



Our ref: 18/0004

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Dear **[REDACTED]**

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

Thank you for participating in Transport for London's (TfL) pre-planning application process, the aim of which is to ensure that development is successful in transport terms and in accordance with relevant London Plan policies. This letter concerns the recent meeting 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.

Based on the information provided in the Transport Discussion Note (TDN) and meeting, it is understood that the proposal consists of:

- 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; and
- Provision of a three-storey teaching block, a two storey sports block, MUGA, sports pitches and other facilities.

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

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

[REDACTED]

Lucy Simpson
Michal Miklasz

Robert West
JLL
Turing House School
ESFA
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Russell Education Trust

LB Richmond

TfL Spatial Planning
TfL Modelling Liaison

This pre-application response is based on the information provided to date including the TDN and summarises the key points discussed at our meeting.

Site context

The site is located on Metropolitan Open Land and is situated in Twickenham and is bounded by Hospital Bridge Road to the east, residential properties fronting Redfern Avenue and the railway line to the north, Borough Cemetery to the west and Heathfield Recreation Ground, residential properties and the Bridge Farm Nursery to the south. The nearest section of the Transport for London Road Network (TLRN) is the A316 Great Chertsey Road which is approximately 800 metres south of the site.

The site is within approximately 800m of Whitton rail station. There is also one bus route (481) within an acceptable (640m) walking distance of the site, with stops located on Hospital Bridge Road. The site has a public transport accessibility level (PTAL) of 1b on a scale of 1 to 6 where 6b is most accessible.

The school is currently open in temporary accommodation located in Teddington approximately 3.3km south east of the application site, and has a total of 325 students and 29 staff.

Transport Assessment

The Transport Assessment (TA) should be undertaken in accordance with TfL's Transport Assessment Guidance, available from: <https://www.tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guidance>. Further details on the specific requirements are set out below.

Trip generation and mode split

A survey of existing students and staff was undertaken to establish the existing mode share and thus used to predict future mode share when the school is fully operational. Whilst this approach is reasonable, the survey only included 325 students from years 7, 8 and 9. Furthermore the temporary school is located approximately 3.3km south of the permanent location. As the proposed school will include a sixth form, TfL would recommend that the applicant obtains school travel plan survey data from secondary schools with a sixth form within the borough with similar accessibility, to use as a comparison and to establish if the predicted future mode share is robust.

Trip generation figures should be presented in the TA by mode, time, and directional flow, with the peak hour number of trips indicated separately, as set out in TfL's TA Best Practice Guidance.

Site access

Vehicular access to the site is via Hospital Bridge Road. This access is shared with the Bridge Farm Nursery. Whilst there will be no direct vehicle access from the TLRN, most vehicles from the south will access the site via the A316 Hospital Bridge Roundabout.

Car parking

50 car parking spaces are proposed for staff and visitors, of which 5% will be designated for Blue Badge parking. Whilst the London Plan doesn't include car parking standards for schools or colleges any provision proposed should not undermine walking, cycling and public transport, and therefore TfL would recommend that the provision proposed is reduced.

No car parking spaces are proposed for students, which is welcomed by TfL.

Electric Vehicle Charging Points (EVCP) will also be provided in accordance with the London Plan.

A Car Park Design and Management Plan should be submitted alongside the application which indicated how the car parking will be designed and managed, with reference to Transport for London guidance on car parking management and car park design.

Highway impact

Once the vehicle trip generation and distribution has been agreed, TfL will be able to advise if highway modelling of the A316 Hospital Bridge Roundabout will be required.

Buses

As stated above, there is currently only one bus route (481) within an acceptable walking distance of the site. Although it is noted there are additional routes (H22, 110, 111 and H28) located beyond 640m of the site but may still be within a reasonable walking distance to serve the site. Once information on the net increase in public transport trips has been confirmed, TfL will then be able to assess the impact on the bus network and will be able to confirm if any capacity enhancements are required.

It is noted that TfL are currently undertaking a major bus network review of this area, which will be consulted on in the summer/autumn. Therefore, at this stage, TfL is unable to comment further on improvements to services around Whitton.

Cycle parking

Cycle parking will be provided for both staff and students in accordance with minimum London Plan and draft London Plan standards, which is welcomed by TfL. The applicant has also advised that extra space is available on site should demand for cycle parking exceed provision.

Cycle parking should be located in close proximity to building entrances of all buildings to provide convenience and choice for all users.

TfL would also advise that shower and locker facilities are provided for members of staff wishing to cycle to work. All cycle parking spaces should also be easily accessible from cycle routes and appropriate signage, should be provided.

Pedestrian and cycle environment

The proposed school will see an increase in pedestrian and cycle trips to / from the site and the local area. The applicant should ensure that the Healthy Streets approach is considered both throughout the site and within the local area, including routes to all transport nodes. In terms of Healthy Streets the development proposals should:

- Demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance <http://content.tfl.gov.uk/healthy-streets-for-london.pdf>
- Reduce the dominance of vehicles on London's streets whether stationary or moving.
- Be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

The TA should include pedestrian and cycle access plans which take account of pedestrian and cycle desire lines, connectivity to the surrounding cycle network, permeability at all times of the day and highlight those areas which will be shared use.

At the meeting it was highlighted that the applicant is investigating the possibility of providing a secondary pedestrian and cycle only entrance via Powder Mill Lane. 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. Route 111 is likely to serve the greatest pupil catchment for the school. It would also reduce the number of students using the Hospital Bridge Road entrance where there is the potential for conflict between students and vehicles accessing the Bridge Farm Nursery.

A PERS audit should be undertaken of pedestrian routes to key public transport nodes and amenities. Any necessary improvements identified by the audit will need to be funded by the applicant.

A bus stop assessment should also be undertaken for the nearest stops in each direction, the details of which will need to be included within the TA, and any necessary improvements funded by the applicant.

Travel planning

An updated school travel plan will be prepared and submitted as part of the planning application. When preparing travel plans, reference should be made to TfL's travel plan guidance available from TfL's website <https://www.tfl.gov.uk/info-for/urban-planning-and-construction/travel-plans>.

Delivery and construction

A framework Construction Logistics Plan (CLP) and Delivery and Servicing Plan (DSP), will be submitted as part of the planning application, which is welcomed by TfL. Both documents should follow TfL guidance.

Community Infrastructure Levy

The proposed secondary school use would be exempt from the Mayoral CIL.

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

Yours sincerely,

[REDACTED]

Lucinda Turner

Director of Borough Planning

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Cc: All attendees
Sarah Considine, GLA Planning