London Borough of Richmond Upon Thames

RUSSELL & STRATHMORE SCHOOLS, RICHMOND UPON THAMES

Transport Statement

September 2014

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Checked by:	Stephen Evans	Signed:
Verified by:	Victoria Balboa	Signed:

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4		

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1 Introduction

General

1.1 WYG has been commissioned by the London Borough of Richmond upon Thames (LBRuT) (the 'Applicant') to prepare a Transport Statement (TS) in support of proposals to expand the Russell Primary School at its existing site, and co-locate part of the nearby Strathmore SEN School to the existing Russell Primary School site on Petersham Road, Petersham, TW10 7AH (the 'Site') in the London Borough of Richmond upon Thames (the 'Borough'). The Site refers to both the Russell Primary and Nursery School and the Strathmore School.

1.2 The Local Planning Authority is LBRuT Planning and the Local Highways Authority is LBRuT Highways and Transport. The local transport authority is Transport for London (TfL).

1.3 The proposed expansion of Russell Primary School is to enable it to meet the high and increasing demand for school places in the area. It is proposed that the school will permanently expand from its current 'one form entry' (1FE) status to 1FE plus four additional classroom spaces as part of a 'shared form of entry'. The expansion of the Russell School is phased, with the total capacity in places to be increased from 239 children to 330. The existing number of nursery school places will be retained.

1.4 The planning application also proposes to co-locate part of the existing Strathmore SEN School from its current site, adjacent to the Russell School, onto the Russell School site. The Strathmore School is also being expanded. It is forecast that pupil numbers at the Strathmore School will increase, with places being distributed to three Strathmore Schools also co-located on mainstream schools, including at the Russell School. The number of pupils in the Strathmore School at the Russell School Site will decrease from its current size, 57 pupils, to a proposed 18 to 24 pupils.

1.5 The aim of this TS is to provide an assessment of any potential transport impacts resulting from traffic movements associated with additional pupil numbers at Russell Primary School, as well as the transport implications of relocating the Strathmore SEN School to the Russell Primary School site.

Report Scope

Meeting with LBRuT

1.6 The requirement for, and scope of, this TS has been discussed and agreed with LBRuT Highways and Transport during the course of pre-application discussions.

1.7 During the course of pre-application scoping objectives, LBRuT Highways and Transport requested that this TS included the results of an on-street car parking occupancy survey carried out in accordance LBRuT Parking Survey Methodology. It also confirmed that the results of a separate travel survey, to be undertaken once the school returns in September, could be submitted at a later date as supporting information.

National Regional Guidance

1.8 This TS is prepared generally in accordance with the Department for Transport (DfT) / Department for Communities and Local Government (DCLG) Guidance on Transport Assessment (GTA) (March 2007) and also the Transport for London (TfL) Transport assessment best practice: Guidance document (April 2010).

Site Location

1.9 The Russell School and the Strathmore School are located in the Petersham area of the London Borough of Richmond upon Thames. The Site is bounded to the east by the A307 Petersham Road, to the south by Sandpits Road and Meadlands Drive, which are predominantly residential in nature, and to the north by an access road which provides an approach to a German language school and the grounds of Ham Polo Club. The Site is also bounded by a copse to the east and a residential area to the west on the opposite side of Petersham Road. A strategic site location plan is provided in **Figure 1.1** below.

Figure 1.1 Strategic Site Location Plan

Background

1.10 The Russell Primary School currently operates a one form entry (1FE) system over seven academic years (reception plus Years 1-6), with a total of 239 primary places. In addition, Russell Primary School also operates a nursery year comprising of 52 pupils (each attending on a part-time basis, therefore 26 full-time equivalent nursery pupils). The total number of full-time equivalent pupils

currently at the school, including nursery pupils, is therefore 265. The Strathmore SEN School currently has 57 full time pupils.

1.11 There are 44 and 35 staff currently working at the Russell School and Strathmore School respectively, giving a total of 79 staff currently working at the two schools on the Site.

Proposed Development

1.12 The development proposals include expanding the current Russell Primary School from its current 1FE system to a 1FE plus an additional four classes under a shared form entry provision, while the nursery is retained as existing. The expansion of the Russell School is phased, so there will be an increase in one class per year group every other year, starting with the youngest age pupils. It is forecast that, once the phased increase of pupils is completed, there will be 356 full time places at the Russell School (including full time equivalent part time nursery places).

1.13 It is also proposed that the existing Strathmore SEN School site will be disposed of, with part of the School co-locating with the Russell Primary School Site. The Strathmore School is also being expanded. It is forecast that the number of pupils at the Strathmore School will increase, with places being distributed to three Strathmore School sites co-located on mainstream schools, including at the Russell School site. It is therefore proposed that, once co-location is complete, the Strathmore School will comprise of 18-24 full time places. For the purposes of analysing the full effects of the proposed development, the maximum number of 24 pupils has been applied.

1.14 As part of the proposed development, there will be an increase in staff (both teaching and support staff) within the Russell School. It is assumed the number of full time equivalents (FTE) members of staff would increase by 10, from 44 to 54. The number of staff at the Strathmore School at the Russell School Site will decrease by 15, with 20 staff remaining at the School. The total number of staff working between the two schools at the proposed site will therefore decrease, from 79 at present, to 74.

Report Structure

1.15 The remainder of this TS is set out as follows:

- **Chapter 2:** Policy Review
- **Chapter 3:** Baseline / Existing Transport Situation
- **Chapter 4:** Development Proposals
- **Chapter 5:** Multi-modal Trip Assessment
- **Chapter 6:** Summary and Conclusions

1.16 All technical appendices (**A to C**) are included at the end of this TS for information.

2 Policy Review

2.1 This section of the TS reviews and analyses the relevant current and emerging integrated land use and transport planning policy and policy guidance in the context of the School and the Proposed Development.

2.2 The policies reviewed within this section demonstrate the ways in which the Proposed Development at the School is consistent with policy objectives at all these levels. Relevant policies identified include the following:

National Policy

- *National Planning Policy Framework (NPPF) (2012);*
- *Government's 'Be Active, Be Healthy: A Plan for getting the nation moving' (2009);*

Regional Policy

- *The London Plan (2011); and Revised Early Minor Alterations to the London Plan (2013);*
- *Mayor of London's Transport Strategy (and Public Draft for Consultation) (2010);*
- *Mayor of London's 'Way to Go! Planning for Better Transport' (2008);*
- *TfL 'What a School Travel Plan Should Contain' (2007 / 2008);*

Local Policy

- *LBRuT Local Development Framework (LDF) – Core Strategy (2009); and*
- *LBRut Development Management Plan (2011).*

National Policy

National Planning Policy Framework

2.3 The National Planning Policy Framework replaced all previous PPS and PPG documents on 27th March 2012.

2.4 The document states that development should be located and designed where practical to achieve the following:

- *"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 disabled people by all modes of transport."*

Government's 'Be Active, Be Healthy: A Plan for getting the nation moving'

2.5 In February 2009, the Government's latest policy direction on tacking obesity was released. 'Be Active, Be Healthy: A plan for getting the nation moving' is closely linked to the 'Healthy weight, Healthy Lives' document, published in 2008; and supersedes 'Choosing Activity, a physical activity plan,' released in 2005. It also has areas of common focus with the National Play Strategy. The

plan establishes a new framework for delivering physical activity, alongside sport, in the lead up to the 2012 Olympic and Paralympic Games. One of the targets for the Legacy Action Plan is to get two million more people active by 2012.

2.6 This is the Government's response to the rising trend in the prevalence of obesity in an attempt to combat obesity related ill health. Nearly one in four adults in England is obese and rates have trebled since 1980. Projections of current trends show that nearly 60% of the UK population could be obese by 2050 which, it is estimated, will mean a seven-fold increase in the direct healthcare costs of overweight and obesity.

2.7 The Chief Medical Officer (CMO) has advised that to maintain a healthy weight, adults need at least 30 minutes of moderate intensity activity on five or more days of the week. Children and young people require 60 minutes every day. Currently, only 40% of men and 28% of women aged 16 to 44 are estimated to meet the CMO's recommendations for physical activity. This figure reduces to 17% of men and 13% of women between the ages of 64 and 74.

2.8 The plan recognises that key to achieving a positive shift in levels of activity will be getting away from the traditional view of exercise to promote a broad range of activities as ways to be physically active. In some places this will mean promoting past times where the health value of the associated exercise is overlooked, for instance housework, gardening, making shorter journeys on foot or by bike and more sociable non competitive activities such as recreational walking and dance. There is a greater focus on physical activity for adults, as children and young people's needs in this area are covered in other policy documents.

Regional Policy

The London Plan (2011)

2.9 The July 2011 version of the London Plan replaces the London Plan (consolidated with alterations since 2004). It is the overall strategic plan for London and sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2031.

2.10 Enabling sustainable modes of transport is seen to support this vision. The London Plan notes that London should be (objective 6):

> *"A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling and makes better use of the Thames, and supports delivery of all the objectives of this Plan."*

2.11 Chapter 6 is titled 'London's Transport' and Policy 6.1 'Strategic Approach' states: *"The Mayor will work with all relevant partners to encourage the closer integration of transport and development through:*

- *encouraging patterns and nodes of development that reduce the need to travel, especially by car;*
- *seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand;*
- *supporting development that generates high levels of trips at locations with high public transport accessibility and/or capacity, either currently or via committed, funded improvements*

including, where appropriate, those provided by developers through the use of planning obligations;

- *improving interchange between different forms of transport, particularly around major rail and Underground stations, especially where this will enhance connectivity in outer London;*
- *seeking to increase the use of the Blue Ribbon Network, especially the Thames, for passenger and freight use;*
- *facilitating the efficient distribution of freight whilst minimising its impacts on the transport network;*
- *supporting measures that encourage shifts to more sustainable modes and appropriate demand management;*
- *promoting greater use of low carbon technology so that carbon dioxide and other contributors to global warming are reduced;*
- *promoting walking by ensuring an improved urban realm; and*
- *seeking to ensure that all parts of the public transport network can be used safely, easily and with dignity by all Londoners, including by securing step free access where this is appropriate and practicable."*

2.12 Policy 6.3 Assessing Effects of Development on Transport Capacity states: *"Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed."*

2.13 Policy 6.13 'Strategic Approach' states: *"The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use."*

Revision Early Minor Alterations to the London Plan (REMA) (2013)

2.14 On 11th October 2013, the Mayor published Revised Early Minor Alterations to the London Plan (REMA). The REMA are operative as formal alterations to the London Plan and form part of the development plan for Greater London.

2.15 The REMA include several relevant transport strategies, including revised cycle parking standards, which are provided in **Table 2.1** below.

Table 2.1 Cycle Parking Standards (REMA)

Land Use	Cycle Parking
	Space Required (Minimum)
D1 Nurseries/Schools (Primary & Secondary	1 per 10 students + 1 per 10 staff

The Mayor's Transport Strategy (2010)

2.16 The Mayor's Transport Strategy, published in May 2010 contains six main objectives to (Chapter 1, Para. 2):

- *Support economic development and population growth;*
- *Enhance the quality of life for all Londoners;*
- *Improve the safety and security of all Londoners;*
- *Improve transport opportunities for all Londoners;*
- *Reduce transport's contribution to climate change and improve its resilience; and*
- *Support delivery of the London 2012 Olympic and Paralympic Games and its legacy.*

2.17 The Mayor's transport vision for London is that over the years to 2031 (Chapter 2, Para. 29):

> *'London's transport system should excel among those of global cities, providing access to opportunities for all its people and enterprises, achieving the highest environmental standards and leading the world in its approach to tackling urban transport challenges of the 21st century.'*

Mayor of London's 'Way to Go! Planning for Better Transport'

2.18 The Mayor of London published 'Way to Go! Planning for better transport' in November 2008. This document is a precursor to the future formal process of consulting on the Mayor's Transport Strategy, which commenced in October 2009. This 'Way to Go' acknowledges the need for TfL to control costs and recognises that there is not sufficient government funding available to deliver all of the major transport projects identified in the previous Mayor's Transport Strategy.

TfL 'What a School Travel Plan Should Contain' (2007 / 2008)

2.19 TfL's 'What a School Travel Plan Should Contain' document provides guidance for schools in the preparation of School Travel Plans (STPs).

2.20 The document provides the basic aims behind an STP, which are to:

- *Significantly reduce the number of car trips on journeys to and from schools;*
- *Remove the barriers, both perceived and actual, to walking, cycling and using public transport for school journeys;*
- *Increase the number of young people and adults choosing 'active travel' options over that of the car;*
- *Increase understanding among whole school communities of the travel options that are available to them; and*
- *Provide information to allow school communities to understand the benefits of active, sustainable transport and to use this information to inform how they choose to travel.*

2.21 The document also describes the benefits of an STP, including:

- *Less cars and congestion around the school site;*
- *Healthier, more active pupils, families and staff;*
- *Less pollution around the school;*
- *Safer walking and cycling routes around the school;*
- *Improved school grounds with provision for bicycle storage (where possible);*
- *A more accessible school site; and*
- *Improved attendance and achievement.*

Local Policy

LBRuT Local Development Framework – Core Strategy (April 2009)

2.22 The Core Strategy was adopted on 21st April 2009. The Core Strategy is a Development Plan Document which is part of the Local Development Framework. It is the strategic policy document which will determine the future planning policy for the Borough and outlines the vision, spatial strategy and core planning policies.

2.23 Policy CP5 sets out the Sustainable Travel objectives and policies for the Borough. To implement this policy the Council will:

- *'Protect and enhance local facilities and employment to reduce the need to travel'; and*
- *Require developments which would generate significant amounts of travel to be located on sites well served by public transport'.*

2.24 In promoting safe, sustainable and accessible transport modes such as walking, cycling and public transport, the council will seek to:

- *'Give priority to pedestrians, including those with disabilities;*
- *Provide and promote a well designed bicycle and walking network across the Borough, and improve conditions for cyclists in the design of new developments;*
- *Prioritise the needs of pedestrians and cyclists in the design of new developments including links to existing networks and requiring the provision of adequate cycle parking;*
- *Improve provision for buses, particularly in Richmond and Twickenham town centres;*
- *Achieve integration and convenient interchanges at all the Borough's stations;*
- *Improve walking, cycling and public transport in areas less well served by public transport;*
- *Undertake traffic management measures to reduce the impact of traffic, particularly in Richmond town centre, district and local centres, residential areas and streets unsuitable for through traffic;*
- *Encourage major employers and schools to develop Green Travel Plans and require these where appropriate with planning applications; and*
- *Require all major developments to submit a Transport Assessment/Statement based on TfL's Best Practice Guidance'.*

LBRuT Development Management Plan (November 2011)

2.25 The Development Management Plan (DMP) was adopted on 1st November 2011. It is a Development Plan Document (DPD) and one of the documents that make up the Local Development Framework. The DMP builds on the Core Strategy and includes more up to date and detailed policies for managing development.

2.26 The DMP policies for Transport and Parking are designed to take forward Core Policy 5 (CP5), which seeks to promote sustainable travel with the aim of improving accessibility and reducing congestion and pollution.

2.27 Policy DMTP 1 'Matching Development to Transport Capacity' states:

> *'Higher trip generating development will only be permitted in areas which are, or at the time of implementation are, easily accessible by transport other than the private car, and well located with respect to local services.'*

2.28 Policy DMTP 6 'Walking and the Pedestrian Environment' states that, to protect, maintain and improve the pedestrian environment, the Council will ensure that:

- *'New development and schemes protect, maintain and, where appropriate, improve existing pedestrian infrastructure;*
- *New development does not adversely impact on the pedestrian environment and provides appropriate pedestrian access; and*
- *New development and schemes improve the safety and security of the pedestrian environment where appropriate'*

2.29 Policy DMTP 7 refers to cycling in the Borough, and states that:

> *'to maintain and improve conditions for cyclists, the Council will ensure that new development or schemes do not adversely impact on the cycling network or cyclists and provide appropriate cycle access and sufficient, secure cycle parking facilities'.*

Car and Cycle Parking Standards

2.30 The DMP provides updated car and cycle parking standards for the Borough, which is provided in **Table 2.2** below. In accordance with the London Plan, lower provision is deemed to be appropriate in some cases where public transport provision and/or pedestrian/cycle access is particularly good.

Table 2.2 Car and Cycle Parking Standards

Land Use	Vehicle Parking Space Required		Cycle Parking
	Controlled Parking Zones (Maximum Unless Otherwise Stated)	The Remainder of the Borough	Space Required (Minimum)
D1 Schools	**1 space per 2 staff** Arrangements must also be made for adequate setting down areas and visitor parking spaces. Adequate facilities for the setting down of coaches shall also be considered.	**1 Space per 2 staff**	**5 spaces per classroom** Depending on the nature of the school

Summary

In summary, it can be seen that there are a number of current and emerging integrated land use and transport planning policies and policy guidance documents that support and underpin the Proposed Development at the School. These policies also encourage travel to / from the School to be by sustainable travel modes where possible, with particular emphasis in this case on cycling. With regard to the Proposed Development, the key policy objectives to note are:

- *Provide adequate social infrastructure including schools to meet the needs of existing and future communities;*
- *Provide sustainable transport choices and promote behaviour change measures to encourage sustainable travel;*
- *Give priority to people over ease of traffic movements;*
- *Seek to reduce dependency on the private car;*
- *Adopt a sustainable level of car parking provision within maximum standards;*
- *Make provision for pedestrian and cycle access;*
- *Encourage the wider use of cycling for staff and students as a viable alternative to the private car.*
- *Provide cycle and powered two-wheeler parking in line with minimum parking standards.*

3 Baseline / Existing Transport Situation

General

3.1 This section of the TS establishes the existing (or 'baseline') transport conditions currently prevailing at the site and in the immediate surrounding area.

3.2 It is important that baseline conditions are accurately established so that the context of any potential future development at the School site, and its potential impact on the surrounding transport and highway networks, can be fully understood.

3.3 Baseline studies have been informed by a parking survey carried out on the 2nd and 3rd July 2014, and a detailed site audit conducted by WYG on Friday 22nd August 2014, as well as desk based research undertaken throughout August and September 2014.

Site Location and Description

3.4 The site is located in the London Borough of Richmond upon Thames on the A307 Petersham Road, a busy main road in the Petersham area of the Borough.

3.5 A plan showing the location of the site in the context of the wider surrounding area is provided in **Figure 1.1** within **Chapter 1** of this TS. A detailed site location plan is provided in **Figure 3.1** below.

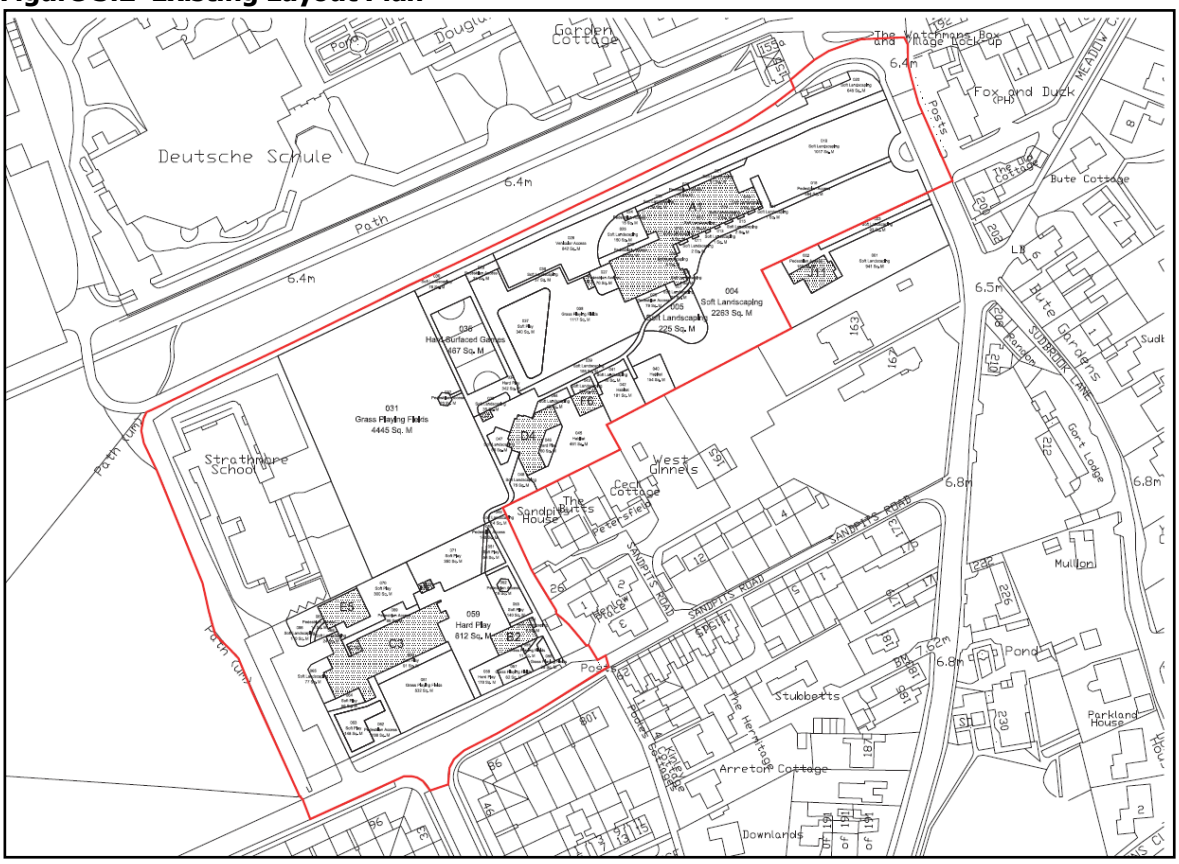
Figure 3.1 Detailed Site Location Plan

3.6 The site is bounded by to the south by Sandpits Road and Meadlands Drive, which are predominantly residential in nature and to the north by an access road which provides an approach to a German language school and the grounds of Ham Polo Club. The site is also bounded by a copse to the east, polo grounds to the north-west, and a residential area on the opposite side of Petersham Road to the west.

3.7 The two School's are located separately within the site; the Strathmore School is located at the eastern boundary of the site, and borders the Copse to the west, the access road to the north and playing fields and Meadlands Road to the south. The Russell Primary School is roughly located at the northern central boundary of the site, and borders playing fields to the west and south, the access road to the north, and Petersham Road to the east. The Russell School Nursery building is located at south-eastern boundary of the site, adjacent to the Strathmore School. There is also an auxiliary building for the Russell School located roughly northeast of the Nursery and southwest of the Primary School.

3.8 An existing site layout plan is shown in **Figure 3.2** below for information.

Figure 3.2 Existing Layout Plan



Access Arrangements

Pedestrian Access

3.9 There are currently four access points from the footway into the school specifically for Pedestrians; one, which serves the Russell Primary School, is located on Petersham Road, while the others, which serve the Russell Nursery School and Strathmore Schools, are situated along Meadlands Drive.

3.10 All access points have gates, which are unlocked and opened during the course of the school day and provide access to main entrance doors. Visitors must use the main entrance to gain access to the School site outside of start and finish times. Outside of school hours these gates are locked.

3.11 Existing pedestrian gates are shown below in **Figures 3.3** and **3.4.**

Figure 3.3 Pedestrian Entrance - Meadlands Drive

Figure 3.4 Pedestrian Entrance - Petersham Road

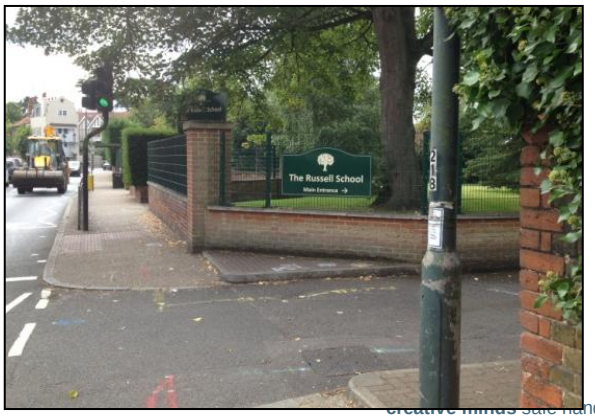
Vehicular Access

3.12 Vehicle access onto the site is also made via separate access points. The main vehicular access point for the Russell School is located on Petersham Road. The access road runs from Petersham Road, along the northern boundary of the site, and provides access to dedicated staff / visitor parking to the west of the Russell School Site. The second vehicle access point is on Meadlands Drive, and provides dedicated access to the main entrance and parking facilities of both the Strathmore School and Russell Nursery School.

3.13 Existing vehicle access points are shown in **Figure 3.5** and **Figure 3.6** below.

Figure 3.5 Vehicular Entrance - Meadlands Drive

Figure 3.6 Vehicular Entrance - Petersham Road



3.14 Vehicular access onto the Site from both access points is normally restricted to staff; and also visitors (not including parents picking-up / dropping-off children), refuse collections and deliveries.

3.15 It is noted that the majority of vehicular movements are tidal in nature, i.e. that they comprise predominantly arrivals (inbound movements) in the morning and departures (outbound movements) in the afternoons. The potential for conflict between inbound and outbound movements is therefore minimal.

Walking Conditions

3.16 The primary pedestrian routes to the school are along Petersham Road, Sandy Lane, Meadlands Drive and Sandpits Road. All of the footways in the area are well lit, and are generally in excess of 2m wide. There is also a separate off-road pedestrian footpath which provides a shortcut from the Sandy Lane / Petersham Road roundabout to the Meadlands Drive entrances of the school (see **Figure 3.7**).

Figure 3.7 Pedestrian footpath from Meadlands Drive/Sandpits Road

3.17 There is currently one pelican crossing facility with dropped kerbs which is located on Petersham Road directly outside the entrance to the Russell Primary School, as seen in **Figure 3.8**. This is provided with tactile information at both sides and edge delineation of crossing markings.

Figure 3.8 Pelican Crossing outside Russell School on Petersham Road

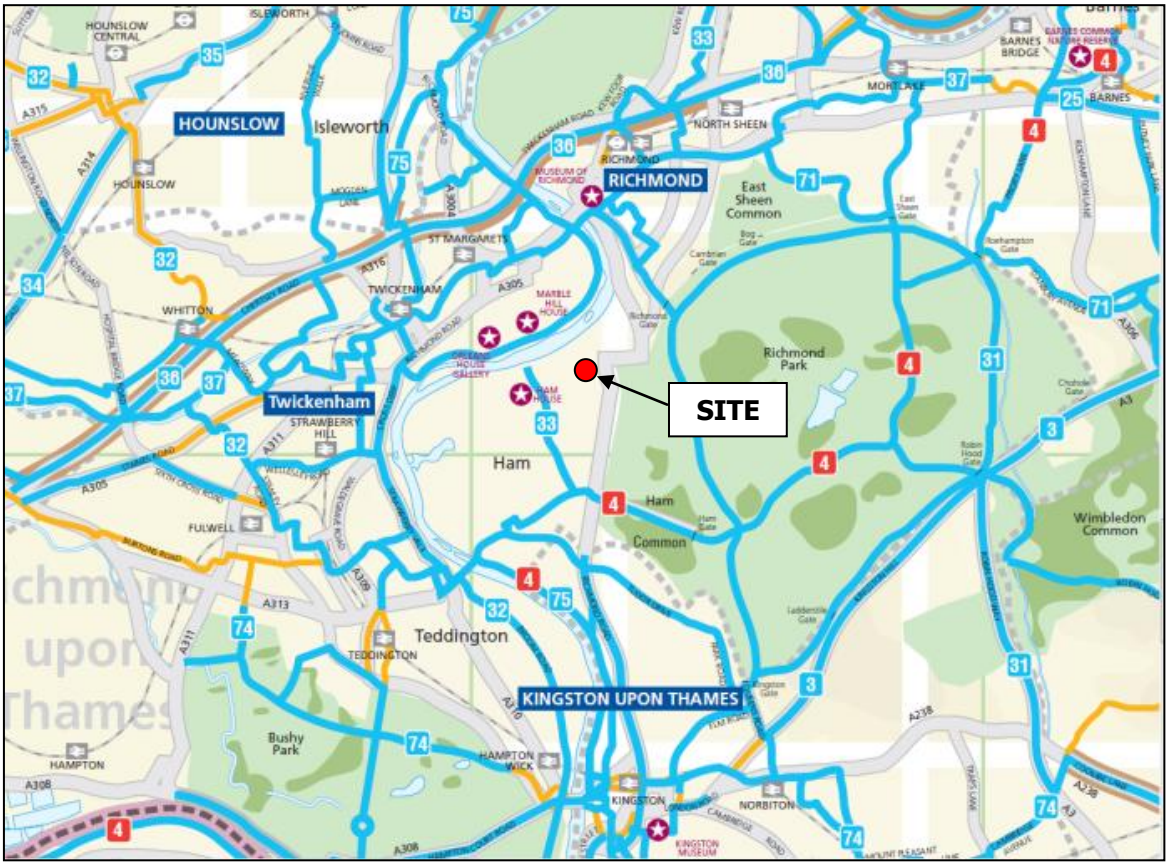
3.18 There is a also designated 'Home Zone' adjacent to the pedestrian access points on Meadlands Drive, as shown in **Figure 3.9**. The purpose of these areas is to prioritise pedestrians and cyclists over motor vehicles.

Figure 3.9 Home Zone on Meadlands Drive

Cycling

3.19 According to the Local Cycling Guide 10 (Transport for London), there are a number of cycle routes that run in close proximity to the Site, including LCN route 3, as seen in **Figure 3.10**. However, it should be noted that some on-road cycle lanes in the Borough may not be suitable for young children to use.

Figure 3.10 London Cycle Network Map



Public Transport Services

3.20 A review of the local public transport services and facilities has been undertaken as part of the TS work. This has been informed by both a desktop study, and the site audits.

Public Transport Accessibility

3.21 The industry standard accessibility indicator for London, the 'Public Transport Accessibility Level' (PTAL) rating, has been used to identify the level of accessibility of the School site to the local public transport network. PTALs are a theoretical measure of the accessibility of given point to the public transport network, taking into account walk access time and service availability. These PTALs are determined by the proximity of a site or point on a map to public transport services, such as bus stops, rail and Underground stations; and range from 1a ('Very Poor') to 6b ('Excellent').

3.22 The Site has, and is located within an area with, a Public Transport Accessibility Level (PTAL) rating of 2 ('Poor').

3.23 The Site-specific PTAL calculation for the Site, obtained from the TfL Planning Information Database (http://www.webptals.org.uk) is included at **Appendix A** for information.

Bus Services

3.24 The nearest local bus stop to the site is located directly outside the pedestrian entrance to the school at Petersham Road. This stop serves London Bus Routes 65 and 371, towards Ealing

Broadway and East Sheen respectively. There is another bus approximately 85 metres to the south, which also serves the 65 and 371 bus routes in a southbound direction towards Kingston upon Thames. Bus stops near the Site are shown in **Figure 3.11** and **Figure 3.12** below.

Figure 3.11 Petersham Rd Bus Stop (N-bound)

Figure 3.12 Petersham Rd Bus Stop (S-bound)

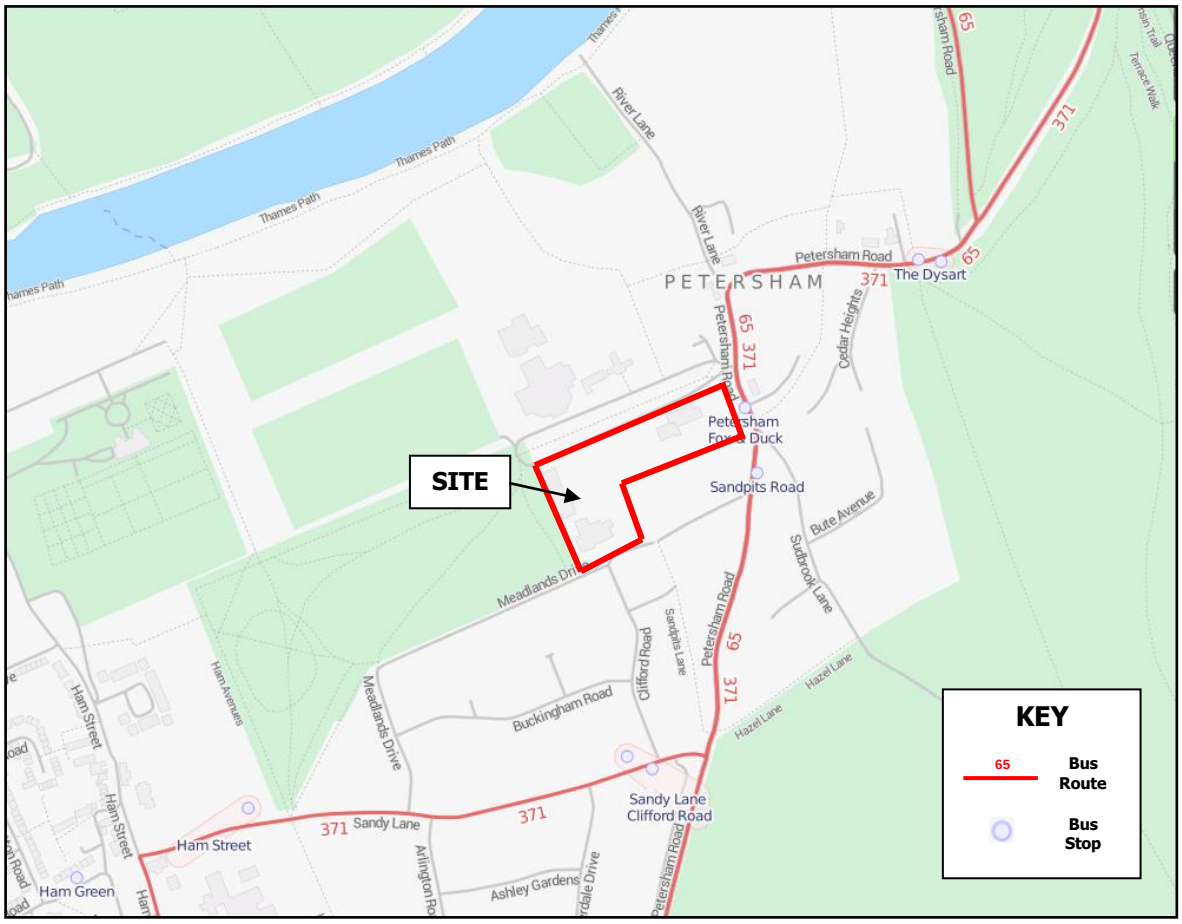
3.25 Details of these bus routes, including frequencies throughout the week, are provided in **Table 3.1** below.

Table 3.1 Local Bus Routes Serving Petersham Road

Route Number	Route Description	Frequency (min)			
		Mon - Fri	Evening	Saturday	Sunday
65 (24 hr)	Toward Ealing Broadway (northbound)	6-10	12	7-10	9-12
	Toward Kingston upon Thames (southbound)	6-9	12	7-8	9-12
371	Toward East Sheen (northbound)	8-14	15	8-9	12
	Towards Kingston upon Thames (southbound)	8-14	15	8-9	12

3.26 A plan showing the bus stops in relation to the site and the routes serving them is presented in **Figure 3.29** overleaf.

Figure 3.13 Public Transport Infrastructure Close to Site



Mainline Rail Services

3.27 The School is located within approximately 2.25km (about 30 minutes walking distance) of Richmond Railway station, which is in London Fare Zone 4. Services operating from this station offer high frequency connections to London Waterloo, Vauxhall, Clapham Junction and Stratford to the east and Reading and Ascot to the west. The average journey time to Waterloo is 31 minutes, with services at a frequency of 10 minutes. Frequencies of National Rail services from Richmond are provided in **Table 3.2** below.

Table 3.2 National Rail Services from Richmond Railway Station

Destination	Average Journey Time	Frequency		
		Monday-Friday	Saturday	Sunday
London Waterloo	25m	8 per hour	8 per hour	5 per hour
Reading	1hr 04m	2 per hour	2 per hour	2 per hour
Stratford	1hr 01m	4 per hour	4 per hour	4 per hour

3.28 St Margarets and Twickenham Mainline Railway stations are also located within 2.5km (about 35 minutes walking distance) of the school, and each also offer frequent service to Waterloo and other districts throughout south and west London.

London Underground and Overground

3.29 The nearest Underground and Overground stations to the School is also Richmond, which, in addition to National Rail services, also serves as the terminus of both the London Underground's District Line and the North London Line of the London Overground.

3.30 The District Line offers regular services to the West End and the City, with direct services from Richmond to Victoria and Blackfriars within 30 and 40 minutes respectively. The North London Line of the London Overground also directly connects Richmond with key interchanges such as Willesden Junction and Euston Station.

3.31 It is useful to note that Richmond Station is served by both the 65 and 371 London Bus Routes which both stop directly outside the School. The journey from the school to the station via bus takes on average 16 minutes.

Local Highway Network

3.32 The School is accessed from its eastern side via Petersham Road, which forms the A307. Petersham Road runs north-south, and serves as the main road connection between Richmond and Kingston. The speed limit on the road for the majority of its length is 30mph, although speeds on the road in the direct vicinity of the site are limited to 20mph. In the vicinity of the school, surrounding roads are predominantly residential in nature and also have speed limits of 30mph. Residential streets in the area include Meadlands Drive and Sandpits Road to the south, and Meadow Close and Forge Lane cul-de-sacs to the east of the school on the opposite side of Petersham Road.

3.33 At the junction of Clifford Road and Meadlands Drive, adjacent to the entrance of the Russell School nursery, there is signage to signal that the area is a dedicated 'Home Zone'. Home Zones are designed primarily to designed to meet the needs of pedestrians and cyclists before those of cars and drivers, but while also accommodating cars. The speed limit for this section of Meadlands Drive is limited 15mph.

3.34 The Site is therefore well connected in highway terms. Photographs of Petersham Road looking north and south are shown in **Figure 3.14** and **Figure 3.15** respectively.

Figure 3.14 Northbound View of Petersham Rd

Figure 3.15 Southbound View of Petersham Road

Parking

On Site Car Parking

3.35 There are 12 marked staff car parking spaces currently provided at the Russell School from the Petersham Road entrance, with a further 15 spaces accessed via Meadlands Drive; 10 of which are designated for nursery staff, and 5 of which are for Strathmore School Staff.

3.36 The car parking is for staff and visitors (excluding parents) only, although parents may be permitted to use the parking spaces in special circumstances (e.g. dropping off / picking up a disabled or sick child).

On Street Car Parking

3.37 During the site audit, it was noted that the surrounding roads were generally well utilised in terms of parking, with vehicles parked on both sides of Meadlands Road and adjacent streets to the south of the Strathmore School, and directly opposite the main Russell School entrance on Meadow Close. It was also noted that the vast majority of on-street parking available surrounding the Site was unrestricted.

3.38 There are white 'zigzag' markings at Petersham Road, denoting no stopping on school entrance markings at any time. There are also yellow 'zig zag' and 'School – Keep Clear' markings at the vehicle entrance on Meadlands Road. These markings denote no stopping at the school entrance during term times, Monday to Friday, 08:00 – 09:30 and 14:30 – 16:00.

Parking Beat Survey

3.39 A parking beat survey was undertaken on Wednesday 2nd and Thursday 3rd of July, in accordance with the relevant aspects of the Richmond Parking Survey Methodology, to assess daily changes in parking demand across the day during term time, where parking demand is at its peak. The scope

of the Survey was discussed and agreed with LBRuT Highways and Transport in advance. The survey was carried out in streets within at least 200m walking distance of the site, in accordance with the LBRuT methodology. The methodology requires that all streets within at 200m of the Site must be examined in length, until another junction is reached.

3.40 The parking survey area is shown in **Figure 3.16**.

Figure 3.16 Parking Survey Boundary

3.41 The streets included in the Parking Beat Survey were:

- Meadlands Drive;
- Buckingham Road;
- Buckingham Road (Cul-de-sac);
- Clifford Road;
- Petersham Close;
- Sandpits Road;
- A307 Petersham Road;
- Sudbrook Lane;
- Meadow Close; and
- River Lane.

3.42 The parking beat survey showed the number of available spaces in all of the streets previously mentioned. Numbers of cars parked and spaces recorded throughout the day were added together

in order to gauge the total number of car spaces that the area is able to accommodate. These figures were divided by the number of beats (17) in order to find the average total number of spaces available and cars parked cars that particular streets are able to accommodate at maximum capacity in the area surrounding the site. Results are provided in **Table 3.3** below.

Table 3.3 Maximum Total Number of Car Parking Spaces

Road Name	Total Number of Spaces
Meadlands Drive	113
Buckingham Road	72
Buckingham Road (Cul-de-sac)	14
Clifford Road	54
Petersham Close	8
Sandpits Road	4
A307 Petersham Road	0
Sudbrook Lane	1
Meadow Close	15
River Lane	5
Total:	**285**

3.43 The highest number of available spaces is on Meadlands Drive, to the southwest of the Site. There are no spaces available on the A307 Petersham Road, as this area is subject to restrictive parking controls within the boundary of the Parking Beat Survey.

3.44 Parking Beat Surveys were carried out during the two days, including at both morning and afternoon peak times as well as quieter periods throughout the day. As there is also a nursery school at the site, parking demand was also assessed during the middle of the day, when there is a changeover of morning and afternoon pupils at the nursery. The parking survey was divided into six periods, each of which included beats at 15 minute intervals:

- Before School (08:00 – 08:30)
- Start of School (08:45 – 09:15)
- Mid Morning & Midday (09:30 – 13:00)
- Early Afternoon (14:30 – 15:00)

- End of School (15:15 – 15:45)
- After School (16:00 – 17:00)

3.45 For the purposes of providing a summary of the parking survey data, the peak time (in terms of parking occupancy) from each of the periods mentioned above has been used to give a worst case scenario summary of parking availability throughout the day. The full parking survey data is included in **Appendix B** at the end of this report.

3.46 In accordance with the relevant aspects of the Richmond Parking Survey Methodology, parking beat surveys were undertaken over two days in term time; on Wednesday 2nd and Thursday 3rd of July. The data provided in the following summary represents the average figures recorded over the two days.

3.47 The number of parked vehicles throughout the day is provided in **Table 3.4** below.

Table 3.4 Number of Vehicles Parked in the Vicinity of the Site

Road Name	Number of Parked Vehicles					
	Before School 08:30	Start of School 08:45	Morning & Midday 12:00	Early Afternoon 15:00	End of School 15:15	After School 16:00
Meadlands Drive	77	77	62	63	72	58
Buckingham Road	48	46	49	50	50	52
Buckingham Road (Cul-de-sac)	13	13	14	13	14	14
Clifford Road	44	43	41	50	49	44
Petersham Close	5	5	4	6	7	4
Sandpits Road	4	4	3	3	3	3
A307 Petersham Road	0	0	0	0	0	0
Sudbrook Lane	1	1	1	2	2	1
Meadow Close	14	14	12	12	11	11
River Lane	2	2	4	3	4	2
Total:	**208**	**205**	**190**	**202**	**212**	**189**

3.48 **Table 3.5** shows that the number of cars parked in the area reached a peak at the end of the school day at 15:15, when there were 210 vehicles parked within 200m of the site. Similarly high levels of parking were also seen at 08:30, just before the beginning of the school day, when there were 207 vehicles parked in the vicinity of the site. The lowest number of cars parked (at peak times) was after the school day had finished at 16:00.

Table 3.5 Number of Car Parking Spaces Available in the Vicinity of the Site

Road Name	Number of Available Spaces					
	Before School 08:30	Start of School 08:45	Morning & Midday 12:00	Early Afternoon 15:00	End of School 15:15	After School 16:00
Meadlands Drive	34	34	51	49	42	55
Buckingham Road	22	24	22	22	23	21
Buckingham Road (Cul-de-sac)	0	1	0	2	1	1
Clifford Road	8	10	12	6	7	12
Petersham Close	3	3	4	3	3	5
Sandpits Road	1	0	1	1	1	2
A307 Petersham Road	0	0	0	0	0	0
Sudbrook Lane	0	0	0	0	0	0
Meadow Close	0	1	3	3	3	3
River Lane	2	2	1	2	1	3
Average:	**70**	**75**	**94**	**87**	**81**	**102**

3.49 **Table 3.5** shows that the number of available spaces at peak times was at its highest point at 16:00, with 102 car parking spaces available within 200m of the site. The lowest number of available spaces was at 08:30, when a total of 70 spaces were available in the vicinity of the site. However, this illustrates that, even at peak times, there are still a high number of parking spaces available within a short walking distance of the schools.

3.50 The occupancy rates at peak times during the six periods of the parking survey are displayed in **Table 3.6** below. The table provided displays the average parking occupancy between the survey data recorded on Wednesday 2nd July and Thursday 3rd July 2014.

Table 3.6 Parking Occupancy of Streets in the Vicinity of the Site

Road Name	Parking Occupancy (%)					
	Before School 08:30	Start of School 08:45	Morning & Midday 12:00	Early Afternoon 15:00	End of School 15:15	After School 16:00
Meadlands Drive	69	69	55	56	63	51
Buckingham Road	68	65	70	69	68	71
Buckingham Road (Cul-de-sac)	97	97	100	90	97	93
Clifford Road	85	82	78	90	88	78
Petersham Close	66	66	49	67	72	44
Sandpits Road	88	100	75	75	75	63
A307 Petersham Road	0	0	0	0	0	0
Sudbrook Lane	100	100	100	100	100	100
Meadow Close	96	96	83	82	81	78
River Lane	50	50	78	68	78	45
Total:	**75**	**73**	**67**	**70**	**73**	**65**

3.51 **Table 3.6** illustrates the peak occupancy rates of the various streets at periods throughout the day. Unsurprisingly, the peak occupancy rates for all streets were found to be at 08:30 and 15:15; the start and end of the school day when parents are most likely to be dropping off and picking up pupils. Sudbrook Lane remained at capacity throughout the day, and the Buckingham Road Cul-de-sac also remained at a very high capacity. It should be noted however that both streets have a low threshold for parking, with Sudbrook Lane only able to accommodate one car.

3.52 Meadlands Drive, the street with the highest total available parking capacity, did not exceed 70% peak accumulation, and several other streets in the area also remained at comparably low levels throughout the day.

3.53 It should be noted that there is not much variation in the total parking occupancy at peak times in different periods throughout the day. As shown in the table above, even at peak occupancy, the parking accumulation in the vicinity of the site did not exceed 75%, which suggests that street parking for dropping off / picking up pupils at the School is not an issue.

Road Safety / Accident Data

3.54 Up-to-date road traffic collision statistical data for the area in the vicinity of the Site has been obtained from the TfL Road Safety Unit, for the most recently available 60 month period to 30th April 2014.

3.55 The area covered by the collision data analysis is shown in the accident plot, included in **Appendix C** for information.

3.56 The collision data has been summarised according to collision severity, the number of and types of vehicles involved in each collision, and the number and types of casualties involved in each collision. The full collision data analysis provided by the TfL Road Safety Unit, including a plan showing the location of where the collisions occurred, are included in full at Appendix C for information.

3.57 A summary of the severity of all collisions occurring over the five year period is provided in **Table 3.7**.

Table 3.7 Number of Collisions by Date and Severity

Severity of Collisions	Number of Collisions						Total Collisions (%)
	April 2009 to April 2010	April 2010 to April 2011	April 2011 to April 2012	April 2012 to April 2013	April 2013 to April 2014	Total	
Fatal	0	0	0	0	0	0	0.0%
Serious	0	1	0	1	0	2	28.6%
Slight	0	1	2	0	2	5	71.4%
Total	**0**	**2**	**2**	**1**	**2**	**7**	**100%**
Proportion per Year (%)	0.0%	28.6%	28.6%	14.3%	28.6%	100%	

3.58 **Table 3.7** above shows that a total of 7 collisions occurred over the defined five year period. Five of these collisions (71.4%) of these collisions were classified as 'slight', whilst there were two collisions (28.6%) that were categorised as 'serious'.

3.59 A summary of the number of vehicles involved in each collision occurring over the five year period is provided in **Table 3.8** overleaf.

Table 3.8 Number of Vehicles Involved in each Collision

No. of Vehicles Involved	Number of Collisions	Total Collisions (%)
1	1	14.29
2	5	71.42
3	1	14.29
Total	**7**	**100%**

3.60 **Table 3.8** above shows that one collision (approximately 14.29%) involved one vehicle, 5 collisions (71.42%) involved two vehicles and one collision (approximately 14.29%) involved three vehicles.

3.61 A summary of the types of vehicles involved in all the collisions occurring over the five year period is provided in **Table 3.9**.

Table 3.9 Types of Vehicle Involved in Each Collision

Types of Vehicles Involved	Total Number of Vehicles	Number of Collisions	Total Collisions (%)
Car	10	6	60%
Taxi	0	0	0%
Lights Good Vehicle (LGV) (<3.5t)	0	0	0%
Heavy Good Vehicle (HGV) (>7.5t)	0	0	0%
Motorcycle	1	1	10%
Pedal Cycle	3	3	30%
Other	0	0	0%

3.62 **Table 3.9** above shows that all but one of the seven collisions involved private cars; one collision involved a motorcycle; and another three involved a pedal cycle.

3.63 A summary of the number of casualties involved in each collision occurring over the five year period is provided in **Table 3.10** overleaf.

Table 3.10 Numbers of Casualties Involved in Each Collision

No. of Casualties Involved	Number of Collisions	Total Collisions (%)
1	7	100%
2	0	0.0%
3	0	0.0%

3.64 **Table 3.10** above shows all of the collisions to occur within the vicinity of the Site only involved individual casualties.

3.65 A summary of the types of casualties involved in all collisions occurring over the five year is provided in **Table 3.11**.

Table 3.11 Types of Casualty Involved in Each Collision

Type of Casualties Involved	Number of Collisions	Total Collisions (%)
Driver / Rider	7	100%
Passenger	0	0.0%
Pedestrian	0	0.0%

Road Safety Summary

3.66 All of the collisions occurred on, or at junctions with, Petersham Road. No collisions occurred on Meadlands Drive or in any of the roads adjacent to the Strathmore or Russell Nursery School entrances.

3.67 Two slight collisions were recorded near to the Russell School entrance. The first of these occurred at 08:25 on Wednesday the 27th October 2010 at the junction of Petersham Road and Meadow Close, and involved two cars. The driver of the second car "got their foot stuck behind the pedal" and drove into the rear of the vehicle in front. The second collision occurred at 12:20 on Sunday 15th May 2011 at the junction of Petersham Road and Sandbrook Lane, and was caused by the driver of one vehicle "driving into the rear of another vehicle, which in turn was pushed into the rear of a stationary vehicle." It is noted that both of these collisions were caused by drivers failing to look properly and following too close.

3.68 Two serious collisions occurred in the vicinity of the Site over the course of the 60 month period. The first of which occurred at 10:20 on Thursday 21st April 2011 on Sandpits Road, and involved a car and a cyclist. According to the accident data, the cyclist received a serious injury after colliding with the car and falling off the bicycle. The accident data notes that the driver of the car disobeyed

road markings, failed to look properly and passed too close to the cyclist. The second occurred at 07:00 on Thursday 12th July 2012 at the junction of Petersham Road and River Lane, and involved a single motorcyclist who lost control while entering a bend.

3.69 None of the incidents recorded involved pedestrians or people of school-going age, and all but one incident occurred outside of peak morning and afternoon school pick up / drop off periods. Therefore it is considered that there are no significant road safety issues associated with, or in the vicinity of, the school. Given the times and natures of the collisions, it is very likely that the majority of incidents cannot be attributed directly to trips made to or from the Schools.

4 Development Proposals

General

4.1 This section of the TS describes and outlines the Proposed Development at the School. It includes the proposed increase in pupils and staff numbers, car parking arrangements, as well as the proposed access and servicing.

4.2 The development proposals include expanding the Russell School, in terms of both the scale of the building and the numbers of pupils attending. The existing Strathmore SEN School Site will be disposed of, with the School co-locating with the Russell School Site.

4.3 The Strathmore School will be fully integrated with the Russell School, and the building will be arranged over two floors. The majority of external spaces (playing fields, wildlife areas) will be retained.

School Expansion Proposals

4.4 The development proposals include expanding the current Russell Primary School from its current 1FE system to a 1FE system plus an additional four classes under a shared form entry provision. The number of nursery places will be retained as existing. It is forecast that, once the phased increase of pupils is completed, there will be 356 full time equivalent places at the Russell School (including nursery school places).

4.5 It is also proposed that the existing Strathmore SEN School Site will be disposed of, with part of the School co-locating with the Russell Primary School Site. It is forecast that the number of pupils at the Strathmore School will increase, with places being distributed to three Strathmore School site co-located on mainstream schools, including at the Russell School Site. It is therefore proposed that, once co-location is complete, the Strathmore School at the Russell School Site will comprise of between 18 and 24 full time places.

4.6 As part of the proposed development, there will be an increase in staff (both teaching and support staff) within the Russell School. It is assumed the number of full time equivalents members of staff would increase by 10, from 44 to 54, with the Russell School's expansion. The number of staff at Strathmore will decrease by 15, with 20 staff remaining at the School. The total number of staff working between the two schools at the proposed site will therefore decrease, from 79 at present, to 74.

4.7 The existing, proposed and net change in staff and pupil numbers for both the Russell and Strathmore Schools are provided in **Table 4.1**.

Table 4.1 Net Change in Pupil and Staff Numbers

	Existing	Proposed	Net Change
	Pupils		
Russell Primary School	239	330	+91
Russell Nursery School (FTE)	26	26	0
Strathmore School	57	24	-33
Total Pupils	**322**	**380**	**+58**
	Staff		
Russell School	44	54	+10
Strathmore School	35	20	-15
Total Staff	**79**	**74**	**-5**
Total Pupils + Staff	**730**	**908**	**+178**

Daily Timetable - Pupil Arrivals / Departures

4.8 It is understood that the co-located School will operate the following typical daily timetable:

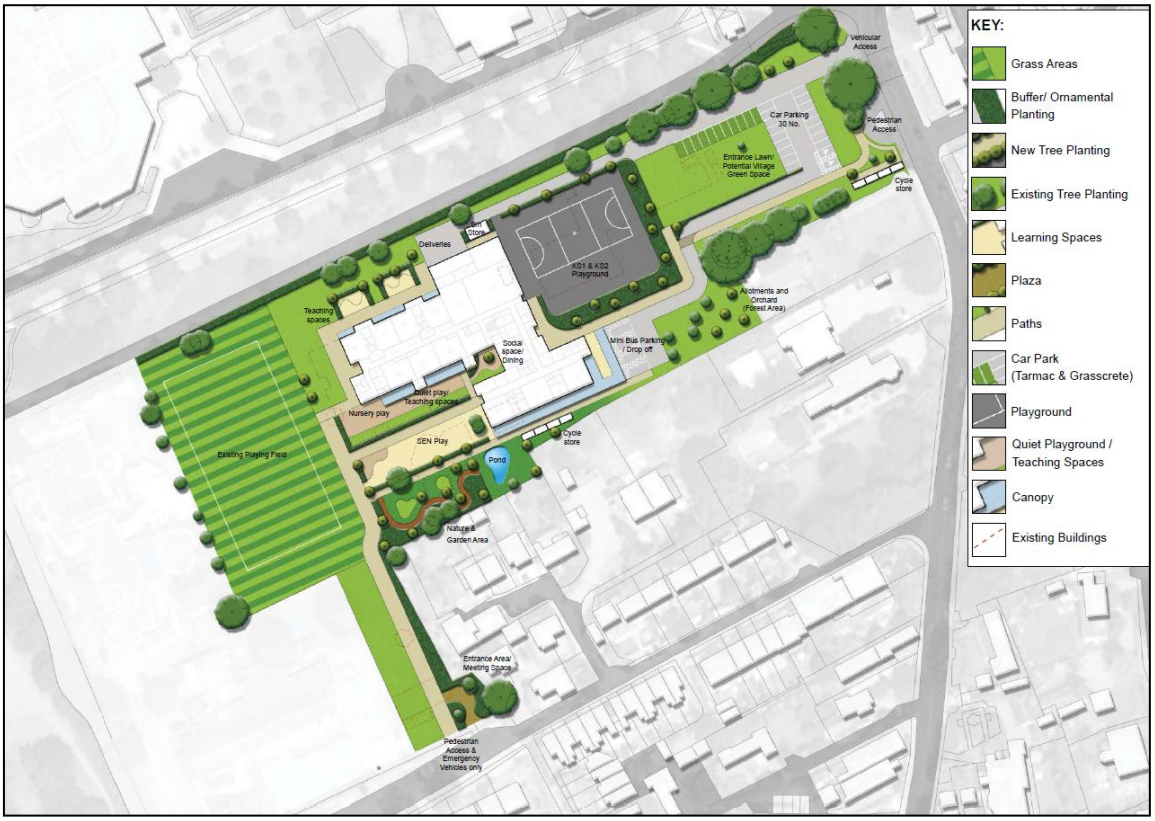
Table 4.2 Typical Daily Timetable

	Russell Primary School	Russell Nursery School	Strathmore SEN School
School Starts	08:45	08:30/12:30	09:05
School Finishes	15:15	11:30/15:30	15:20

Site Layout Proposals

4.9 A proposed site layout plan, prepared by LBRuT, is provided in **Figure 4.1** for information.

Figure 4.1 Proposed Site Plan



Proposed Access Arrangements

Pedestrian Access

4.10 There are currently four pedestrian access points for the schools located across the Site. One, which serves the Russell Primary School, is located on Petersham Road, while three further access points, which serves the Strathmore and Russell nursery schools, are located along Meadlands Drive.

4.11 It is proposed to retain two of the access points; the Petersham Road access and one of the Meadlands Drive access points. The Petersham Road gate will continue to provide access to the School from the main road and bus stops, while the second gate will allow pupils who have walked from, or have been driven to, the streets adjacent to Meadlands Drive, where a large proportion of parents have been found to park to drop off / pick up pupils. **Figure 4.2** and **Figure 4.3** show the access points which will be retained as part of the proposed development.

Figure 4.2 Retained Access - Meadlands Drive

Figure 4.3 Retained Access - Petersham Road

Vehicular Access

4.12 The main Vehicle access onto the Russell Primary School Site from Petersham Road is also to remain as existing, and will serve as the only access / egress from the proposed development.

Servicing

4.13 The School is currently serviced via the existing access on Petersham Road.

Emergency Access

4.14 Emergency vehicle access to the School site is via the existing access on Petersham Road.

Parking

Car Parking

4.15 As previously described in **Chapter 3** of this TS, the current Site has a total of 27 on-site car parking spaces; 12 are designated for the Russell Primary School and are accessed from Petersham Road, while a further 15 are for the use of Strathmore and Russell nursery staff, and are accessed by Meadlands Drive.

4.16 As the Meadlands Drive car park is part of the Site being disposed of, it is proposed that the existing Russell School car park is expanded to cope with the increase in staff numbers accessing this part of the Site. Car park provision will be in line with local standards, as set out in **Chapter 2** of this TS and in **Table 4.2** below.

4.17 It is noted that during the site audit, it was observed that the surrounding roads had a large number of free uncontrolled spaces.

Cycle Parking

4.18 On-site cycle parking provision will be in line with local policy, as set out in **Chapter 2** of this TS and in **Table 4.2** below.

Table 4.3: Car and Cycle Parking Standards: LBRuT DMP

Land Use	Vehicle Parking Space Required		Cycle Parking
	Controlled Parking Zones (Maximum Unless Otherwise Stated)	The Remainder of the Borough	Space Required (Minimum)
D1 Schools	**1 space per 2 staff** Arrangements must also be made for adequate setting down areas and visitor parking spaces. Adequate facilities for the setting down of coaches shall also be considered.	**1 Space per 2 staff**	**5 spaces per classroom** Depending on the nature of the school

5 Multi-Modal Trip Assessment

General

5.1 This section of the TS examines the likely patterns that will occur as a result of a proposed future expansion of the Russell Primary School from a 1FE school to a 1FE plus four additional classrooms school, as well as the proposals in relation to the Strathmore SEN School. The results of the multi-modal trip generation assessment are provided, as well as an assessment of the net change in vehicle trips.

Approach

5.2 WYG has obtained information on journey trends for staff and pupils at schools across the Borough. The latest available data for travel trends for schools across the Borough is from 1st October 2009 to 30th September 2010. The modal trends for pupils and students across the Borough are provided in **Table 5.1** below.

Table 5.1 Journey Trends for Schools in the Borough

	Mode							
	Car	Car Share	Bus	Rail	Bicycle	Foot	Park/Walk	Other
Staff	45.79%	4.66%	8.28%	5.92%	12.94%	20.88%	0.63%	0.90%
Pupils	24.48%	5.42%	14.50%	1.42%	6.81%	40.96	3.57%	2.84%
Both	26.99%	5.33%	13.77%	1.95%	7.53%	38.60%	3.32%	2.61%

Source: LBRuT/TfL

5.3 The results of the pupil and staff travel trends across the Borough have been used to calculate and project the existing and expected future trip generations at the Russell and Strathmore Schools from a 'first principle' basis, including the total number of pupils and staff, and what modes of transport they use.

5.4 For the purposes of this trip assessment, the number of trips generated by the existing primary school pupils and staff, by mode, is set out. The existing pupil and staff mode splits have also been applied to the expected future pupil and staff numbers once redevelopment is completed, and the resulting trip generation set out.

5.5 The pupil numbers for the Russell School includes full time equivalent (FTE) nursery school places. Although the proposals state that future provisions for the Strathmore School are expected to be between 18 and 24 places, a maximum of 24 pupils has been applied to present a 'worst case scenario' in terms of pupil travel patterns.

5.6 The application of the existing pupil and staff mode splits to future pupil and staff numbers presents a 'worst case' scenario from a transport and highways perspective, as this assumes that no future modal shift will be achieved, e.g. an increase in the proportion of pupils and staff who

travel to school on foot, by bicycle or by public transport. However, in reality it is expected that future modal shift will occur, reducing the expected future impact of the School expansion than is presented in this report.

Existing Travel Patterns

5.7 This section of the TS will identify the existing number of pupils and staff using each mode, in line with the modal split as detailed in **Table 5.1**.

Pupil Mode Split

5.8 The current numbers of full time pupils (including FTE Russell Nursery School pupils) using each mode to travel to/from school is provided in **Table 5.2** below.

Table 5.2 Current Numbers of Pupils Using Each Mode

	Mode							
	Car	Car Share	Bus	Rail	Bicycle	Foot	Park/ Walk	Other
Pupil Mode Split	24.48%	5.42%	14.50%	1.42%	6.81%	40.96%	3.57%	2.84%
	Number of Pupils							
Russell	65	14	38	4	18	109	9	8
Strathmore	14	3	8	1	4	23	2	2
Total	**79**	**17**	**46**	**5**	**22**	**132**	**11**	**10**

Staff Mode Split

5.9 The current numbers of staff using each mode of travel to travel to / from school is provided in **Table 5.3** below.

Table 5.3 Current Numbers of Staff Using Each Mode

	Mode							
	Car	Car Share	Bus	Rail	Bicycle	Foot	Park/Walk	Other
Staff Mode Split	45.79%	4.66%	8.28%	5.92%	12.94%	20.88%	0.63%	0.90%
	Number of Staff							
Russell	20	2	4	3	6	9	0	0
Strathmore	16	2	3	2	5	7	0	0
Total	**36**	**4**	**7**	**5**	**10**	**16**	**0**	**1**

Pupil and Staff Mode Split

5.10 The current numbers of staff and pupils using each mode is outlined in **Table 5.4** below.

Table 5.4 Current Numbers of Staff and Pupils Using Each Mode

	Mode							
	Car	Car Share	Bus	Rail	Bicycle	Foot	Park/ Walk	Other
Pupils	79	17	46	5	22	132	11	10
Staff	36	4	7	5	10	16	0	1
Total	**115**	**21**	**53**	**10**	**32**	**148**	**11**	**11**

Predicted Future Travel Patterns

5.11 This section of the TS will identify the numbers of pupils and staff predicted to use each mode, in line with the expansion and co-location proposals and the modal split as detailed in **Table 5.1**.

Pupil Mode Split

5.12 The predicted future number of full time pupils (including Russell Nursery School pupils) expected to use each mode to travel to/from school is provided in **Table 5.5** below.

Table 5.5 Future Numbers of Pupils Using Each Mode

	Mode							
	Car	Car Share	Bus	Rail	Bicycle	Foot	Park/ Walk	Other
	24.48%	5.42%	14.50%	1.42%	6.81%	40.96%	3.57%	2.84%
	Number of Pupils							
Russell	87	19	52	5	24	146	13	10
Strathmore	6	1	3	0	2	10	1	1
Total	**93**	**20**	**55**	**5**	**26**	**156**	**14**	**11**

Staff Mode Split

5.13 The number of current staff using each mode of travel to travel to / from school is provided in **Table 5.6.**

Table 5.6 Future Numbers of Staff Using Each Mode

	Mode							
	Car	Car Share	Bus	Rail	Bicycle	Foot	Park/ Walk	Other
Staff Mode Split	45.79%	4.66%	8.28%	5.92%	12.94%	20.88%	0.63%	0.90%
	Number of Staff							
Russell	25	3	4	3	7	11	0	0
Strathmore	9	1	2	1	3	4	0	0
Total	**34**	**3**	**6**	**4**	**10**	**15**	**0**	**0**

Pupil and Staff Mode Split

5.14 The predicted future numbers of staff and pupils forecast to use each mode is outlined in **Table 5.7** below.

Table 5.7 Future Numbers of Staff and Pupils Using Each Mode

	Mode							
	Car	Car Share	Bus	Rail	Bicycle	Foot	Park/ Walk	Other
Pupils	93	20	55	5	26	156	14	11
Staff	34	3	6	4	10	15	0	0
Total	**127**	**23**	**61**	**9**	**36**	**171**	**14**	**11**

Net Change in Travel Patterns

5.15 The data provided by the multi-modal trip assessment can be used to ascertain the net changes in pupils and staff using each mode as a consequence of the proposed development and the increase in numbers of pupils as a result. The Net Changes for both staff and pupils is provided in **Table 5.8**.

Table 5.8 Modal Split and Net Change

	Mode							
	Car	Car Share	Bus	Rail	Bicycle	Foot	Park/ Walk	Other
PUPILS								
Current	79	17	46	5	22	132	11	10
Future	93	20	55	5	26	156	14	11
Net Change	**+14**	**+3**	**+9**	**0**	**+4**	**+24**	**+3**	**1**
STAFF								
Current	36	4	7	5	10	16	0	1
Future	34	3	6	4	10	15	0	0
Net Change	**-2**	**-1**	**-1**	**-1**	**0**	**-1**	**0**	**-1**
	TOTAL NET CHANGE							
	+12	**+2**	**+8**	**-1**	**+4**	**+23**	**+3**	**0**

5.16 As shown in **Table 5.8** above, the proposed development will result in a reduction of trips made by staff, which is unsurprising considering the total number of staff at both schools will decrease. There is a sizeable increase in the number of pupils using sustainable modes to get to / from school, although there is also a predicted total net increase of 12 additional car trips as a result of the proposals.

Impacts on Parking

5.17 In order to gauge the impact of the proposed development on parking conditions in the area at peak periods, the net change in vehicles has been applied to the occupancy rates ascertained from the parking beat survey, which has been outlined in **Chapter 3** of this TS. It should be noted that, as previously explained, the vast majority of parking in the vicinity of the Site is unrestricted.

5.18 As the highway and parking are unlikely to be affected by the increase in school vehicle trips generated outside of peak hours, only times at the start and end of the school day have been analysed. As the number of nursery school places will remain as existing, traffic and parking around the middle of the day is unlikely to be affected.

5.19 **Table 5.9** below provides a summary of the maximum predicted impacts on parking occupancy at the beginning and the end of the typical school day as a result of the proposed development and the likely increase in car trips.

Table 5.9 Maximum Net Change in Parking Occupancy

	Parking Occupancy (%)	
	Start of School 08:45	End of School 15:15
Existing Occupancy	**74**	**73**
Max. Net Change in Parked Vehicles	+12	+12
Maximum Predicted Occupancy	**78**	**77**

5.20 As shown in **Table 5.9** above, the maximum net change in vehicle trips made to the Site is predicted to result in an increase in parking occupancy in the area, to 78% at the start of the school day and 77% at the end.

5.21 It is important to recognise that, as the number of pupils at the co-located School increases, there is a greater likelihood that an increased proportion of pupils attending the School will be siblings or will live within close proximity to one another. This further reduces the potential for additional car trips and increases the potential for car sharing and for parents walking more than one pupil to the School at any one time. It is important to note that the future parking occupancy provides a worst case scenario outcome of the proposed development.

5.22 The vast majority of additional trips made by car will be to drop off / pick up pupils, and as a result it is highly likely that trips will be made at different times before and after the school day, and will not be parked for any considerable length of time. Any increase in parking is likely to be limited to 5-10 minute periods. The summary also implies that all trips will be made at the same points at the start and end of the school day, which is highly unlikely. It is clear that, although the number of vehicles parking in the area is likely to increase, there is still a considerable amount of parking available at peak times, even when assuming a worst case scenario for parking.

Summary

5.23 In summary, based on the mode split information available from the latest travel survey and further information provided by the School, it can be seen that the expansion would primarily result in an increase in sustainable trips. The expected increase in vehicle traffic is not considered to be significant and it is considered that an increase to this extent is acceptable given the characteristics of the surrounding highway network and the parking situation in the area.

5.24 As has been stated within this section of the report, WYG has assumed that the mode split will not change in a future scenario. The effects of sibling attendance, resulting in car sharing, may also be underestimated in the future scenario with the enlarged School. However the travel plan, and the

associated health benefits of travelling by more sustainable and active modes, should continue to be promoted within the School in order to encourage those that live nearby to walk.

6 Summary and Conclusions

Key Points

6.1 The Transport Statement concludes with a summary of the key points below:

1. WYG has been commissioned by the LBRuT to prepare a Transport Statement (TS) in support of a detailed application for the proposed expansion to Russell Primary School, Petersham Road, Richmond, Surrey, TW10 7AH, and the co-location of the Strathmore SEN School to the Russell School Site.
2. The Site is located in the London Borough of Richmond upon Thames, on Petersham Road. The areas surrounding the Site are predominantly residential in nature. The Site is bounded by Petersham Road to the east, Meadlands Drive and Sandpits Road to the south, an access road to Polo grounds to the north, and Polo grounds and public land to the northeast and east respectively.
3. The Russell Primary School currently operates a one-form entry (1FE) system over eight academic years (nursery, reception plus years 1-6). The total number of pupils currently at the School is approximately 265, including 26 full-time equivalent pupils in the nursery. The Strathmore School currently has 57 pupils.
4. It is proposed that the Russell Primary School will expand from its current 1FE system to a 1FE plus an additional four classes under a shared form entry provision. The expansion of the Russell School is phased, so there will be an increase in one class per year group every other year, starting with the youngest age pupils. It is forecast that, once the phased increase of pupils is completed, there will be 356 full time places at the Russell School. This nursery will be retained as existing.
5. The PTAL value of the site is identified as 2 ('poor'). There are two bus services within a short walking distance of the Site, routes: 65 and 137. Both routes run along Petersham Road near to the Russell School entrance.
6. There are currently two vehicular access points to the School, one from Petersham Road and another on Meadlands Drive. There are four existing pedestrian access points, each serving different areas and buildings on the Site. It is proposed that the Petersham Road vehicle access be retained, along with two pedestrian access points serving Petersham Road and Meadlands Drive respectively.
7. Up-to-date road traffic collision statistical data for the area in the vicinity of the School for the previous five years was collected. 7 collisions, 5 of which were of 'slight' severity and 2 of which were 'severe', were recorded over this period, all of which occurred on or at junctions with Petersham Road. None of these incidents involved pedestrians or people of school-going age, and all but one incident occurred outside of peak morning and afternoon school pick up / drop off periods. Therefore it is considered that there are no significant road safety issues associated with the School.
8. A car parking survey was undertaken in accordance with the LBRuT Parking Survey Methodology, which detailed the occupancy rates and availability of parking within at least 200m of the Site. It is concluded that, even at peak times, there is currently a high level of availability for free, unrestricted car parking space within a short walking distance of the Schools.
9. A multi-modal trip assessment has also been carried out based on the numbers of pupils and staff at the existing Russell and Strathmore Schools, and the anticipated numbers of pupils and

staff at the proposed development. The mode split for both staff and pupils is based on the most recent journey trend data available from the London Borough of Richmond upon Thames and TfL.

10. The multi-modal trip assessment shows that the majority of pupils currently travel to school via sustainable modes, such as walking, cycling and public transport, while approximately 30% of pupils travel in a car. Staff journey trends are different, in that a greater proportion travel by car; approximately 50%, while less use sustainable modes. The trip assessment showed that there are likely to be more trips made by car in the future with the proposed increase in pupil number travelling to the school, although, as the number of staff is proposed to decrease, there is likely to be less staff journeys made by car.
11. This report has demonstrated that there is sufficient space for additional cars to park on-street if necessary. An analysis of the parking survey data and the multi-modal trip assessment concluded that, even assuming a worst case scenario at peak periods during term time, parking is still readily available within 200m of the Site, with occupancy rates not exceeding 78% even at peak times during the day. Any increase is parking is also likely to be limited to short 10-15 minute periods at the beginning and end of the school day.
12. It is also important to recognise that, as the primary School increases in size, there is the greater likelihood that a greater proportion of pupils attending the School will be siblings or will live within close proximity to one another. This further reduces the potential for additional car trips and increases the potential for car sharing and for parents walking more than one pupil to the School at any one time.
13. It can therefore be concluded that there is no reason why the proposed development should not gain planning permission on transport or highway grounds.

Appendix A

TfL PTAL Report

PTAI Study Report File Details

Date	19/08/2014 11:42
Day of week	M-F
Time period	AM peak
Walk speed	4.8 kph
Walk file	PLSQLTest

POI Name: 517947, 173073

Bus Services

Reliability factor for this mode is 2
Maximum walk time for this mode is 8 minutes
Maximum walk distance for this mode is 640.0 metres

Stop PETERSHAM RD SANDY LANE
Walk time to stop from POI is 7.83 minutes
Walk distance to stop from POI is 626.75 metres
- Route 65 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
- Route 65 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
- Route 65 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
- Route 65 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Stop PETERSHAM FOX & DUCK
Walk time to stop from POI is 2.31 minutes
Walk distance to stop from POI is 184.71 metres
- Route 65 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
- Route 65 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
- Route 65 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
- Route 65 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
- Route 371 Direction BACK Frequency 7.0 giving AWT of 4.29 minutes
- Route 371 Direction OUT Frequency 7.0 giving AWT of 4.29 minutes
- Route 371 Direction OUT Frequency 7.0 giving AWT of 4.29 minutes
- Route 371 Direction BACK Frequency 7.0 giving AWT of 4.29 minutes

Stop PETERSHAM THE DYSARTS
Walk time to stop from POI is 6.21 minutes
Walk distance to stop from POI is 496.74 metres
- Route 65 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
- Route 65 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Route 65 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 65 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 371 Direction BACK Frequency 7.0 giving AWT of 4.29 minutes
Route 371 Direction OUT Frequency 7.0 giving AWT of 4.29 minutes
Route 371 Direction OUT Frequency 7.0 giving AWT of 4.29 minutes
Route 371 Direction BACK Frequency 7.0 giving AWT of 4.29 minutes
Stop NUMBER NOT USED
Walk time to stop from POI is 4.31 minutes
Walk distance to stop from POI is 344.67 metres

TATs for this mode
Route 65 Stop PETERSHAM FOX & DUCK TAT 8.06 minutes EDF 3.72
Route 371 Stop PETERSHAM FOX & DUCK TAT 8.59 minutes EDF 3.49

Best EDF is 3.72
Half of all other EDFs is 1.75

AI for this mode is 5.47

Underground Services

Reliability factor for this mode is .75
Maximum walk time for this mode is 12 minutes
Maximum walk distance for this mode is 960.0 metres

** No stops found within buffer for this POI

Rail Services

Reliability factor for this mode is .75
Maximum walk time for this mode is 12 minutes
Maximum walk distance for this mode is 960.0 metres

** No stops found within buffer for this POI

Total AI for this POI is 5.47. X: 517947, Y: 173073.

PTAL Rating is 2.

APPENDIX B

Parking Survey Results

THE RUSSELL SCHOOL, PETERSHAM - ON STREET PARKING SURVEY RESULTS

ROAD NAME	WEDNESDAY 02/07/2014 - 08:00			THURSDAY 03/07/2014 - 08:00		
	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %
MEADLANDS DRIVE	56	57	50	59	52	53
BUCKINGHAM ROAD	50	18	74	53	17	76
BUCKINGHAM ROAD (CUL DE SAC)	14	0	100	13	0	100
CLIFFORD ROAD	46	9	84	38	14	73
PETERSHAM CLOSE	4	3	57	5	3	63
SANDPITS ROAD	2	2	50	2	2	50
A307 PETERSHAM ROAD	0	0	0	0	0	0
SUDBROOK LANE	1	0	100	1	0	100
MEADOW CLOSE	11	4	73	11	3	79
RIVER LANE	3	1	75	1	3	25
TOTAL	**187**	**94**	**67**	**183**	**94**	**66**

ROAD NAME	WEDNESDAY 02/07/2014 - 08:15			THURSDAY 03/07/2014 - 08:15		
	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %
MEADLANDS DRIVE	65	46	59	70	42	63
BUCKINGHAM ROAD	49	19	72	51	19	73
BUCKINGHAM ROAD (CUL DE SAC)	14	0	100	13	0	100
CLIFFORD ROAD	45	8	85	42	9	82
PETERSHAM CLOSE	4	3	57	5	3	63
SANDPITS ROAD	2	2	50	3	1	75
A307 PETERSHAM ROAD	0	0	0	0	0	0
SUDBROOK LANE	1	0	100	1	0	100
MEADOW CLOSE	11	4	73	11	3	79
RIVER LANE	3	1	75	1	3	25
TOTAL	**194**	**83**	**70**	**197**	**80**	**71**

ROAD NAME	WEDNESDAY 02/07/2014 - 08:30			THURSDAY 03/07/2014 - 08:30		
	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %
MEADLANDS DRIVE	79	32	71	74	36	67
BUCKINGHAM ROAD	50	20	71	46	24	66
BUCKINGHAM ROAD (CUL DE SAC)	13	1	93	13	0	100
CLIFFORD ROAD	42	11	79	46	5	90
PETERSHAM CLOSE	4	3	57	6	2	75
SANDPITS ROAD	4	0	100	3	1	75
A307 PETERSHAM ROAD	0	0	0	0	0	0
SUDBROOK LANE	1	0	100	1	0	100
MEADOW CLOSE	15	0	100	13	1	93
RIVER LANE	3	1	75	1	3	25
TOTAL	**211**	**68**	**76**	**203**	**72**	**74**

THE RUSSELL SCHOOL, PETERSHAM - ON STREET PARKING SURVEY RESULTS

ROAD NAME	WEDNESDAY 02/07/2014 - 08:45			THURSDAY 03/07/2014 - 08:45		
	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %
MEADLANDS DRIVE	75	36	68	78	32	71
BUCKINGHAM ROAD	47	21	69	44	27	62
BUCKINGHAM ROAD (CUL DE SAC)	13	1	93	13	0	100
CLIFFORD ROAD	41	12	77	44	7	86
PETERSHAM CLOSE	4	3	57	6	2	75
SANDPITS ROAD	4	0	100	4	0	100
A307 PETERSHAM ROAD	0	0	0	0	0	0
SUDBROOK LANE	1	0	100	1	0	100
MEADOW CLOSE	15	0	100	13	1	93
RIVER LANE	3	1	75	1	3	25
TOTAL	**203**	**74**	**73**	**204**	**72**	**74**

ROAD NAME	WEDNESDAY 02/07/2014 - 09:00			THURSDAY 03/07/2014 - 09:00		
	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %
MEADLANDS DRIVE	58	53	52	66	44	60
BUCKINGHAM ROAD	48	20	71	44	27	62
BUCKINGHAM ROAD (CUL DE SAC)	12	2	86	13	0	100
CLIFFORD ROAD	40	14	74	43	8	84
PETERSHAM CLOSE	5	2	71	6	2	75
SANDPITS ROAD	4	0	100	4	0	100
A307 PETERSHAM ROAD	0	0	0	0	0	0
SUDBROOK LANE	1	0	100	1	0	100
MEADOW CLOSE	11	4	73	13	1	93
RIVER LANE	3	1	75	2	2	50
TOTAL	**182**	**96**	**65**	**192**	**84**	**70**

ROAD NAME	WEDNESDAY 02/07/2014 - 09:15			THURSDAY 03/07/2014 - 09:15		
	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %
MEADLANDS DRIVE	57	54	51	66	44	60
BUCKINGHAM ROAD	48	20	71	42	29	59
BUCKINGHAM ROAD (CUL DE SAC)	12	2	86	13	0	100
CLIFFORD ROAD	40	14	74	40	11	78
PETERSHAM CLOSE	5	2	71	5	3	63
SANDPITS ROAD	4	0	100	4	0	100
A307 PETERSHAM ROAD	0	0	0	0	0	0
SUDBROOK LANE	1	0	100	1	0	100
MEADOW CLOSE	12	3	80	13	1	93
RIVER LANE	3	1	75	2	2	50
TOTAL	**182**	**96**	**65**	**186**	**90**	**67**

THE RUSSELL SCHOOL, PETERSHAM - ON STREET PARKING SURVEY RESULTS

ROAD NAME	WEDNESDAY 02/07/2014 - 09:30			THURSDAY 03/07/2014 - 09:30		
	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %
MEADLANDS DRIVE	58	53	52	64	46	58
BUCKINGHAM ROAD	47	21	69	41	30	58
BUCKINGHAM ROAD (CUL DE SAC)	13	1	93	13	0	100
CLIFFORD ROAD	40	14	74	39	12	76
PETERSHAM CLOSE	3	4	43	5	3	63
SANDPITS ROAD	4	0	100	4	0	100
A307 PETERSHAM ROAD	0	0	0	0	0	0
SUDBROOK LANE	1	0	100	1	0	100
MEADOW CLOSE	12	3	80	13	1	93
RIVER LANE	3	1	75	2	2	50
TOTAL	**181**	**97**	**65**	**182**	**94**	**66**

ROAD NAME	WEDNESDAY 02/07/2014 - 12:00			THURSDAY 03/07/2014 - 12:00		
	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %
MEADLANDS DRIVE	62	52	54	61	49	55
BUCKINGHAM ROAD	54	15	78	44	28	61
BUCKINGHAM ROAD (CUL DE SAC)	14	0	100	13	0	100
CLIFFORD ROAD	49	5	91	33	18	65
PETERSHAM CLOSE	3	4	43	5	4	56
SANDPITS ROAD	4	0	100	2	2	50
A307 PETERSHAM ROAD	0	0	0	0	0	0
SUDBROOK LANE	1	0	100	1	0	100
MEADOW CLOSE	11	4	73	13	1	93
RIVER LANE	4	1	80	3	1	75
TOTAL	**202**	**81**	**71**	**175**	**103**	**63**

ROAD NAME	WEDNESDAY 02/07/2014 - 13:00			THURSDAY 03/07/2014 - 13:00		
	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %
MEADLANDS DRIVE	63	51	55	61	49	55
BUCKINGHAM ROAD	51	18	74	43	28	61
BUCKINGHAM ROAD (CUL DE SAC)	13	1	93	13	0	100
CLIFFORD ROAD	48	6	89	32	19	63
PETERSHAM CLOSE	4	3	57	5	4	56
SANDPITS ROAD	4	0	100	3	2	60
A307 PETERSHAM ROAD	0	0	0	0	0	0
SUDBROOK LANE	1	0	100	1	0	100
MEADOW CLOSE	11	4	73	13	1	93
RIVER LANE	3	2	60	3	1	75
TOTAL	**198**	**85**	**70**	**174**	**104**	**63**

THE RUSSELL SCHOOL, PETERSHAM - ON STREET PARKING SURVEY RESULTS

ROAD NAME	WEDNESDAY 02/07/2014 - 14:30			THURSDAY 03/07/2014 - 14:30		
	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %
MEADLANDS DRIVE	67	46	59	57	53	52
BUCKINGHAM ROAD	55	20	73	45	19	70
BUCKINGHAM ROAD (CUL DE SAC)	11	3	79	12	2	86
CLIFFORD ROAD	44	11	80	41	16	72
PETERSHAM CLOSE	7	2	78	7	2	78
SANDPITS ROAD	4	0	100	2	2	50
A307 PETERSHAM ROAD	0	0	0	0	0	0
SUDBROOK LANE	1	0	100	1	0	100
MEADOW CLOSE	12	3	80	11	2	85
RIVER LANE	3	2	60	3	1	75
TOTAL	**204**	**87**	**70**	**179**	**97**	**65**

ROAD NAME	WEDNESDAY 02/07/2014 - 14:45			THURSDAY 03/07/2014 - 14:45		
	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %
MEADLANDS DRIVE	66	47	58	59	51	54
BUCKINGHAM ROAD	54	21	72	46	23	67
BUCKINGHAM ROAD (CUL DE SAC)	12	2	86	15	0	100
CLIFFORD ROAD	46	9	84	41	16	72
PETERSHAM CLOSE	7	2	78	7	2	78
SANDPITS ROAD	3	1	75	2	2	50
A307 PETERSHAM ROAD	0	0	0	0	0	0
SUDBROOK LANE	1	0	100	1	0	100
MEADOW CLOSE	12	3	80	11	2	85
RIVER LANE	3	2	60	3	1	75
TOTAL	**204**	**87**	**70**	**185**	**97**	**66**

ROAD NAME	WEDNESDAY 02/07/2014 - 15:00			THURSDAY 03/07/2014 - 15:00		
	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %
MEADLANDS DRIVE	65	48	58	60	50	55
BUCKINGHAM ROAD	54	21	72	46	23	67
BUCKINGHAM ROAD (CUL DE SAC)	12	2	86	14	1	93
CLIFFORD ROAD	52	3	95	48	9	84
PETERSHAM CLOSE	7	2	78	5	4	56
SANDPITS ROAD	3	1	75	3	1	75
A307 PETERSHAM ROAD	0	0	0	0	0	0
SUDBROOK LANE	2	0	100	1	0	100
MEADOW CLOSE	13	2	87	10	3	77
RIVER LANE	3	2	60	3	1	75
TOTAL	**211**	**81**	**72**	**190**	**92**	**67**

THE RUSSELL SCHOOL, PETERSHAM - ON STREET PARKING SURVEY RESULTS

ROAD NAME	WEDNESDAY 02/07/2014 - 15:15			THURSDAY 03/07/2014 - 15:15		
	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %
MEADLANDS DRIVE	69	46	60	74	37	67
BUCKINGHAM ROAD	52	23	69	47	23	67
BUCKINGHAM ROAD (CUL DE SAC)	14	0	100	14	1	93
CLIFFORD ROAD	52	3	95	46	11	81
PETERSHAM CLOSE	6	3	67	7	2	78
SANDPITS ROAD	3	1	75	3	1	75
A307 PETERSHAM ROAD	0	0	0	0	0	0
SUDBROOK LANE	2	0	100	1	0	100
MEADOW CLOSE	13	2	87	9	3	75
RIVER LANE	4	1	80	3	1	75
TOTAL	**215**	**79**	**73**	**204**	**79**	**72**

ROAD NAME	WEDNESDAY 02/07/2014 - 15:30			THURSDAY 03/07/2014 - 15:30		
	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %
MEADLANDS DRIVE	61	54	53	69	42	62
BUCKINGHAM ROAD	50	25	67	50	20	71
BUCKINGHAM ROAD (CUL DE SAC)	13	1	93	14	1	93
CLIFFORD ROAD	42	13	76	45	12	79
PETERSHAM CLOSE	5	4	56	7	2	78
SANDPITS ROAD	3	1	75	2	2	50
A307 PETERSHAM ROAD	0	0	0	0	0	0
SUDBROOK LANE	2	0	100	1	0	100
MEADOW CLOSE	13	2	87	10	3	77
RIVER LANE	3	2	60	2	2	50
TOTAL	**192**	**102**	**65**	**200**	**84**	**70**

ROAD NAME	WEDNESDAY 02/07/2014 - 15:45			THURSDAY 03/07/2014 - 15:45		
	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %
MEADLANDS DRIVE	56	57	50	62	48	56
BUCKINGHAM ROAD	51	24	68	52	18	74
BUCKINGHAM ROAD (CUL DE SAC)	13	1	93	13	2	87
CLIFFORD ROAD	43	12	78	46	11	81
PETERSHAM CLOSE	4	5	44	4	5	44
SANDPITS ROAD	3	1	75	2	2	50
A307 PETERSHAM ROAD	0	0	0	0	0	0
SUDBROOK LANE	1	0	100	1	0	100
MEADOW CLOSE	12	3	80	11	2	85
RIVER LANE	2	3	40	2	2	50
TOTAL	**185**	**106**	**64**	**193**	**90**	**68**

THE RUSSELL SCHOOL, PETERSHAM - ON STREET PARKING SURVEY RESULTS

ROAD NAME	WEDNESDAY 02/07/2014 - 16:00			THURSDAY 03/07/2014 - 16:00		
	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %
MEADLANDS DRIVE	54	59	48	62	51	55
BUCKINGHAM ROAD	51	24	68	53	18	75
BUCKINGHAM ROAD (CUL DE SAC)	14	0	100	13	2	87
CLIFFORD ROAD	43	12	78	45	12	79
PETERSHAM CLOSE	4	5	44	4	5	44
SANDPITS ROAD	3	1	75	2	2	50
A307 PETERSHAM ROAD	0	0	0	0	0	0
SUDBROOK LANE	1	0	100	1	0	100
MEADOW CLOSE	12	3	80	10	3	77
RIVER LANE	2	3	40	2	2	50
TOTAL	**184**	**107**	**63**	**192**	**95**	**67**

ROAD NAME	WEDNESDAY 02/07/2014 - 17:00			THURSDAY 03/07/2014 - 17:00		
	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %	NUMBER PARKED	NUMBER OF SPACES	OCCUPANCY %
MEADLANDS DRIVE	54	59	48	53	57	48
BUCKINGHAM ROAD	55	21	72	52	19	73
BUCKINGHAM ROAD (CUL DE SAC)	14	0	100	14	1	93
CLIFFORD ROAD	46	10	82	45	12	79
PETERSHAM CLOSE	4	5	44	5	4	56
SANDPITS ROAD	3	1	75	3	1	75
A307 PETERSHAM ROAD	0	0	0	0	0	0
SUDBROOK LANE	1	0	100	1	0	100
MEADOW CLOSE	10	5	67	8	5	62
RIVER LANE	2	3	40	2	2	50
TOTAL	**189**	**104**	**65**	**183**	**101**	**64**

APPENDIX C

TfL Road Traffic Collision Data

Personal injury collisions 60 months to 30 April 2014 for the Petersham area (PROVISIONAL)

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
.001 GIS AREA petersham area01 (P)	60 MTS TO APR-2014	7

The description of how the accident occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation

Personal injury collisions 60 months to 30 April 2014 for the Petersham area (PROVISIONAL)

.001 GIS AREA petersham area01 (P) 60 MTS TO APR-2014 SORTED BY DATE

1 0110TW60348 WED 27/10/10 08:25 LIGHT PETERSHAM ROAD J/W MEADOW CLOSE 24 LINK 130-134 518040 / 173110

POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR

DRV V2 GOT FOOT STUCK BEHIND PEDAL & DROVE INTO REAR V1 WHO STOPPED TO ALLOW UNK VEHICLE TO TURN RIGHT

CASUALTY 001 (001) (55 Yrs - F W4) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR BT - NOT REQUESTED	(55 Yrs - F W4)	SLOWING OR STOPPING	N TO S BACK HIT FIRST	JCT MID	
VEHICLE	002 (001)	CAR BT - NOT REQUESTED	(25 Yrs - M SN5)	GOING AHEAD OTHER	N TO S FRONT HIT FIRST	JCT MID	

V002 A 308 (FOLLOWING TOO CLOSE)
V002 A 405 (FAILED TO LOOK PROPERLY)
V002 A 410 (LOSS OF CONTROL)
V001 A 408 (SUDDEN BRAKING)

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2 0111TA01021 THU 21/04/11 10:20 LIGHT PETERSHAM ROAD J/W SANDPITS ROAD 24 LINK 130-134 518040 / 172990

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 TURNED RIGHT & COLLIDED WITH PASSING V2 (CYCLIST) CAUSING RIDER TO FALL OFF

CASUALTY 001 (002) (50 Yrs - M TW16) SERIOUS DRIVER/RIDER

VEHICLE	001 (002)	CAR BT - NOT REQUESTED	(34 Yrs - F TW10)	TURNING RIGHT	W TO S O/S HIT FIRST	JCT MID	
VEHICLE	002 (001)	PEDAL CYCLE BT - NOT APPLICABLE	(50 Yrs - M TW16)	GOING AHEAD OTHER	S TO N FRONT HIT FIRST	JCT MID	

V001 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)
V001 A 403 (POOR TURN OR MANOEUVRE)
V001 A 405 (FAILED TO LOOK PROPERLY)
V001 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)

Personal injury collisions 60 months to 30 April 2014 for the Petersham area (PROVISIONAL)

.001 GIS AREA petersham area01 (P) — 60 MTS TO APR-2014 SORTED BY DATE

3 0111TW60136 SUN 15/05/11 12:20 LIGHT PETERSHAM ROAD J/W SUDBROOK LANE 24 LINK 130-134 518050 / 173070

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 DROVE INTO REAR V2 & PUSHED IT INTO REAR OF V3 WHO WAS STATIONARY BEHIND UNK VEH THAT WAS TURNING RIGHT

CASUALTY 001 (002) (57 Yrs - M TW10) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR BT - NOT REQUESTED	(70 Yrs - M KT2)	GOING AHEAD LEFT BEND	S TO NW FRONT HIT FIRST	JCT APP
VEHICLE	002 (003)	CAR BT - NOT PROVD (MEDCL REASONS)	(57 Yrs - M TW10)	GOING AHEAD LEFT BEND	S TO NW BACK HIT FIRST	JCT APP
VEHICLE	003 (002)	CAR BT - NOT REQUESTED	(33 Yrs - F KT6)	GOING AHEAD LEFT BEND	S TO NW BACK HIT FIRST	JCT MID

V001 A 308 (FOLLOWING TOO CLOSE)
V001 A 405 (FAILED TO LOOK PROPERLY)
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)

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4 0111TW60398 THU 15/12/11 02:39 DARK PETERSHAM ROAD J/W RIVER LANE 24 LINK 130-134 518000 / 173260

POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 CUT THE CORNER WHILE TURNING RIGHT & COLLIDED WITH V2 WHO WAS TURNING LEFT

CASUALTY 001 (002) (20 Yrs - F N18) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR BT - NEGATIVE	(20 Yrs - M NW11)	TURNING RIGHT	S TO E O/S HIT FIRST	JCT MID
VEHICLE	002 (001)	CAR BT - NOT REQUESTED	(20 Yrs - F N18)	TURNING LEFT	E TO S O/S HIT FIRST	JCT MID

V001 A 403 (POOR TURN OR MANOEUVRE)
V001 A 405 (FAILED TO LOOK PROPERLY)
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

Personal injury collisions 60 months to 30 April 2014 for the Petersham area (PROVISIONAL)

.001 GIS AREA petersham area01 (P) 60 MTS TO APR-2014 SORTED BY DATE

5 0112TW60233 THU 12/07/12 07:00 LIGHT PETERSHAM ROAD J/W RIVER LANE 24 LINK 130-134 518010 / 173260
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
SOLO V1 LOST CONTROL WHILST ENTERING A BEND AND TRAVELLING OVER A MAN HOLE. RIDER OF V1 FELL CAUSING INJURY.

CASUALTY 001 (001) (37 Yrs - M KT19) SERIOUS DRIVER/RIDER

VEHICLE 001 (000) M/C 50-125CC (37 Yrs - M KT19) GOING AHEAD RIGHT BEND S TO NE JCT CLEARED
BT - DRV NOT CONTACTED SKIDDED N/S HIT FIRST

V001 A 108 (ROAD LAYOUT (EG BEND, HILL, NARROW CARRIAGEWAY)) V001 A 410 (LOSS OF CONTROL)
V001 A 101 (POOR OR DEFECTIVE ROAD SURFACE)

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6 0113TW60309 TUE 20/08/13 18:16 LIGHT PETERSHAM RD J/W TREE CLOSE 24 LINK 130-134 518020 / 173170
POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR
V1 SWERVED TO AVOID A COLLISION AND LOST CONTROL, COLLIDING WITH STAT V2.

CASUALTY 001 (001) (35 Yrs - M TW12) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (35 Yrs - M TW12) GOING AHEAD OTHER N TO S JNY PART OF WORK JCT APP
BT - NOT APPLICABLE FRONT HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - U UNKN) GOING AHEAD HELD UP N TO S JCT APP
BT - DRV NOT CONTACTED BACK HIT FIRST

V001 A 409 (SWERVED) V001 A 410 (LOSS OF CONTROL)

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7 0114TW60015 TUE 14/01/14 19:50 DARK PETERSHAM ROAD J/W TREE CLOSE. 24 LINK 130-134 518020 / 173160
POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR
V.1 TURNED OUT OF JUNCTION & HIT ON-COMING V.2.

CASUALTY 001 (002) (55 Yrs - F TW2) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (47 Yrs - M KT2) TURNING LEFT W TO N JCT MID
BT - DRV NOT CONTACTED FRONT HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (55 Yrs - F TW2) GOING AHEAD OTHER S TO N COMM TO/FROM WORK JCT MID
BT - NOT APPLICABLE N/S HIT FIRST

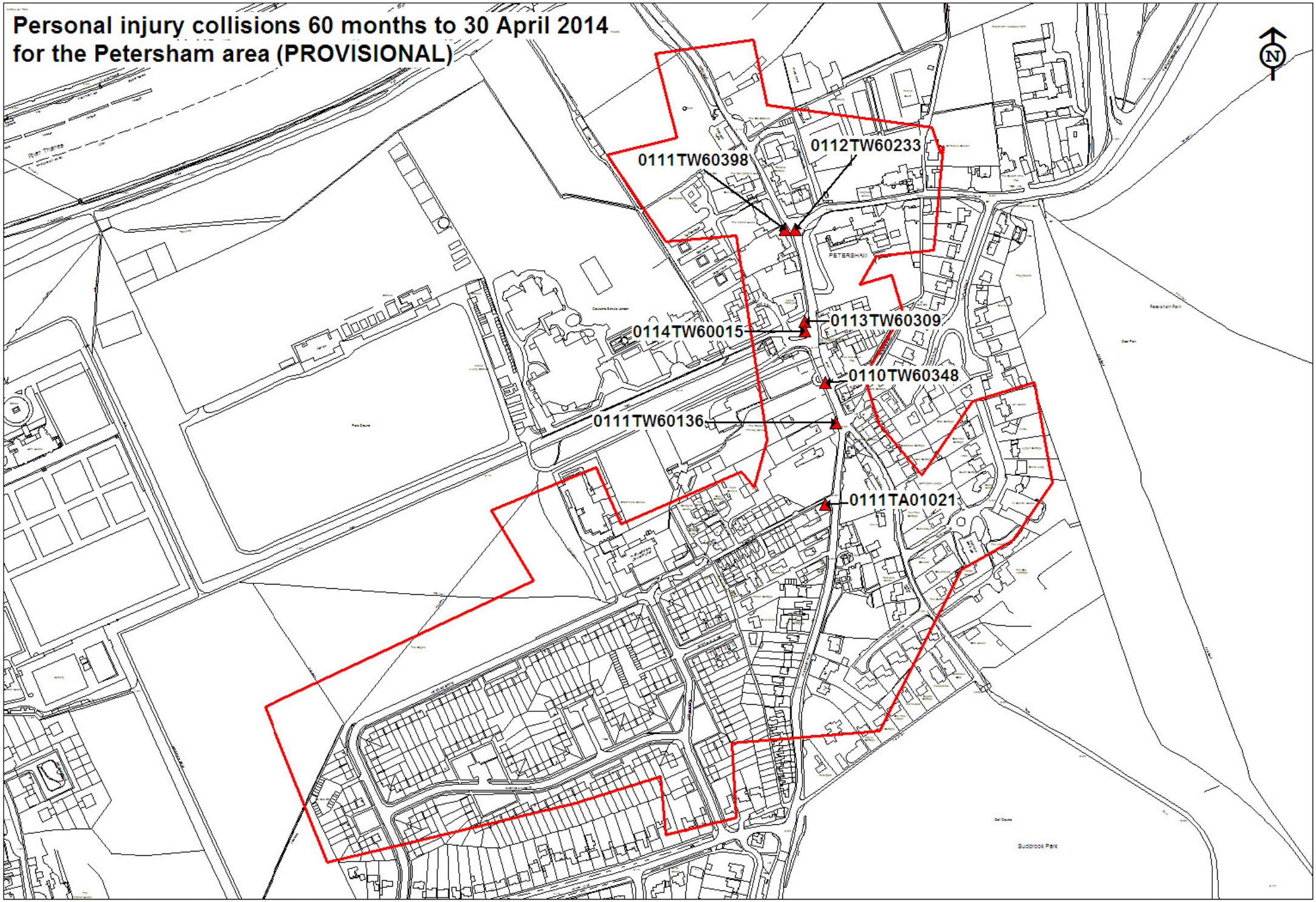
V001 A 405 (FAILED TO LOOK PROPERLY) V001 A 403 (POOR TURN OR MANOEUVRE)
V002 A 507 (CYCLIST WEARING DARK CLOTHING AT NIGHT)

End of Accidents for .001 GIS AREA petersham area01 (P)

Personal injury collisions 60 months to 30 April 2014 for the Petersham area (PROVISIONAL)

End of Report

Personal injury collisions 60 months to 30 April 2014 for the Petersham area (PROVISIONAL)



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