

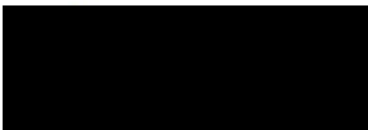




For and on behalf of
ROBERTS LIMBRICK LTD.

TRANSPORT STATEMENT
ROBERT OWEN VOCATIONAL SCHOOL,
HEREFORD

May 2014

Roberts Limbrick Ltd.

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1. INTRODUCTION

Brief

- 1.1 This Transport Statement (TS) has been prepared by Matrix Transportation Planning Limited on behalf of Roberts Limbrick Limited, to support the planning application for the permanent relocation and expansion of the Robert Owen Vocational School from its current location in Holme Lacy to a site on Blackfriars Street (Blackfriars site) in Hereford City centre.
- 1.2 The Blackfriars site was originally the home of the former Hereford High School for Boys but was most recently occupied by Herefordshire County Council's Legal Services Department. There are two main buildings that currently occupy the site; a late Victorian school house originating from around 1890, which fronts onto Widemarsh Street and a later timber clad single storey addition to the rear of the site.
- 1.3 The proposals include the refurbishment of the existing school house, demolition of the timber clad rear extension and creation of a new purpose built education facility for the Robert Owen Vocational School. The location of the proposed site is shown bounded in red on the aerial photo below.



Map 1: Location of Blackfriars Site (Source: Google Earth)

- 1.4 This report has been prepared to assess the transport impacts of the proposed change of use and to investigate whether the D1 educational use would increase demand on the local highway network when compared to the extant B1 use permission at the site. A full analysis is provided in this report of the extant and proposed trip generations to assess if intensification of use is likely to occur.
- 1.5 There is currently parking provided on site but as part of the re-development, the only on-site parking will be for disabled parking, along with parking for the school mini-buses and for deliveries. There is an in-principle agreement to share use of the parking area at Hereford United Football Club's stadium. Therefore, as part of this TS, the impact of parking demand generated by the proposals will also be considered and quantified.
- 1.6 This report should be read in conjunction with the School Travel Plan submitted as part of this application, which provides a framework to develop measures to assist in mitigating the

impact of vehicular traffic generated by the proposals and encourage sustainable modes of travel to/from the site.

Background

- 1.7 The Robert Owen Vocational School is a newly formed and highly regarded Co-operative Academy, which opened in September 2013 and was the first 13 to 19 school to open in the county under the Government's free school programme, offering a broad vocational curriculum alongside core GCSE qualifications and work experience before students move on to a chosen specialism. The school has been temporarily sited at the former Holme Lacy Primary School and will move to the Blackfriars site in time for the next academic year in September 2014. The site at Blackfriars will be able to accommodate 115 students at the start of the next academic year. However, it is likely that this number will be nearer to 85-90 students who will be enrolled at the school initially in September 2014.
- 1.8 The school will relocate and operate on the Blackfriars site because planning legislation enables permitted development rights for free schools to occupy almost any building without planning permission for up to a year. This is only a temporary permission. For this planning application, permission is sought to enable the school to be permanently sited on Blackfriars Street, Hereford and to redevelop the site so that by 2018, there is the capacity to accommodate around 500 students with between 60-80 staff.

Consultation

- 1.9 To identify and address the concerns and requirements of the local highway authority, discussions and consultation have been undertaken with Mr Adrian Smith, Area Engineer Development Control (Central) Herefordshire Council. An email was sent to Mr Smith on 29th April setting out the scope of works to be undertaken for the TS and Travel Plan so that this could be agreed before formal submission of the reports. A response was received from Herefordshire Council on 6th May and the relevant email correspondence is contained at Appendix 1.

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- 1.10 At the time of the consultation with Mr Smith, the proposals did not include any provision for a drop off/pick up area or general parking on site because of the limited space to be able to accommodate the redevelopment and ancillary parking together. However, subsequent to the consultation with Herefordshire Council, the Robert Owen Academies have agreed, in principle, to form a partnership with the Hereford United Community Trust with a target date of 1st September 2014 for this to become active. One of the terms of the agreement will allow the Robert Owen Vocational School use of the nearby existing car park associated with Hereford United Football Club's stadium. There is an area that can accommodate approximately 40 car parking spaces next to the stadium that could be used by the school for parking and as a drop off/pick up area.
- 1.11 Whilst the discussions with Herefordshire Council did not include the in-principle agreement for Robert Owen Vocational School to use Herford United's stadium parking area, in all other aspects the proposals are the same. Therefore, the discussions and correspondence with Herefordshire Council and the issues arising from this are still relevant with regards to this TS.

Purpose and Structure of Report

- 1.12 This Transport Assessment is based on best practice guidance detailed in the recently updated DfT's *Guidance on Transport Assessment* (March 2014) and has regard to the *Herefordshire Council Environment Directorate Highways Design Guide for New Development* (July 2006).
- 1.13 The focus of this TS encompasses the three key principles of development outlined in the DfT's best practice guidance which are to encourage environmental sustainability, manage the existing network and mitigate the residual impacts of development. This report has been prepared to assess the development proposals in relation to the adjacent highway and transport infrastructure.
- 1.14 The structure of the remainder of the report is summarised below:

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- **Section 2:** Outlines the relevant planning policies against which the transport issues of the proposed development must be measured;
- **Section 3:** Describes the existing conditions surrounding the site;
- **Section 4:** Describes the development composition and assesses the impact of the development generated traffic and any mitigation measures required; and
- **Section 5:** Provides a summary of the report and identifies the main conclusions that can be drawn.

2. POLICY CONTEXT

National Policy

- 2.1 The Government's planning policies and guidance on how these are expected to be applied is set out within the National Planning Policy Framework (NPPF), March 2012.
- 2.2 Paragraph 14 of the NPPF states that *'at the heart of the National Planning Policy Framework is a **'presumption in favour of sustainable development'***.
- 2.3 Paragraph 17 sets out twelve core land use planning principles that should underpin decision-taking. The key principle in relation to the principle of sustainable travel states that planning should *'actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable'*
- 2.4 Section 4 is entitled Promoting Sustainable Transport and states that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.
- 2.5 Paragraph 32 states that *'all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*
- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
 - *safe and suitable access to the site can be achieved for all people; and*

- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe’.*

2.6 Paragraph 35 states that “developments should be located and designed where practical to:

- *accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *consider the needs of people with disabilities by all modes of transport.”*

2.7 Paragraph 36 of the NPPF states that ‘a key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan’.

2.8 Updated guidance on Travel Plans, Transport Assessments and Transport Statements published by the Government in March 2014, states that these reports are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development.

2.9 Whilst Travel Plans are ‘long-term management strategies for integrating proposals for sustainable travel into the planning process’, Transport Assessments and Statements ‘are ways of assessing the potential transport impacts of development’. However, ‘the development of Travel Plans and Transport Assessments or Transport Statements should be an iterative process as each may influence the other’. Transport Assessments and Statements ‘can be used to establish whether the residual transport impacts of a proposed development

are likely to be “severe”, which may be a reason for refusal in accordance with the National Planning Policy Framework’.

- 2.10 The relocation of the Robert Owen Vocational School directly adheres to the key principles set out in NPPF that encourages development to be located in sustainable locations that can be readily accessed by all modes including walking, cycling and public transport. As demonstrated in Section 3, the site is located within walking distance of the three main public transport interchanges in Hereford; the City and County bus stations and Hereford railway station. Furthermore, the school already operates a pick up/drop off mini-bus service for students, which they will continue to offer at the new site, further increasing the accessibility of the site.

Local Policy

- 2.11 The Herefordshire Unitary Development Plan (UDP) was adopted on 23 March 2007 and guides development within the County. Central to the UDP vision is progression towards more sustainable forms of development appropriate to Herefordshire. To translate the broad vision into practical policies and proposals, and to ensure consistency and compatibility between various parts of the vision, the Plan sets out ‘guiding principles’. There are 12 guiding principles for future development in Herefordshire that help to inform the specific policies contained within the UDP. Guiding principles P8, P9 and P10, emphasise the need to promote sustainable land use, both through the recycling of previously developed land and buildings for appropriate new uses and through locating development which reduce the overall need to travel and promote the use of non-car based transport.

“P8 - The UDP will promote sustainable land use and management, especially through the restoration, re-use and enhancement of degraded environmental assets, including the recycling of previously developed land and buildings for appropriate new uses.

P9 - The UDP will promote better accessibility to work, services and facilities in ways which reduce the overall need to travel and promote the use of non-car based transport. It will guide

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new development to locations which offer a choice of transport modes for movement of people and freight. In promoting accessibility, guiding the location of new development and evaluating proposals, the UDP will have regard to the hierarchy set out in the Local Transport Plan, which prioritises modes according to their inherent sustainability.

P10 - The UDP will promote high design standards in the location, setting, layout and construction of both new development and improvements to existing developments. High priority will be given to energy efficiency in terms of design form and use, location and transport requirements."

- 2.12 The development of the Robert Owen Vocational School complies with the above 'guiding principles' for development set out in the UDP. The site was most recently used by Hereford Council's Legal Department as B1 office use, housed, in part, in hatted timber buildings which are recognised as poor quality. The site is also located within the city centre, with excellent walking, cycling and public transport links.

- 2.13 The requirement for sustainable development is further emphasised by Policy S1 'Sustainable development' which states that the Plan will promote development and land use change which in terms of its level, location, form and design contributes to the achievement of sustainable development. It goes on to state that sustainable development will be promoted by 15 key elements. Specifically in relation to ensuring development are located to enable equitable access for all, one of the key elements of Policy S1 is,

"13. Reducing the need to travel, securing safe and convenient accessibility between different land uses and maintaining, improving and integrating opportunities to move safely and conveniently by modes other than personal motor transport".

- 2.14 Ensuring equitable access for all users to a development site is a key strand running through Policy DR3 'Movement',

"Where relevant to the proposal, all development will be required to:

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1. *provide a safe, convenient and attractive pattern of movement into, out of and across the site, particularly for pedestrians, people with disabilities and cyclists, incorporating pedestrian seating and cycle parking as required;*
2. *include good links to public transport, incorporating wherever appropriate suitable access for public transport vehicles into the site and associated passenger facilities*
3. *include a travel plan as part of the planning application in the case of proposals for major employment, retail, leisure and service development, proposals for such uses in Hereford and the market towns generating significant travel, or where particular local traffic problems require to be addressed;*
4. *be designed to secure access and mobility for all;*
5. *incorporate adequate provision for vehicular access from the highway network without detriment to highway safety or to pedestrians, cyclists or public transport; and*
6. *incorporate cycle and vehicle parking to the required standards having regard to the need to promote sustainable transport choices, together with suitable turning and loading facilities in the case of development proposals with significant transport implications, include a transport assessment."*

2.15 The re-development of the Blackfriars site adheres to Policy DR3 through:

- The provision of covered, secure on-site cycle parking to the required standards;
- The site is within recommended walking distance of bus stops, the City and County bus stations and Hereford rail station;
- A robust travel plan has been developed as part of the application; and an
- An appropriate level of vehicle parking will be provided.

- 2.16 The Blackfriars site is located within Herefordshire Council's 'Hereford Central Conservation Area', which is the area bounded in red on map 2 below. Policy T11 'Parking Provision' identifies that developments within this area that include proposals for additional car parking should be discouraged to encourage the use of alternative transport systems and modes of transport such as cycling.

"T11 Parking Provision

Development should incorporate suitable provision for car parking and operational space. Parking provision will be restricted as a maximum to that which is justifiably required, after having had regard to:

- 1. proximity to alternative provision, including the shared use of parking;*
- 2. the availability of alternative modes of transport to the private car, including public transport, walking and cycling;*
- 3. the type, design and use of development proposed;*
- 4. any agreement to provide alternative arrangements for travel within the context of developing a workplace travel plan; and*
- 5. road safety.*

Parking provision will be further waived or restricted within conservation areas or where the setting of listed buildings may be affected in order that local heritage and the historic environment are not adversely affected, having regard to availability of alternative parking provision.

Within the central shopping and commercial area of Hereford, no further private non-residential parking intended to meet the needs of commuters will be permitted."



Map 2: Scope of Hereford Central Conservation Area (Herefordshire Council)

- 2.17 Following on from T11, Policy T12 'Existing parking areas' states that the beneficial redevelopment or re-use of existing private parking areas will be encouraged, particularly within Hereford and the market towns. Robert Owen Vocational School has an in principle agreement from 1st September to use the nearby car park associated with Hereford United football ground, which is used minimally during weekdays. The sharing of parking space

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within the football ground is adhering to the above UDP policy to ensure more efficient use of existing parking.

- 2.18 As part of the application, a School Travel Plan has been produced. This adheres to Policy T14 'School Travel', which states that proposals for new schools, for the expansion of existing schools and for associated facilities should include details of the arrangements proposed to support safer access and will need to include the development of a school travel plan.
- 2.19 Taking forward the principles set out in the Herefordshire UDP, the Herefordshire Council Local Transport Plan (2013/14- 2014/15) has two main focuses, one of which is reducing congestion in Hereford City and increasing accessibility by less polluting and healthier forms of transport than the private car. This is demonstrated clearly in Policy LTP DC1 – 'Planning for sustainable development'.
- 2.20 Policy LTP DC1 highlights that Herefordshire Council will ensure that the impacts of development on the transport network are fully considered for new or re-development of existing sites. It goes on to state that this will be achieved by working with developers to ensure that:
- Developers must follow locally adopted guidance – Herefordshire Council's Highways Design Guide and Specification for New Developments.
 - The hierarchy of transport modes is used to inform the design for new and re-development of sites so that there is an order of consideration that seeks to ensure that decisions regarding development design are consistent with delivering the objectives of the LTP – 1) pedestrians, 2) cyclists and public transport users, 3) commercial / business users and powered two wheelers, 4) car borne shoppers / visitors and coach borne visitors, 5) car borne commuters.

- New and re-developments are designed and located to minimise the impacts on the transport network, such that journey times and journey time reliability do not deteriorate. Measures to achieve this will include: locating new developments on existing walking, cycling, passenger transport and highway routes and services.

- 2.21 As recommended in Policy LTP DC1 of the Local Transport Plan, the development proposals and their design have due regard for Herefordshire Council's *Highways Design Guide and Specification for New Developments* (July 2006).
- 2.22 The off-site parking area at Hereford United football ground for use by the school can accommodate around 40 parked cars, which will be below the maximum level of parking as set out in the car parking standards for Herefordshire (detailed further in Section 4). This is entirely consistent with guidance contained within Herefordshire Council's Highways Design Guide. It states that in considering what level of parking provision is required, Herefordshire Council deems it most important to evaluate the accessibility of alternative modes of transport and that parking standards need to allow for significantly lower levels of off-street parking provision, particularly for developments in locations such as town centres, where services are readily accessible by walking, cycling or public transport. This also applies to developments involving the conversion of non-residential buildings where off-street parking is less likely to be successfully designed into the scheme.
- 2.23 The guidance goes on to state that Herefordshire Council will support applications with reduced levels of parking in certain areas, providing there would be no detrimental impact on highway safety or local amenity. These areas will be mainly within Hereford City and the Market Towns.
- 2.24 Furthermore, the guidance states that for some developments, due to their location, all private non-residential parking will be discouraged,

"Only certain sections of Hereford City have the necessary access to public transport and local facilities that allows the creation of a zone where all private non-residential parking will be

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discouraged. Developments in the centre of Hereford City should be discussed with the Transportation Section of the council...” (p.32)

- 2.25 In summary, the proposal adheres to both national and local policy in terms of its sustainable location, which will ensure that equitable access can be achieved by all users of the site. Furthermore, the proposal provides a robust Travel Plan, which will encourage journeys to be made to the site by public transport, walking and cycling and will seek to manage the impact of car travel to the site through management strategies, which are detailed in Section 4.

3. EXISTING CONDITIONS

Site Location

- 3.1 The Robert Owen Vocational School site will be located on Blackfriars Street, Hereford, which is between A49 Edgar Street and B4539 Widemarsh Street. The city centre location lies within Hereford's Central Conservation Area.
- 3.2 The uses surrounding the site are primarily commercial. To the west of the site boundary along Blackfriars Street are commercial units; further west of this is the Merton Meadows car park and Hereford United FC's ground. On the southern side of Blackfriars Street, immediately opposite the site, are commercial premises converted from residential properties. To the west of the commercial premises on Blackfriars Street is the recently opened Waitrose store, which is part of the new Old Market shopping development. Access to the Waitrose store and the Old Market multi-storey car park is obtained from Blackfriars Street.
- 3.3 Opposite the Widemarsh Street side of the site is St. Thomas Cantilupe C of E Primary School, whilst immediately to the north of the site are retail units. A plan showing the location of the school is attached as Figure 1.
- 3.4 The Old Market development is the first part of a comprehensive regeneration of the central area of Hereford, in which the Blackfriars site is located. Also planned as part of this regeneration are around 800 homes on the site of Merton Meadows car park as well as a link road that creates a new east-west route across the city from the A49 north of the football ground to Commercial Road near the Morrison's store which will provide access to the 800 homes.

Existing Site Use

- 3.5 The Blackfriars site is currently divided into two built forms, a Victorian School house originating from around 1890 which fronts onto Widemarsh Street and a later timber clad single storey addition to the rear of the site. The existing total gross floor area of the buildings on site is 2,725m².
- 3.6 The site was originally the home of the former Hereford High School for Boys and in 1940 the hatted timber buildings were constructed providing additional classrooms and kitchen facilities. During the 1980's and 1990's the building was occupied by Herefordshire Council's Education Department in addition to there being evidence of a shared accommodation agreement between the Council and Herefordshire College of Technology. Before the buildings closure and transferal to the Robert Owen Vocational School, the site was home to the Council's Legal Services department (B1 office use).

Surrounding Road Network

- 3.7 Vehicular, pedestrian and cycle access to the site is currently gained from either Blackfriars Street or Widemarsh Street. The re-development of the site will retain all access points; however, vehicular access for disabled parking, for the school minibuses and deliveries/refuse vehicles will only be from Blackfriars Street. The existing vehicular access off Widemarsh Street will be made pedestrian/cycle only. Photograph 1 below shows the access on Blackfriars Street.



Photograph 1 – Site Access on Blackfriars Street looking east

- 3.8 Blackfriars Street is a two-way road that is illuminated by street lighting and restricted to a 20mph speed limit along its entire length with footways on both sides of the carriageway. Blackfriars Street has recently been the subject of a prohibition of waiting, loading and unloading at any time order and as a result there are double yellow lines on both sides of the carriageway.
- 3.9 Widemarsh Street is a two-way road that is illuminated by street lighting and restricted to a 20mph speed limit in the vicinity of the site with footways on both sides of the carriageway. To the north of the site on Widemarsh Street there are single yellow lines on both sides of the carriageway with a waiting restriction of between 8am-6.30pm Monday to Saturday. Immediately adjacent to the site, just north of the existing pedestrian access into the site is a raised zebra crossing. Zig-zag lines stretch north and south of this pedestrian crossing. South

of the zig-zag lines on Widemarsh Street are double yellow lines on both sides of the carriageway. Photograph 2 below shows the raised Zebra crossing on Widemarsh Street.



Photograph 2 – Raised Zebra crossing on Widemarsh Street

- 3.10 Road markings and signage at the northern end of the site frontage on Widemarsh Street highlight that vehicles are entering a 'School Safety Zone'.

Extant Permission Trip Generation

- 3.11 To estimate the predicted trip generation for the existing extant permission of B1 office use at the site, reference has been made to the category *02-Employment/A-Office* in the TRICS database. Only sites (located outside of London) that were made up of B1 office use, located within 'Town Centres' or 'Edge of Town Centre' and are analogous in their use - 'Council or District Council offices', were included within the data sample. The resulting vehicle trip rates from the TRICS database are shown in Table 3.1 alongside the number of trips that

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could be generated by the extant permission. To enable comparison with the proposed Robert Owen Vocational School vehicle trip generation, trip rates have been provided for the AM network peak hour (0800 to 0900), the School PM peak hour, the PM network peak hour (1700 to 1800) and for the total 12 hour survey period (0700-1900). The full TRICS results are provided in Appendix 2.

Table 3.1 – Extant Permission Trip Rates and Trip Generation – B 1 Office 2725m²

Peak Period	Vehicle Trip Rate (Per 100m ²)		Vehicle Trips	
	Arrivals	Departures	Arrivals	Departures
0800-0900	2.106	0.3	57	8
1500-1600	0.514	1.934	14	53
1700-1800	0.242	2.042	7	57
12 hour	11.267	11.060	307	301

Extant Permission Car Parking Provision

- 3.12 Car parking was provided on-site for the previous B1 office use. As the site was closed last year, no observational survey could be conducted for this application. However, aerial images from 'Google Earth' show around 80 cars parked on-site, which appears to be the maximum number of cars that could sensibly have been parked at the site.
- 3.13 The car parking standards set out in the *Herefordshire Council Environment Directorate Highways Design Guide for New Developments* states that for 'B1 Business' the maximum parking standard would be 1 car space per 25m² of gross floor area, which would equate to 109 parking spaces in total.
- 3.14 As part of the proposed re-development of the site, there will be no on-site car parking for staff and students. An in-principle agreement has been reached with Hereford United FC to use their parking area adjacent to the stadium on weekdays. This can accommodate around

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40 cars and is located off Blackfriars Street to the west of the site and is detailed further in Section 4.

Personal Injury Accident Data

- 3.15 The accident data results, attached as Appendix 3, show that there have been a total five recorded injury accidents in the vicinity of the application site within the last three years. One accident occurred in 2011 and four accidents occurred in 2012. There have been no recorded accidents in 2013. All accidents recorded were 'slight' in terms of injury severity.
- 3.16 There are no clusters of accidents; however four of the five accidents occurred at road junctions. Two out of the five accidents recorded occurred on Blueschool Street at the junction with Widemarsh Street.
- 3.17 Analyses of the contributory factors of each accidents indicates that two out of five recorded accidents involved the driver of the vehicle being impaired by alcohol the other three recorded accidents involved either pedestrians or drivers failing to look properly. Two of the three recorded accidents involving a pedestrian were recorded as 'slight'.
- 3.18 It can be concluded that no personal injury accidents over the past three years have been as a consequence of the roads and junction layouts in the vicinity of the application site. It is considered that the development in terms of trip generation on to the local road network will have not have a material impact on the current accident levels because as is demonstrated in Section 4, the traffic generated by the Robert Owen Vocational School will be less over the course of a day than the extant B1 permission.

Public Transport

- 3.19 The Institute of Highways and Transportation (IHT) "Planning for Public Transport in Developments" *recommends that the "maximum distance to a bus stop should not exceed 400m."* The nearest bus stops to the application site are located along the A49 Edgar Street at the Courtyard Theatre approximately 300m northwest of the site. The recently opened Old Robert Owen Vocational School
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Market shopping development also has a designated bus stop, located approximately 350m south of the application site, with local routes 71, 72, 74, 76, 77, 78 and 88 stopping there. The application site is also situated in close proximity to the two main bus interchanges within Hereford, the City and County bus stations. The above services that stop at Old Market also stop at Hereford City bus station.

- 3.20 Hereford City bus station is located approximately 400m southwest from the proposed site, at Fryzers Court. A number of city wide bus services run to/from this station. Tables 3.2 and 3.3 below summarise the inbound and outbound bus services that operate Monday to Saturday and arrive at the City bus station before 0900 and regularly depart after 1600, which staff and students at the Robert Owen Vocational School would be able to use when travelling to/from the school.

Table 3.2 – Summary of Services To Hereford City Bus Station

Service No.	Route Description	Frequency	
		Monday-Friday	Saturday
71/71A	Credenhill - Hereford	Hourly from 0626 to 0758. Then every 30 minutes to 0907. Then hourly until 1503 and every 30 minutes to 1750, 1840	Hourly from 0803 to 1819
72/72A	Bobblestock - Hereford	Every 30 minutes from 0643 to 1835, 2046 and 2249	Every 30 minutes from 0730 to 1845, 2049, 2249
74/74A	Newton Farm - Hereford	Every 20 mins from 0630 to 2217, 2320, 2322, 2350	Every 20 minutes from 0652 to 0907 then every 15 minutes to 1842, The hourly from 1917 to 2347
77/77A/77B	Holmer – Hereford (Circular)	0837, then hourly from 0940 to 1727	0837, then hourly from 0940 to 1727
78/88/88A	Rotherwas - Hereford – Railway Station	Every 30 minutes from 0716 to 0908. Then hourly to 1651,1736,1821	0752, 0830, then hourly from 1005 to 1605, 2018
79/79A/79B	Redhill – Putson - Hereford	0713, 0741, 0811, then every 30 minutes from 0928 to 1829	Every 30 minutes from 0858 to 1758
81/81A	College Green - Hereford	Every 30 minutes from 0628 to 1818, 1841, 1908	Every 30 minutes from 0628 to 1818, 1841, 1908

Table 3.3 – Summary of Services from Hereford City Bus Station

Service No.	Route Description	Frequency	
		Monday-Friday	Saturday
71/71A	Hereford - Credenhill	Every 40 minutes to 0843 and then every hour. Then every 30 minutes from 1523 to 1817	Every hour from 0739 to 1755
72/72A	Hereford - Bobblestock	Every 30 minutes from 0710 to 2235	Every 30 minutes from 0745 to 2235
74/74A	Hereford – Newton Farm	Every 10 minutes from 0715 to 1832 and then every hour to 2337	Every 20 minutes from 0715 to 1835 and then every hour to 2335
74/74A	Hereford – Newton Farm	Every 10 minutes from 0715 to 1832 and then every hour to 2337	Every 20 minutes from 0715 to 1835 and then every hour to 2335
77/77A/77B	Hereford – Holmer (Circular)	Every hour from 0825 to 1715	Every hour from 0825 to 1715
78/88/88A	Hereford – Rotherwas – Railway Station	Every 30 minutes from 0705 to 1800	Every 30 minutes from 0741 to 1815
79/79A/79B	Hereford – Putson – Redhill	Every 30 minutes from 0700 to 1815	Every 30 minutes from 0845 to 1745
81/81A	Hereford – College Green	Every 30 minutes from 0725 to 1903	Every 30 minutes from 0725 to 1903

- 3.21 Hereford County bus station is located approximately 550m southeast of the proposed site, on Commercial Road. A number of bus services travel to and from this bus interchange to the main towns in Herefordshire as well as the surrounding counties. Tables 3.4 and 3.5 below summarise the inbound and outbound bus services that operate Monday to Saturday and

arrive at the County bus station before 0900 and regularly depart after 1600, which staff and students at the Robert Owen Vocational School would be able to use when travelling to and from the school.

Table 3.4 - Summary of Services to Hereford County Bus Station

Service No.	Route Description	Frequency	
		Monday-Friday	Saturday
32/33/44A	Gloucester – Ross on Wye - Hereford	Every 30 minutes from 0630 to 0750, then hourly from 0800 to 1800, 1955, 2140, 2325	Every hour from 0900 to 1800, 1955, 2140, 2325
449	Madley –Kingstone - Hereford	Every 30 minutes from 0625 to 0726. Then hourly from 0930 to 1731, 1801, 1826, 1853. Then hourly from 2000 to 2358	Every 30 minutes from 0625 to 0726. Then hourly from 0930 to 1731, 1801, 1826, 1853. Then hourly from 2000 to 2358
461/462/463	Llandrindrod Wells – Kington - Hereford	0635, 0900, then hourly from 1107 to 1407, 1610, 1720, 1750, 1920	0635, 0900, then hourly from 1107 to 1407, 1610, 1720, 1750, 1920
476	Ledbury - Hereford	Every 40 minutes from 0645 to 0930, then every hour from 1000 to 1700, 1830, 2000, 2240	0735, 0930, then hourly from 1000 to 1700, 1830, 2000, 2240
492	Ludlow – Leominster - Hereford	0740, then hourly from 0920 to 1555, 1725, 1920	Every hour from 0920 to 1555, 1725, 1920

Table 3.5 - Summary of Services from Hereford County Bus Station

Service No.	Route Description	Frequency	
		Monday-Friday	Saturday
32/33/44A	Hereford– Ross-on-Wye–Gloucester	Every hour from 0720 to 1734 and then every two hours to 2315	Every hour from 0834 to 1734 and then every two hours to 2315
449	Hereford –Kingstone - Madley	Every hour from 0820 to 2330	Every hour from 0820 to 2330
461/462/463	Hereford – Kington – Llandrindrod Wells	Every hour from 0750 to 1917, 2117	Every hour from 0825 to 1917, 2117
476	Hereford – Ledbury	Every hour from 0730 to 2317	Every hour from 0830 to 2315
492	Hereford – Leominster – Ludlow	Every hour from 0740 to 1805	Every hour from 0905 to 1805

- 3.22 Hereford railway station is situated approximately 900m west of the site, on the edge of Hereford City centre. Hereford is served by trains operated by Arriva Train Wales, London Midland and First Great Western. There are a number of regular services departing from and arriving to the station including half hourly services to/from Abergavenney, Leominster and Ludlow and hourly services to/from Ledbury and Worcester. Train services also run to, Gloucester and Newport, South Wales. Table 3.6 summarises the inbound and outbound rail services that operate Monday to Saturday and arrive at Hereford railway station before 0900 and depart after 1600, which staff and students at the Robert Owen Vocational School would be able to use when travelling to/from the school.

Table 3.6 – Summary of Rail Service and Frequencies

National Rail Service	Preceding Station(s)	Following Station(s)	Frequency (Mon-Fri)		Frequency (Saturday)	
			Arrive	Depart	Arrive	Depart
Arriva Train Wales	Milford Haven-Cardiff- Abergavenny	Leominster – Ludlow – Crewe – Manchester Piccadilly	AM 0810,0840	PM 1627,1654	AM 0811, 0849	PM 1627,1659
London Midland	Terminus	Ledbury – Worcester – Birmingham New Street	AM 0649,0832	PM 1640, 1740,	AM 0714, 0819	PM 1640, 1740,
First Great Western	Terminus	Ledbury – Worcester – Reading – London Paddington	After 0900	PM 1638, 1640,	After 0900	PM 1638, 1640,

- 3.23 Bus service no. 492, as summarised in Tables 3.4 and 3.5, runs directly to the railway station from the nearest bus stop to the site (Hereford opp. Courtyard Theatre). Additionally, the majority of services running from both the Hereford City bus station and Hereford County bus station have services that stop at Hereford railway station including service nos. 77, 78, 81 and 461.

Travel Time to Public Transport Facilities- Walking and Cycling

- 3.24 The above demonstrates that the site's city centre location, near to key public transport interchanges, will ensure access/connectivity for staff and students who live within Hereford City and throughout the region. As part of a site visit, the route between the school and each of the public transport interchanges was walked to, at a typical pace, and the walk time was

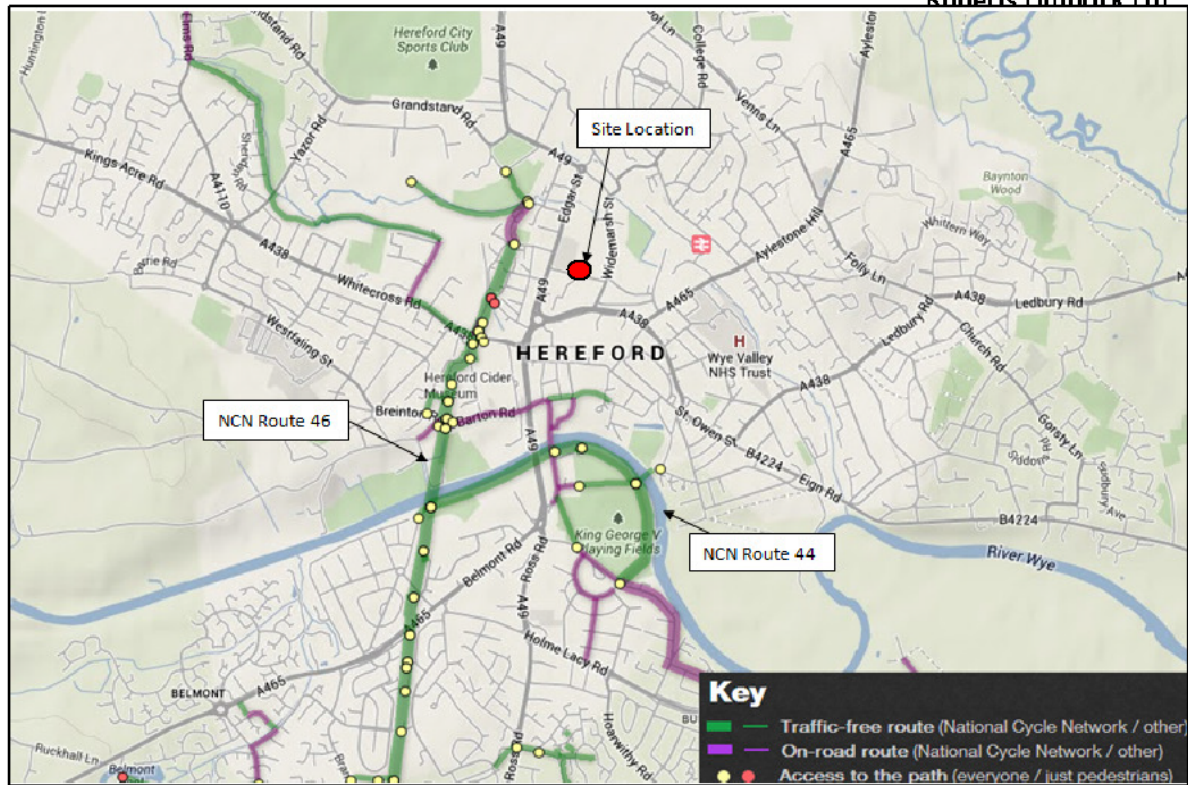
recorded. The walking travel time is recorded in **Table 3.7** below alongside the corresponding cycle times which were calculated using a cycling speed of 4m/s (source: www.cycling-london.blogspot.com).

Table 3.7– Walking and Cycling Travel Times to Public Transport Interchanges from the Blackfriars Site

Public Transport Interchange	Distance	Travel Time Walking	Travel Time Cycling
To City Bus Station	400m	5 minutes	2 minutes
To County Bus Station	550m	8 minutes	3 minutes
To Hereford Railway Station	900m	11 minutes	4 minutes

Pedestrian and Cycle Facilities

- 3.25 The application site is well served by existing pedestrian and cycling facilities. All the routes to each of the above destinations have footways either side of the carriageway, are well lit and the topography of the area is flat. There are two formal crossing points close to the site, one, a raised zebra crossing, is immediately adjacent to the site in Widemarsh Street. The other is the signal-controlled pedestrian crossing facilities within the traffic signals at the junction of Blackfriars Street with the Waitrose access.
- 3.26 There are a number of national and local cycle routes in the area both to the north and south of the application site. The excerpt from the Sustrans website in Map 3 illustrates the proximity of cycle routes in relation to the application site.



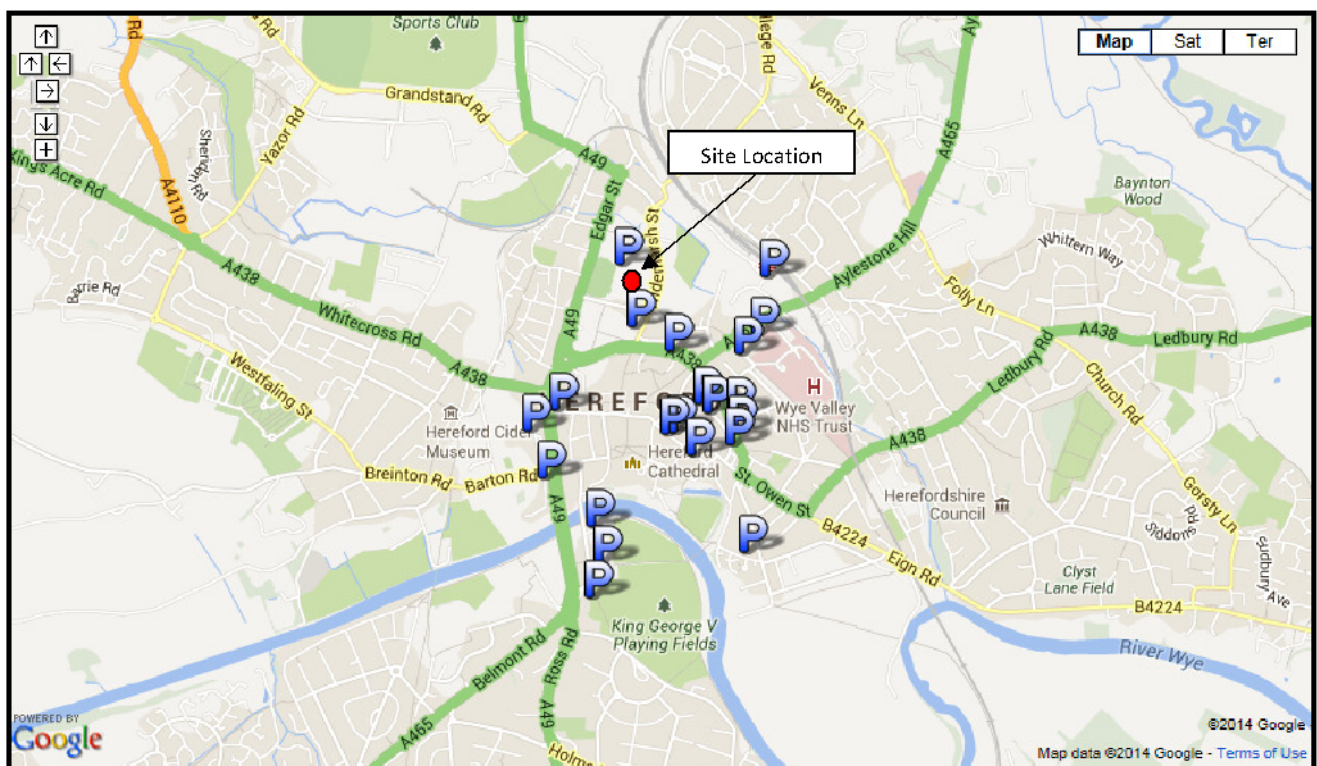
Map 3 – Local and National Cycle Routes (Source: Sustrans)

- 3.27 As shown in Map 3, National Cycle Network (NCN) Route 46 runs to the west of the site. This route runs from Worcester to Hereford and then to Abergavenny. NCN 46 forms part of the Sustrans Greener Greenway – a corridor of undeveloped land reserved for recreation. From the proposed site, the route can be accessed via Portland Street which is approximately 650m (a 3 minute cycle ride) to the west.
- 3.28 NCN Route 44 is also in the vicinity of the application site providing sections of traffic-free cycle routes. NCN Route 44 links Hereford to Shropshire, Cinderford and Ludlow. Local on-road and off-road routes connect to NCN Route 44 to the south.
- 3.29 To summarise, the level of public transport service in the vicinity of the Blackfriars site is excellent. Coupled with the parking restrictions surrounding the site and the robust Travel Plan proposed for the school this will ensure sustainable travel opportunities to the site.

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Public Car Parking

- 3.30 The existing uses located within the central area of Hereford create a high demand for car parking. This demand is mainly as a result of the retail/business uses in the area, where little off-street parking is available
- 3.31 Map 4 shows the locations of public car parks operated by Herefordshire Council in relation to the Blackfriars site. This map does not show privately owned car parks also located within the vicinity of the site including the recently opened Old Market car park capable of accommodating 600 cars.



Map 4 – Location of Car Parks Operated by Herefordshire Council (Source: Herefordshire Council)

4. PROPOSED DEVELOPMENT

Development Composition

- 4.1 The proposed development comprises the refurbishment of the existing Victorian School house, demolition of the timber clad single storey rear extension and a new purpose built 3-storey education facility. The total gross floor area of the buildings for the re-developed site will be 3,835m². A plan showing the layout of the proposed development is attached as Appendix 4.

Site Access Arrangements

- 4.2 Vehicular, pedestrian and cycle access to the site is currently gained from either Blackfriars Street or Widemarsh Street. The re-development of the site will retain all access points; however, vehicular access will only be from Blackfriars Street. The existing vehicular access on Widemarsh Street will be for pedestrians/cycles only. The two existing pedestrian/cycle only entrances on Widemarsh Street will be retained to ensure permeability.
- 4.3 As part of the re-development of the site, there will be no on-site car parking for staff or students. On-site parking will only be provided for the two school mini-buses, a delivery vehicle and a disabled parking bay. The internal access and parking area layout has therefore been tested by carrying out swept path analysis, to ensure delivery vehicles, as well as a fire engine and refuse vehicle, can satisfactorily enter the site and turn around to exit. These swept path assessments are illustrated in Appendix 5.

Site Operation

- 4.4 The Robert Owen Vocational School provides a flexible and balanced programme of general and vocational education for 14-19 year olds. The curriculum is based on a 50/50 split of traditional subjects and vocational subjects, providing students with an opportunity for effective vocational preparation for work (including self-employment) and further work based training.
- 4.5 The school day starts at 9am and finishes at 4pm, Monday to Friday, with the option of Extension Studies on Saturdays. The start and finish times are timed so that they do not coincide with the start and finish times of the St. Thomas Cantilupe C of E Primary School, thereby reducing the potential cumulative impact of local school-related traffic .
- 4.6 Classes are structured so that the students remain on site for the duration of the day. During term time there will be periods of structured work experience and also community placements during the final two weeks of July.
- 4.7 There are currently 35 students enrolled at the school and 14 members of staff. In September 2014, it is anticipated that around 85-90 students will be enrolled at the Blackfriars site with approximately 20 members of staff. The first year's intake at the Blackfriars site will be Years 10 and 11 only (14-16 year olds). The vocational emphasis of the school will mean that on Wednesdays, all of Year 10 and on Thursdays all of Year 11 will be placed on work experience, off-site, meaning that for two days of the week only 50% of students will be on site at any one time.
- 4.8 Student numbers will rise steadily over the following years and it is anticipated that there will be a total of 500 students enrolled at the school by 2018. However, there will be, on average, 400 students on site at any one time, the rest of the students will be off site on work experience placements.

- 4.9 The school operates standard Herefordshire Council schools term dates, but with the addition that the school year ends in the final two weeks of July, approximately two weeks after state schools' finish for the year.

Proposed Vehicle Trip Generation

- 4.10 Currently, there is insufficient quantum of staff and students to be able to project a statistically robust 'first principles' multi-modal trip generation for the new Blackfriars site. Therefore, to estimate the predicted vehicle trip generation for the proposed school use at the Blackfriars site, reference has been made to the category '*Education/B- Secondary*' in the TRICS database. Only sites (located outside of London) that were located within 'Town Centres' or 'Edge of Town Centre' were included within the data sample.
- 4.11 The resulting vehicle trip rates from the TRICS database are shown in Table 4.1 together with the number of trips that could be generated by the proposed site when re-developed and fully occupied (500 students). Trip rates have been provided for the AM network peak hour (0800 to 0900), the School PM peak hour, the PM network peak hour (1700 to 1800) and for the total 12 hour survey period (0700-1900). The full TRICS results are provided in Appendix 6. Note that the Robert Owen Vocational School finishes at 1600, therefore the land use PM peak hour will be between 1600 and 1700; however for robustness, the TRICS peak hour (of 1500-1600) has been used.

Table 4.1 - Proposed Trip Rates and Trip Generation – D1 Education 3835m²

Peak Period	Vehicle Trip Rate (Per per 100m ²)		Vehicle Trips	
	Arrivals	Departures	Arrivals	Departures
0800-0900	1.202	0.658	46	31
1500-1600	1.028	0.800	39	31
1700-1800	0.038	0.310	1	12
12 hour	3.813	3.820	146	146

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Traffic Generation Comparison

- 4.12 From the extant B1 office use vehicle trip generation identified in Table 3.1 and the proposed vehicle trip generation of the Robert Owen Vocational School, summarised in Table 4.1, a vehicle trip generation comparison can be made and this is shown in Table 4.2.

Table 4.2 – A Comparison of Traffic Generated By the Permitted B1 Office Use of the Site and the Proposed D1 Educational Use

	Arrivals	Departures	2-Way
0800-0900			
Existing	57	8	65
Proposed	46	31	77
Difference	-11	+23	+12
1500-1600			
Existing	14	53	67
Proposed	39	31	70
Difference	+25	-22	+3
1700-1800			
Existing	7	57	64
Proposed	1	12	13
Difference	-6	-45	-51
12 hour			
Existing	307	301	608
Proposed	146	146	292
Difference	-161	-155	-316

- 4.13 Table 4.2 clearly shows that the potential vehicle trip generation for the school would generally be less than the extant use and would only be marginally more in the AM network peak hour (0800-0900) and the land use PM peak hour, however the slight increase in vehicle trips over each of these hours would have no material impact on the local highway network.

The potential vehicle trip generation during the PM network peak hour (1700-1800) and

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significantly, the daily vehicle trip generation for the Robert Owen Vocational School would be significantly less than the consented B1 office use.

- 4.14 The personal injury accident analysis contained within Section 3 concluded that the surrounding road network has no highway safety issues and it is considered that the level of proposed development traffic will therefore have no adverse effect on road safety.

School Catchment and Travel Patterns

- 4.15 The Admissions Policy states that the Robert Owen Vocational School will admit children drawn from the geographical area of Herefordshire and the immediate surrounding areas, within a 35 mile distance of Hereford City. This in theory covers 5 counties; Herefordshire, Worcestershire, Gloucestershire, Shropshire and Powys.
- 4.16 Currently, the majority of students enrolled at the school (94% from a total of 33 students) live in Herefordshire. At the time of writing, there are an additional 29 students that have enrolled and are due to attend the school in September 2014. With the influx of these additional students, 89% of students attending the school will live in Herefordshire. Table 4.3 below provides a breakdown of where students live, by postcode area, which includes both existing and future students.

Table 4.3 –Existing and Future Students by Postcode Area

Postcode Area	Percentage/No. Students
HR1	11% (7)
HR2	45% (28)
HR4	23% (14)
HR6	3% (2)
HR7	1.6% (1)
HR8	1.6% (1)
HR9	3% (2)
LD7	1.6% (1)
WR8	1.6% (1)
WR13	1.6% (1)
WR14	3% (2)
WR15	3% (2)
Total	100% (62)

- 4.17 Table 4.3 highlights that around 79% of students that will attend the school at the Blackfriars site in September 2014 live within the three postcodes that make up Hereford City and its immediate surrounding area – HR1, HR2 and HR4.
- 4.18 Unlike the new Blackfriars site in Hereford City centre, the current site at Holme Lacy is limited in terms of access by public transport, walking and cycling. As a consequence, the school operates two minibuses to pick up/drop off students at strategic points around the County.
- 4.19 Attached as Appendix 7 is the current '*minibus collections and returns*' schedule produced by the school which lists the students who use the service and their pick up/drop off points. There is already a culture of sustainable transport use at the school because currently, only three students are dropped off/picked up from the school by parents/guardians; the rest use the minibus pick up/drop off services provided by the school. The school minibus service will be in operation at the Blackfriars site from September 2014 and it is anticipated that this will continue to be fully utilised by students.
- 4.20 As part of the Travel Plan, two types of travel survey have been conducted in order to gain an understanding of potential travel behaviour and issues when travelling to the Blackfriars site.
- Travel questionnaires were sent to all parents/guardians whose children currently attend the school at the Holme Lacy site as well as to the parents/guardians whose children will be attending the school at the new Blackfriars site in September 2014; and
 - Travel questionnaires were sent to all staff, which provides a detailed breakdown of the travel attitudes and views of staff when travelling to/from school.
- 4.21 The 2014 travel surveys were returned by the parents/guardians of 7 current students, 7 future students and 3 staff. This sample is not large enough to provide a statistically robust

basis from which to project a modal split for staff and students at the new Blackfriars site, nevertheless it provides a useful indication of likely trends, particularly for students.

- 4.22 Two out the three staff who completed the survey indicated that they would be driving to the new Blackfriars site, with the other cycling to the site. Table 4.4 below identifies the results of the parents/student travel survey questionnaire modal split.

Table 4.4 – Modal Share Results of the Parent/Student Travel Survey Questionnaire

Mode	Current Modal Split to the Holme Lacy Site (7 total)	Future Modal Split (14 total) to the new Blackfriars Site
Public Bus	0% (0)	21% (3)
Pick up/drop off from school minibus	57% (4)	0% (0)
Cycling	0% (0)	7% (1)
Car, on your own	29% (2)	0% (0)
Car, as a driver with others	0% (0)	0% (0)
Car, as a passenger	0% (0)	14% (2)
Motorcycle, moped or scooter	0% (0)	0% (0)
Foot	0% (0)	36% (5)
Train	14% (1)	21% (3)
Total	100% (7)	100% (14)

- 4.23 The above Table 4.4 provides an indication of the potential baseline modal split baseline for students at the Blackfriars site. However, caution needs to be applied until the first travel survey at the site as part of the Travel Plan has been conducted and actual travel behaviour is understood so targets can be set for staff and students. The school already has a sustainable travel culture in place and the aim of the Travel Plan will be to ensure a continuation of this, particularly given the central location of the site and with the Travel Plan measures in place.

Partnership Agreement with Hereford United Football Club

- 4.24 An in-principle agreement has been reached to form a partnership between the Robert Owen Academies Trust and the Hereford United FC Community Trust with a target date of 1st September 2014 for this to be operational. This will herald a symbiotic relationship between the Robert Owen Vocational School & Hereford United FC. The headlines of this partnership will be:

1. The parking area associated with the football ground can accommodate around 40 parked cars. These spaces are used minimally by a skeleton staff at the ground on weekdays and the school would have full access to use this area. It is anticipated that this area will be used by staff and as a drop off/pick up location with students taking the short walk along the pavement on Blackfriars Street to the school.
2. The Club will make their several training pitches in the City available to Robert Owen Vocational School students for sports activities
3. Hereford United FC has a full NVQ sports programme leading through to degree level. Their training staff would be made available to work in the Robert Owen Vocational School
4. The football club currently has a NVQ on-line training programme which it buys in from a Worcestershire School. Investigations will be made for making the school a hub for this.

Proposed Car Parking Provision

- 4.25 At the time of consultation with Mr Adrian Smith at Herefordshire Council, the development proposals did not include the provision of on-site or off-site car parking and it was being promoted as 'car free'. This was considered feasible for a number of reasons; the site's city centre location within the Hereford Central Conservation Area; the availability of public/school transport in accessing the site; local planning policy and guidance identifying that certain sections of Hereford City have the necessary access to public transport and local facilities that could enable the creation of a zone where all private non-residential parking would be discouraged; the presence of a number of public car parks within walking distance of the site which could be utilised for use by the school; and the deterrent of parking restrictions in place surrounding the site.
- 4.26 The above highlights that the development site could successfully operate as 'car free'. Notwithstanding this and as outlined previously, the Robert Owen Academies Trust has agreed, in principle, to form a partnership with Hereford United FC Community Trust. This partnership will include the use of a car park associated with Hereford United Football Club stadium that can accommodate around 40 cars, which is located off Blackfriars Street, approximately 200m walk west of the site. The location of the parking in relation to the Blackfriars site is shown on Map 4.



Map 4: Location of School Parking and Drop off/Pick Up Area

4.27 The *Herefordshire Council Environment Directorate Highways Design Guide for New Developments* states that for 'D1 Non-residential Institutions: Schools' the *maximum* parking standard would be 1 car space per 15m² of gross floor area based on *one space per 8 pupils*. Applying these parking standards based on 1 space per 8 pupils because of the site's location within the Hereford Central Conservation area would equate to a requirement for 63 off-street car parking spaces. The proposed quantum of parking for the development site is around 43 parking spaces (based on utilising around 40 spaces at Hereford United football ground and 3 spaces on site).

4.28 As detailed in Section 2 of this report, Herefordshire Council deems it most important to evaluate the accessibility of alternative modes of transport and that parking standards need to allow for significantly lower levels of off-street parking provision, particularly for

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developments in locations such as town centres, where services are readily accessible by walking, cycling or public transport. This also applies to developments involving the conversion of non-residential buildings where off street parking is less likely to be successfully designed into the scheme.

- 4.29 The Design Guide also states that Herefordshire Council will support applications with reduced levels of parking in certain areas, providing there would be no detrimental impact on highway safety or local amenity. These areas will be mainly within Hereford City and the Market Towns.
- 4.30 Due to the sustainable, city centre location of the site, its proximity to bus and rail interchange and it being within the Hereford Central Conservation Area, it is entirely appropriate and consistent with both local and national policy to apply a reduced level of off-street car parking. Furthermore, Table 4.1 highlights that there would be 46 vehicle trips arriving in the AM network peak hour and 31 departing during this hour. Therefore, the proposed provision of around 43 parking spaces will provide for the actual likely demand generated by the site.
- 4.31 The school will be open on Saturdays as there is the option for Extension Studies for students. On match days, the car parking area at Hereford United's stadium will not be available for use by the school. Staff and students will be made fully aware in advance of the schedule of matches and when the car parking area will not be available for use so that alternative arrangements can be made.

Car Park Management Strategy

- 4.32 The parking area at Hereford United's stadium will be used as a drop off/pick up area for students and for staff parking. A car parking management system will be introduced for the parking area Hereford United's stadium to ensure parking is allocated reasonably and to manage demand. The car parking management strategy will take into account the travel

needs of all staff. The strategy will ensure that all staff wishing to bring their car to the site must complete a Car Park Permit Application form.

4.33 Each application will be assessed, on need, to ensure that equitable allocation criteria are in place. The allocation of permits will be based on the following criteria:

- 1) Permits provided for Blue Badge holders or those assessed as meeting the Blue Badge criteria;
- 2) Car sharers will be given preferential treatment related to the distance travelled;
- 3) For those not car sharing a distance/accessibility criteria will be applied:
 - a) There will be no parking for staff travelling within 5 km of the site
 - b) An accessibility assessment will be undertaken for those living more than 5 km from the school. Permits will be provided where it is assessed that there is no viable Public Transport alternative to car travel.

4.34 Students old enough to drive will not be issued with a parking permit and both students and parents/guardians will be told that the parking area at Hereford United's stadium is only to be used as a pick up/drop off area.

Cycle Parking

4.35 The cycle parking standards set out in the Herefordshire Design Guide is 1 space per six staff and 1 space for 40% of all pupils. This equates to around 208 cycle spaces or 104 sheffield stands for a 500 pupil school with around 60-80 staff. The site plan attached as Appendix 4 shows that there will be 104 sheffield stands in clusters dotted around the site, which adheres to the Council's cycle parking standards.

Robert Owen Vocational School Travel Policy - Travel Charter and Access & Parking Policy

- 4.36 Notwithstanding the above, the Robert Owen Vocational School has developed a 'Travel Charter' for the new Blackfriars site that sets out information and guidelines to students and parents/guardians for travelling to the school and the behaviour expected of them to ensure the impact of the school is minimised on the surrounding highway network. The Travel Charter is shown attached as Appendix 8.
- 4.37 A central component of the Travel Charter will be the 'Access and Parking Policy'. This provides a 'Do's and Don'ts' when travelling to the school by car and using the designated park and drop facility at Hereford United's ground. The Robert Owen Vocational School Access and Parking Policy is attached as Appendix 9.
- 4.38 Both the Travel Charter and Access and Parking Policy are detailed as measures in the Travel Plan and will be distributed as part of a student's induction into the school and will be available on the school website.

5. SUMMARY AND CONCLUSION

Summary

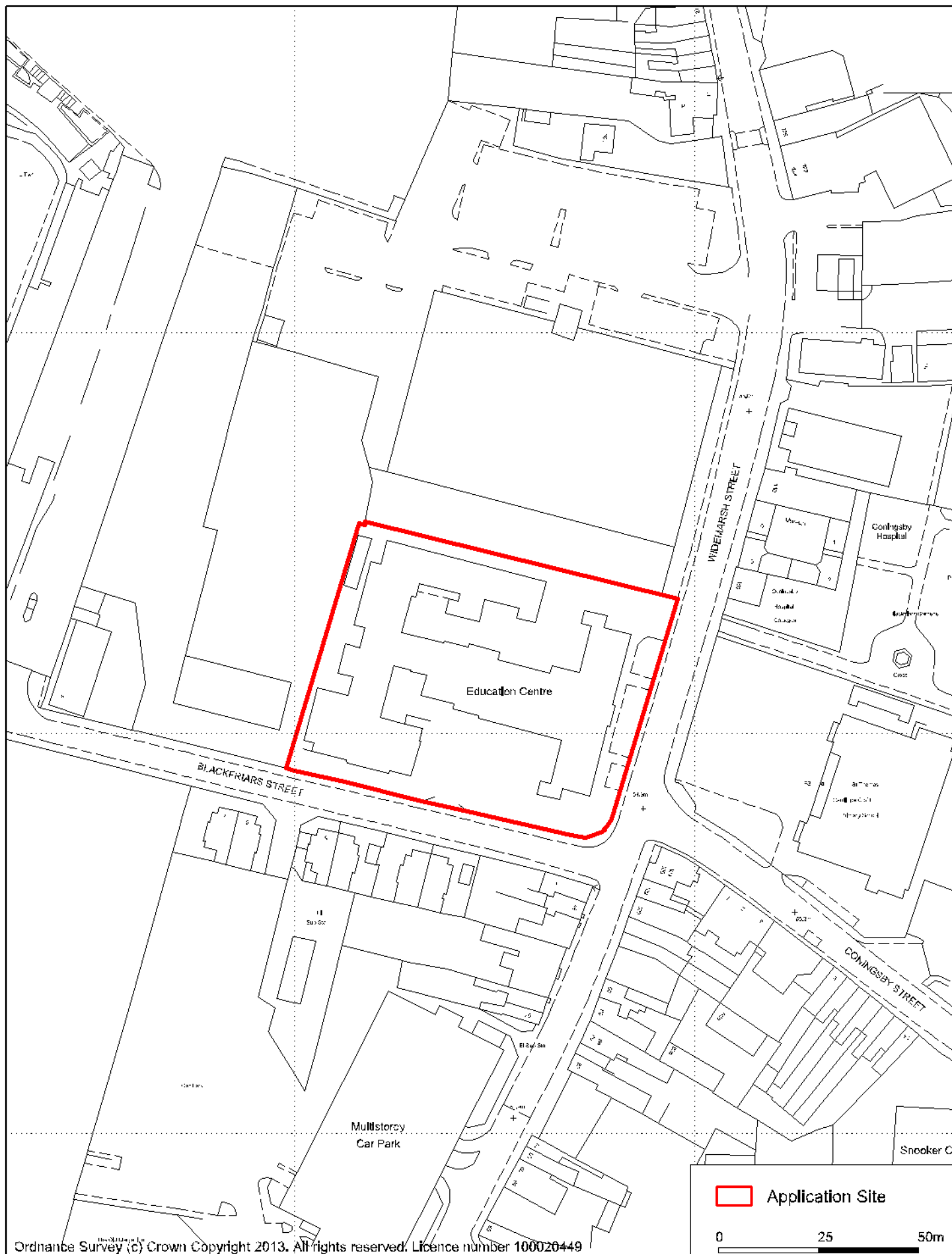
- 5.1 This Transport Statement (TS) has been prepared to support the planning application for the permanent relocation and expansion of the Robert Owen Vocational School from its current location in Holme Lacy to a site on Blackfriars Street in Hereford City centre.
- 5.2 The Blackfriars site was originally the home of the former Hereford High School for Boys but was most recently occupied by Herefordshire County Council's Legal Services Department.
- 5.3 The Robert Owen Vocational school has temporary planning permission to relocate and operate on the Blackfriars site in time for the next academic year starting in September 2014 for up to a year because of permitted development rights. The site at Blackfriars Street will be able to accommodate 115 students in the first year. By 2018, it is anticipated that the school will be at full capacity with around 500 students enrolled at the school.
- 5.4 To accommodate the increase in students, the proposals include the refurbishment of the existing school house, demolition of the timber-clad rear extension and creation of a new purpose-built education facility for the Robert Owen Vocational School.
- 5.5 Vehicular, pedestrian and cycle access to the site is currently gained from either Blackfriars Street or Widemarsh Street. The re-development of the site will retain all access points; however, vehicular access will only be from Blackfriars Street. The existing vehicular access on Widemarsh Street will become pedestrian/cycle only. The two existing pedestrian/cycle only entrances on Widemarsh Street will be retained to ensure permeability.
- 5.6 As part of the re-development of the site, there will be no on-site car parking for staff or students. On-site parking will only be provided for the two school mini-buses, a delivery vehicle and a disabled parking bay.

- 5.7 An in-principle agreement has been reached with Hereford United FC to use their parking area next to the stadium during the week, which can accommodate around 40 cars, located off Blackfriars Street approximately 200m to the west of the site. This will be used as pick up/drop off area for students and for staff car parking.
- 5.8 The level of public transport service in the vicinity of the site is excellent. The application site is located near the three key public transport interchanges in Herefordshire; the City and County bus stations and Hereford railway station. The school also currently runs two minibuses which picks up and drops off students at various locations throughout Herefordshire. This service will continue at the Blackfriars site. The location of the site in relation to the two bus stations, Hereford railway station coupled with the school minibuses service and the school Travel Plan will ensure accessibility for staff and students throughout Herefordshire and the surrounding Counties.
- 5.9 The predicted increase in vehicular trip generation in the AM network peak hour (08:00-09:00) and the land use PM peak hour with the proposed permanent change of use to a School is considered to be negligible and would not have a material impact on the local transport network. In the PM network peak hour (17:00-18:00) there is likely to be a decrease in vehicle trips, whilst over the course of a typical day the potential vehicle trip generation would be significantly less than the permitted use and therefore, overall, it is considered that no intensification of use would occur.
- 5.10 The school Travel Plan contains a range of measures to reduce car use and encourage alternative transport choices associated with the school at the Blackfriars site and has been prepared in association with this TA. The school already has a sustainable travel culture in place and the aim of the Travel Plan will be to ensure a continuation of this, particularly given the central location of the site and with the Travel Plan measures in place

Conclusion

- 5.11 It is concluded that the proposed development site is located in a sustainable and highly accessible location and that the associated vehicle trip generation would not have a material impact upon the transport network.
- 5.12 For these reasons, it is considered that there are no highways or transport related reasons to object to this planning application. It is recommended that the proposal be supported.

FIGURE 1



CLIENT Roberts Limbrick Ltd	DATE 21 May 2014 SCALE 1:1250 @ A4 JOB NO N-HERF28	OS REF 351030, 241435 DRAWING NO D01 REV	DRAWN BY PMG CHECKED BY FM
PROJECT The Robert Owen Vocational School Hereford	DRAWING TITLE Figure 1 Site Location Plan		



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APPENDIX 1

Brendan Quinn

From: Brendan Quinn
Sent: 29 April 2014 15:53
To: 'asmith2@herefordshire.gov.uk'
Subject: Robert Owen Free School
Attachments: 7547_PL010_A_Proposed_Site_Plan.pdf

Dear Adrian,

If you recall, we recently had a telephone conversation with regards to the proposed development the site on the corner of Blackfriars Street and Widemarsh Street in Hereford to accommodate the Robert Owen Vocational School. As discussed, it would be good to agree the scope of works with regards to the Transport Statement and Travel Plan going forward.

Background

The original Victorian School House on the site was constructed in 1912 and was originally used by Hereford High School for Boys. In 1940 the hatted timber buildings were constructed providing additional classrooms and kitchen facilities. During the 1980's and 1990's the building was occupied by Herefordshire County Council's Education Department in addition to there being evidence of a shared accommodation agreement between the council and Herefordshire College of Technology. Before the buildings closure and transferal to Robert Owen Vocational School, the building was home to the Council's Legal Services department.

The Robert Owen Vocational school was the first 14 to 19 school to open in the county under the Government's free school programme, offering a broad vocational curriculum alongside core GCSE qualifications and work experience before students then move on to a chosen specialism.

The school has been temporarily sited at the former Holme Lacy Primary School since last September, and will move to the old Hereford High School for Boys site in Blackfriars Street in time for the next academic year in September 2014. In total there will be up to 115 students enrolled with the school at the start of the next academic year.

Proposal

The proposal is for a change of use and redevelopment of the site which currently has a B1 permitted use to a D1 educational use. Parking is currently available but as part of the redevelopment of the site there would be no general parking provision on-site. The only on-site parking provision available would be one disabled parking space and two spaces for minibus parking. Vehicular, pedestrian and cycle access to the site is gained from either Blackfriars Street or Widemarsh Street. At this stage, the proposed works to the main school building will retain all access points. Whilst the school will be in operation on the Blackfriars Street site from September 2014 because planning legislation enables permitted development rights for free schools to occupy almost any building without planning permission for up to a year, planning permission is sought to redevelop and expand the operation of the site so that by 2018, around 500 students will be enrolled. Attached is a layout plan of the proposals.

Travel Plan and Transport Statement

The possibility of providing a minimal amount of parking on-site was discussed, however, we came to the conclusion that this would not have a material impact. Therefore, it was agreed that on the basis that there would be no on-site car parking provided as part of the proposed site, the submission should include a robust Travel Plan that provides firm and tangible commitments to facilitating travel by modes other than the car.

As the school is already in operation, travel survey questionnaires will be distributed to existing staff and pupils to gain an understanding of potential travel behaviour and issues when travelling to the Blackfriars Street site. The results of which will help to inform the Travel Plan measures and incentives for the site.

The Travel Plan will adhere to the DfT's Good Practice Guidelines: Delivering Travel Plans through the planning system.

It was also agreed that a detailed Transport Statement will also need to be submitted as part of the planning application. The Transport Statement will adhere to local and national policy and will be based on best practice guidance detailed in the DfT's Guidance on Transport Assessments, the focus of the Transport Statement encompasses the three key principles of development outlined in the Guidance and these are, encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of the proposed development.

It was discussed that a key element of the Transport Statement will be to provide a comparison of the extant permission, B1 office against the proposed D1 use in terms of traffic generation and parking requirements to enable an assessment of whether intensification of use will occur and to quantify the net reduction in parking provision on-site. The Travel Plan will be pivotal in helping to mitigate the impacts associated with the reduction in parking provision on-site.

Other issues to consider within the Transport Statement would be the operation of the site and its potential impact on other the surrounding area in addition to existing and future land uses as well as the potential catchment areas.

It was also discussed that there would be some merit in exploring the possibility of a drop off/pick up type arrangement on the Widemarsh Street side of the site within the Transport Statement.

Due to the change the surrounding area is undergoing in terms of existing and future development, it was agreed that there was no point in undertaking traffic surveys as traffic flows on the local highway network were likely to change in the short and medium term.

I would be grateful please if you could confirm that you are happy with the approach for the Travel Plan and Transport Statement so that we can agree the way forward.

If you have any queries, please do not hesitate to contact me.

Kind regards

Brendan

Brendan Quinn BSc (Hons) MSc CMILT
Associate Transport Planner

Matrix

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Save Paper - Do you really need to print this e-mail? Try not to leave old messages attached unless they are relevant.

Brendan Quinn

From: Thomas, Edward <ethomas@herefordshire.gov.uk>
Sent: 06 May 2014 15:14
To: 'Joe Roberts'
Subject: RE: RE: Meeting

Dear Joe

PLEASE PASS THIS ON TO YOUR HIGHWAY ENGINEER

Adrian asked me to let you know that the scoping is ok as a starting point – i.e. assessing the comparison between former and proposed use. More work may be required depending on the outcome.

Kind regards
Ed Thomas

Principal Planning Officer – Major Developments Team
01432 260479
ethomas@herefordshire.gov.uk

From: Joe Roberts [<mailto:joe.roberts@robertslimbrick.com>]
Sent: 23 April 2014 12:48
To: Thomas, Edward
Subject: Re: RE: Meeting



Hi Ed,

Our Highways engineer is keen to talk to Adrian initially on the phone just to understand the issues/concerns and the scope of work info required..is this ok?

JL Roberts
Director

Roberts Limbrick Ltd
The Carriage Building, Bruton Way, Gloucester, GL1 1DG
Tel. 03333 405 500 Web. www.robertslimbrick.com

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From: "Thomas, Edward" <ethomas@herefordshire.gov.uk>
Sent: Wed, 23 Apr 2014 11:46:01 +0000
To: "Joe Roberts" <joe.roberts@robertslimbrick.com>
Subject: RE: Meeting

Joe

The contact is Adrian Smith, although I would ask that you pass everything through me in the first instance.

Kind regards

Ed Thomas

Edward Thomas
Principal Planning Officer
Tel: 01432 260479
Fax: 01432 261970
ethomas@herefordshire.gov.uk

From: Joe Roberts [<mailto:joe.roberts@robertslimbrick.com>]
Sent: 23 April 2014 12:44
To: Thomas, Edward
Cc: Bishop, Kevin
Subject: Meeting

Ref: 7547 Robert Owen Free School

Hi Ed and Kevin,

Thanks for your time yesterday.

Please can you forward me the details of your Highway Engineer that we met yesterday so that we can start to resolve the Highways issues.

Thanks,

Joe.

JL Roberts
Director

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APPENDIX 2

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	KC KENT	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
12	CONNAUGHT	
	CS SLIGO	1 days
	RO ROSCOMMON	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	DN DONEGAL	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 400 to 11664 (units: sqm)
 Range Selected by User: 186 to 175000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 24/09/13

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	1
Edge of Town Centre	7

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	1
Retail Zone	1
Built-Up Zone	5
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

B1

8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	3 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
125,001 to 250,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	6 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	4 days
No	4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	CS-02-A-01	COUNCIL OFFICE	SLIGO
	QUAY STREET		
	SLIGO		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2750 sqm	
	Survey date: THURSDAY	23/09/10	Survey Type: MANUAL
2	DC-02-A-09	COUNCIL OFFICES	DORSET
	THE GROVE		
	DORCHESTER		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	11664 sqm	
	Survey date: MONDAY	28/11/11	Survey Type: MANUAL
3	DN-02-A-02	COUNCIL OFFICES	DONEGAL
	ST ORANS ROAD		
	BUNCRANA		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	400 sqm	
	Survey date: MONDAY	28/06/10	Survey Type: MANUAL
4	ES-02-A-10	DISTRICT COUNCIL	EAST SUSSEX
	VICARAGE LANE		
	HAILSHAM		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	3640 sqm	
	Survey date: TUESDAY	24/09/13	Survey Type: MANUAL
5	KC-02-A-10	COUNCIL OFFICES	KENT
	SANDLING ROAD		
	MAIDSTONE		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2900 sqm	
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL
6	LC-02-A-08	COUNCIL OFFICES	LANCASHIRE
	UNION STREET		
	CHORLEY		
	Edge of Town Centre		
	Retail Zone		
	Total Gross floor area:	2000 sqm	
	Survey date: TUESDAY	13/06/06	Survey Type: MANUAL
7	NF-02-A-01	COUNCIL OFFICE	NORFOLK
	CHAPEL STREET		
	KING'S LYNN		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	5500 sqm	
	Survey date: THURSDAY	30/09/10	Survey Type: MANUAL
8	RO-02-A-01	COUNCIL OFFICES	ROSCOMMON
	ABBAY STREET		
	ROSCOMMON		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	531 sqm	
	Survey date: FRIDAY	08/05/09	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-02-A-03	Non Council Office
CI-02-A-01	London
CN-02-A-01	London
CN-02-A-02	London
CW-02-A-02	Non Council Office
DC-02-A-08	Non Council Office
DL-02-A-04	Non Council Offices
DN-02-A-01	Non Council Offices
GC-02-A-01	Call Centre
GC-02-A-02	Call Centre
GM-02-A-07	Non Council Offices
KC-02-A-05	Surveyed at a later date
KC-02-A-09	Surveyed at a later date
KC-02-A-11	Council Offices but GFA large
MG-02-A-01	Non Council Office
MR-02-A-01	Non Council Office
MR-02-A-02	Non Council Offices
MS-02-A-01	Non Council Offices
SF-02-A-02	Non Council Offices
SK-02-A-01	London
SK-02-A-02	Non Council Office
TV-02-A-03	Non Council Office
TW-02-A-01	Non Council Office
TW-02-A-02	Non Council Office
WH-02-A-02	Non Council Office
WM-02-A-02	Non Council Office
WM-02-A-03	Non Council Office
WY-02-A-01	Non Council Office

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	8	3673	0.208	8	3673	0.014	8	3673	0.222
07:30 - 08:00	8	3673	0.466	8	3673	0.034	8	3673	0.500
08:00 - 08:30	8	3673	0.983	8	3673	0.082	8	3673	1.065
08:30 - 09:00	8	3673	1.123	8	3673	0.218	8	3673	1.341
09:00 - 09:30	8	3673	1.218	8	3673	0.337	8	3673	1.555
09:30 - 10:00	8	3673	0.861	8	3673	0.405	8	3673	1.266
10:00 - 10:30	8	3673	0.660	8	3673	0.476	8	3673	1.136
10:30 - 11:00	8	3673	0.626	8	3673	0.408	8	3673	1.034
11:00 - 11:30	8	3673	0.541	8	3673	0.487	8	3673	1.028
11:30 - 12:00	8	3673	0.459	8	3673	0.456	8	3673	0.915
12:00 - 12:30	8	3673	0.405	8	3673	0.374	8	3673	0.779
12:30 - 13:00	8	3673	0.368	8	3673	0.415	8	3673	0.783
13:00 - 13:30	8	3673	0.398	8	3673	0.391	8	3673	0.789
13:30 - 14:00	8	3673	0.473	8	3673	0.306	8	3673	0.779
14:00 - 14:30	8	3673	0.514	8	3673	0.405	8	3673	0.919
14:30 - 15:00	8	3673	0.480	8	3673	0.551	8	3673	1.031
15:00 - 15:30	8	3673	0.344	8	3673	0.500	8	3673	0.844
15:30 - 16:00	8	3673	0.340	8	3673	0.572	8	3673	0.912
16:00 - 16:30	8	3673	0.313	8	3673	0.902	8	3673	1.215
16:30 - 17:00	8	3673	0.201	8	3673	1.035	8	3673	1.236
17:00 - 17:30	8	3673	0.150	8	3673	1.317	8	3673	1.467
17:30 - 18:00	8	3673	0.092	8	3673	0.725	8	3673	0.817
18:00 - 18:30	8	3673	0.044	8	3673	0.483	8	3673	0.527
18:30 - 19:00	8	3673	0.000	8	3673	0.167	8	3673	0.167
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			11.267			11.060			22.327

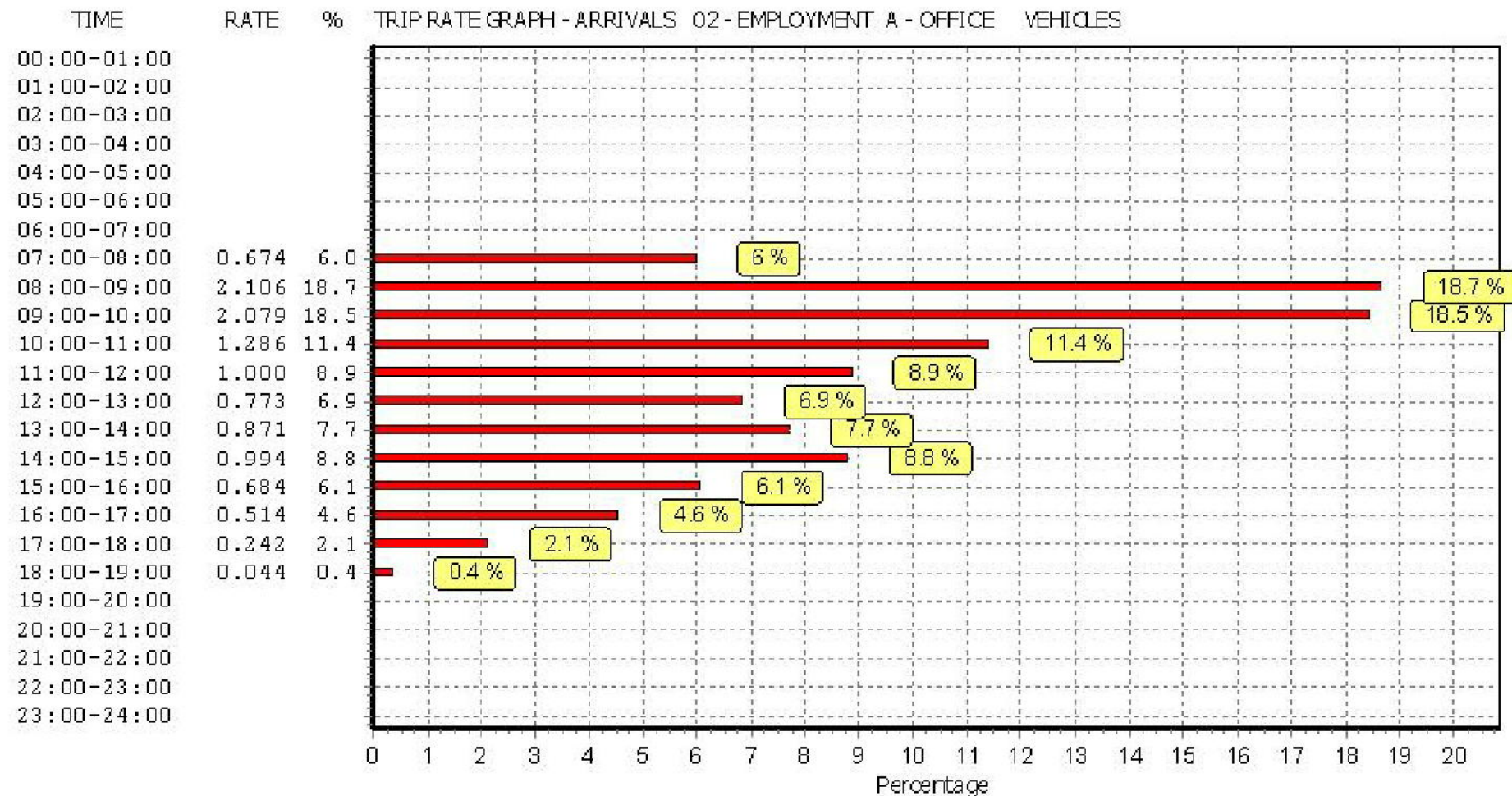
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

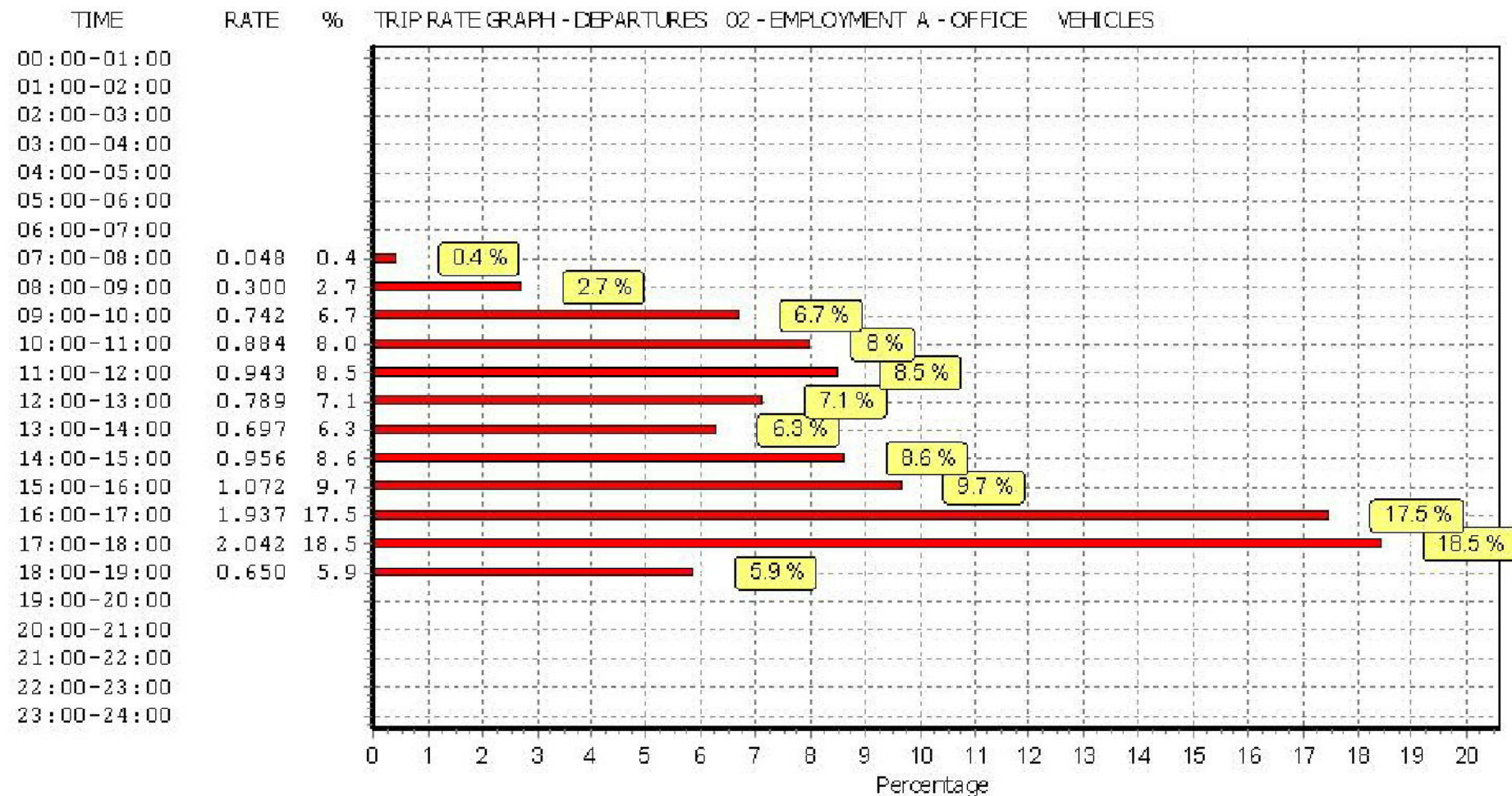
Parameter summary

Trip rate parameter range selected:	400 - 11664 (units: sqm)
Survey date date range:	01/01/05 - 24/09/13
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	33

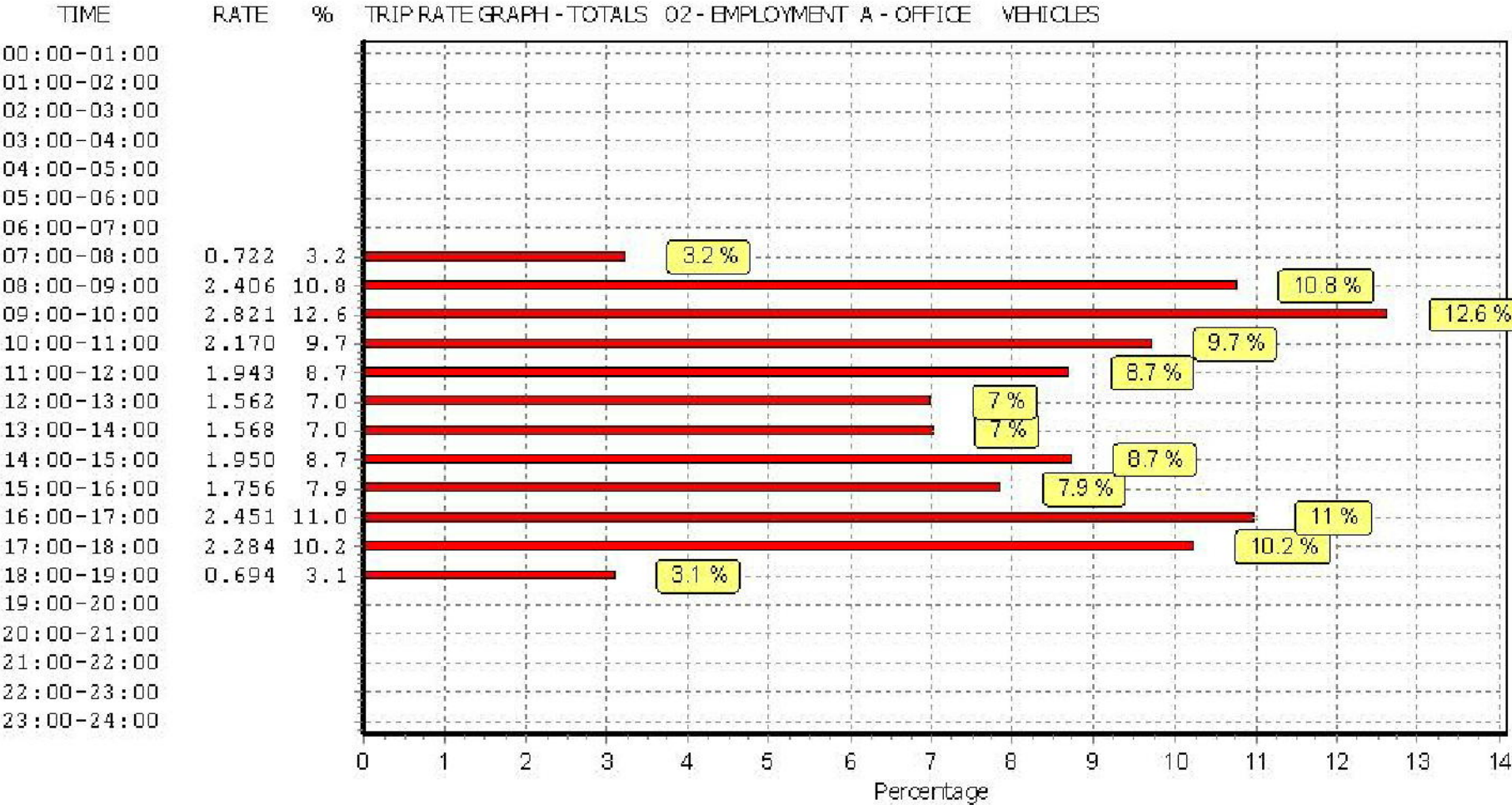
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

APPENDIX 3

Contributory Factors Report Summary - Blackfriars Street and Widemarsh Street Areas as Requested

Accidents Found Date Range: 07/04/2011 - 17/11/2012

Grid Coordinate Range: 351024,240226-351101,240426

Database: "g:\aip\keyaccident v6data\data"

Query Conditions: 01/04/2011 - 31/03/2014 Search Conditions:

Accident Severity

	2011	2012	Total
Slight	1	4	5
Total	1	4	5

Casualty Severity

	2011	2012	Total
Slight	2	5	7
Total	2	5	7

Casualty KSI

	2011	2012	Total
Slight	2	5	7
Total	2	5	7

Blackfriars Street and Widemarsh Street Areas as Requested

Database: "g:\aip\keyaccident v6data\data"
Query Conditions: 01/04/2011 - 31/03/2014 Search Conditions:

Blackfriars Street and Widemarsh Street Areas as Requested

Database: "g:\aip\keyaccident v6data\data"
 Query Conditions: 01/04/2011 - 31/03/2014 Search Conditions:

Accident Reference:11E101381 Slight A 438,BLUESCHOOL ST, HEREFORD,J/W WIDEMARSH ST, Accident 1 of 5

Thursday 07/04/2011 02:05 Grid Coords 351024/240226 Daylight Dark/lights lit

Surface Dry Weather Fine without high winds

Contributory Factors

501 Impaired by alcohol (Driver/Rider - Impairment)
 405 Failed to look properly (Driver/Rider - Error)

Participant	Confidence	Did a police officer attend?
Vehicle 1	Very likely	No - reported
Vehicle 1	Very likely	'over the

Accident Description

VEHICLE 002 STATIONARY AT THE LIGHTS BY JD'S PUB, BLUESCHOOL STREET. VEHICLE 001 APPROACHED FROM REAR AND HIT THE REAR OF VEHICLE 002 BEFORE MAKING OFF WITHOUT STOPPING.

Vehicles

1 Car	Going ahead other	No skid	Positive	E to W	Male Age 25
2 Taxi	Waiting to go ahead but held up	No skid	Negative	E to W	Male Age 60

Casualties

1 Driver or Rider	Slight	Vehicle no.2	Male 60
2 Passenger	Slight	Vehicle no.2	Female 23

Accident Reference:12E200604 Slight BLUESCHOOL STREET, HEREFORD,J/W WIDEMARSH STREET, Accident 2 of 5

Sunday 05/02/2012 12:54 Grid Coords 351029/240227 Daylight Light/with lights

Surface Wet/Damp Weather Fine without high winds

Contributory Factors

408 Sudden braking (Driver/Rider - Error)
 103 Slippery road due to weather (Road Environment Contrib)
 308 Following too close (Drive/Rider - Injudicious)

Participant	Confidence	Did a police officer attend?
Vehicle 1	Very likely	No - reported
Vehicle 1	Very likely	'over the
Vehicle 1	Very likely	

Accident Description

VEH 2 NEGOTIATED TRAFFIC SIGNALS AT JUNCTION OF BLUESCHOOL ST @ WIDEMARSH ST IN LANE 2, STOPS AT 2ND SET OF SIGNALS. VEH 1 FAILS TO STOP AND COLLIDES WITH REAR OF VEH 2.

Vehicles

1 Car	Stopping	Skid	Negative	E to W	Male Age 36
2 Car	Waiting to go ahead but held up	No skid	Negative	E to W	Male Age 47

Casualties

1 Passenger	Slight	Vehicle no.1	Female 32
2 Passenger	Slight	Vehicle no.1	Female 14

Blackfriars Street and Widemarsh Street Areas as Requested

Database: "g:\aip\keyaccident v6data\data"
 Query Conditions: 01/04/2011 - 31/03/2014 Search Conditions:

Accident Reference:12E204828 Slight B4359 WIDEMARSH ST HEREFORD,J/W MULTI STOREY CAR PARK, Accident 3 of 5

Saturday 17/11/2012 04:49 Grid Coords 351054/240299 Daylight Dark/lights lit

Surface Dry Weather Fine without high winds

Contributory Factors

999 Other (Special Codes)
 999 Other (Special Codes)
 501 Impaired by alcohol (Driver/Rider - Impairment)

Participant	Confidence	Did a police officer attend?
Vehicle 1	Very likely	Yes
Casualty 1	Very likely	
Vehicle 1	Very likely	

Accident Description

DRIVER OF V001 AND PEDESTRIAN CASUALTY ARE EX-PARTNERS WHO HAD BEEN DRINKINH IN HEREFORD TOGETHER ON NIGHT OF THE INCIDENT. THEY HAVE BOTH CONTINUED DRINKING AT 70 WIDEMARSH STREET WITHDRIVER OF V001 PARKING IN AN OPEN PUBLIC CAR PARK, ADDRESS ON GROUND FLOOR OF MULTI-STOREY. THEY HAVE FALLEN OUT AND DRIVER OF V001 HAS ENTERED THE VEHICLE AND BEGUN TO DRIVE OFF. PEDESTRIAN HAS STOOD IN FRONT OF THE CAR TO PREVENT HIM MOVING BUT HAS DIVED OUT OF VEHICLE OF THE CAR. NO CONTACT MADE WITH CAR. DRIVER FAILED TO STOP OR REPORT.

1 Car Starting No skid Positive W to NE Male Age 49

Casualties

1 Pedestrian Slight Vehicle no.1 Female 42

Accident Reference:12E200260 Slight B 4359,WIDEMARSH STREET,JW CONINGSBY ST, HEREFORD, Accident 4 of 5

Thursday 19/01/2012 16:50 Grid Coords 351084/240378 Daylight Light/with lights

Surface Dry Weather Fine without high winds

Contributory Factors

602 Careless/Reckless (Driver/Rider - Behaviour)
 308 Following too close (Drive/Rider - Injudicious)
 405 Failed to look properly (Driver/Rider - Error)

Participant	Confidence	Did a police officer attend?
Vehicle 2	Very likely	No - reported
Vehicle 2	Possible	'over the
Vehicle 2	Very likely	

Accident Description

V1 DRIVING ALONG WILDEMARSH ST HAVING TURNED LFT OUT OF BLACKFRIARS ST. INDICATED TO TURN RGT INTO CONNINGSBY ST WHEN V2 HIT V1 PRIM BEHIND. THIS CAUSED V1 TO LURCH FOWARD.

Vehicles

1 Car	Turning right	No skid	Not contacted	S to E	Female Age 18
2 Car	Going ahead other	No skid	Not contacted	S to N	Not traced Age -1

Casualties

1 Driver or Rider Slight Vehicle no.1 Female 18

Blackfriars Street and Widemarsh Street Areas as Requested

Database: "g:\aip\keyaccident v6data\data"
 Query Conditions: 01/04/2011 - 31/03/2014 Search Conditions:

Accident Reference:12E202092 Slight B4359 WIDEMARSH ST HEREFORD,O/S EDUCATION CENTRE, Accident 5 of 5

Thursday 24/05/2012 15:20 Grid Coords 351101/240426 Daylight Light/with lights

Surface Dry Weather Fine without high winds

Contributory Factors

304 Disobeyed pedestrian crosssing (Drive/Rider - Injudicious)
 405 Failed to look properly (Driver/Rider - Error)
 406 Failed to judge other person's path/speed (Driver/Rider - Error)
 602 Careless/Reckless (Driver/Rider - Behaviour)
 802 Failed to look properly (Pedestrian)

Participant	Confidence	Did a police officer attend?
Vehicle 1	Very likely	Yes
Vehicle 1	Very likely	
Vehicle 1	Very likely	
Vehicle 1	Very likely	
Casualty 1	Possible	

Accident Description

IP WAS WALKING DOWN WIDEMARSH STREET, HEREFORD AFTER COLLECTING HIS TWO CHILDREN FROM ST THOMAS CANTILUPE PRIMARY. AT APPROXIMATELY 15:20 ON THIS DAY HE APPROACHED THE ZEBRA CROSSING AND OBSERVED TO HIS LEFT A STATIONARY VEHICLE, HE LOOKED TO HIS RIGHT AND A SILVER VEHICLE WAS A SHORT DISTANCE AWAY FROM THE ZEBRA CROSSING. ALL THREE FAMILY MEMBERS STARTED TO CROSS WHEN THE SILVER CAR BEGAN TO CROSS THE CROSSING. IP BANGED HER HEAD ON THE FRONT PANEL, CAR SLOWED DOWN AND SPED OFF

1 Car Going ahead other No skid Not contacted NE to SW Not traced Age -1

Casualties

1 Pedestrian Slight Vehicle no.1 Female 5

APPENDIX 4

no.	date	description
B	29-03-14	Value Pricing Zones & FuelVGA amended to 1st tier
C	11-03-14	- Addition of Free Bus Stops - FuelVGA Increased in Time - Confirmed Message Position - Confirmed Location added - Secure Connect Area Defined
D	13-03-14	- Bike Share Added - Steps & Levels Added - Campy Added
E	02-04-14	- Bike Share Planned
F	14-05-14	- Shared Bike Scheme, VGA



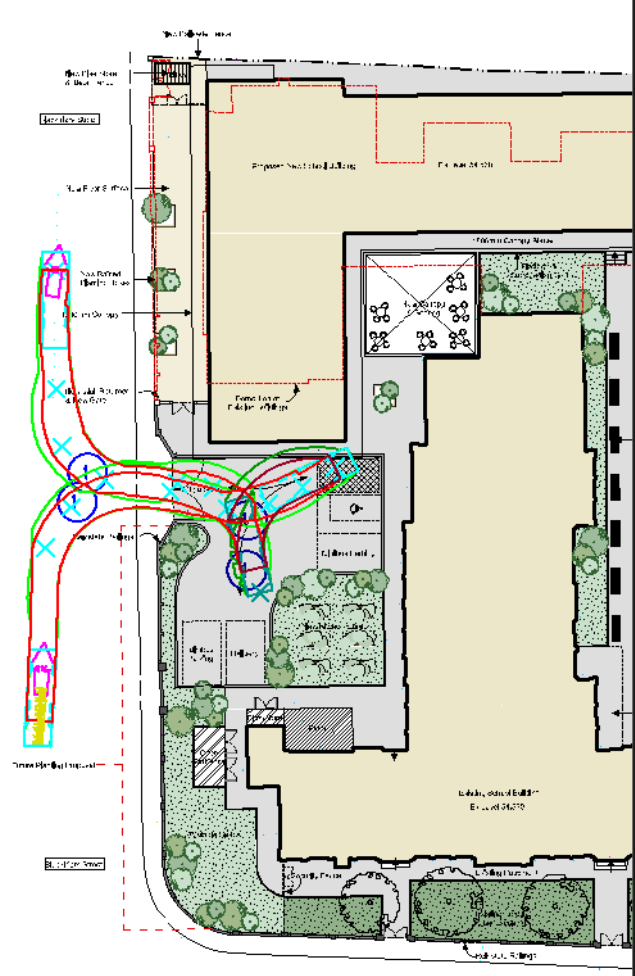
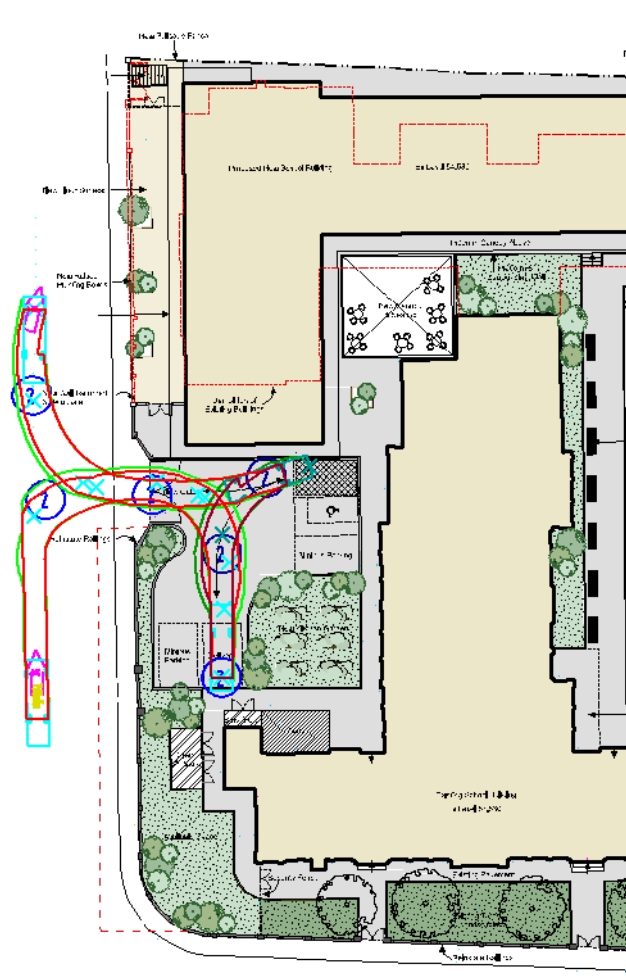
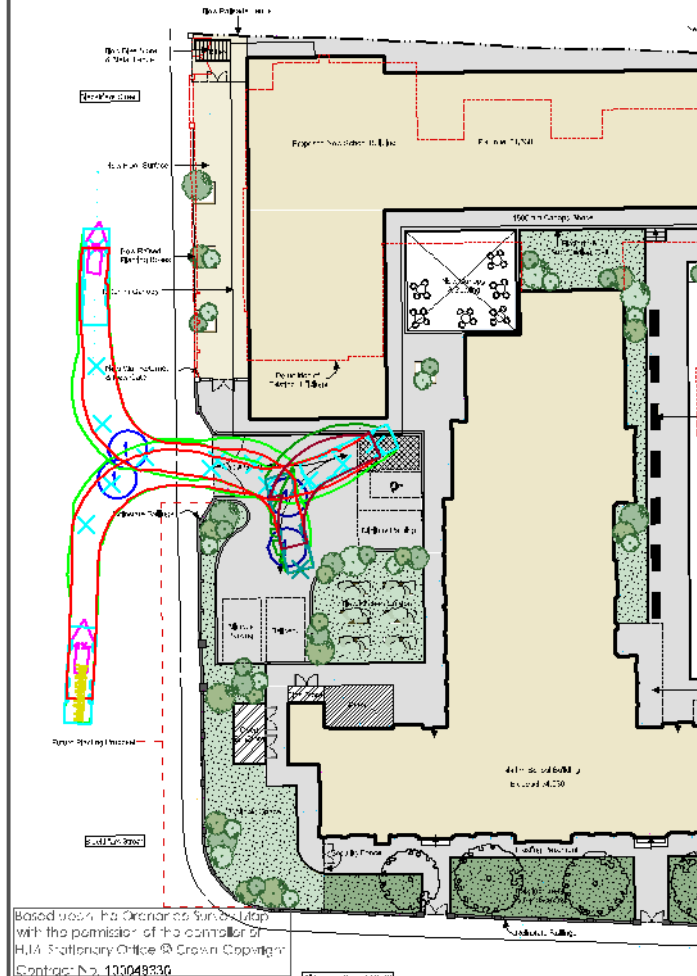
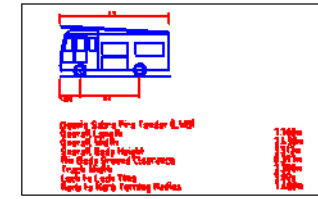
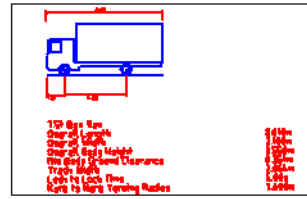
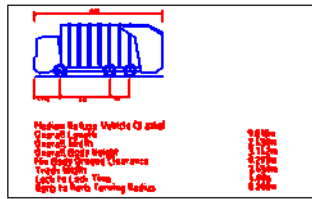
Roberts Limbrick

- Preliminary Issue

scale	1200 2.1
date	02/04/12
author	JPL

project	diag. no.	net.
7547	(2)900	F

APPENDIX 5



Based upon the Owner's Survey Map with the permission of the Controller of H.M. Stationery Office © Crown Copyright. Contract No. 13304833G.

Q1	FIRST ISSUE	13.05.14
Rev	Description	Date

ROBERTS LIMBRICK LTD

Scale	1:500
Original Size	A3
Project Number	
Client	
Current Issue	1
Author	LS
Checker	BQ
Approver	BQ
Copyright	© Copyright reserved

Project	ROBERT OWEN VOCATIONAL SCHOOL, HERFORD
Title	VEHICLE SWEEP-PATH ANALYSES - DELIVERY VEHICLE, REFUSE VEHICLE & FIRE TENDER

<p>Matrix TRANSPORTATION PLANNING LTD 1 HERBERT COURT WOODHALL ROAD, HERFORD HERFORD, SHROPSHIRE TEL: 01952 454545 TEL/FAX: 01952 454546 EMAIL: info@matrixplanning.co.uk</p>	Project No N-HERF23T - 001 - 01
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APPENDIX 6

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : B - SECONDARY

VEHICLESSelected regions and areas:

06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
12	CONNAUGHT	
	MA MAYO	1 days
13	MUNSTER	
	WA WATERFORD	1 days
14	LEINSTER	
	KK KILKENNY	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 3350 to 6882 (units: sqm)
 Range Selected by User: 2780 to 49000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 14/05/12

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday 2 days
 Wednesday 2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 4 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre 1
 Edge of Town Centre 3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Commercial Zone 1
 Residential Zone 2
 No Sub Category 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:Use Class:

D1	4 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,000 or Less	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	KK-04-B-01	SECONDARY SCH.	KILKENNY
	NEW STREET		
	KILKENNY		
	Town Centre		
	Commercial Zone		
	Total Gross floor area:	4150 sqm	
	Survey date: TUESDAY	05/05/09	Survey Type: MANUAL
2	MA-04-B-01	SCHOOL	MAYO
	CHAPEL STREET		
	CHARLESTOWN		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	6882 sqm	
	Survey date: TUESDAY	12/05/09	Survey Type: MANUAL
3	WA-04-B-01	SECONDARY SCH.	WATERFORD
	BARRACK STREET		
	WATERFORD		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	3350 sqm	
	Survey date: WEDNESDAY	19/11/08	Survey Type: MANUAL
4	WM-04-B-02	SECONDARY SCH.	WEST MIDLANDS
	PHILIPS STREET		
	ASTON		
	BIRMINGHAM		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	4000 sqm	
	Survey date: WEDNESDAY	26/09/07	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
LB-04-B-01	London

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	4596	0.305	4	4596	0.033	4	4596	0.338
08:00 - 09:00	4	4596	1.202	4	4596	0.658	4	4596	1.860
09:00 - 10:00	4	4596	0.484	4	4596	0.615	4	4596	1.099
10:00 - 11:00	4	4596	0.169	4	4596	0.120	4	4596	0.289
11:00 - 12:00	4	4596	0.098	4	4596	0.125	4	4596	0.223
12:00 - 13:00	4	4596	0.152	4	4596	0.136	4	4596	0.288
13:00 - 14:00	4	4596	0.103	4	4596	0.109	4	4596	0.212
14:00 - 15:00	4	4596	0.131	4	4596	0.136	4	4596	0.267
15:00 - 16:00	4	4596	1.028	4	4596	0.800	4	4596	1.828
16:00 - 17:00	4	4596	0.103	4	4596	0.615	4	4596	0.718
17:00 - 18:00	4	4596	0.038	4	4596	0.310	4	4596	0.348
18:00 - 19:00	4	4596	0.000	4	4596	0.163	4	4596	0.163
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.813			3.820			7.633

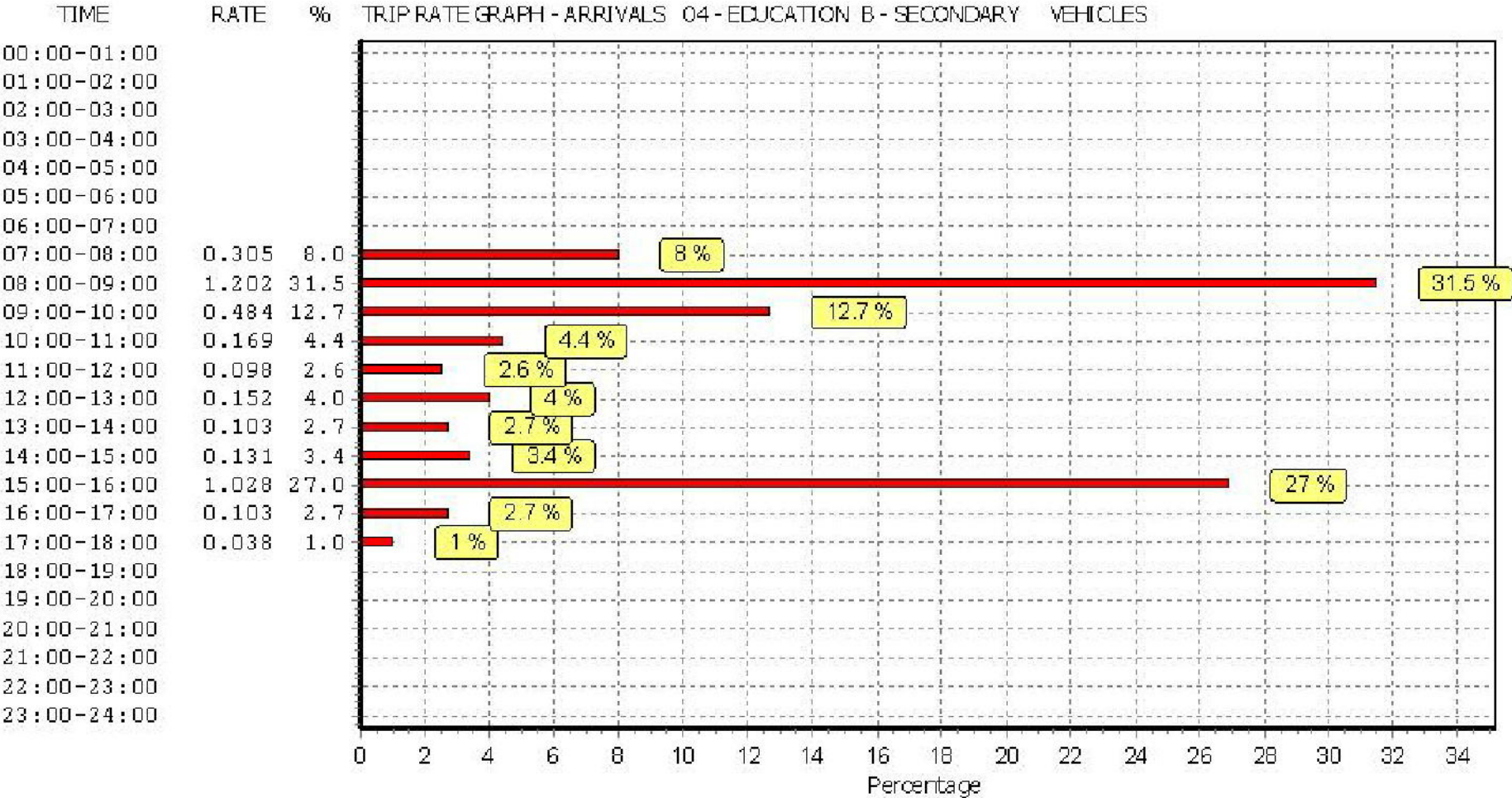
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

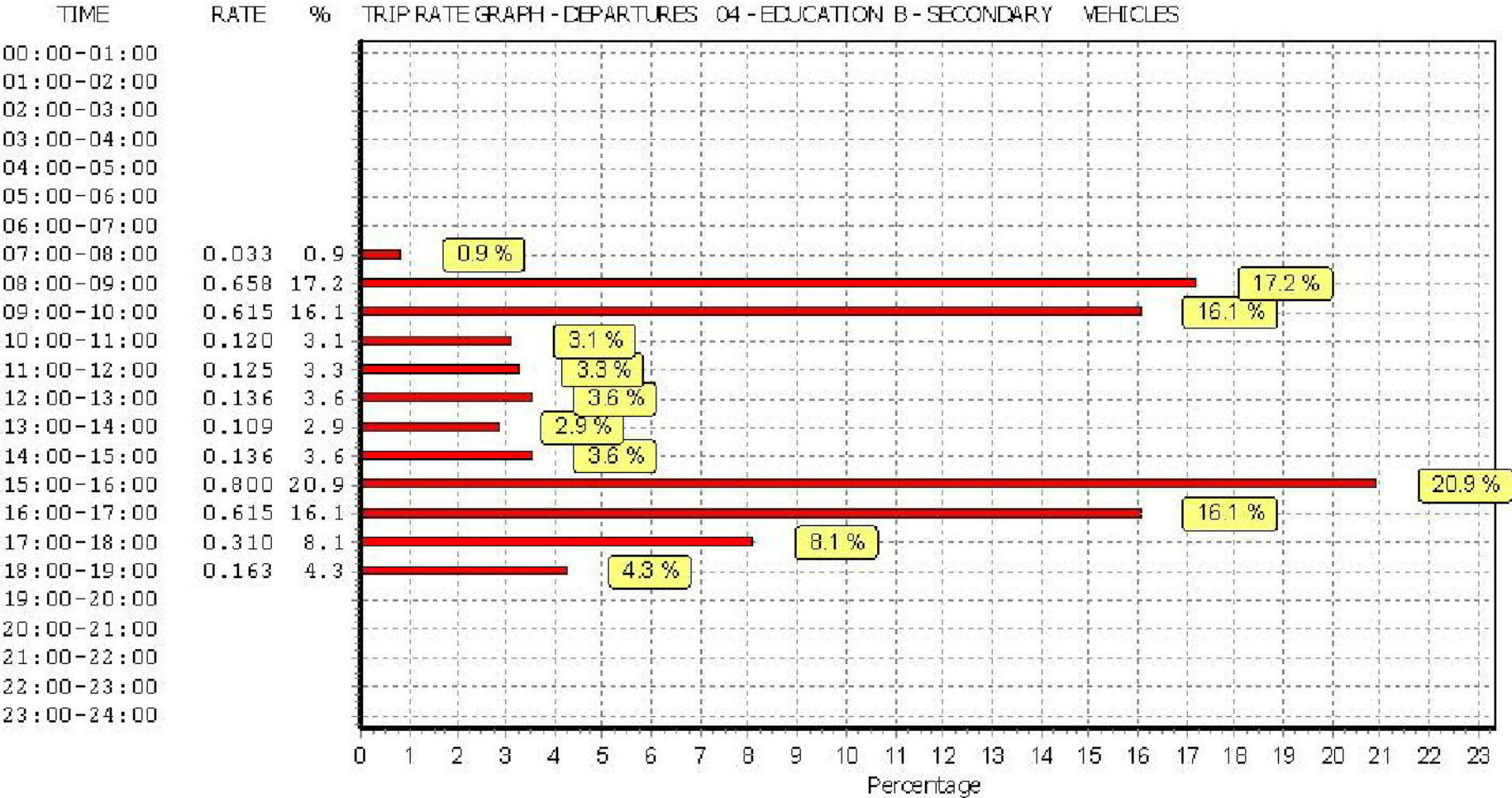
Parameter summary

Trip rate parameter range selected: 3350 - 6882 (units: sqm)
 Survey date range: 01/01/05 - 14/05/12
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

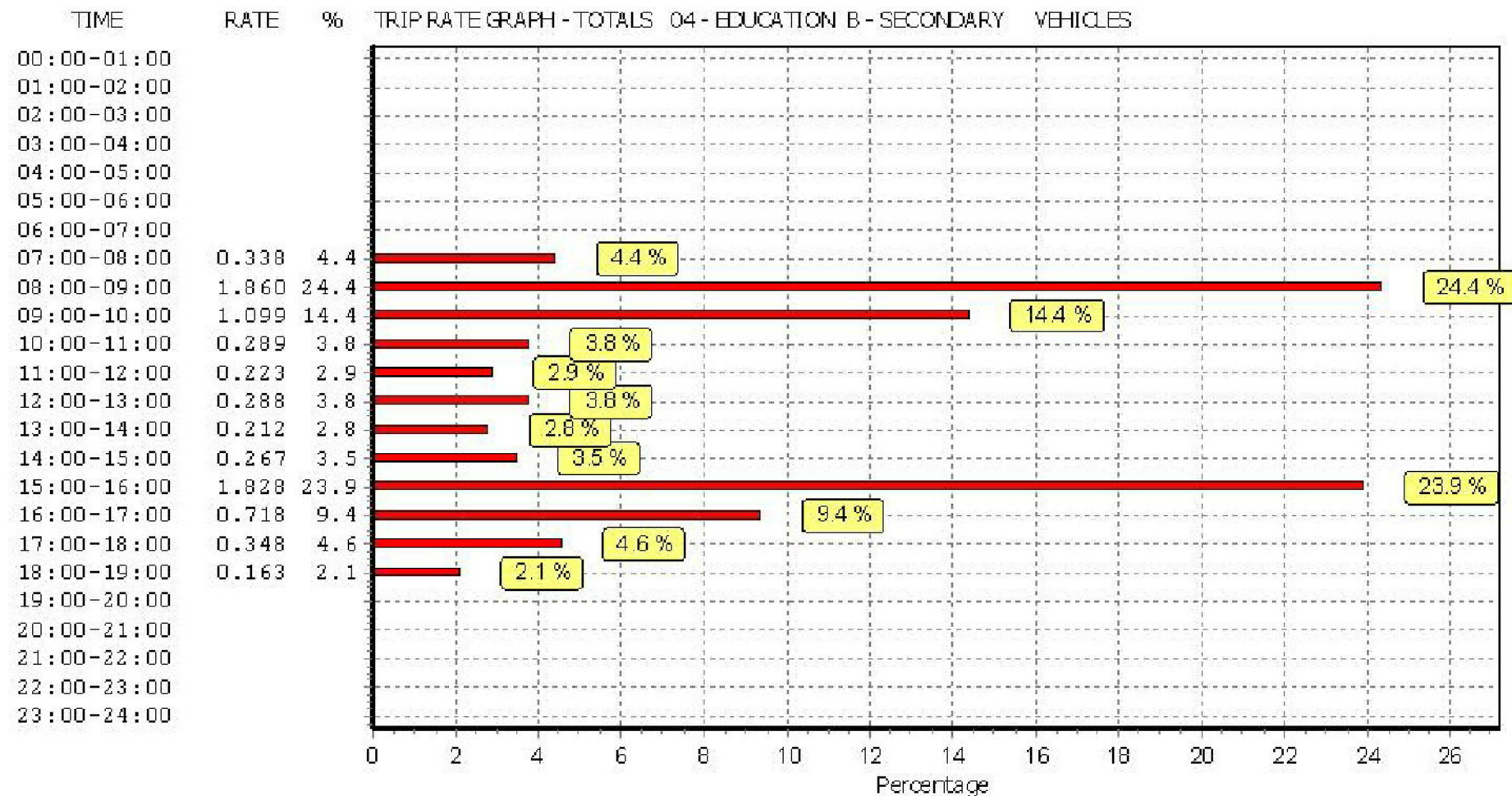
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

CYCLISTS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	4596	0.011	4	4596	0.000	4	4596	0.011
08:00 - 09:00	4	4596	0.071	4	4596	0.005	4	4596	0.076
09:00 - 10:00	4	4596	0.071	4	4596	0.000	4	4596	0.071
10:00 - 11:00	4	4596	0.005	4	4596	0.000	4	4596	0.005
11:00 - 12:00	4	4596	0.005	4	4596	0.000	4	4596	0.005
12:00 - 13:00	4	4596	0.005	4	4596	0.005	4	4596	0.010
13:00 - 14:00	4	4596	0.000	4	4596	0.000	4	4596	0.000
14:00 - 15:00	4	4596	0.000	4	4596	0.005	4	4596	0.005
15:00 - 16:00	4	4596	0.000	4	4596	0.092	4	4596	0.092
16:00 - 17:00	4	4596	0.000	4	4596	0.049	4	4596	0.049
17:00 - 18:00	4	4596	0.000	4	4596	0.005	4	4596	0.005
18:00 - 19:00	4	4596	0.000	4	4596	0.000	4	4596	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.168			0.161			0.329

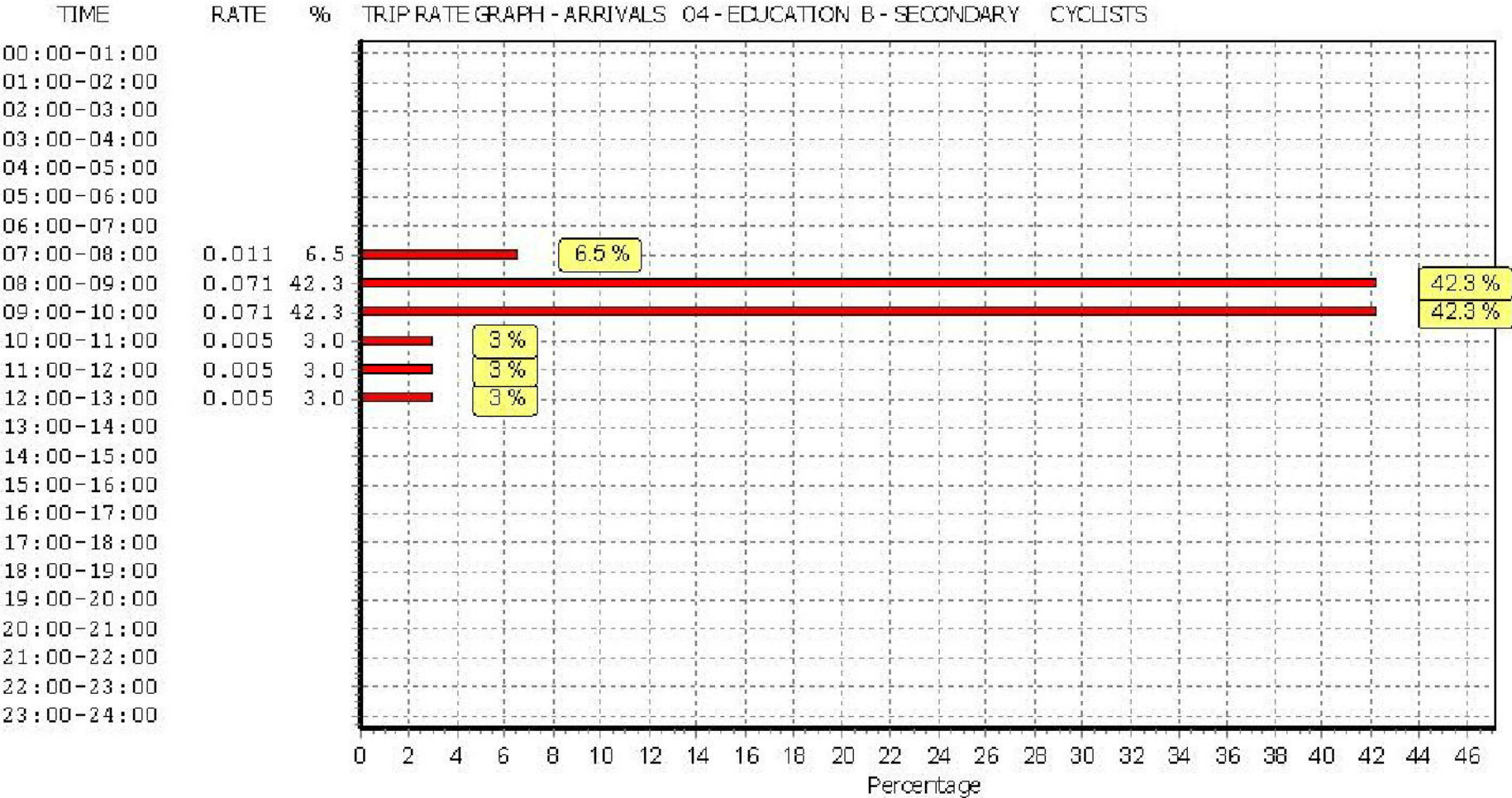
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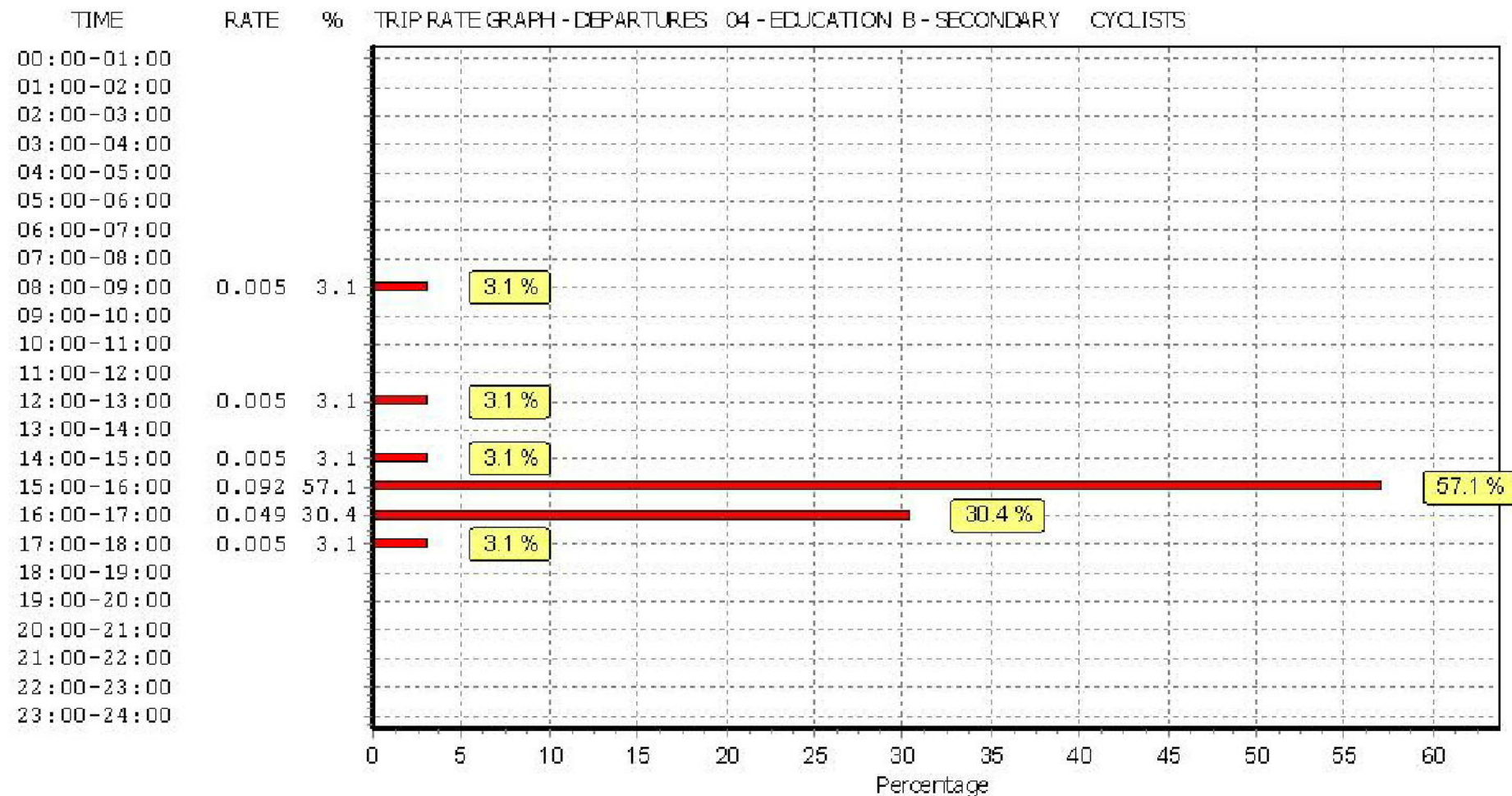
Parameter summary

Trip rate parameter range selected: 3350 - 6882 (units: sqm)
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 Number of Sundays: 0
 Surveys manually removed from selection: 1

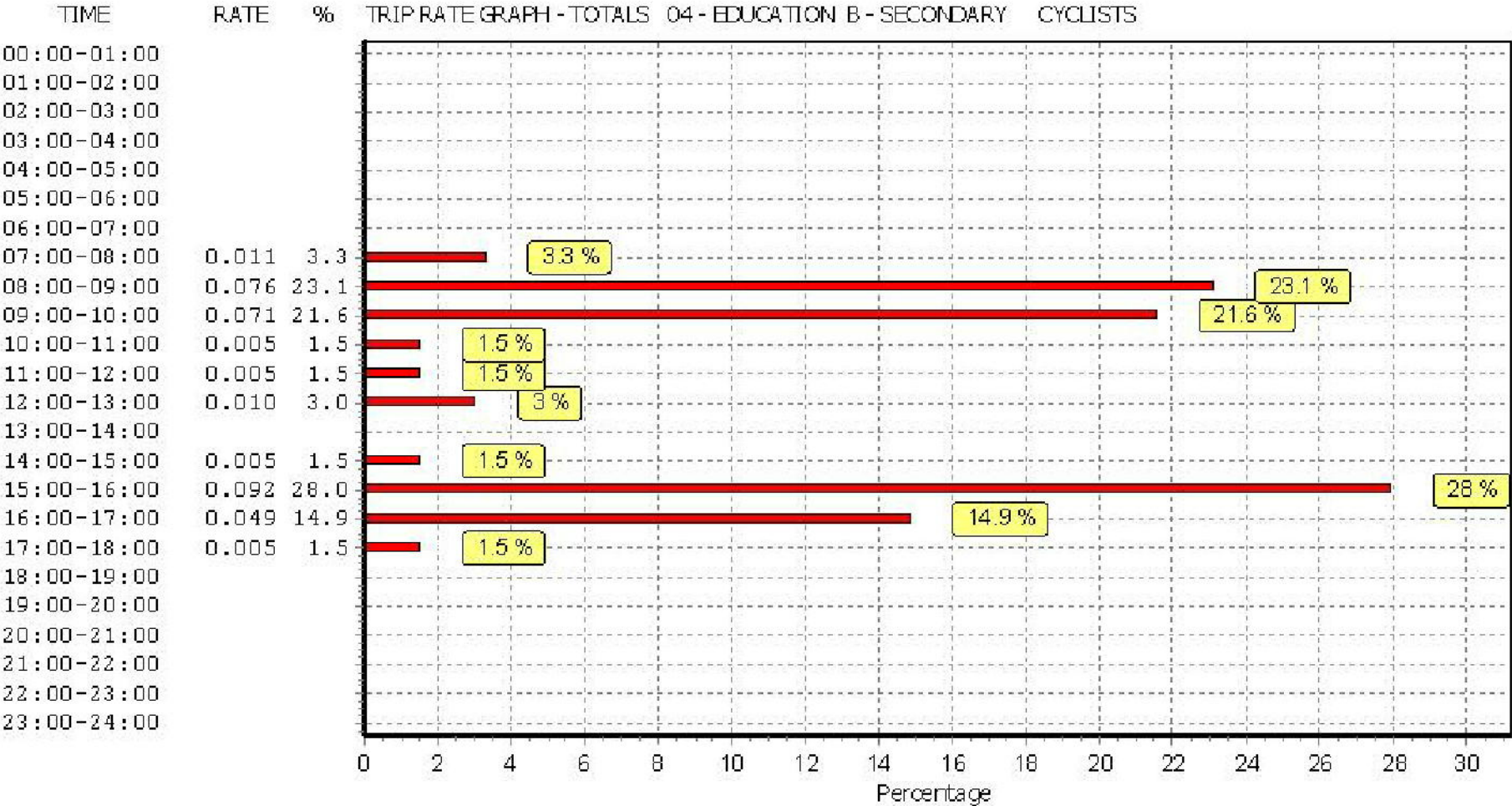
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



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APPENDIX 7

MINIBUS COLLECTIONS AND RETURNS

Jackie

Collect in morning	Return afternoon
<u>King's Acre Road</u> <ul style="list-style-type: none"> • Tom H • Jordan B • Harley <u>Treacle Mine</u> <ul style="list-style-type: none"> • Adam • Connor • Cameron • Tom G • Fiona <u>Co-op</u> <ul style="list-style-type: none"> • Lauren • Becca • Callum (every other week) <u>Rotherwas</u> <ul style="list-style-type: none"> • Charlotte • Jake • Dan P Emrys	<u>Emrys</u> <u>Rotherwas</u> <ul style="list-style-type: none"> • Charlotte • Jake • Dan P <u>Co-op</u> <ul style="list-style-type: none"> • Lauren • Becca • Callum (every other week) <u>Treacle Mine</u> <ul style="list-style-type: none"> • Adam • Connor • Cameron • Tom G • Zack <u>King's Acre Road</u> <ul style="list-style-type: none"> • Tom H • Jordan B • Harley

Paul

Collect in morning	Return afternoon
<u>Train station:</u> <ul style="list-style-type: none"> • Sam • Jordan L • Kai • Teá • Millie • Curtis • Dylan • Owen • Reece • Dan T • Shane • Georgia 	<u>Train station:</u> <ul style="list-style-type: none"> • Sam • Jordan L • Kai • Teá • Millie • Curtis • Dylan • Owen • Reece • Dan T • Shane • Georgia

APPENDIX 8



Travel Charter

Parking

- The school will provide clear and concise guidelines to parents/guardians and staff in the form of the **Robert Owen Vocational School Access and Parking Policy**. These will be distributed as part of a student's induction into the school and will then be repeated and updated thereafter through a range of media including the school website as well regular bulletins such as parent mail;
- Staff will not be permitted to park within the confines of the school site.
- Students/parents/guardians will not be permitted to set down/pick up children within the confines of the school site and will be rigorously encouraged to adhere to the existing restrictions on Blackfriars Street and Widemarsh Street that do not permit stopping or setting down or picking up. Senior staff will monitor this by being present outside the school at key arrival and departures times;
- A parking area will be located at Hereford United FC's football ground, which is approximately 200m from the school, accessed off Blackfriars Street.
- Within the guidelines issued to parents/guardians details are to be provided of the 'park and drop' facilities at the football ground. Within these details parents/guardians will be notified that they will only be permitted to stop at the 'park and drop facility' for the purposes of setting down or picking up. They will not be permitted to dwell within the parking area for any length of time. Use of this parking area for purposes other than dropping/picking up is strictly prohibited.
- Within the guidelines parents/guardians will be notified that failure to follow the prescribed procedures could result in the receipt of a penalty notice from the Council's Parking Services team or further sanctions from the school itself.

Safe Walking Routes

- The safety of students both in and outside of the school grounds is of paramount importance. The guidelines will clearly and concisely set out the school's safe access policies.



The Robert Owen Vocational School

Inspiring Success - A Co-operative Academy for 14-19 year olds

- This will cover the key walking routes to/from 'park and drop' facility as well as to the City and County bus stations and Hereford train station.
- Students will be given regular safety briefings within school as part of their welfare training. Within those briefings emphasis will be placed upon adherence to the school's policies on safe walking routes;

Cycling

- The Robert Owen Vocational School provides safe, secure, covered cycle parking for up to 200 cycles (100 stands) within the confines of the site that are available for use by staff and students;
- Within the **Robert Owen Vocational School Access and parking Policy** staff and students will be given clear and concise guidance on the use of and access to the cycle parking facilities as part of which there will be a clear directive to ensure that no cycles are chained to the existing guard-railing on both the Blackfriars Street and Widemarsh Street frontage of the site.
- The school website will include direct links to the Council and Sustrans websites that detail designated cycle routes to/from the site and central Hereford City area.
- The Robert Owen Vocational School will offer cycle proficiency training to students as part of the curriculum.

Private Transport Service

- The Robert Owen Vocational School will deliver a private transport service, or school bus, to students living in areas with limited public transport routes;
- The private transport service will take the form of 2 no. 17-seater minibuses that are owned and operated by the school. Demand for use of the private transport service will be continually monitored and appraised as part of the wider Travel Plan review process. Should



The Robert Owen Vocational School

Inspiring Success - A Co-operative Academy for 14-19 year olds

demand dictate that additional vehicles are required then Robert Owen Vocational School will charter additional mini-buses from local operators;

- The private transport service will be operated on a timetabled basis to meet the need/demand generated by end users. The private transport service will be administered through the school website whereby pre-arranged pick up and drop off times will be agreed with the parent/guardians who choose to take up the service;
- The private transport service will set down/pick up students within the school grounds. Set down in the morning will be no later than 8.45am and the pickup time in the afternoon will be at 4.30pm;
- The school website will also include direct links to external websites that provide timetable information and route mapping for existing public transport services in the vicinity of the school;
- The Robert Owen Vocational School will give students briefings and training on how to safely board and alight buses and procedures for getting to and from bus stops and pick up/drop off points as part of their welfare training.

Car Share Database

- The Robert Owen Vocational School will implement a car share database through the school website the aim of which will be to 'pair up' those students and their parents who reside close to one another such that the overall number of car journeys generated by the school can be reduced. Regular bulletins such as parent mail will also be used to publicise the car share database;

Personalised Sustainable Travel Planning

- Personalised travel planning will also be explored through the school's website and the Travel Plan process and the school will seek to raise awareness of sustainable travel and its health benefits through the curriculum



The Robert Owen Vocational School

Inspiring Success - A Co-operative Academy for 14-19 year olds

Rewarding Sustainable Travel

- The Robert Owen Vocational School reward students who travel sustainably. Reward points and prizes will be issued to those 'Travel Plan Champions' on a periodic basis who walk, cycle or travel by bus to school.

APPENDIX 9



The Robert Owen Vocational School

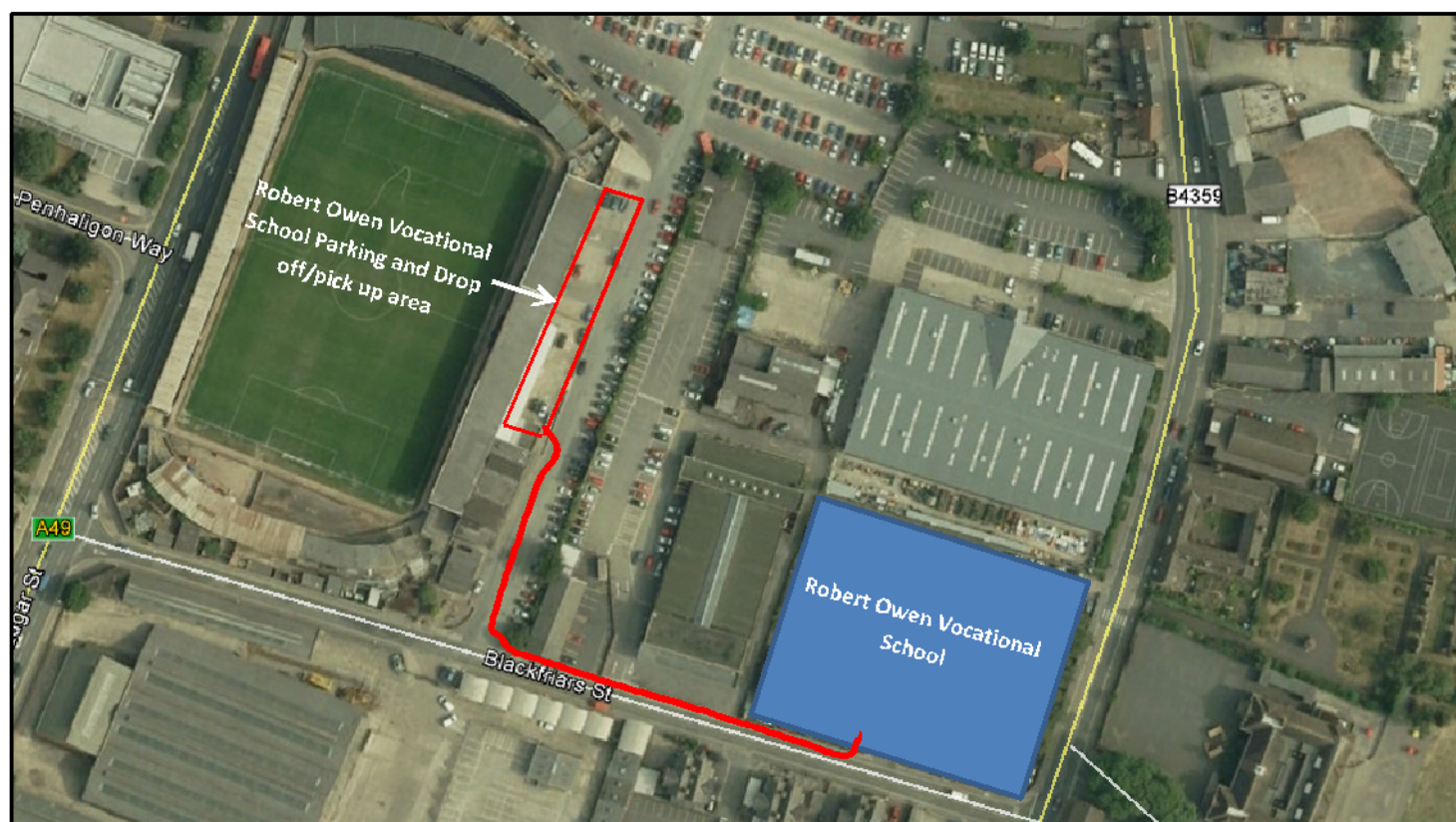
Inspiring Success - A Co-operative Academy for 14-19 year olds

Access & Parking Policy

Do's and Dont's

Do.....

- ...Make use of the designated 'park and drop' facility at Hereford United's football ground. It's just a short walk from the school entrance.



- ...Parents/guardians will only be permitted to stop at the 'park and drop facility' for the purposes of setting down or picking up. You will not be permitted to dwell within the parking area for any length of time. Use of this parking area for purposes other than dropping/picking up is strictly prohibited.
- ...Encourage your children to follow the safety guidelines provided when walking to and from the school entrance.

- ...Think about '*doing away with the car*'. There are many options available including walking and cycling that will benefit the health of your child. The School provides 200, secure, covered cycle parking spaces located around the School site and can be accessed via Blackfriars Street and Widemarsh Street.
- ...Make use of the options available to use public transport or the private transport laid on by the School. We are happy to help you explore the alternatives available and further details are provided on the school website, www.robertowenschool.co.uk/

There are awards for students who embrace our sustainable travel initiatives!

Do not.....

- ...Enter the School grounds unless it is in an emergency or prior arrangements have been made with the School Secretary;
- ... Stop on Blackfriars Street or Widemarsh Street as this will cause considerable inconvenience and delay to other road users. It is illegal to stop on Blackfriars Street and the section of Widemarsh Street outside of the school and you are likely to receive a Penalty Notice from the police and further sanctions from the school if you do not adhere to the restrictions in place.
- ...Chain your bike to the guard-railing outside the school. There is plenty of secure, covered cycle parking within the School grounds.

Thanks you for your cooperation

Chris Cooper
Acting Principal and Travel Plan Coordinator
Robert Owen Vocational School
May 2014

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Bedford
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Bedford
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Fax: 01234 831 437

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