



Our ref: 18/0004

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8th August 2018

Dear [REDACTED]

Turing House School, LB Richmond upon Thames – TfL's pre-application advice follow-up meeting

This letter concerns the recent follow-up meeting held regarding the proposed new Turing House Free School in the London Borough of Richmond upon Thames (LBRuT).

The following comments are made by Transport for London officers on a 'without prejudice' basis only and are intended to ensure that this development is successful in transport terms and in line with relevant London Plan policies. You should not interpret them as indicating any subsequent Mayoral decision on any planning application based on the proposed scheme. Furthermore, these comments also do not necessarily represent the views of the Greater London Authority.

A pre-planning application meeting was held with TfL on the 27th February 2018 regarding the development proposals. The follow-up meeting was held on the 26th July 2018, and was attended by the following:

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Lucy Simpson
Claire Bartle
Ramel Hamilton

Robert West
Robert West
dpp Planning
ESFA
Bower and Kirkland

TfL Spatial Planning
TfL Network Sponsorship
TfL PT Service Planning

This follow-up meeting response is based on the information provided to date including the Trip Generation and Traffic Flow Diagram Technical Note dated

31st May 2018, and the TA Scoping Report (SR) dated June 2018, and summarises the key points discussed at our meeting. This letter should be read in conjunction with our previous advice letter dated 13th March 2018.

The development proposal comprises the following:

- Five form entry (5FE) secondary school with a sixth form providing places for 1,050 students aged 11-18, and 90 full-time equivalent (FTE) staff members.

There have been no changes to the development quantum since the previous meeting.

Car parking

45 car parking spaces are proposed, which represents an overall reduction of 5 car parking spaces from that originally proposed. Whilst TfL welcome this reduction, we would encourage a further reduction so as to not undermine walking, cycling and public transport. Furthermore, the SR states that based on the latest survey of staff only 34.4% travel by car which would equate to only 31 members of staff driving at full occupation, which supports TfL's request for a further reduction.

Coaches will be able to drop-off and pick-up within the site, and the TA will include vehicle tracking to demonstrate this.

Site access

Revised plans of the site access arrangement were provided which look to improve the segregation between pedestrian, cyclists and vehicles. The layout will be reviewed and agreed with Richmond Council. A Stage 1 Road Safety Audit is also proposed to be undertaken of the revised site access arrangement

Trip generation and mode split

As requested, further information has been provided to validate the robustness of the predicted mode share. TfL are now satisfied with the assessment provided.

Highway impact

TfL confirmed that based on the additional trip generation and distribution information provided, we will not require highway modelling of the A316 Hospital Bridge Roundabout, which is the closest section of the TLRN.

The feasibility of reducing the railway bridge, located immediately north of the application site, to one-way operation with the introduction of traffic signals was discussed. Should the applicant choose to progress this option they would need to demonstrate that the proposed signalisation would not significantly impact on the operation of the highway network or bus journey times. The

justification for new signal would also need to be demonstrated in line with TfL 'Justification for Traffic Signals' procedure.

Buses

The SR predicts that the proposed school is likely to generate 635 additional bus trips in the peak periods. Based on this, the school would be likely to require an additional 6 double deck return journeys (a trip to the school in the morning, and one back in the afternoon) to accommodate demand. The estimated cost for one return journey on schooldays only is £75,000pa per bus. Contributions are sought for 5 years to allow for passenger demand to build up. The total contribution requested would therefore be £450,000 x 5 years which equates to £2,250,000.

It should be acknowledged that TfL are not in a position to provide additional buses unless funding is provided by the proposed school or Richmond Council.

It was queried at the meeting if there is any reason why route 481 is single deck. It is noted that the 481 currently runs with single deck vehicles as these are sufficient to meet demand. To the best of our knowledge, there are no physical constraints such as low bridges which prevent double deck buses running along route 481. If demand arose on the 481, as a result of the proposed school, a route test would be required to ensure there is adequate clearance for the longer and wider double deck vehicles. However, at this stage a school bus route is considered a better option to accommodate the increase demand of the school, as detailed above.

During the initial meeting it was highlighted that the applicant is investigating the possibility of providing a secondary pedestrian and cycle only entrance via Powder Mill Lane. As stated previously, TfL would support a secondary entrance at this location as it would provide better access to bus route 111 which runs along the A314 Hanworth Road. Whilst it is acknowledged that this secondary access is unlikely to have been agreed prior to submission, TfL would recommend that two separate bus distribution scenarios are detailed within the TA. The first should assume all bus passengers access the school from the Hospital Bridge Road entrance. The second scenario will show a proportion of pupils who have accessed the school by bus using the proposed secondary entrance from Powder Mill Lane, which will be based on the schools likely catchment. TfL will then be able to assess the likely impact on the bus network of the two scenarios and will be able to confirm what capacity enhancements are required for each.

It was noted at the previous meeting that TfL are currently undertaking a major bus network review of this area, which was to be consulted on in the summer/autumn. This consultation is currently on hold.

Cycle parking

A total of 154 cycle parking spaces will be provided on site which accords with both the London Plan and draft London Plan minimum standards and is welcomed by TfL.

Pedestrian and cycle environment

A PERS and CERS audit is proposed along with a Healthy Streets and CloS assessment which is welcomed. TfL would also recommend that the Pedestrian Comfort Level assessment is also undertaken.

In addition to the bus stop audit, the TA will also need to include information on the capacity of the bus stop waiting areas to ensure that they are able to accommodate peak hour demand and will not result in passengers spilling onto the road or cause an obstruction to pedestrians.

Summary

As discussed at our meeting and recorded herein there are a number of issues which require further discussions and action. TfL will welcome further involvement and discussion with the applicant and Richmond Council in order to ensure agreement on as many issues as possible prior to the planning application being submitted.

I hope this provides a useful basis upon which to progress the preparation of the planning application and supporting Transport Assessment and look forward to hearing from you shortly.

Should you wish to discuss any part of this letter, please contact myself or Lucy Simpson ([REDACTED])

Yours sincerely,

[REDACTED]

Lucinda Turner

Director of Spatial Planning

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Cc: All attendees
GLA Planning