



St Paul's School

St Paul's School, Barnes Transport Statement

30866/D3a
December 2016

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1 Introduction

1.1.1 Transport Planning Practice (TPP) is appointed by St Paul's School to provide transport advice in relation to an extension of time of application for the implementation of the staff accommodation element of the hybrid planning permission, reference 08/1760/OUT. The detailed element of the hybrid planning permission relates to the provision of staff residential accommodation to the east of the site entrance. The description of this element of development is as follows:

"Full planning permission for the area east of the access to provide 2,758m² floorspace/1,084m² footprint of buildings (3 to 4 storeys including basement and attic levels) comprising a total of 33 residential units for full time school personnel (including immediate family) with part underground car parking (25 spaces) and cycle parking (54 spaces), associated servicing, hard and soft landscaping and boundary treatments."

1.1.2 The extension of time application has been held in abeyance for some time. This Statement undertakes a review of the staff residential accommodation element of the hybrid permission in transport terms, including consideration of policies and other material considerations which may have changes significantly since the original grant of permission. The remainder of this document is structured as follows:

- Section 2 describes the existing situation in terms of the site location and site accessibility;
- Section 3 describes the proposed development;
- Section 4 considers the trip generation associated with the proposed development and compares this to the existing situation;
- Section 5 considers the suitability of the site and the proposals in terms of national and local policies from a transport perspective;
- Section 6 summarises the report and provides conclusions.

2 Existing transport situation

2.1 Site location

2.1.1 St Paul' School is located to the west of Hammersmith Bridge along the southern bank of the River Thames. The site is bordered to the south by the B350 Lonsdale Road, to the west by the Swedish School and to the east by the residential neighbourhood comprising Glenthams Road, Glenthams Gardens, Lillian Road and St Hilda's Road. The site is located within London Borough of Richmond upon Thames (LBRuT). The site location is shown as Figure 1.

2.2 Site access

2.2.1 The site's main vehicular, pedestrian and cyclists is via Lonsdale Road. There are also pedestrian/cycle entrances to the school by pupils and staff on St Hilda's Road and from Castelnau. These accesses facilitate movement of pupils arriving and leaving the site via Hammersmith Bridge. The site also has three gated access points to the Thames Path that runs along the Thames tow path to the north of the site. There is also an adjoining gate through to the Swedish School.

2.3 Walking

2.3.1 As mentioned above, the site's main pedestrian access point is off Lonsdale Road with further gated access points off St Hilda's Road and Castelnau.

2.3.2 The footpaths on either side of both Castelnau and Lonsdale Road which will be used by students and staff to access the school and other key pedestrian origins/destinations are wide, well maintained and adequately lit.

2.3.3 Safe crossing points are available across Lonsdale Road with a Zebra crossing located in the immediate vicinity of the school's access point as well as Zebra crossings to both the east and south west of the main access. There are also several informal crossing points. At the junction of Castelnau and Lonsdale Road, there are signalised pedestrian crossing facilities along all arms providing safe access for pupils and staff from key pedestrian routes from Hammersmith Bridge and bus stops along Castelnau.

2.4 Cycling

2.4.1 The B350 Lonsdale Road which bounds the site to the south is classified as "route signed or marked for use by cyclists" and forms part of the London Cycle Network (LCN). It connects the site to Hammersmith Bridge Road to the east and Barnes Bridge to the south west. A number of other roads in the local area

are also recommended routes. The site is within a reasonably short cycling distance of local transport stations and interchanges which provide access to a wide range of employment, shopping and leisure facilities. Journey distance to these transport points are shown in Table 2.1.

Table 2.1 – Cycle time to key local transport destinations

Station	Services	Cycle time (min)
Hammersmith	London Underground Circle, District, Hammersmith & City and Piccadilly Lines	6 minutes
Barnes Bridge	South West Trains	7 minutes
Barnes	South West Trains	9 minutes

2.4.2 Apart from providing easy access to local amenities in the immediate area around the site, the LCN routes allow access to areas which include Chiswick, Kew and Richmond to the west, Fulham, Putney and Kensington to the east, Wimbledon and Kingston to the south and Hammersmith, Shepherd’s Bush and White City to the north.

2.5 Public Transport Accessibility Level (PTAL)

2.5.1 The PTAL methodology has been adopted by the GLA and TfL as a means of quantifying and comparing accessibility by public transport for a given site.

2.5.2 The site has a PTAL rating of 2 indicating “below average” accessibility. This has been informed by the Transport for London (TfL) Planning Information Database.

Public bus services

2.5.3 The site is well connected to the London Bus Network. The nearest bus stops are located on Lonsdale Road serving route 419 bus which runs between George Street in Richmond and Hammersmith.

2.5.4 The bus stops located along the A306 Castelnau within 500m walk from the site allow access to further five bus services that include routes no. 33, 72, 209 and 485. Northbound services towards Hammersmith, East Acton and Old Oak Common are available from Stop J (5-6 minutes’ walk) and southbound services towards Fulwell, Roehampton, Mortlake Barnes and Wandsworth can be accessed from Stop K (5-6 minutes’ walk).

2.5.5 Table 2.2 lists the available services, stop numbers and peak hour frequencies.

Table 2.2 – Local bus services

Service	Towards	Stop	No. of Buses per Hour	
			0800 – 0900	1700 – 1800
33	Fullwell	K	8	8
	Hammersmith	J	8	8
72	Roehampton	K	7	6
	East Acton	J	9	10
209	Mortlake	K	13	13
	Hammersmith	J	13	13
419	Richmond	N/A	3	4
	Hammersmith	N/A	3	4
485	Wandsworth	K	2	2
	Hammersmith	J	2	2
Total			68	70

2.5.6 As shown in Table 2.2, the five bus routes provide a combined total of 68 buses per hour in the morning peak and 70 buses per hour in the evening peak. All five buses provide access to Hammersmith bus station which provides access to a further 12 bus routes. There are two 24 hour bus services, routes 33 and 72, which operate at a frequency of 4 buses per hour in both directions between 1:00 and 5:00.

School bus services

2.5.7 In addition to public bus services, the school also operates bus services. The services are provided every morning and evening and are accessible by students and staff. The following services are available:

North London services:

- Route 1: Henleys Corner to Finchley Underground Station via Golders Green, Heath Drive, Froggnal Road and Finchley Road.
- Route 2: Hendon Way to Baker Street via Swiss Cottage and Regent’s Park.
- Route 3: Hampstead High Street to St John’s Wood via Belsize Park and Primrose Hill
- Route 4: West Hampstead Station to Maida Vale Station via St. John’s Wood.

Surrey services

- Esher Route: Walton Station to Surbiton via Esher.
- Local Route: servicing the local residential areas and servicing students living on Coombe Lane West, George Road/Warren Road, Bottom Copse Hill, Top Copse Hill, Parkside, Putney Heath and Dover House Road.

Wimbledon bus services: This service serves the following roads: Coombe Lane West, Cambridge Road, Ridgeway, Wimbledon High Street, Parkside, Putney heath, Putney Hill, Chartfield Avenue and Castello Avenue.

London Underground services

2.5.8 The nearest London Underground is Hammersmith. The station is 1.4km walking distance from the site (14-18 minutes' walk) which places it outside the 960m distance threshold used within PTAL assessment methodology. However, it can be considered within reasonable walking distance. In respect of cycling, the station is only a 7 minute journey away from the site. Alternatively, it is a short bus journey away, given that all six bus services from the nearby bus stops, travel to Hammersmith. Hammersmith Station is located in Zone 2 and is served by the District, Circle, Hammersmith & City and Piccadilly lines. Table 2.3 shows the peak hour frequencies at St James's Park Station.

Table 2.3 – Hammersmith Station service frequencies (trains per hour)

Service	0800 – 0900		1700 – 1800	
	Towards Central London	Towards Hammersmith	Towards Central London	Towards Hammersmith
Circle Line	6	6	6	6
District Line	13	13	12	14
Hammersmith & City	6	6	6	6
Piccadilly	24	24	24	23
Total	49	49	48	49

National Rail services

Barnes Bridge and Barnes are the closest train stations, being located 2.0km and 2.6km walking distance of the site, respectively.

- 2.5.9 The following services are available from Barnes Bridge Station:
- Four tph (trains per hour) direct to London Waterloo.
 - Two tph towards Weybridge calling at Barnes Bridge, Chiswick, Kew Bridge, Brentford, Syon Lane, Isleworth, Hounslow, Feltham, Ashford, Staines, Egham, Virginia Water, Chertsey and Addlestone.

- Two tph circuitously to London Waterloo by the Hounslow Loop through Brentford and Richmond.

2.5.10 In addition, rail users travelling to Barnes Station can take advantage of the following services:

- 8 tph to London Waterloo, calling at Putney, Wandsworth Town, Clapham Junction, Queenstown Road and Vauxhall.
- 4 tph to Hounslow.
- 2 tph to Weybridge, calling at Barnes Bridge, Chiswick, Kew Bridge, Brentford, Syon Lane, Isleworth, Hounslow, Feltham, Ashford, Staines, Egham, Virginia Water, Chertsey and Addlestone.
- 2 tph to Wimbledon, calling at Mortlake, North Sheen, Richmond, St Margaret's, Twickenham, Strawberry Hill, Teddington, Hampton Wick, Kingston, Norbiton, New Malden and Raynes Park.

2.6 Local highway network and on-street parking

2.6.1 The key roads in the close vicinity of the site are Lonsdale Road and the A306 Castelnau which are discussed below.

2.6.2 The site is accessed from B350 Lonsdale Road which borders the site to the south runs between the A306 Castelnau to the east and Barnes High Street to the south west. Lonsdale Road is a local distributor road and mainly residential in nature. The road operates two-way and it forms part of controlled parking zone B1 which is in operation on Mondays to Fridays, 10am to 12pm. There are on-street parking provisions for resident permit holders only along Lonsdale Road.

To the east, Lonsdale Road connects to the A306 Castelnau via a signalised T-junction. As mentioned previously, there are signal controlled pedestrian facilities on each arm of the junction. The A306 Castelnau which connects Barnes with Hammersmith forms part of London's Strategic Road Network (SRN) and is classified as a London Distributor Route under the LBRuT road hierarchy. The A306 connects the site to the A4 Great West Road to the north and the A406 South Circular Road to the south. There is a bus lane along the entire length of the northbound lane of Castelnau towards Hammersmith Bridge. There are double yellow lines along Castelnau in the vicinity of its junction with Lonsdale Road and to the north of it towards Hammersmith Bridge.

2.7 Local car ownership

- 2.7.1 The site is located within Richmond Upon Thames 001 Middle Layer Super Output Area (MLSOA). The car or van availability data has been taken from the 2011 Census at MLSOA level which shows that 27% of dwellings do not own a car (73% car ownership).
- 2.7.2 The level of car ownership has reduced since the 2001 census where the number of households without access to a car/van stood at 24% at MLSOA level. The trend in the local area around the site follows the same pattern of reduced car ownership in LBRuT as a whole and also the same pattern for many London boroughs. This trend is expected to continue in line with the greater use of car clubs and as the use of taxi/mini-cab services become easier and convenient.
- 2.7.3 It is anticipated that the proposed development would generate a lower parking demand by future residents as they are not required to commute to work by car and any trips generated will be associated with leisure or retail trips.

2.8 Car Club

- 2.8.1 There is a good network of car club vehicles in the close proximity to the site and there are three car club bays operated by Zipcar and Enterprise Carclub within 6-7 minute walking distance. The location, distance and approximate walking times of bays from the site are shown in Table 2.4.

Table 2.4 – Local car Club Bays

Location	Operator	Distance from the site
Lonsdale Road	Zipcar	290m
Arundel Terrace	Zipcar	450m
Riverview Gardens, Barnes	Enterprise	550m

2.9 Committed developments

2.9.1 A review of recent planning permissions close to the school that have been granted since January 2009 has been undertaken. A list of residential permissions is shown in Table 2.5.

Table 2.5 – Committed residential developments

Reference	No. additional units	Car parking	Approval date
16/1634/GPD15	Two 2-bedroom	4	21.06.2016
16/0432/FUL	One 2-bedroom	1	31.08.2016
14/0080/P3JPA	One 2-bedroom	0	07.03.2014
11/3878/FUL	One 2-bedroom	0	23.04.2013
15/1932/P3JPA	One 5-bedroom	0	30.06.2015
07/3594/FUL	One 1-bedroom, one 2-bedrooms and one 4-bedroom	1	15.02.2010
14/1898/P3JPA	Two 1-bedroom	0	01.07.2014
16/1495/GPD15	One 1-bedroom and one 2-bedroom	0	13.06.2016
14/2359/P3JPA	One 2-bedroom	0	06.08.2014
15/4396/FUL	One 3-bedroom	2	21.06.2016
14/2371/P3JPA	Three dwellings (number of bedrooms unknown)	0	13.08.2014
14/5121/P3JPA	Two 1-bedroom	0	04.02.2015
13/0776/FUL	One 3-bedroom	Removal of 2	31.01.2014
Total	21 units	6 (net)	

2.9.2 The majority of the above applications, providing 21 residential units, comprise conversion/redevelopment of existing commercial land uses such as B1 office use and garages which were previously generating trips. Therefore, their implementation is unlikely to result in a perceptible change in the number of trips on the local highways and transport network.

2.9.3 In addition to the above residential developments, since the original planning application was made in 2008, two planning applications have been put forward by the Harrodian School located to the south west of St. Paul's School. The first application which was approved in February 2011, increased the limit on the number of students at the school from 550 to 1,000 students. A subsequent

application was approved in May 2015 which increased the maximum number of students by a further 55 to a total of 1,055 students.

- 2.9.4 Based on the information provided in the Transport Assessments accompanying the planning applications above, in 2010, at the time of the first application, there were 941 students at the school and the application would extend the upper limit to 1,000 students, i.e. a 6% increase in the number of students. In 2014, when the second planning application was made to increase the number of students at the school, there were around 1,000 students enrolled at the school and the planning application sought to increase the maximum number of students by a further 55 (a 5.5% increase). The Transport Assessment for the latest application concluded that: *"The extension of the senior block to facilitate an increase in the number of sixth form students can be accommodated without any need for transport or highways mitigation measures"*.

3 Proposed development

3.1.1 The consented scheme, reference 08/1760/OUT comprises of the following in respect of the staff accommodation: "2,758m² floorspace/1,084m² footprint of buildings (3 to 4 storeys including basement and attic levels) comprising a total of 33 residential units for full time school personnel (including immediate family) with part underground car parking (25 spaces) and cycle parking (54 spaces), associated servicing, hard and soft landscaping and boundary treatments."

3.2 Access

3.2.1 The location of the school site's vehicular, pedestrian and cycle accesses will not change as a result of the development. The staff accommodation which will be located along the eastern side of the site's access Road and vehicular, pedestrian and cyclist access will be taken from the internal road network.

3.3 Parking

Car parking

3.3.1 LBRuT standards states that for schools, a maximum provision of 1 space per 2 staff can be provided. Currently, the school has circa 350 members of staff, including full time and part time support and teaching staff. Therefore, the maximum parking provision for staff allowed by LBRuT parking standards would be 175 spaces. The car parking composition following the implementation of the development proposals will include 126 staff, 20 visitor and 5 minibus spaces. As such, the proposed provision for the school remains in accordance with the Council's standards. There is also an area where upto 90 overflow/event car parking spaces are provided and 25 spaces.

3.3.2 According to LBRuT's car parking standards, a maximum of 0.5 car parking spaces can be provided per bedroom for residential colleges or educational centres. This provision is outlined in Appendix 4 of the Adopted Development Management Plan (November 2011). The London Plan does not provide specific standards for staff accommodation associated with schools and educational facilities. In respect of residential developments, the maximum car parking provision for units with one or two bedrooms is less than one space per unit and for 3-bedroom dwellings, an average of up to 1.5 car parking spaces can be provided per unit.

3.3.3 Based on the above, the proposed provision of 25 car parking spaces for the proposed staff accommodation is in line with local and regional standards.

Cycle parking

- 3.3.4 The London Plan does not provide specific standards for the minimum level of cycle parking for staff accommodation at educational centres. However, it states that 1 long-stay cycle parking space should be provided per 2 bedrooms for student accommodation. LBRuT's Appendix 4 of the Adopted Development Management Plan provides cycle parking standards and states that a minimum of 0.5 spaces per bedroom should be provided for residential institutions within college or educational centres.
- 3.3.5 The proposals include a total provision of 54 cycle parking spaces for the staff. This level of provision remains in line with the minimum required by the London Plan and accords with the level of provision required by LBRuT policy.

3.4 Servicing & refuse collection

Servicing demand

- 3.4.1 Based on servicing surveys undertaken on a residential development in Pimlico over a four day period, the staff accommodation is expected to generate 3 or 4 visits during the day, with some 15-20 deliveries over a working week.
- 3.4.2 The majority of deliveries on an average week are expected to be made in Ford Transit type vans and Luton vans, a large proportion of which would be internet shopping deliveries. Occasional deliveries by larger vehicles will be made for furniture or white goods.

Servicing operation

- 3.4.3 Servicing and delivery vehicles will access the site from Lonsdale Road and undertake their operation off-street as per the other elements of the school.

Waste collection

- 3.4.4 Waste collection will take place as per the existing waste collection arrangement within the school.

4 Trip generation and impact assessment

4.1.1 This chapter assesses the difference in the number of trips generated by the proposals comprising 33 staff accommodation units on-site in comparison with the existing situation where the 33 staff members would live off-site. This assessment considers the morning and evening peak periods.

4.2 Staff mode split

4.2.1 The Transport Statement (May 2008) submitted as part of the consented scheme included staff travel surveys undertaken at the school. In order to determine the current modal split for the staff, a travel survey was undertaken at the School during November and December 2016. For the staff, this was carried out using the online survey tool called Survey Monkey, and the survey asked the staff to provide information on their main mode of travel to the school, their role and the school and whether they work full-time or part-time. Postcode information was also required.

4.2.2 Table 4.2 includes the results of the 2008 staff survey as well as the recent staff travel survey undertaken at the school. It also includes the number of trips that would be generated, if the 33 members of staff who would be residing on-site following the proposals, lived externally.

Table 4.1 – Staff mode split and trip numbers for staff living off-site

Mode of Travel	2008 staff survey	2016 staff survey	No. of trips (33 units)
Car driver	36%	36%	12
Car share (with friend/colleague)	2%	1%	0
Car (Park & Stride)	1%	0%	0
Bus	9%	4%	2
Rail/London Underground	5%	13%	4
On foot	32%	16%	5
By bike	14%	28%	9
Other	1%	2%	1

Note: Park & Stride refers to staff members who park away from the school and walk to the site

4.3 Trip generation

4.3.1 The consented scheme proposes provision of 33 staff accommodation units. The consented scheme is expected to generate a smaller number of trips travelling externally, than the existing situation where the 33 staff members would commute to work. Majority of the future car trips would be associated with leisure and shopping activities. An analysis of the existing situation and future situation is undertaken below

Existing situation

4.3.2 Based on the survey results, it can be seen that circa 36% of staff drive to school. Therefore, if the 33 members of staff that will occupy the proposed staff accommodation units, lived externally, it would mean that they would generate 12 car trips during the AM and PM peak hours.

Proposed scheme

4.3.3 The provision of staff accommodation within the school site will allow the occupants to walk to work and is very likely to remove the need for them to drive during the typical weekday AM and PM peak hours.

4.3.4 Out of the 33 proposed units, 21 are single occupancy staff accommodation and the occupiers are expected to walk to the school during the peak hours; resulting in no additional vehicular trips on the local highway network. However, the remaining 12 units may generate additional vehicular trips during the peak hours since they are family units and the staff member may have a partner/spouse who commutes to work off-site. The 2011 Census data for the local area indicates that circa 20% of local residents drive to work with the majority using public transport to commute. Assuming that each of the 12 family units had one non-staff spouse who works, 20% of the trips generated by spouse movements equate to 3 car trips.

4.4 Summary

4.4.1 Based on the above analysis, the proposals will result in a reduction of the quantum of car trips on the surrounding highway network with nine fewer trips during the weekday AM and PM peak periods. Therefore, the proposals will have no adverse impact upon the operation of the local highway network.

5 Transport policy background

5.1.1 This chapter summarises the national, regional and local transport policies relevant to the development proposals. The main policy documents in this regard are:

- National Planning Policy Framework (March 2012).
- The London Plan, Further Alterations to the London Plan (FALP), March 2015
- LBRuT, Local Plan, Core Strategy (April 2009).
- LBRuT, Local Plan, Development Management Plan (November 2011).

National Policy

National Planning Policy Framework (March 2012)

5.1.2 The National Planning Policy Framework (NPPF) was published on the 27th March 2012 and focuses on a presumption in favour of sustainable development. One of the core planning principles relates to actively managing patterns of growth to make the fullest possible use of public transport, walking and cycling and focusing significant development in locations which are or can be made sustainable.

5.1.3 Developments should be located and designed where practical to:

- Accommodate the efficient delivery of goods and supplies.
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities.
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles.
- Consider the needs of people with disabilities by all modes of transport.

Regional policy

The London Plan, Further Alterations to the London Plan (FALP), March 2015

- 5.1.4 On 10 March 2015, the Mayor published (i.e. adopted) the Further Alterations to the London Plan (FALP). From this date, the FALP are operative as formal alterations to the London Plan (the Mayor's spatial development strategy) and form part of the development plan for Greater London.
- 5.1.5 The London Plan sets out the spatial development strategy for London, and provides the London wide context within which individual Boroughs set their local planning policies. A key objective of the London Plan is to improve London's accessibility, which amongst other issues, includes tackling traffic congestion. An issue that assists closer integration between transport and spatial development is encouraging patterns and forms of development that reduce the need to travel – especially by car.
- 5.1.6 With regard to parking, The Mayor, in conjunction with the boroughs, seeks to ensure that on-site parking at new developments is kept to a minimum. Maximum parking standards are set, which can be reduced in areas of good public transport accessibility, and, in the most accessible locations, can lead to car-free developments.
- 5.1.7 Policies 6.9 and 6.10 aim to increase cycling and walking in London, in particular, to achieve a 5% modal share by 2026 for cycling. New developments should therefore provide secure and accessible cycle parking facilities and ensure there is a high quality pedestrian environment and street space.

Local Policy

- 5.1.8 The Local Plan (formerly known as the Local Development Framework) sets out the priorities for the development of the borough and will be used for making decisions on planning applications.

LBRuT Core Strategy (April 2009)

- 5.1.9 This document sets out the Strategic Planning Framework for the Borough over the next 15 years, it considers other plans and strategies and is the delivery mechanism for the spatial elements of the community. This document outlines the council's transport objectives and policies.

5.1.10 The following transport policies set out in core policy CP5 – Sustainable Travel which are associated with this development are set out below.

- Policy 5.C – Cycling and Walking. 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.
- Policy 5.F – Car Parking and Travel. Provide car share facilities and car clubs in appropriate new developments and encourage the use of low emission vehicles in order to reduce congestion and pollution.
- Policy 5.G – Sustainable Travel. 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 based on TfL’s Best Practice Guidance.

Development Management Plan (November 2011)

5.1.11 The Development Management Plan (DMP) includes the detailed policies which will be used when new developments are considered. The DMP takes forward the strategic objectives in the Core Strategy and is consistent with National and Regional Policies.

5.1.12 5.4 Transport and Parking – this chapter takes forward CP5 in the Core Strategy as well as complementing LBRuT Implementation Plan. The relevant policies are set out below.

5.1.13 Policy DM TP 1 – Higher trip generating developments 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.

5.1.14 Policy DM TP 2 – The impact of new developments on the transport network will be assessed against other plan policies and transport standards. All planning applications for major developments should be accompanied by a Transport Assessment. Matters to be included are set out in DfT/ TfL guidance.

5.1.15 Policy DM TP 3 – New developments will be expected to create or improve links with the local and wider transport networks, including links to cycle and

pedestrian networks. All new developments must be designed to improve accessibility including:

- Maximise permeability, with safe, convenient accessible and appropriate road, cycle and pedestrian routes within and in the immediate vicinity of the scheme, as well as accessible walking and cycling links to the wider transport network including to public transport node and key land uses, taking account the need to connect people to jobs, to town centres and to schools.

5.1.16 Policy DM TP 6 – New developments and schemes improve the safety and security of the pedestrian environment where appropriate.

5.1.17 Policy DM TP 7 – To maintain and improve conditions for cyclists, the council will ensure that new developments do not adversely impact on the cycling network or cyclists and provide appropriate cycle access and sufficient, secure cycle parking facilities.

Summary

5.1.18 In order to encourage sustainable travel, the proposed development will comply with the cycle parking standards set out by LBRuT. Vehicle parking standards set out by LBRuT will be accorded with and travel by sustainable modes will be encouraged. Provision of staff accommodation on-site will reduce the need for staff to commute to work by private car and thus reduces vehicular trips along the local highways network during peak traffic hours.

6 Summary and conclusion

6.1.1 Transport Planning Practice (TPP) is appointed by St Paul's School to provide transport advice in relation to an extension of time of planning application for the implementation of the staff accommodation element of the hybrid planning permission, reference 08/1760/OUT. The consented scheme subject of the extension of time application comprises of the following:

"Full planning permission for the area east of the access to provide 2,758m² floorspace/1,084m² footprint of buildings (3 to 4 storeys including basement and attic levels) comprising a total of 33 residential units for full time school personnel (including immediate family) with part underground car parking (25 spaces) and cycle parking (54 spaces), associated servicing, hard and soft landscaping and boundary treatments."

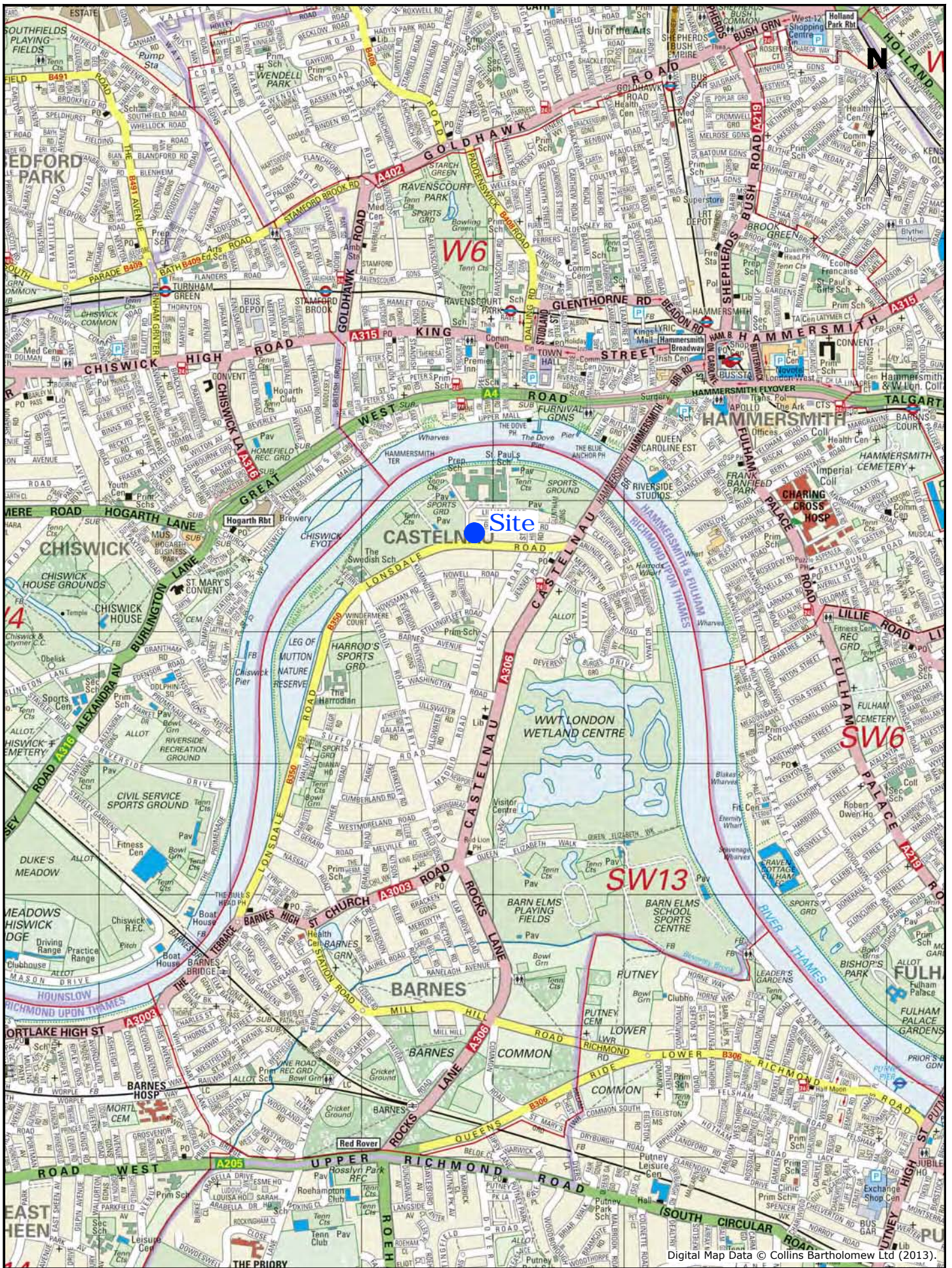
6.1.2 Access by vehicles, pedestrians and cyclists associated with the staff accommodation will be taken from the site's internal road network and there are no proposals to alter the location of the main site access.

6.1.3 Trip generation analysis undertaken shows that the proposals will result in a reduction of car trips on the surrounding highway network with nine fewer trips during the weekday AM and PM peak periods. Therefore, the proposals will have no adverse impact upon the operation of the local highway network.

6.1.4 A review of recent planning permissions close to the school, granted since January 2009 showed that the majority of applications comprise of conversion / redevelopment of existing commercial land uses which were previously generating trips. Additionally, a review of two applications put forward by the Harrodian School located to the south west of St. Paul's School showed that the first application which has been implemented increased the number of students by 6%. The second application submitted in 2014 was for a further increase of 55 students (5% increase). The developments in the surrounding area will result in a small increase in local traffic flows. However, the reduction in the traffic resulting from the staff accommodation will assist in offsetting the likely overall increase in traffic and so will have a positive impact on local traffic conditions.

6.1.5 Finally, the proposed development meets the transport aspirations of the London Borough of Richmond upon Thames and current Governmental guidance in respect of sustainable development and will, through its design, encourage the use of sustainable modes of transport.

Figures



Digital Map Data © Collins Bartholomew Ltd (2013).

Site location plan

Figure 1

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