.5	26.1	26.4
8	24.4	27.0	27.4	26.0	27.9	27.4	27.1
9	26.3	24.8	25.0	26.5	24.9	25.9	26.7
10	26.0	25.4	25.4	26.0	25.5	25.8	25.0
11	25.3	27.1	25.0	25.9	26.8	25.8	27.8
12	25.0	25.7	26.3	26.9	26.5	24.8	26.9
13	26.2	25.1	24.1	24.5	26.2	24.2	26.9
14	26.3	25.4	25.8	25.2	27.2	24.3	24.9
15	26.1	24.7	26.0	26.4	26.4	25.7	25.7
16	26.0	24.9	25.8	25.3	26.2	25.5	26.8
17	24.7	26.0	25.9	24.1	26.3	24.4	27.5
18	27.8	26.4	27.2	24.3	25.9	27.5	26.7
19	27.1	25.7	25.8	25.9	25.7	25.4	25.6
20	26.9	26.6	24.4	27.2	24.5	26.2	26.4
21	27.6	24.2	26.5	24.5	27.8	25.7	24.8
22	23.8	24.4	25.6	26.3	26.1	25.0	25.4
23	26.5	24.4	26.0	25.5	25.5	24.4	28.8
24	25.7	24.8	26.4	22.5	24.1	27.3	25.7

10-12	25.2	26.3	25.9	26.4	26.7	25.4	27.3
14-16	26.1	24.9	26.0	25.7	26.3	25.6	26.3
0-24	26.3	25.6	25.9	25.6	26.2	25.7	26.5

85th %ile (ALL)	26.0
Weekday Inter-Peak	26.1

Luton ATC, Kestrel Way

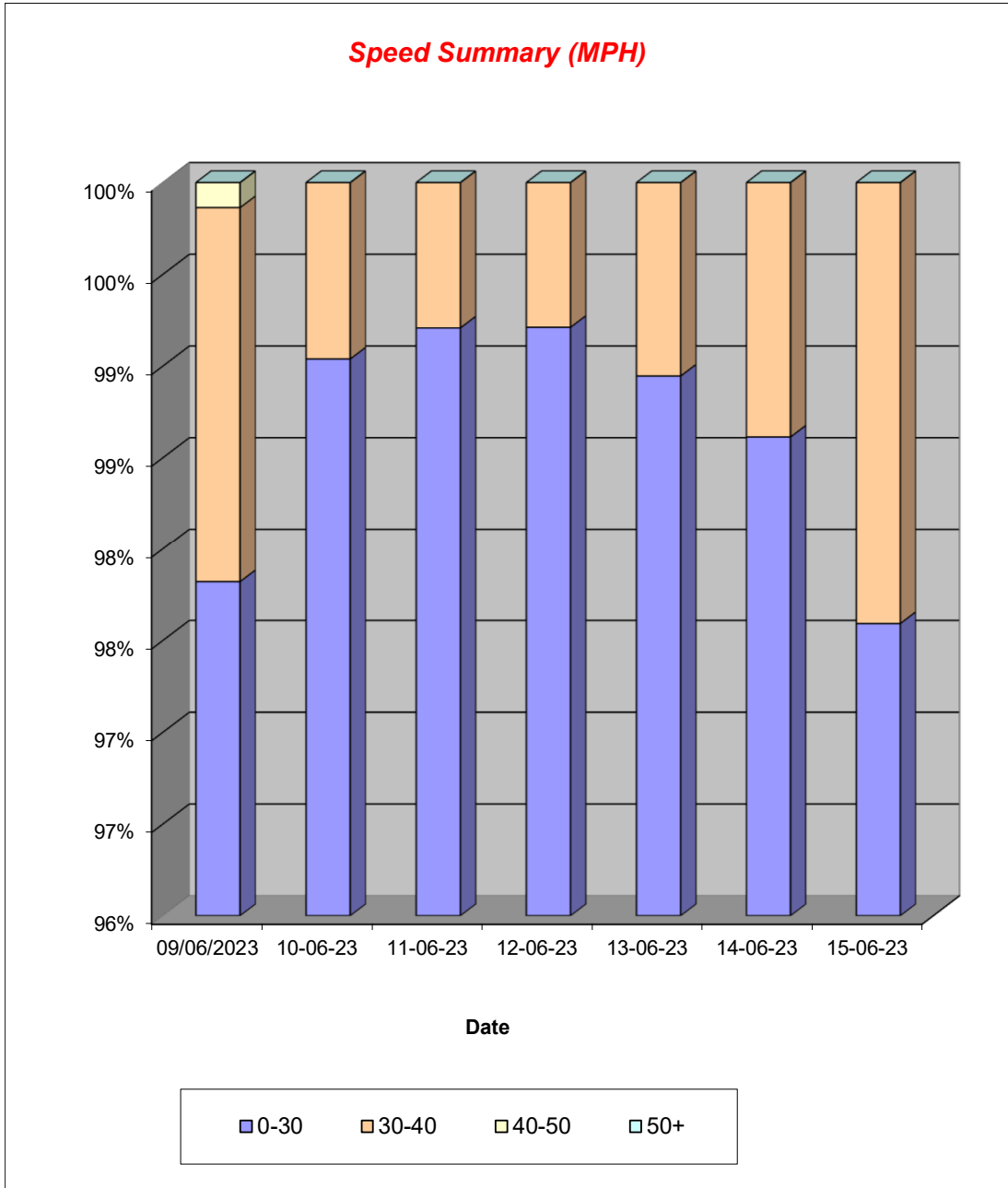
Produced by Road Data Services Ltd.

Channel 1 - Northeastbound

Speed Summary

Week 1

Speed (MPH)	09/06/2023 Friday	10-06-23 Saturday	11-06-23 Sunday	12-06-23 Monday	13-06-23 Tuesday	14-06-23 Wednesday	15-06-23 Thursday
0-30	718	618	501	629	657	640	689
30-40	15	6	4	5	7	9	17
40-50	1	0	0	0	0	0	0
50+	0	0	0	0	0	0	0
TOTAL	734	624	505	634	664	649	706



Luton ATC, Kestrel Way

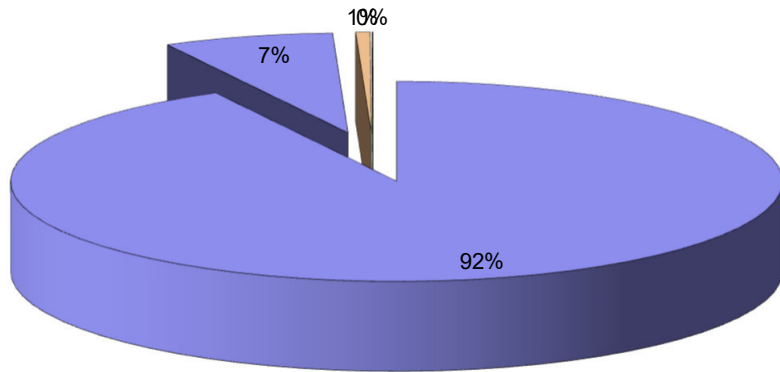
Produced by Road Data Services Ltd.

Channel 1 - Northeastbound

Vehicle Class

Classes Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13
09/06/2023				
7-19	494	43	2	0
6-22	630	46	3	0
6-24	667	47	3	0
0-24	682	49	3	0
10-06-23				
7-19	427	19	2	0
6-22	530	22	2	0
6-24	572	22	2	0
0-24	600	22	2	0
11-06-23				
7-19	343	20	1	0
6-22	420	23	1	0
6-24	445	24	1	0
0-24	479	25	1	0
12-06-23				
7-19	465	47	2	0
6-22	543	50	2	0
6-24	560	50	2	0
0-24	581	51	2	0
13-06-23				
7-19	436	49	4	1
6-22	543	57	5	1
6-24	573	57	5	1
0-24	601	57	5	1
14-06-23				
7-19	425	45	7	1
6-22	533	56	7	1
6-24	557	56	7	1
0-24	585	56	7	1
15-06-23				
7-19	463	50	6	0
6-22	593	61	7	0
6-24	617	61	7	0
0-24	637	62	7	0
Average				
7-19	436	39	3	0
6-22	542	45	4	0
6-24	570	45	4	0
0-24	595	46	4	0

Total Vehicle Class Distribution



Luton ATC, Kestrel Way

Produced by Road Data Services Ltd.

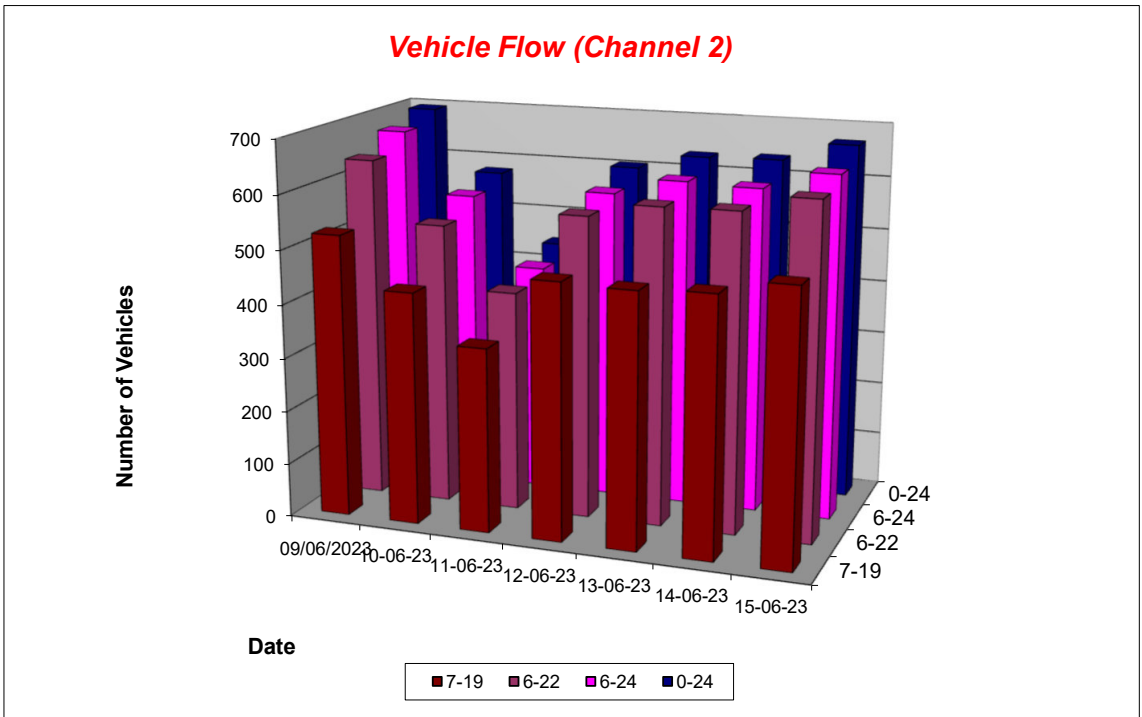
Channel 2 - Southwestbound

Vehicle Flow

Week 1

Hr Ending	09/06/2023 Friday	10-06-23 Saturday	11-06-23 Sunday	12-06-23 Monday	13-06-23 Tuesday	14-06-23 Wednesday	15-06-23 Thursday	Weekday Average	Average
1	3	6	5	5	2	5	2	3	4
2	4	3	3	0	1	2	2	2	2
3	1	7	5	2	0	2	4	2	3
4	1	1	3	2	1	3	2	2	2
5	2	0	0	3	3	3	5	3	2
6	13	4	2	13	15	14	15	14	11
7	16	10	9	22	28	29	21	23	19
8	34	9	9	35	39	42	38	38	29
9	78	24	22	72	78	71	72	74	60
10	23	26	24	28	27	30	31	28	27
11	30	35	32	30	25	18	29	26	28
12	42	40	24	31	30	34	31	34	33
13	37	53	43	32	33	27	37	33	37
14	36	40	30	27	23	34	32	30	32
15	44	44	40	33	34	33	35	36	38
16	54	52	33	58	59	52	62	57	53
17	52	33	25	50	43	47	55	49	44
18	53	38	32	45	43	33	36	42	40
19	43	38	29	34	37	56	45	43	40
20	41	31	28	29	35	43	44	38	36
21	30	31	16	19	34	29	31	29	27
22	25	22	15	18	21	13	22	20	19
23	21	16	6	13	16	11	14	15	14
24	12	14	10	3	5	4	5	6	8

7-19	526	432	343	475	471	477	503	490	461
6-22	638	526	411	563	589	591	621	600	563
6-24	671	556	427	579	610	606	640	621	584
0-24	695	577	445	604	632	635	670	647	608



Luton ATC, Kestrel Way

Produced by Road Data Services Ltd.

Channel 2 - Southwestbound

Average Speed

Week 1

Hr Ending	09/06/2023 Friday	10-06-23 Saturday	11-06-23 Sunday	12-06-23 Monday	13-06-23 Tuesday	14-06-23 Wednesday	15-06-23 Thursday
1	17.8	19.0	19.8	19.6	25.3	18.0	24.2
2	19.6	16.8	20.7	-	19.7	25.5	16.9
3	15.2	19.9	15.8	18.7	-	19.9	21.4
4	10.1	15.7	21.4	19.4	21.3	22.0	14.4
5	24.7	-	-	18.1	21.7	21.5	22.2
6	21.6	19.8	22.0	20.2	19.8	21.3	20.2
7	21.6	19.5	20.1	21.4	20.7	21.3	21.1
8	20.5	16.3	20.9	20.7	22.5	22.5	21.3
9	21.8	23.2	21.4	21.0	21.9	21.1	22.7
10	19.6	22.5	20.5	21.0	22.0	21.2	20.0
11	19.5	20.1	20.0	20.0	21.2	18.3	21.8
12	18.9	19.9	20.9	20.8	21.1	20.5	22.1
13	20.9	19.4	19.9	20.7	21.5	20.0	19.8
14	19.1	21.4	20.1	19.9	22.0	20.2	21.1
15	21.3	20.3	19.8	19.8	21.5	20.0	19.6
16	21.6	20.1	21.6	20.1	20.9	20.6	21.8
17	21.2	22.2	19.5	19.8	20.8	20.0	19.7
18	21.7	20.5	20.1	20.6	20.1	21.1	19.2
19	20.6	20.5	19.3	20.5	22.8	19.5	21.0
20	20.4	20.0	21.2	20.2	18.4	20.2	20.3
21	20.5	20.4	19.3	21.4	20.5	20.7	19.3
22	19.8	20.4	19.5	19.2	18.3	20.8	21.1
23	20.1	18.5	21.7	22.2	21.1	21.0	18.7
24	21.4	20.2	19.3	24.0	19.8	21.9	21.8

10-12	19.1	20.0	20.4	20.4	21.1	19.7	22.0
14-16	21.5	20.2	20.6	20.0	21.1	20.4	21.0
0-24	20.7	20.4	20.2	20.5	21.1	20.6	20.8

Average (ALL)	20.6
Weekday Inter-Peak	20.7

Channel 2 - Southwestbound

85th Percentile

Hr Ending	09/06/2023 Friday	10-06-23 Saturday	11-06-23 Sunday	12-06-23 Monday	13-06-23 Tuesday	14-06-23 Wednesday	15-06-23 Thursday
1	20.8	21.8	22.5	22.1	28.9	22.8	24.3
2	21.3	18.1	26.4	-	-	28.5	18.5
3	-	24.7	18.0	18.7	-	20.3	22.5
4	-	-	29.4	22.4	-	24.4	15.7
5	25.9	-	-	20.0	23.9	23.2	25.1
6	26.7	22.6	27.5	23.0	23.4	25.8	24.1
7	25.5	22.6	25.5	26.7	25.6	25.3	25.2
8	25.1	21.0	24.9	25.6	27.0	26.7	26.6
9	26.2	28.1	27.7	25.1	26.2	25.9	26.9
10	25.0	26.2	25.6	25.1	26.8	26.1	25.7
11	25.6	23.8	24.4	25.9	25.0	23.1	25.9
12	24.0	23.8	26.5	24.6	25.6	24.7	26.2
13	26.2	24.6	26.1	25.8	24.6	24.3	25.4
14	24.9	25.8	24.5	23.7	25.4	24.3	24.8
15	25.4	25.8	25.2	23.4	25.4	25.7	24.3
16	26.5	25.0	26.3	25.2	25.9	25.2	26.2
17	26.4	26.5	24.7	24.9	25.2	23.1	24.6
18	26.5	25.0	24.1	25.8	24.7	25.8	25.3
19	25.2	25.6	24.0	24.8	26.4	24.5	26.0
20	24.8	25.2	23.8	25.1	24.2	25.0	25.0
21	26.2	23.9	23.8	24.4	24.7	25.5	24.3
22	24.3	24.7	24.0	23.1	22.0	27.3	26.0
23	24.5	22.4	24.4	25.4	26.3	26.8	25.3
24	25.9	25.5	24.6	27.2	21.8	26.0	28.4

10-12	24.7	23.8	25.4	25.3	25.3	24.3	26.1
14-16	26.1	25.4	25.8	24.6	25.8	25.5	25.6
0-24	25.7	25.1	25.2	25.1	25.6	25.3	25.8

85th %ile (ALL)	25.4
Weekday Inter-Peak	25.5

Luton ATC, Kestrel Way

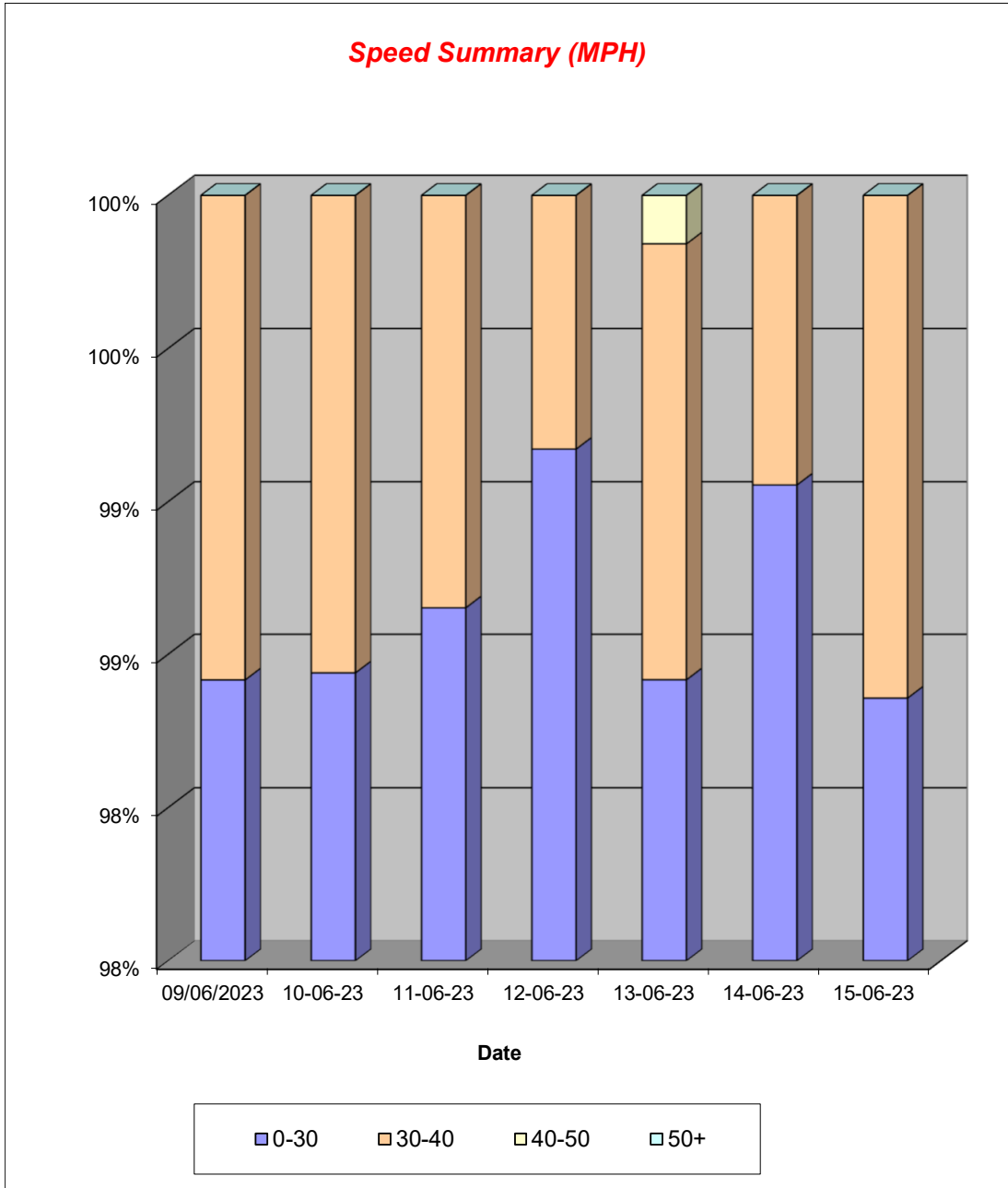
Produced by Road Data Services Ltd.

Channel 2 - Southwestbound

Speed Summary

Week 1

Speed (MPH)	09/06/2023 Friday	10-06-23 Saturday	11-06-23 Sunday	12-06-23 Monday	13-06-23 Tuesday	14-06-23 Wednesday	15-06-23 Thursday
0-30	684	568	439	599	622	629	659
30-40	11	9	6	5	9	6	11
40-50	0	0	0	0	1	0	0
50+	0	0	0	0	0	0	0
TOTAL	695	577	445	604	632	635	670



Luton ATC, Kestrel Way

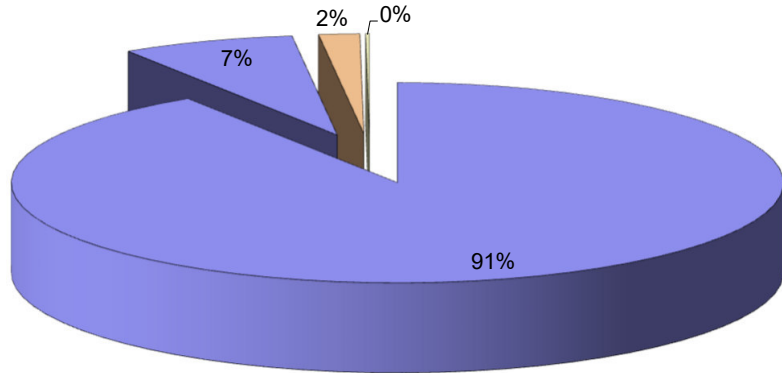
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Channel 2 - Southwestbound

Vehicle Class

Classes Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13
09/06/2023				
7-19	471	43	12	0
6-22	576	50	12	0
6-24	609	50	12	0
0-24	631	52	12	0
10-06-23				
7-19	405	25	1	1
6-22	495	29	1	1
6-24	525	29	1	1
0-24	545	30	1	1
11-06-23				
7-19	324	15	2	2
6-22	387	20	2	2
6-24	402	21	2	2
0-24	418	22	2	3
12-06-23				
7-19	426	37	11	1
6-22	510	41	11	1
6-24	526	41	11	1
0-24	546	46	11	1
13-06-23				
7-19	421	34	16	0
6-22	527	45	17	0
6-24	548	45	17	0
0-24	567	47	18	0
14-06-23				
7-19	423	39	14	1
6-22	525	50	15	1
6-24	540	50	15	1
0-24	567	52	15	1
15-06-23				
7-19	442	46	14	1
6-22	548	58	14	1
6-24	567	58	14	1
0-24	595	60	14	1
Average				
7-19	416	34	10	1
6-22	510	42	10	1
6-24	531	42	10	1
0-24	553	44	10	1

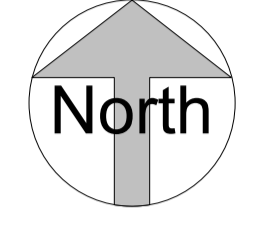
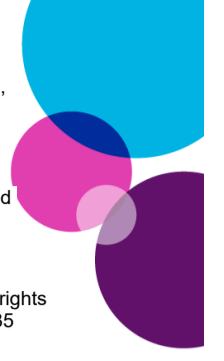
Total Vehicle Class Distribution



S|C|P

APPENDIX 2

Disclaimer
 This drawing is not to be scaled. Use Figured dimensions only. All dimensions to be checked on site, report any discrepancies to Property & Construction- Luton Borough Council.
 All drawings to be read in conjunction with specifications and relevant consultant information where applicable.
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P3	Respite ASHP Issued to Design Team	Ska	27.11.23
P2	Prelim Issue to Design Team	Ska	01.10.23
P1	WIP Issue	Ska	01.08.23

REV	DESCRIPTION	BY	DATE
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DRAWING STATUS
PRELIMINARY

Luton

INCLUSIVE ECONOMY DEPARTMENT
PROPERTY & INFRASTRUCTURE
 Town Hall, Upper George Street, Luton, LU1 2BQ
 Tel : 01582 546000 Fax : 01582 546674

DRAWING TITLE
Proposed Site Plan

PROJECT NAME
Kestrel Way SEN School

ADDRESS
**Kestrel Way
 Luton**

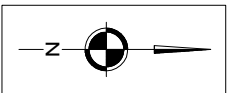
CLIENT
LBC Education

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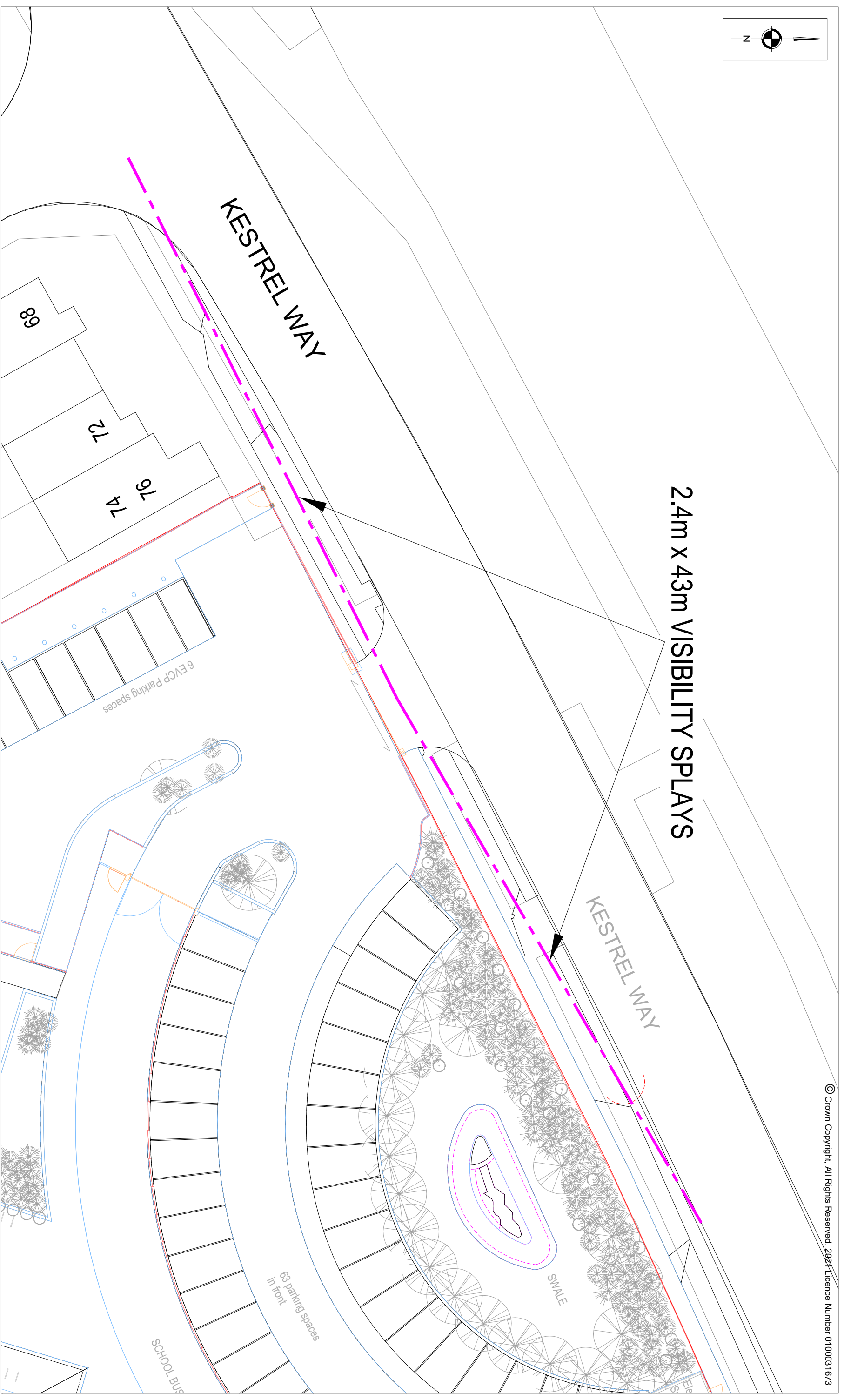
1 Site
 1 : 300

S|C|P

APPENDIX 3



2.4m x 43m VISIBILITY SPLAYS



Client	LUTON BOROUGH COUNCIL
Project Title	KESTREL WAY, LUTON

Drawing Title	VISIBILITY SPLAYS
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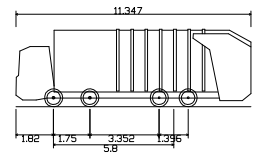
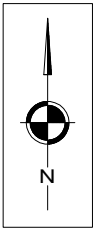
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Revision	A

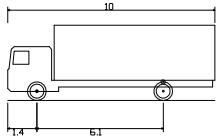
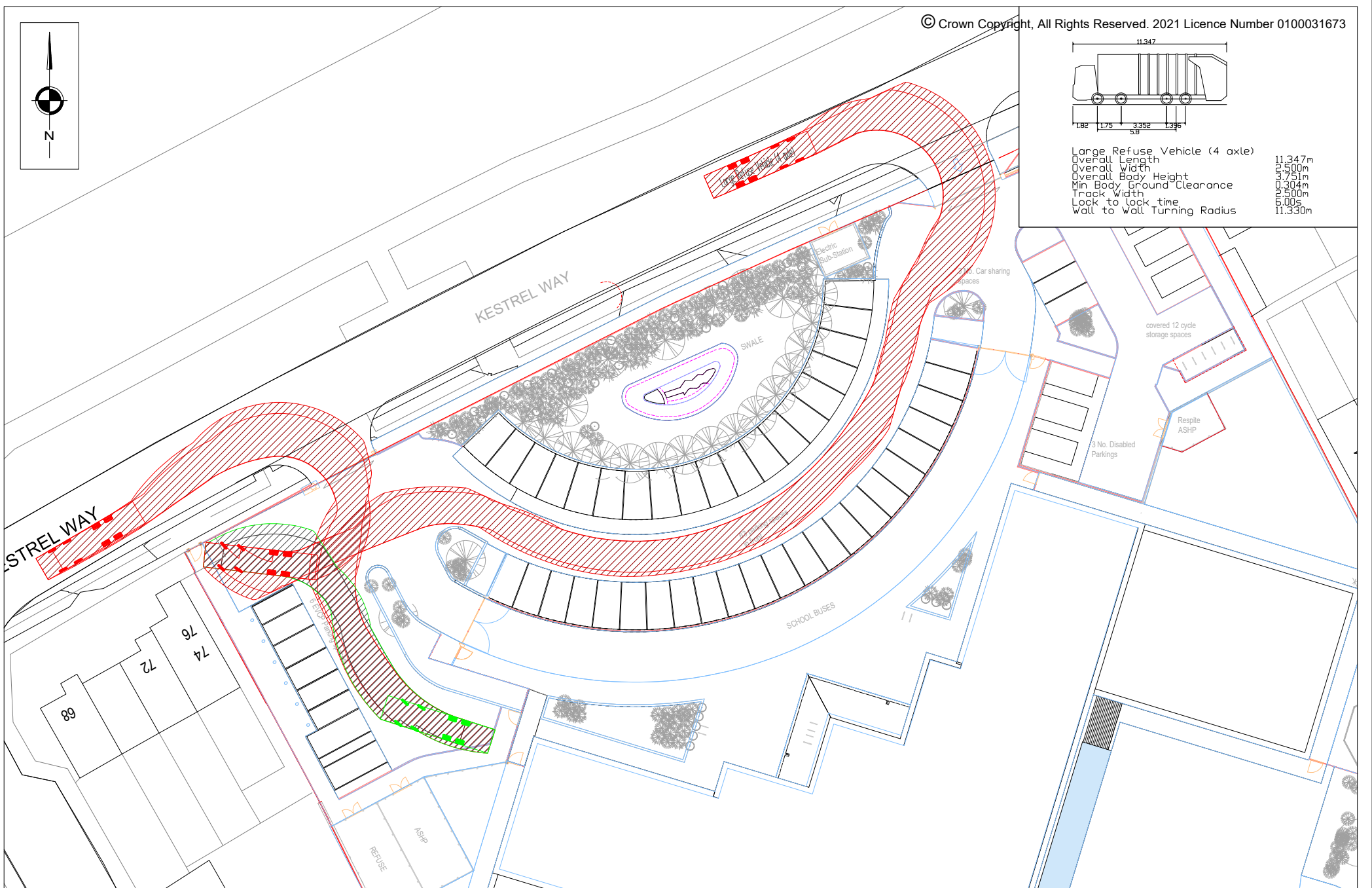
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S|C|P

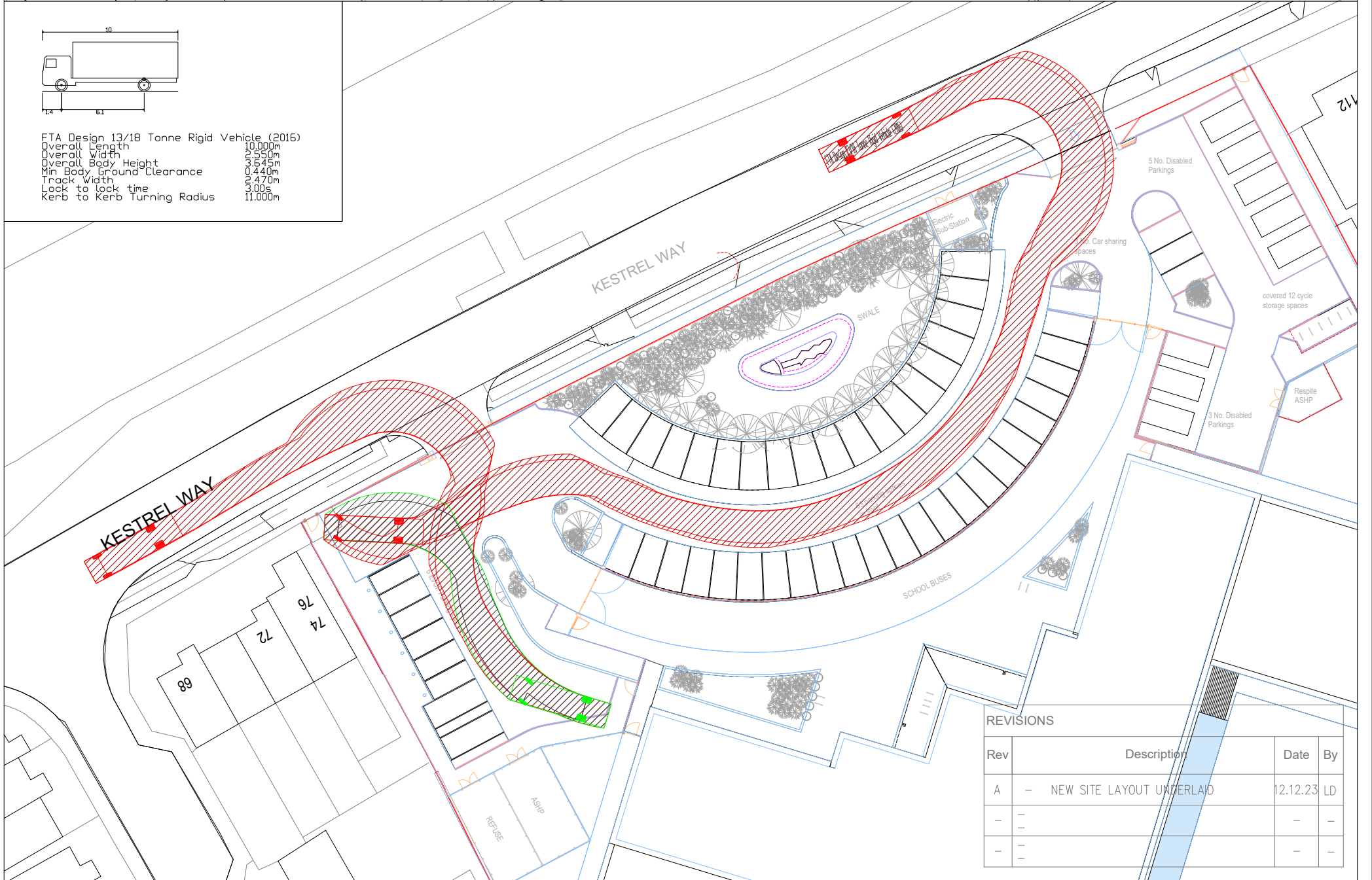
APPENDIX 4



Large Refuse Vehicle (4 axle)
 Overall Length 11.347m
 Overall Width 2.500m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 6.00s
 Wall to Wall Turning Radius 11.330m



FTA Design 13/18 Tonne Rigid Vehicle (2015)
 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 5.00s
 Kerb to Kerb Turning Radius 11.000m



REVISIONS			
Rev	Description	Date	By
A	NEW SITE LAYOUT UNDERLAIN	12.12.23	LD
-	-	-	-
-	-	-	-

S | C | P
 Transportation Planning : Infrastructure Design
 Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
 www.scptransport.co.uk, Email info@scptransport.co.uk

Client
LUTON BOROUGH COUNCIL

Project Title
KESTREL WAY, LUTON

Drawing Title
SWEPT PATH ANALYSIS - REFUSE VEHICLE AND 12m RIGID HGV

Scale
1:500 @ A3

Date
22.08.2023

Approved/Unapproved
-

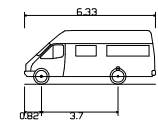
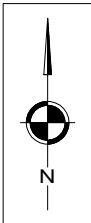
By
WB

Checked
GW

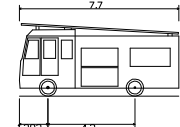
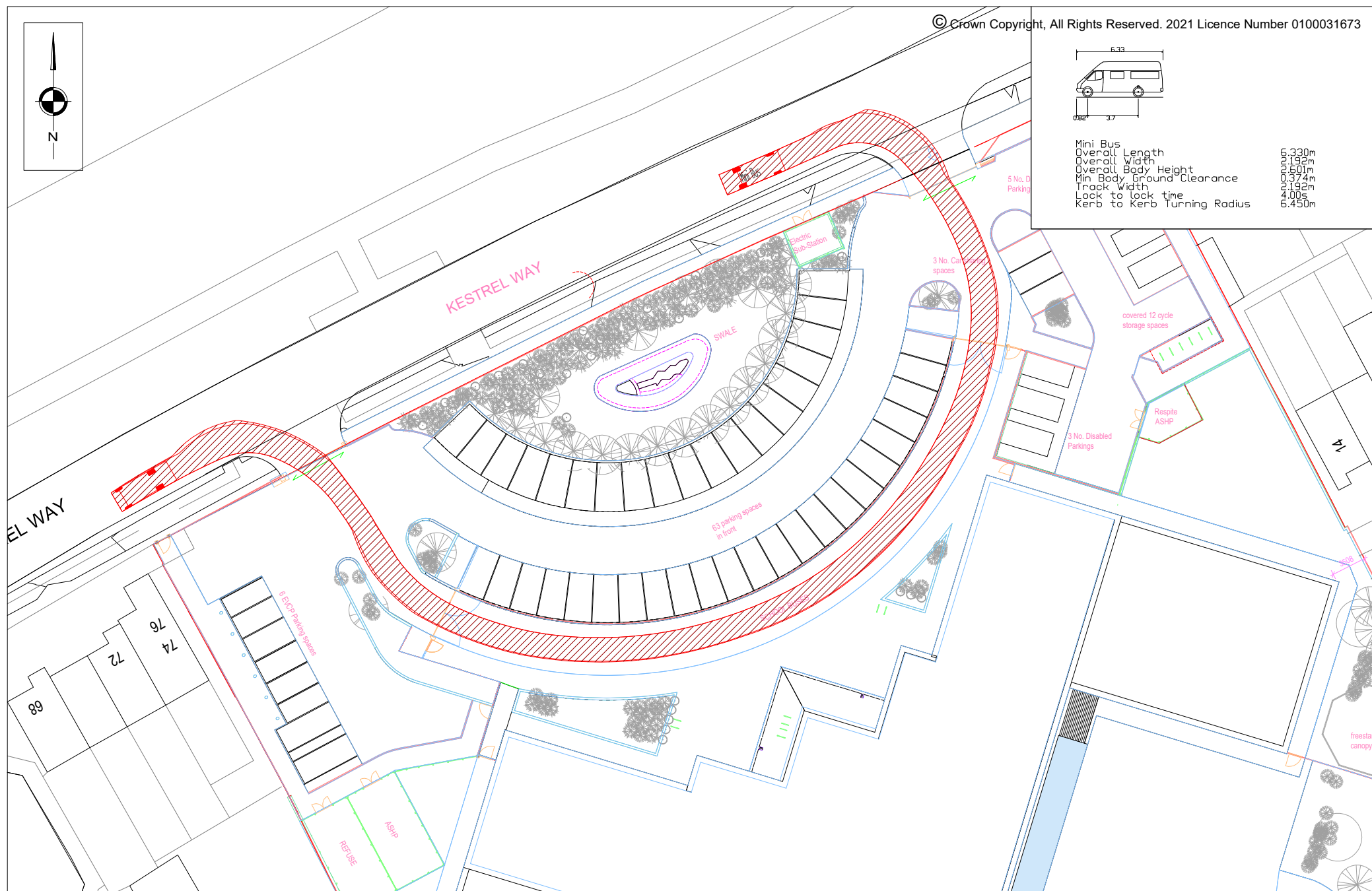
Status
PLANNING

Drawing No.
SCP/230342/ATR02

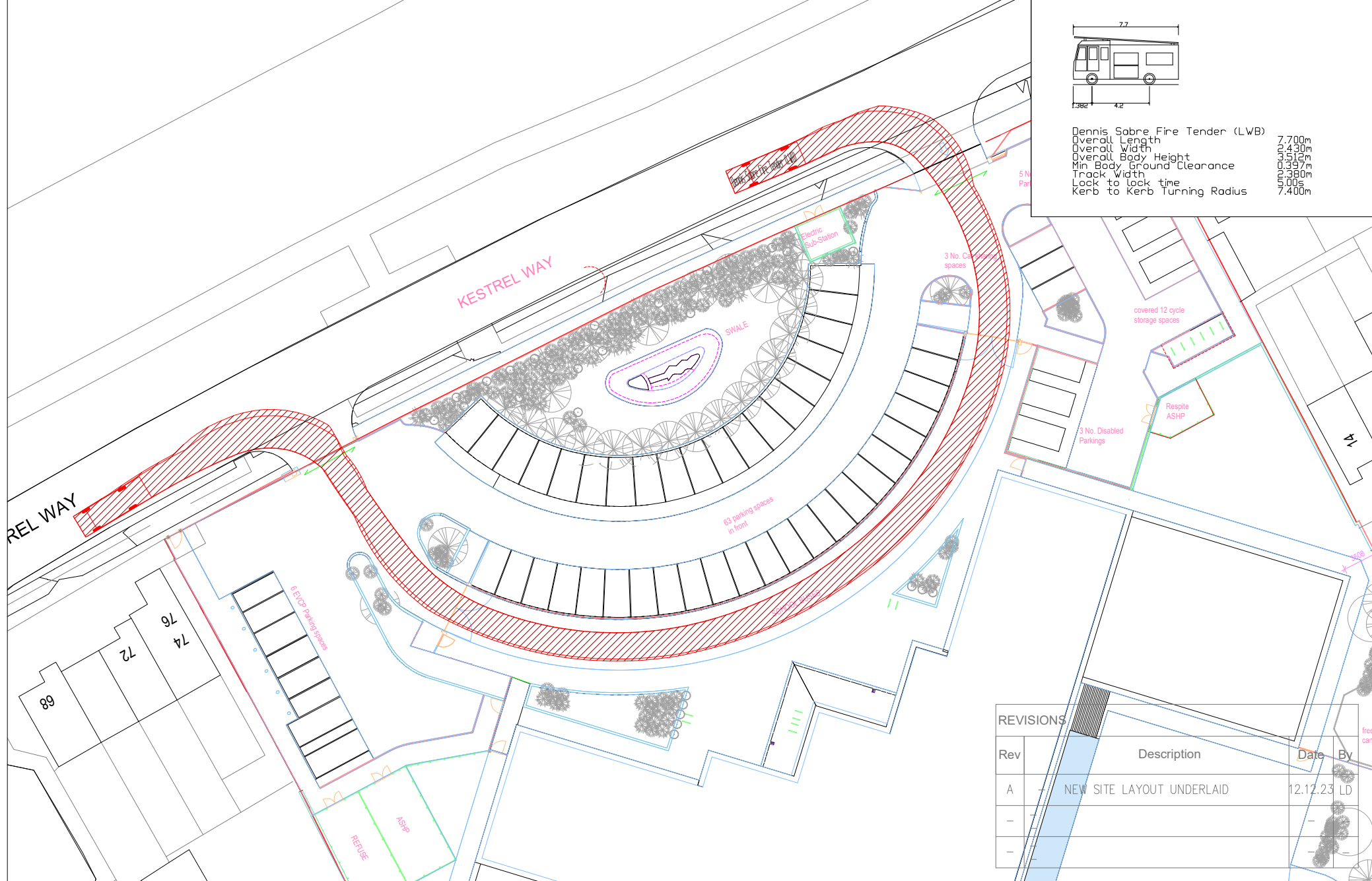
Revision
A



Mini Bus
 Overall Length 6.330m
 Overall Width 3.700m
 Overall Body Height 2.501m
 Min Body Ground Clearance 0.374m
 Track Width 2.192m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 6.450m



Dennis Sabre Fire Tender (LWB)
 Overall Length 7.700m
 Overall Width 4.200m
 Overall Body Height 2.430m
 Overall Body Height 3.512m
 Min Body Ground Clearance 0.397m
 Track Width 2.360m
 Lock to lock time 5.00s
 Kerb to Kerb Turning Radius 7.400m



Rev	Description	Date	By
A	NEW SITE LAYOUT UNDERLAID	12.12.23	LD
-			
-			

SCP
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Client
LUTON BOROUGH COUNCIL

Project Title
KESTREL WAY, LUTON

Drawing Title
SWEPT PATH ANALYSIS - MINIBUS AND FIRE TENDER

Scale
1:500 @ A3

Date
22.08.2023

Approved/Unapproved
-

By
WB

Checked
GW

Status
PLANNING

Drawing No.
SCP/230342/ATR01

Revision
A