

From: [Simpson Lucy](#)
To: [REDACTED] [Snape George](#)
Cc: [REDACTED]
Subject: RE: Turing House School- Bus Contributions Update
Date: 10 January 2020 11:07:50
Attachments: [image003.png](#)
[image004.jpg](#)
[image005.png](#)

Hi Ian,
Happy for it to be amended to first occupation.
Kind regards
Lucy

From: [REDACTED]]
Sent: 09 January 2020 16:20
To: Snape George
Cc: [REDACTED] Simpson Lucy
Subject: RE: Turing House School- Bus Contributions Update

Hi George
I hope you're well and Happy New Year to you!
I've recently raised the trigger for the first payment of the bus contribution with [REDACTED] at the LPA (copied in). We are in the process of finalising the s106 agreement and note that the trigger for the first payment re: buses is 'commencement of development'. However, in relation to another project in Clapham, I met Lucy Simpson from TfL (copied in) with your colleague, Neil Benson from the Buses Team, and he confirmed that he would not require payment until 'first occupation' and every anniversary thereafter until the full contribution had been paid.

In this case, the committee report is silent on this issue, so I believe that we have the flexibility to adjust the draft s106.

Can you please let us know whether TfL would be happy to amend the trigger for the first payment to 'first occupation'?

Many thanks,

[REDACTED]
Regional Planning Lead (South London), Planning Team, Free Schools Capital
Capital Directorate | Operations Group | Department for Education
Fifth Floor | Sanctuary Buildings | 20 Great Smith Street
Westminster | London | SW1P 3BT

E: [REDACTED]

M: [REDACTED]

Web: www.education.gov.uk | See the DfE 'Developer Loans for Schools' prospectus [here](#)



From: Snape George [REDACTED]@fl.gov.uk>

Sent: 25 June 2019 15:48

To: [REDACTED]

<[REDACTED]>

Cc: [REDACTED]

[REDACTED]

Subject: RE: Turing House School- Bus Contributions Update

Hi [REDACTED]

I can confirm that TfL accept this financial bus contribution of £1.175million.

Kind regards,

George

George Snape

Area Planner | Spatial Planning | City Planning

Phone: [REDACTED] ([REDACTED]) | Email: [REDACTED]@TfL.gov.uk

9th Floor (9B5), 5 Endeavour Square, Westfield Avenue, London E20 1JN



We have recently made changes to our pre-application service and charges, and introduced a new Initial Screening process.

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From: [REDACTED]
Sent: 25 June 2019 10:02
To: [REDACTED]; Snape George
Cc: [REDACTED]
Subject: RE: Turing House School- Bus Contributions Update

Hi [REDACTED]

If you could confirm TfL's position on this as soon as you are able that would be great as we need to finalise the report by the end of Wednesday.

Regards,

[REDACTED]s

From: [REDACTED] >
Sent: 24 June 2019 12:08
To: Snape George [REDACTED] tfl.gov.uk>
Cc: [REDACTED]
[REDACTED]

Subject: RE: Turing House School- Bus Contributions Update

Dear [REDACTED]

Please see the response from DfE regarding the bus contributions below:

'TfL bus contribution - staged draw down payments to be related to demand for new buses over a period of 5 years but capped at £1.175m unless alternative government funding for TfL bus services is confirmed during this period. Drawdown is also to be subject to evidence of enhanced patronage related to the school.'

Regards

[REDACTED], **MEng (Hons), CEng MCIHT, Associate**



Delta House, 175-177 Borough High Street, London, SE1 1HR
General Office 020 7939 9916
Mobile [REDACTED]
Website robertwest.co.uk

From: Snape George [REDACTED] tfl.gov.uk>
Sent: 17 June 2019 14:38
To: [REDACTED]
Cc: [REDACTED] >
Subject: RE: Turing House School- Bus Contributions Update

Dear [REDACTED],

I was wondering if you have any updates on the requested bus contribution please?

Kind regards,

George

George Snape

Area Planner | Spatial Planning | City Planning

Phone: [REDACTED] | Email: [REDACTED] Tfl.gov.uk

9th Floor (9B5), 5 Endeavour Square, Westfield Avenue, London E20 1JN



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From: [REDACTED]]
Sent: 06 June 2019 11:28

To: Snape George; [REDACTED]
Cc: [REDACTED]
Rob [REDACTED]
Subject: RE: Turing House School- Bus Contributions Update
Dear [REDACTED],

Can you please confirm whether the contribution is accepted?

Regards,

[REDACTED]

From: [REDACTED] [tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>

Sent: 06 June 2019 11:19

To: [REDACTED]

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

Subject: RE: Turing House School- Bus Contributions Update

Dear [REDACTED]

After speaking to my colleagues in Buses, our stance on the capacity required hasn't changed and is conservative in the interests of keeping costs manageable.

The 481 currently operates with 4 buses. The two trips most likely to serve the school leave Kingston at 0720 and 0750, reaching the school at around 0745 and 0820. The same vehicles return through Hospital Bridge Road at around 1505 and 1537 on their way back towards Kingston. If these times work for the school then we are prepared to compromise by only requiring these two vehicles to operate as double deckers, instead of all four, thus agreeing the £200,000 saving.

With respect to the 111, the second return journey is required as a result of the uplift in demand the school will generate. We have already based our calculations of use of total capacity, rather than our standard planning capacity of around 90%. Without the second journey, the 111 will be crowded as soon as the school relocates to Hospital Bridge Road. As such, we request a contribution for this. We are prepared to compromise by funding two years of operation of the return journey. This reduces the cost from £375,000 to £225,000.

We agree that there will be relief on some routes in the Teddington area, but not enough to warrant service reductions in any case. The R68/R70's capacity requirements are based on their busiest points in the Twickenham area which would not be impacted by relocation of Turing House School and the 281's busiest point is in the Twickenham Stadium area so the same applies. The 285 doesn't operate any special additional journeys for school demand. The route was last reviewed in March 2019 and it was deemed necessary to maintain the 5 bph daytime frequency to meet demand in the Hatton Cross area. Reducing frequency to 4 bph would create crowding problems, not be worthwhile and isn't something we would propose at this stage.

The revised contribution sought is £1,175,000. We believe that this is a reasonable request and the minimum that we can accept to mitigate against the impacts. I would be grateful if you could review and respond accordingly.

Kind regards,

George

George Snape

Area Planner | Spatial Planning | City Planning

Phone: [REDACTED] ([REDACTED]) | Email: [REDACTED]@Tfl.gov.uk

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From: [REDACTED] >

Sent: 24 May 2019 14:07

To: Snape George [REDACTED] [tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>

Cc: [REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Turing House School- Bus Contributions Update

Dear George

Following the meeting we had on 25 April 2019 when we have discussed the financial contribution towards bus enhancement for Turing House. We have agreed that the next step will be review bus trips estimate with the most recent students' home postcode data. The revised analysis also took into consideration student trips that are currently taking place to and from the two temporary school sites (Teddington site and Hampton site) and that the bus contributions should be estimated based on the net new trips by future students.

We believe that a figure of £950k for bus contributions would be more appropriate. We have provided the reasons for this in the attached documents. I would be grateful if you could review and respond accordingly.

Regards

[REDACTED]
[REDACTED], **MEng (Hons), CEng MCIHT, Associate**



Delta House, 175-177 Borough High Street, London, SE1 1HR

General Office 020 7939 9916

Mobile [REDACTED]

Website robertwest.co.uk

From: [REDACTED]

Sent: 15 May 2019 10:52

To: Snape George [REDACTED] [tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>; [REDACTED]

Cc: [REDACTED]

Subject: RE: Turing House School- Bus Contributions Update

Thanks George,

[REDACTED] – if you could please discuss with the applicant and ask DPP to confirm whether this contribution is agreed.

Thanks,
[REDACTED]

From: Snape George [REDACTED] [tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>

Sent: 15 May 2019 10:49

To: [REDACTED]
[REDACTED]
[REDACTED]

Subject: Turing House School- Bus Contributions Update

Dear all,

My colleagues in Buses have got back to me in regards to a updated contribution figure.

When the school is fully occupied, the numbers provided show that we will need to run the following additional services;

Route 111 – run two additional northbound journeys in the morning and two southbound journeys in the afternoon.

Route 481 – convert service to double deck vehicles and run an additional northbound journey in the morning and southbound in the afternoon.

An additional return journey costs approximately £75k per annum and converting route 481 to double deck operation will cost around £80k per annum. This gives a total annual cost of £305k. We will seek a total of £1.525 million over five years.

Our loadings data shows that on route 111 northbound, 240 to 300 people arrive at the bus stop nearest to the school in the 07:30 – 08:00 period (the time the applicant has stated the majority of students will arrive at the school). The increased demand due to the school is 138 – 199 at the same time during this period giving a total of 378 to 499 people. With the additional journeys we would have 6 buses in this period going northbound and so there would be between 63 and 83 people per bus. Without the journeys, there would

be between 94 and 124 which is unacceptable.

Route 481 currently has loads of around 35 people travelling north from Hospital Bridge Road in the morning across the 07:20 and 07:50 departures from Kingston. If converted to double deck vehicles, this increases planning capacity from 80 to 150. 130 – 188 new trips are forecast for route 481 in this direction so we propose to run 1 northbound journey in the AM peak, returning south in the afternoon. There would be 55 - 74 passengers per bus, which is acceptable. Without the journey, there would be 82 – 94 per bus which would be unacceptable considering the low frequency of the service. Travelling southbound in the morning and northbound in the afternoon, the uplift in capacity from introducing double decks will be sufficient to handle the forecast demand.

Assuming the network remains as is, routes 110, H22 and H28 should cope with current levels of capacity. Also, I have received your response to our initial comments. I am on leave from this afternoon but will respond accordingly, early next week.

Please let me know if you have any further questions.

Kind regards,

George

George Snape

Area Planner | Spatial Planning | City Planning

Phone: [REDACTED] (auto [REDACTED]) | Email: [REDACTED]@Tfl.gov.uk

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