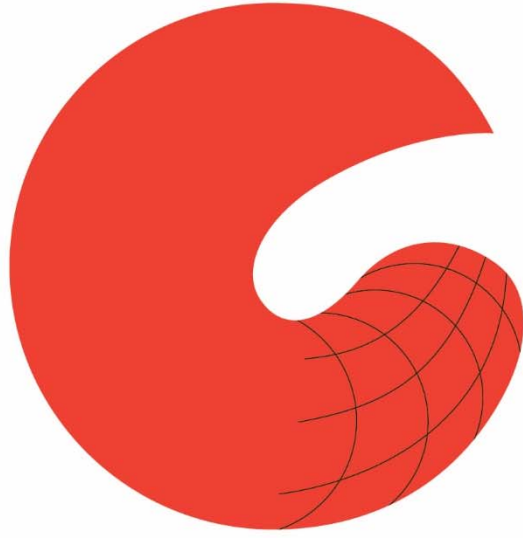


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Travel Plan

2017-2018

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Date: August 2018

HAMPTON PRE-PREP & PREP SCHOOL
Travel Plan 2017-2018

HAMPTON PRE-PREP & PREP SCHOOL

Travel Plan

2017-2018

Contents

- 1.0 Introduction
- 2.0 Travel Plan Objectives and Targets
- 3.0 Travel Plan Surveys and Performance Review
- 4.0 New Travel Plan Targets and Action Plan
- 5.0 Conclusions and Next Review
- 6.0 Disclaimer

Appendices

- A Local Authority Officer's Comments, Minutes of Planning Committee Meeting

1.0 INTRODUCTION

- 1.1 Hampton School has commissioned Create Consulting Engineers Ltd to produce a revised Travel Plan for the year 2017-18 as a part of the annual review of the Travel Plan submitted for the previous year 2016-17. Hampton School currently retains its Gold-level Accreditation until August 2018. "Gold Accreditation" is the highest level of accreditation awarded to a school based on its success in reducing use of the car, increasing sustainable travel and the number of Travel Plan activities implemented.
- 1.2 This Travel Plan (2017-2018) with its reporting and analysis should enable planning condition U67179 to be satisfied. It is anticipated that the school's Travel Plan submission to Transport for London's (TfL) STARS Award accreditation will be re-awarded Gold-level in the near future.
- 1.3 Travel surveys were undertaken on 3rd May 2018 (TfL STARS website) in which 224 (98%) Pupils and 37 (93%) Staff participated, representing a very high response rate. This report is an updated Travel Plan which examines latest Travel Plan survey data to assess the effectiveness of the adopted initiatives/measures against prescribed mode share targets. It also sets out new targets for the Travel Plan year 2018-19 and attempts to address the concerns and issues highlighted during the Council's recent planning committee meeting (referenced below).

Current Issues

- 1.4 A Local Authority planning committee meeting was held on 21st February 2018 and a number of comments were raised. The Officer's report and minutes of the planning committee are included at Appendix A of this document, with key points as follows:
- The demand of parking along Wensleydale Gardens, Scotts Drive and Carlisle Road is considered by neighbours to be high during the school opening and closing hours. This sometimes leads to inappropriate parking and increased conflict between pedestrians and vehicular traffic. At the aforementioned planning committee meeting, Members requested that parking marshalls be provided by the school to monitor the Gloucester Road entrance and other pupil drop-off points in use by parents at the beginning and end of the school day. The intention is that the marshalls would be there to help lessen the number of potential incidents of inappropriate parking and driver behaviour. Members of the planning committee also requested that there is more pro-active enforcement by the Council with Penalty Charge Officers periodically deployed to enforce and parking contraventions.

- The Council expressed a desire for reduced on-site parking for school Staff by reallocating parking spaces for car-sharers as a measure to encourage Staff to share their cars and other incentives to encourage them to increase their uptake of walking, cycling and public transport.
- A need for a dedicated parking bay for school coach(es) at a suitable location has also been raised at the planning committee meeting. Following consultation with neighbours, this matter is currently being considered by the Council.

2.0 TRAVEL PLAN OBJECTIVES AND TARGETS

Objectives

2.1 The key objectives outlined in the Travel Plan 2016-17 are as follows:

- To enable parents/carers and children to walk to the school;
- To enable parents/carers and children to cycle or scoot to the school;
- To promote health and fitness through these active modes;
- To promote the use of public transport to the school;
- To improve the environment outside of the school for the residents and local community;
- To reduce congestion at the school gate;
- To equip children with better road awareness;
- To promote car-sharing;
- To maintain good and productive communication with its neighbours.

Targets

2.2 Key mode share targets set in the Travel Plan 2016-17 are included in the Table 2.1 below:

	Travel mode to and from School %				
	Walking/Scooting	Cycling	Park +Stride	Car Sharing	Car (including Motor cycle)
2016-17	18%	2%	17%	9%	46%
2017-18 Target	20%	4%	20%	12%	39%

Table 2.1 Travel Plan - 2016-17 Targets

3.0 TRAVEL PLAN SURVEYS AND PERFORMANCE REVIEW

3.1 The most recent travel survey data was obtained from the school and TfL STARS website with results from the analysis of data presented below:

Distance to School

3.2 It is noted that the timings of the surveys are 17th November 2016 and 03rd May 2018. In exceptional circumstances weather may alter peoples' travel habits. However, the weather conditions on both of these surveys dates was not severe or unusual and it is, therefore, considered that the results obtained will provide reliable indications of where the prescribed Travel Plan measures are positive influencing the uptake of more sustainable modes of travel to/from the school.

3.3 Pupil and Staff post code data for "Prep" and "Pre-Prep" has been obtained from the school. Tables 3.1 to 3.3 below compare the analysis of 2017-18 post code data with the previous year's data for Pupils and Staff, respectively.

Prep	2017/18		2016/17	
Home address	Number	Percentage of pupils	Number	Percentage of pupils
live within 1 km	18	13%	12	8%
live > 1 km but < 2 km	23	16%	25	18%
live between 2 and 3 km	1	1%	2	1%
live >3 km but < 5 km	31	22%	32	23%
live >5 km but < 9 km	38	26%	47	33%
live >9 km	33	23%	24	17%
	144	100%	142	100%

Table 3.1 Post Code Data Analysis Results – Pupils - Prep

Pre Prep	2017/18		2016/17	
Home address	Number	Percentage of pupils	Number	Percentage of pupils
live within 1 km	10	12%	15	18%
live > 1 km but < 2 km	16	19%	18	22%
live between 2 and 3 km	4	5%	5	6%
live >3 km but < 5 km	19	22%	15	18%
live >5 km but < 9 km	16	19%	25	30%
live >9 km	21	24%	5	6%
	86	100%	83	100%

Table 3.2 Post Code Data Analysis Results – Pupils – Pre-Prep

Prep & Pre-Prep Home address / Staff distance	2017-18		2016-17	
	Number	Percentage of Staff	Number	Percentage of Staff
live within 1 km	3	6%	2	4%
live > 1 km but < 2 km	8	17%	9	18%
live between 2 and 3 km	4	8%	4	8%
live >3 km but < 5 km	9	19%	7	14%
live >5 km but < 9 km	10	21%	10	20%
live >9 km	14	29%	17	35%
	48	100%	49	100%

Table 3.3 Post Code Data Analysis Results - Staff

- 3.4 Shorter-distance journeys of under 2km and 5km are generally considered to be most suitable for walking and cycling, respectively.
- 3.5 Analysis of post code data suggests that around 26% of Pupils (Prep) live within 2km and 50% live within 5km from the school. Similarly, around 40% of Pupils (Pre- Prep) live within 2km and 64% live within 5km from the school.
- 3.6 Analysis of post code data for Staff suggests that around 22% of Staff live within 2km and around 44% live within 5km from the school.

“Hands Up” Survey

- 3.7 Hands Up survey data was obtained from TfL STARS website and the suite of Tables 3.4 to Table 3.8 (below) compare 2017-18 data with the previous year’s survey results for both Pupils and Staff.

Mode	Hampton Prep School Hands Up Survey			
	03/05/2018		17/11/2016	
Active Travel	35	16%	25	12%
Walking	22	10%	14	7%
Scotting	4	2%	10	5%
Buggy	0	0%	0	0%
Cycling	9	4%	1	0%
Public Transport	19	8%	14	7%
Rail/Overground	2	1%	1	0%
Tube	0	0%	0	0%
DLR	0	0%	0	0%
Tram	0	0%	0	0%
Public bus	2	1%	5	2%
School Bus/Taxi	15	7%	8	4%
River	0	0%	0	0%

Mode	Hampton Prep School Hands Up Survey			
	03/05/2018		17/11/2016	
Car	88	39%	99	49%
Car/Motorcycle	34	15%	39	19%
Car Share	18	8%	21	10%
Park and Stride	36	16%	39	19%
Total	142	63%	138	68%

Table 3.4 Hands Up Survey Results – Pupils (Prep)

Mode	Hampton Pre-Prep School Hands Up Survey			
	03/05/2018		17/11/2016	
Active Travel	19	8%	12	6%
Walking	12	5%	6	3%
Scooting	3	1%	5	2%
Buggy	0	0%	0	0%
Cycling	4	2%	1	0%
Public Transport	3	1%	2	1%
Rail/Overground	0	0%	1	0%
Tube	0	0%	0	0%
DLR	0	0%	0	0%
Tram	0	0%	0	0%
Public bus	2	1%	1	0%
School Bus/Taxi	0	0%	0	0%
River	1	0%	0	0%
Car	60	27%	50	25%
Car/Motorcycle	51	23%	48	24%
Car Share	0	0%	1	0%
Park and Stride	9	4%	1	0%
Total	82	37%	64	32%

Table 3.5 Hands Up Survey Results – Pupils (Pre - Prep)

Mode	Hampton Pre-Prep and Prep School Hands Up Survey			
	03/05/2018		17/11/2016	
Active Travel	54	24%	37	18%
Walking	34	15%	20	10%
Scooting	7	3%	15	7%
Buggy	0	0%	0	0%
Cycling	13	6%	2	1%
Public Transport	22	10%	16	8%
Rail/Overground	2	1%	2	1%
Tube	0	0%	0	0%
DLR	0	0%	0	0%

Mode	Hampton Pre-Prep and Prep School Hands Up Survey			
	03/05/2018		17/11/2016	
Tram	0	0%	0	0%
Public bus	4	2%	6	3%
School Bus/Taxi	15	7%	8	4%
River	1	0%	0	0%
Car	148	66%	149	74%
Car/Motorcycle	85	38%	87	43%
Car Share	18	8%	22	11%
Park and Stride	45	20%	40	20%
Total	224	100%	202	100%

Table 3.6 Hands Up Survey Results – Pupils (Pre – Prep & Prep)

Mode	Hampton Pre-Prep and Prep School Hands Up Survey			
	03/05/2018		17/11/2016	
Active Travel	13	35%	9	30%
Walking	9	24%	7	23%
Scooting	0	0%	0	0%
Buggy	0	0%	0	0%
Cycling	4	11%	2	7%
Public Transport	3	8%	2	7%
Rail/Overground	1	3%	1	3%
Tube	0	0%	0	0%
DLR	0	0%	0	0%
Tram	0	0%	0	0%
Public bus	2	5%	1	3%
School Bus/Taxi	0	0%	0	0%
River	0	0%	0	0%
Car	21	57%	19	63%
Car/Motorcycle	18	49%	19	63%
Car Share	0	0%	0	0%
Park and Stride	3	8%	0	0%
Total	37	100%	30	100%

Table 3.7 Hands Up Survey Results – Staff (Prep & Pre - Prep)

Mode	Hampton Pre-Prep and Prep School Hands Up Survey			
	03/05/2018		17/11/2016	
Active Travel	67	26%	46	20%
Walking	43	16%	27	12%
Scooting	7	3%	15	6%
Buggy	0	0%	0	0%
Cycling	17	7%	4	2%
Public Transport	25	10%	18	8%
Rail/Overground	3	1%	3	1%
Tube	0	0%	0	0%
DLR	0	0%	0	0%
Tram	0	0%	0	0%
Public bus	6	2%	7	3%
School Bus/Taxi	15	6%	8	3%
River	1	0%	0	0%
Car	169	65%	168	72%
Car/Motorcycle	103	39%	106	46%
Car Share	18	7%	22	9%
Park and Stride	48	18%	40	17%
Total	261	100%	232	100%

Table 3.8 Hands Up Survey Results – Pupils and Staff

- 3.8 Public Transport (including use of the school's coach service) registered an increase to 8% from the previous academic year's record of 7%.
- 3.9 There has been a recorded reduction in the use of the Private Car (at 39%) from the previous academic year's figure of 49%.
- 3.10 Analysis of Staff data shows an increase in active travel by Staff at 35%, an increase from the previous academic year's statistic of 30%, primarily caused by an increase in the uptake of Walking and Cycling by Staff.
- 3.11 Increase in the use of Public Transport at 8% is an increase from previous academic year's record of 7%, however, the use of the Car by Staff has reduced to 57% from the previous academic year's statistic of 63%.
- 3.12 Overall there is an increase in active travel and use of Public Transport and the school's coach service by Pupils and Staff at 26% and 10%, up from 20% and 8%, respectively in the previous academic year. Overall use of the Car has reduced to 65% down from the 72% of the previous academic year.

Performance against Targets

- 3.13 In order to review the performance, the mode share recorded in 2017-18 surveys were compared to the targets set in previous academic year's Travel Plan.
- 3.14 Table 3.9 below compares the current mode share achieved with modal share targets set in the previous Travel Plan.

	Travel mode to and from School %					
	Active Travel		Public Transport	Park +Stride	Car Sharing	Car (inc Motor cycle)
	Walking/Scooting	Cycling				
2016-17	17%	1%	8%	20%	11%	43%
2017-18 Target	20%	4%	5%	20%	12%	39%
2017-18 Achieved	19%	7%	10%	18%	7%	39%

Table 3.9 Mode Share Achieved Against Targets

- 3.15 It can be observed that the target mode share for cars has been achieved which appears to reflect the effectiveness of the measures adopted as part of the travel planning process. The uptake of Cycling has increased to 7% against a set target of 4%, again indicating success of adopted Travel Plan measures.
- 3.16 The mode share for Walking and Scooting that has been achieved is below the set target, however, the increase is still considered to be reasonable given better than expected performance in the uptake of cycling. The mode shares for Car Sharing and Park & Stride has fallen short of the set target, however, this is not considered to be significantly detrimental as this is primarily caused by a more than expected shift to other sustainable modes such as Cycling and Public Transport.
- 3.17 It is concluded based on the analysis above, that the school has met and exceeded the targets set in the previous Travel Plan. The reason being that when active travel and increased share in Public Transport modes are considered, it is clearly demonstrated by the aforementioned survey results that the school is meeting the expectations of the Travel Plan. This has been achieved through a combination of rigorous implementation and continual improvement, borne out by significant increases in the uptake of more sustainable modes of travel as a direct result of the measures that the school has directly put in place.

Parking Survey

- 3.18 On street parking surveys were undertaken on Wednesday 15th and Thursday 16th November 2017 covering Gloucester Road, Carlisle Road, Scotts Drive, Wensleydale Gardens, Wensleydale Road and Carlisle Park Car Park. These were completed between 07.15 and 09.00 during the school's morning 'peak' and between 15.15 and 18.00 during the school's afternoon 'peak'. The conditions on these days were considered to be typical term time day-to-day conditions and were representative of the prevailing scenario at the time. The

methodology for the survey was agreed with LBRuT and undertaken by Tracsis, the survey company recommended by LBRuT.

3.19 Figure 3.1 below shows the extent of the area for the parking survey.

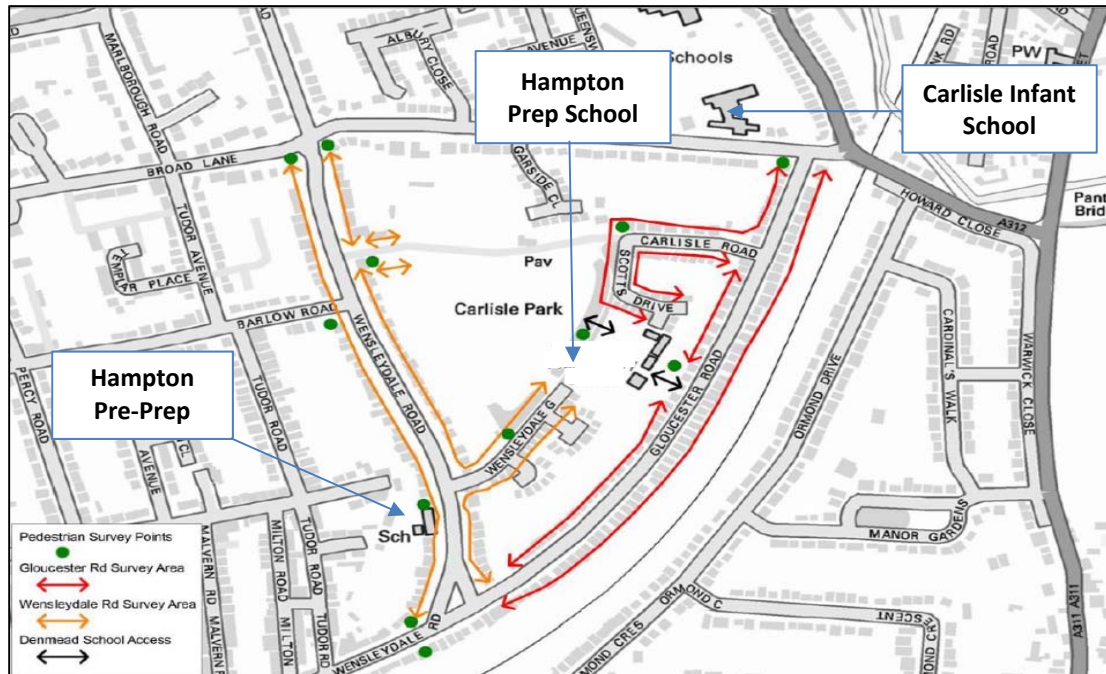


Figure 3.1 Extent of Coverage for Parking Stress Surveys

- 3.20 The parking data determined the physical capacity of parking within the study area, based on a standard of one car occupying a 5.5m parking space. This is larger than the LBRuT standard car space for transport analysis of 5.m, but was considered appropriate given the sensitivities of the local area.
- 3.21 Within the study area, 565 spaces were identified, of which 331 were unrestricted (58.6%). There are 33 unrestricted car parking spaces on Carlisle Road, 122 on Gloucester Road, 19 on Scotts Drive, 18 on Wensleydale Gardens and 139 on Wensleydale Road. In addition to these unrestricted spaces, Carlisle Park Car Park has 38 marked parking bays.
- 3.22 The surveys undertaken show that, overall the parking stress on unrestricted parking across the study area remains below 73% at all times, even during peaks. Table 3.10 shows the unrestricted parking survey results for the total area assessed.

Date	Morning Park Survey			
	07.15 Start	School Maximum	School Start 08.30	09.00 End
Wednesday 15 th November	41.7%	57.4%	57.4%	56.5%
Thursday 16 th November	42.0%	60.1%	57.1%	60.1%

Date	Afternoon Peak Survey			
	15.15 Start	School Maximum	School Finish 16.00	18.00 End
Wednesday 15 th November	63.1%	63.4%	58.0%	45.0%
Thursday 16 th November	65.3%	72.2%	68.0%	42.9%

Table 3.10: Parking Stress Survey – All Areas (Unrestricted)

- 3.23 It can be observed that when considering total capacity there is significant spare capacity overall within the surrounding road network in all of the peak periods, with average parking stress calculated never to rise above 47%, even during the peak periods. It can be, therefore, reasonably concluded that there is no broad capacity issue in the overall vicinity of the school.

Date	Morning Peak Survey			
	07.15 Start	School Maximum	School Start 08.30	09.00 End
Wednesday 15 th November	28.1%	39.3%	38.2%	36.5%
Thursday 16 th November	28.3%	39.3%	38.2%	38.8%

Date	Afternoon Peak Survey			
	15.15 Start	School Maximum	School Finish 16.00	18.00 End
Wednesday 15 th November	42.5%	43.9%	39.5%	28.8%
Thursday 16 th November	41.6%	46.7%	44.1%	27.8%

Table 3.11 : Parking Stress Survey – All areas (Total Capacity)

- 3.24 Given that parking has been raised as a key concern by neighbours' and acknowledged by the Local Planning Authority, a more detailed review of individual stress has been undertaken. The suite of Tables below show the parking stress for individual roads.

Wednesday 15th November

Street Name	Morning Peak Survey			
	07.15 Survey Start	School Maximum	08.30 School Start	09.00 Survey End
Carlisle Road	69.7%	75.8%	66.7%	66.7%
Gloucester Road	50.0%	70.5%	70.5%	68.0%
Scotts Drive	47.4%	47.4%	42.1%	42.1%
Wensleydale Gardens	50.0%	66.7%	66.7%	61.1%
Wensleydale Road	25.9%	45.3%	44.6%	45.3%
Carlisle Park Car Park (Demarcated Parking Bays)	15.8%	36.8%	31.6%	23.7%

Street Name	Morning Peak Survey			
	07.15 Survey Start	School Maximum	08.30 School Start	09.00 Survey End
Carlisle Road	69.7%	78.8%	69.7%	75.8%
Gloucester Road	54.9%	75.4%	63.1%	75.4%
Scotts Drive	31.6%	36.8%	31.6%	31.6%
Wensleydale Gardens	61.1%	88.9%	88.9%	55.6%
Wensleydale Road	23.0%	51.1%	48.2%	47.5%
Carlisle Park Car Park (Demarcated Parking Bays)	13.2%	42.1%	39.5%	23.7%

Table 3.12 - Morning Parking Stress Survey by Street (Unrestricted)

- 3.25 It can be observed that with the exception of Wensleydale Gardens, the parking stress across individual streets was below 79% for the duration of the two morning surveys. Gloucester Road, which is the road on which the Prep School sits, had a maximum parking stress of 75.4%, recorded at 9.00am on Thursday 16th November. Carlisle Road recorded a maximum of 78.8% with a capacity of 75.8% at 9.00am compared to 69.7% at 8.30am. Hampton Prep School starts at 8.30am and it can therefore be concluded that a significant amount of this parking stress is not a direct result of Hampton Prep School's activities.
- 3.26 Carlisle Infant School with approximately 270 pupils (Hampton Prep School – 144 pupils) is only some 80m from the entrance to Gloucester Road and 200m from Carlisle Road. Carlisle Infant School starts at 9.00am and parents from this neighbouring facility use Gloucester Road and Carlisle Road to park and collect/drop off their children. The data indicates that a portion of the parking stress on the surrounding roads is due to a neighbouring school, outside the control of this Travel Plan.

Wednesday 15th November

Street Name	Afternoon Peak Survey			
	15.15 Survey Start	School Maximum	16.00 School Finish	18.00 Survey End
Carlisle Road	51.5%	66.7%	63.6%	60.6%
Gloucester Road	74.6%	77.0%	66.4%	56.6%
Scotts Drive	42.1%	47.4%	42.1%	47.4%
Wensleydale Gardens	105.6%*	83.3%	66.7%	66.7%
Wensleydale Road	53.2%	54.0%	50.4%	28.1%
Carlisle Park Car Park (Demarcated Parking Bays)	42.1%	57.9%	42.1%	10.5%

*see paragraph 3.30 below

Thursday 16th November

Street Name	Afternoon Peak Survey			
	15.15 Survey Start	School Maximum	16.00 School Finish	18.00 Survey End
Carlisle Road	57.6%	93.9%	81.8%	60.6%
Gloucester Road	80.3%	93.4%	93.4%	45.9%
Scotts Drive	31.6%	36.8%	36.8%	31.6%
Wensleydale Gardens	94.4%	94.4%	61.1%	61.1%
Wensleydale Road	54.7%	57.6%	47.5%	35.3%
Carlisle Park Car Park (Demarcated Parking Bays)	18.4%	42.1%	34.2%	10.5%

Table 3.13 - Afternoon Parking Stress Survey by Street (Unrestricted)

- 3.27 North of Gloucester Road and Wensleydale Road, there is also significant commuter traffic, as this is approximately 400m from the train station with no parking restrictions. Hampton Train Station is the last station with the Oyster Zone/Zone 6.
- 3.28 Wensleydale Gardens experienced a peak at 8:30am on Thursday 16th November, with 88.9% of parking occupied. In real terms this meant that of the 18 unrestricted car parking spaces available, 16 were occupied for 15 minutes at 8.30am reducing to 13 at 8.45am. 11 were occupied at 7.15am and 10 at 9.00am. This suggests that there was an increase of only six cars parking in the cul-de-sac during the peak time. The overall parking capacity at 8.30am on Thursday 16th November was 20%, indicating that there was significant capacity for vehicles to move and pass during this period. Wensleydale Gardens has a number of dropped kerb, yellow line spaces and unrestricted parking spaces less than 5.5m long.
- 3.29 On Thursday 16th November, Gloucester Road and Carlisle Road are noted to experience a higher peak at evening collection. This is for a duration of one hour between 3.15pm to 4.15pm and is likely to be due to both Hampton Prep School and Carlisle Infant School finishing during this window, with parents from both Schools using Gloucester Road and Carlisle Road

-
- to park and collect their children. Even at the busiest point a limited amount of parking capacity remains and when total capacity is considered, the highest peak is 73.8% for the study area, indicating ample space is available during this time for cars to pass.
- 3.30 It is noted that at 15.15pm on Wednesday 15th November Wensleydale Gardens recorded a parking capacity of 105.6%. The reason for this is the unrestricted street length is measured, with adjustments made for areas less than the agreed legal bay length and other restrictions. In theory Wensleydale Gardens should have approximately 40% more unrestricted parking bays, but because they are smaller than 5.5m they are not considered to be legal parking bays and are therefore not considered in the survey. However, not all cars need 5.5m to park. Smaller cars are able to park in bays less than 5.5m or three smaller cars could park in a 10m, which is only registered as 2 legal bays. This explains why 19 cars can still park legally on the street, despite there being only 18 legal parking bays and why an anomaly was registered in this location.
- 3.31 On both days Wensleydale Gardens recorded a maximum capacity of 105.6% and 94.4%, with both of the maximum capacities recorded at 15.15pm. The number of parked cars at 105.6% was 19 cars, this reduced to 12/11 at 15.45pm on the respective days and remained at 12/11 until 18.00pm on both days. It is probable that the parking stress is linked to Hampton Pre-Prep School which finishes at 15.30pm. The Pre-Prep School is outside the scope of this Travel Plan, which has been prepared to discharge the planning condition in relation to the redevelopment of the Hampton Prep site on Gloucester Road. However, it should be noted that, the school submit a combined Travel Plan to TFL stars which seeks to encourage more sustainable methods of transport and reduce the volume of parking stress close to both school sites and both of the schools will look to address such issues as part of their Travel Plan.
- 3.32 It should be noted that while unrestricted parking stress was high at Wensleydale Gardens during the afternoon surveys, the maximum total capacity during the afternoon survey was 23.5%, indicating ample space for cars to manoeuvre and pass one another.
- 3.33 Parking stress at Carlisle Park Car Park is considered to be at its worst in the morning, at 59%, which indicates significant spare parking capacity within the car park during the morning peak and at all other times recorded during the survey.
- 3.34 Short peaks during school opening and closing times, outside of the traditional evening peak times, are typical outside of all schools across the borough and the country. It should be noted that the parking stress on the local area remains at an acceptable level and that the school will continue to seek to reduce the level of stress on those areas that are currently higher than others, with the track record of the School demonstrating that significant progress is being made.

Pedestrian Counts

3.35 Pedestrian counts have been undertaken on Thursday 16th November between by Tracsis for morning (07:15 and 09:00) and evening (15:15 - 18:00) peak hours to cover the main pedestrian access points for the school. Figure 3.2 shows the locations for pedestrian counts. Table 3.17 presents pedestrian counts for *outer* count locations while Table 3.14 contains pedestrian count data for *inner* locations.

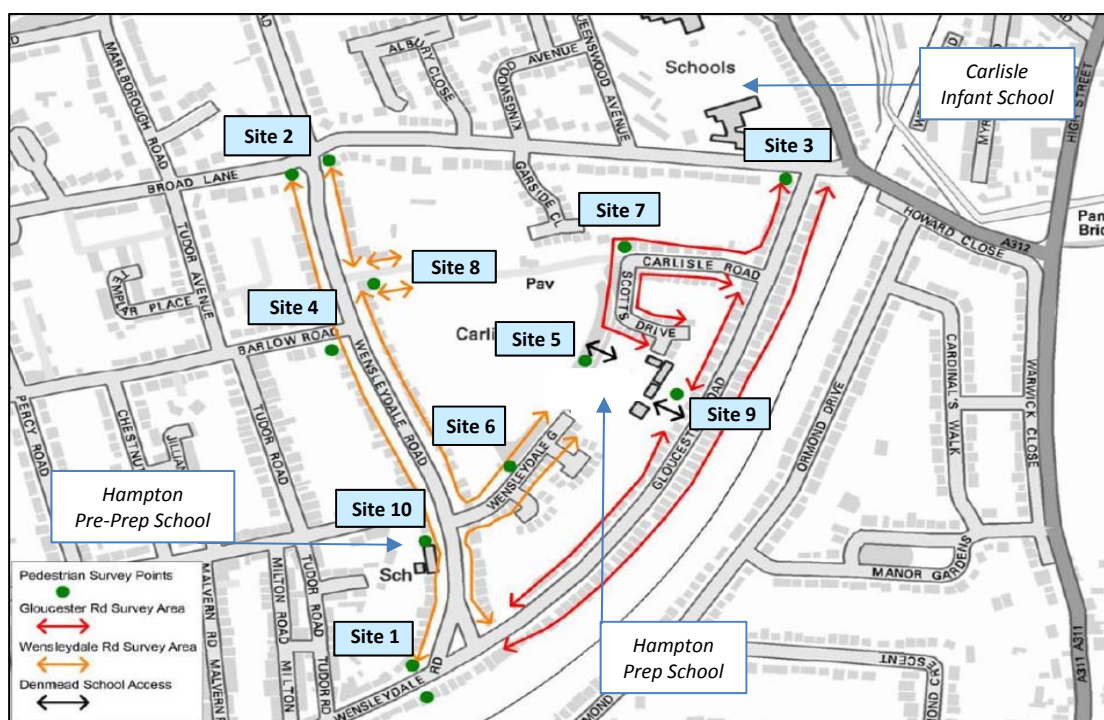


Figure 3.2 Pedestrian Survey Locations

Location	Total Flow	North Side			South Side		
		EB	WB	Total	EB	WB	Total
Site 1	AM	12	4	16	20	13	33
	PM	21	12	33	15	20	35
Site 2	AM	10	3	13	6	28	34
	PM	9	2	11	27	7	34
Site 3	AM	6	19	25	3	32	35
	PM	8	14	22	21	3	24
Site 4	AM	11	0	11	12	1	13
	PM	0	10	10	3	16	19

Table 3.14 Pedestrian Counts – Outer Locations

3.36 It can be observed from the data collected on the ground that pedestrian flows can be considered as “low” and *tidal* at all the *outer* locations. *Tidal* indicates a flow of Pupils towards and outwards from school in the morning and evening peak hours, respectively.

Location	Total Flow	In	Out	Total
Site 5	AM	69	1	70
	PM	0	41	41
Site 6	AM	21	15	36
	PM	3	20	23
Site 7	AM	15	20	35
	PM	14	13	27
Site 8	AM	45	2	47
	PM	0	23	23
Site 9	AM	70	0	70
	PM	4	109	113
Site 10	AM	82	1	83
	PM	9	80	89

Table 3.15 Pedestrian Counts – Inner Locations

- 3.37 A review of pedestrian counts at *inner* locations shows a maximum two-way flow of 113 in the PM Peak at Site 9, which the main entrance to the school. Site 10 is less busy with a maximum two way flow of 89 during PM Peak. Site 5 has recorded a maximum flow of 70 pedestrians in the AM Peak.
- 3.38 The difference in the pedestrian flows in the AM and PM peaks at all the above locations indicates that Pupils enter and exit from different points.
- 3.39 With respect to pedestrian safety, a review of accident data has been undertaken using the most recently available information from the Crashmap database (see Figure 3.3). While the information included on the database involves only officially recorded Personal Injury Accidents, there are no reported accidents reported within the immediate vicinity of the school involving either pedestrians, cyclists or motor vehicles.
- 3.40 Consequently, based on the evidence included in the Crashmap database it can be concluded that there are no prevailing road safety issues in the vicinity of the school and that the local pedestrian environment can be considered to be sufficiently safe.

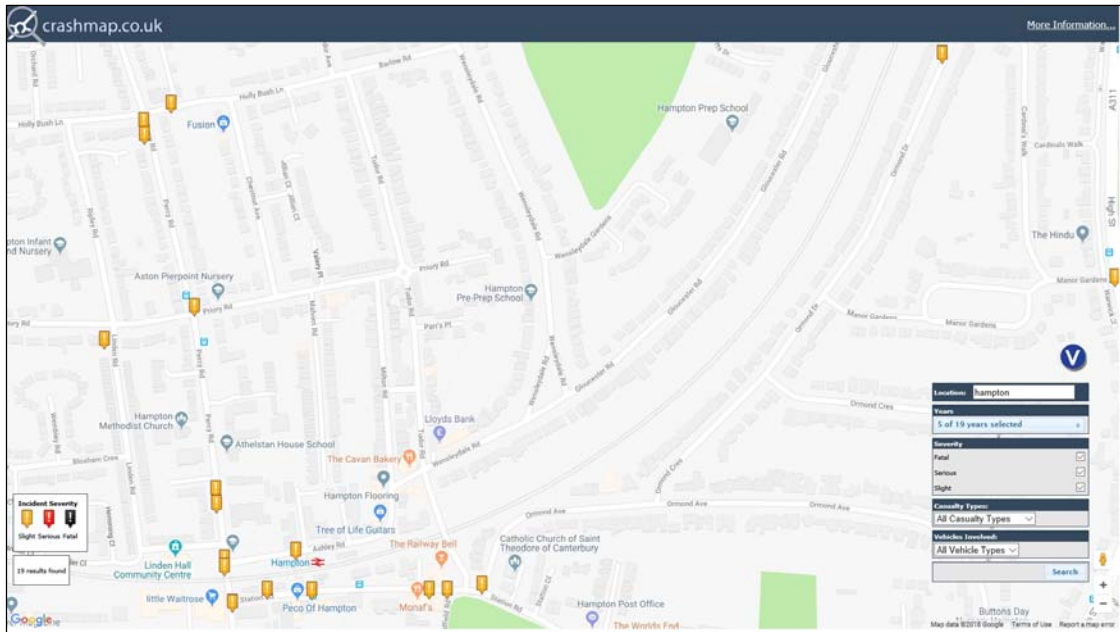


Figure 3.3: Crashmap Accident Data Extract

4.0 NEW TRAVEL PLAN TARGETS AND ACTION PLAN

4.1 New targets for year 2018-19 have been set following review of performance in latest travel plan surveys against previous academic year's targets. Some of the new targets for the Travel Plan have been suggested by TfL and Table 4.1 (below) shows proposed new targets for the year 2018-19 including the previous TfL targets (also see Appendix A, item / paragraph 29).

	Travel mode to and from School %						
	Walking/ Scooting	Cycling	Park + Stride	School Bus	Car Sharing (Pupils)	Car Sharing (staff)	Car (inc. Motor cycle)
2017-18 Target	20%	4%	20%	-	12%	-	39%
2017-18 Target <i>Achieved</i>	19%	7%	18%	7%	8%	0%	39%
2018-19 Target <i>Proposed</i>	20%	7%	18%	7%*	8%	2%*	39%*

Table 4.1 Mode Share Targets

*- Targets suggested by TfL

4.2 It should be noted that the TfL targets referenced in Table 4.1 above were suggested by TfL before the Hands Up surveys on 3rd May 2018 had taken place and, therefore, could not take account of the subsequent results.

4.3 The Hands Up survey results show an increase in the use of School Bus (Pupils) at 7% and also a drop in overall car use to 39% indicating the suggested TfL targets for next year have already been achieved. This is a significant credit to the work undertaken by the school on their Travel Plan, which they continue to build on and develop to ensure that these targets are met, or bettered during the next review period.

4.4 There is no change in situation with Staff Car Sharing, however, the use of car by Staff has dropped from 63% to 49% with a corresponding increase in Active Travel to 35% from previously registered 30%. This is considered a significant improvement given 56% of Staff live beyond the recommended 2km walking and 5 km cycling distance from school. Growth in the use of public transport has been marginal at 8% from previously registered 7%, however, given the overall shift away from use of car this should be acceptable.

4.5 As demonstrated above, two of the three targets suggested by TfL for the 2018-19 period are already met. It is recommended that the current action plan, as shown in Table 4.2 below, be rolled into the next year with some additional actions to encourage car sharing by Staff.

School Travel Plan Planned Initiatives/ Activities/Objective	Description	Owner	Date
Walking, Cycling and Road	A1 Wow/Step up/Free Your Feet: Smoothie Bike Workshop to continue positive progress and an attraction to introduce others to cycling.	School Travel Champion	Every Summer term
	School Keep clear/Zig Zag enforcement: Members of the SMT on duty at the drop off zig zags in Gloucester Road every morning. Staff also on duty at the Carlisle Park entrance to supervise. Parking marshalls be provided by the school to monitor the Gloucester Road entrance and other pupil drop-off points in use by parents at the beginning and end of the school day. The marshalls would be there to help lessen the number of potential incidents of inappropriate parking and driver behaviour. The school to engage with the Council, as necessary, to request period deployment of Penalty Charge Officers to enforce and parking contraventions.	SMT on duty	Daily
	Y6 Cycling Proficiency	Deputy Head	Every Summer term
	Y3 Pedestrian Walking	Teachers	Every Summer term
	Y2 Scooter training	LBRuT	Every Summer term
	Kindergarten and Reception Scooter Training	JSO	Every Spring Term
	High Visibility Coat / Bag Stickers. Provided by the School and Parents' Association (as a Christmas present)	Parents Association and JSOs	Autumn 2018
	JSO assemblies to Pre- Prep on road safety	JSO	Every Spring Term
	JSO assemblies to Prep on road safety	JSO	Termly
	Pupils to work out ways to next schools	Y6 Form Teacher/ PHSE Curriculum	Every Summer term
	Bikeability cycle training for Pupils held by the Borough team	Deputy Head	Autumn and Spring term every year

School Travel Plan Planned Initiatives/ Activities/Objective	Description	Owner	Date
	Bikers Breakfast	Deputy Head	Every Autumn and Summer term
	Bikes bought from Birdie Bikes from successful grant submission	Deputy Head	Autumn 2017
	Include a walk in a lesson	Teachers	Every Summer term
	Appoint KS1/2 Pupils as Junior Road Safety Officers	Teachers	Every Autumn Term
	LBRuT Officers to meet JSO's	Deputy Head	Annually
	Hands Up Surveys: November as per planning requirement	Deputy Head	Autumn term every year
	New Parent Information Pack/Pastoral Handbook: To include mention of car sharing JSO work and bus transportation	Headmaster	Summer term every year
Public Transport	School promotes responsible behaviour on public transport	Deputy Head	Termly
	Year 6 Self – Defence course practical tips led by an outside school workshop	Deputy Head	Every Summer term
	Public Transport used for school trips: The School endeavours to use methods of public transport and walking on school trips	Teachers	Termly
	Car free day: Encourage Pupils to use the coach services or come to school in an alternative way	All Staff	Summer terms every year
Smarter Driving Intro	Promote use of the School coach service as an environmental mode of transport to current and prospective parents.	School Travel Champion/Bursary	Termly
	Limited time coach bay on Wensleydale Road and increased time restrictions on zig zag zone at Prep School to cover after school activities request made to Council.	School Travel Champion/Bursary / LBRuT	Autumn 2017
	"Pupils' Perfect Parking Protocol" Windscreen Stickers to be given to the parents.	JSO	Every Autumn term
	Anti-Idling Initiative	JSO	Summer 2017
	Park and walk/Car free zone: Parents and Pupils leave their cars and walk across Carlisle Park. Stride Zones and displays put up in school	Deputy Head	Termly

School Travel Plan Planned Initiatives/ Activities/Objective	Description	Owner	Date
	Promote car sharing in the newsletter	Deputy Head	Termly
	Establish a car share scheme for Staff	Deputy Head	Autumn 2018
	Introduce reserved car parking for car sharing Staff	Deputy Head	Autumn 2018
	Climate week on school calendar: Environmental notices in assemblies and competitions	Head of Humanities	Spring term every year
	Neighbours Newsletter and SMT/Governor involvement in neighbourhood liaison committee.	SMT and School Office	Termly
	Correspondence for events to parents to include a paragraph on parking legally, safely and considerately.	SMT and School Office	Throughout the Year

Table 4.2 Initiatives and Measures – 2018-19

Travel Plan Action Team

4.6 The Travel Plan Action Team comprises of:

Role	Name
Headmaster	Tim Smith
School Travel Planners	Verity Moria /Dean Richards
Parent Representative	Mr Bishop
Bursar	Mike King
LBRuT Representatives	Lindi Louw/Heather Pitney
Governor	Andrew Munday QC
School Pupil Representatives	Junior Safety Officers

Table 4.3 Travel Plan Action Team

5.0 CONCLUSIONS AND NEXT REVIEW

- 5.1 The school has made great efforts in the continued implementation of its Travel Plan and this is borne out by the impressive results of the most recent survey work, in which it is evidenced that TfL targets for the next review period have already been met.
- 5.2 The following key aims of the school's Travel Plan are being met:
- Maximising the uptake of more sustainable modes of travel amongst Staff and Pupils;
 - Reducing localised congestion and parking issues (directly associated with the school);
 - Maintaining good and productive communication with its neighbours.
- 5.3 The school continues to work on these aims (bullet-pointed above) to improve on what has already been achieved.
- 5.4 A need for a dedicated parking bay for school coach(es) at a suitable location has been raised and the school will assist as far as possible in terms of enabling this to happen, although it should be noted that this is not directly within the school's control.
- 5.5 The proposed action plan for improving car-sharing amongst Staff is considered to be robust and should, therefore, enable the meeting of the appropriate targets for next Travel Plan year.
- 5.6 Based on the evidence included in this report, the Local Authority should readily accept the renewal of the Gold Accreditation for Hampton Pre- Prep and Prep School, currently due to expire in August 2018 and approve planning condition U67179.
- 5.7 The next review of the Travel Plan will be undertaken in 2018/2019, led by Verity Moria, Deputy Bursar and School Travel Plan Coordinator (Email: V.Moria@hamptonschool.org.uk) with support from the Travel Plan Action Team.
- 5.8 Paragraph 109 of the NPPF (2018) notes that **“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”**. This Travel Plan concludes that there would not be an unacceptable impact on highway safety, not that the cumulative impacts on the road network would be severe. Therefore, the Travel Plan should be considered to be acceptable given its compliance with policy and having met the targets suggested by TfL.

6.0 DISCLAIMER

- 6.1 Create Consulting disclaims any responsibility to the Client and others in respect of any matters outside the scope of this report.
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APPENDIX A

APPENDIX A

13/2102/DD13
 Hampton Prep School
 Gloucester Road
 Hampton

HAMPTON WARD
Contact Officer:
A Vedi

http://www2.richmond.gov.uk/PlanData2/Planning_CaseNo.aspx?strCASENO=13/2102/DD13



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Proposal: Details pursuant to condition U67179 (Travel Plan) of planning permission Ref 13/2102/FUL

Applicant: IID Architects for Hampton School Trust

Application received: 26th May 2017

Main development plan policies:

National Planning Policy Framework 2012 (NPPF)

Core Strategy: CP 5, 18

Development Management Plan 2011: DM TP 2, DC 5

Emerging Local Plan: LP 8, 44

Present use: School

Summary of Application: The application relates to compliance with a condition

requiring the submission and approval of a school travel plan following redevelopment of the Hampton Prep School site. The development did not involve an increase in pupil numbers. The submitted travel plan is considered to be acceptable in terms of the information provided relating to the current situation and proposed targets are noted. The applicant has been advised of future targets and provisions which the Council propose should be integral to future travel plans (required on a yearly basis) and will work towards achieving them.

Recommendation: Approval

Site, history and proposal:

1. This application relates to the re-development of the former Denmead Preparatory school.
2. The school site is bound on three sides by the gardens of residential properties in Gloucester Road, Wensleydale Gardens and Scotts Drive. The rear (north-western) boundary abuts Carlisle Park, an area identified as Public Open Space and Other Open Land of Townscape Importance (OOLTI) There is a pedestrian gate in the perimeter fence which gives access to the park where games pitches are occasionally hired. The main access to the school is via a narrow roadway sited between nos. 55 and 55a Gloucester Road.
3. Planning permission 13/2102/FUL granted planning permission (Committee decision) for the re-development of the school site comprising the demolition of the existing school buildings and the construction of a new 2 storey building with external works and landscaping, subject to various conditions. The Committee specifically requested neighbour consultation on the proposed Travel Plan which requires consent from the Council. The condition reads:

Staff, visitor and pupil travel surveys shall be undertaken in accordance with a survey methodology to be submitted to and agreed by the Local Planning Authority prior to it being carried out. Within 3 months of the use commencing, a new travel plan based on the results of the survey shall be submitted with clear objectives, targets and actions for achieving a shift to more sustainable transport modes. Following approval by the Local Planning Authority, the applicant shall then implement these actions to secure the objectives and targets. The travel plan (including surveys) must be annually revised and an updated travel plan submitted and approved by Council by the anniversary of its first approval and yearly thereafter until the 5th year after which it will become voluntary. REASON: In order to comply with the objectives of national and local Planning Policies which promote sustainable development with particular regard to transport.

4. Building work was completed in 2017. This application seeks to discharge the element of the condition requiring the submission of an initial travel plan.
5. The submitted travel plan also refers to Hampton Pre Prep School which is located in Wensleydale Road, a little under 500m away by vehicle or 250m on foot via Wensleydale Gardens and Carlisle Park. The condition only relates to the Gloucester Road site. For the avoidance of doubt the details relating to the two schools are as follows:

	<i>Pre-prep</i>	<i>Prep</i>
<i>Opening Hours</i>	<i>06:00 to 18:00</i>	<i>06:00 to 18:00</i>
<i>Student School Hours</i>	<i>08:30 to 15:30</i>	<i>08:30 to 15:50</i>
<i>Breakfast Club Opening Hours</i>	<i>08:00</i>	<i>07:45</i>

<i>Extended School Finishing Time</i>	<i>17:30</i>	<i>17.30</i>
<i>Number of Staff</i>	<i>11</i>	<i>32</i>
<i>Number of Pupils</i>	<i>81</i>	<i>144</i>

6. The travel plan is an evolving document which needs to be updated annually in relation to prevailing circumstances. What is being considered with this application reflects the situation and aspirations at the time of writing. The submitted document will be subject to further change over time.

7. The submitted travel plan contains the following targets:

	Travel Mode to and from School %				
	Walking/ scooting	Cycling	Park + Stride	Car Sharing	Car (Including Motorcycle)
Current %	18	2	17	10	46
Target %	20	4	20	12	39
Planned	November 2017	November 2017	November 2017	November 2017	November 2017

8. Planned initiatives, activities and objectives include:

- Cycling instruction
- Staff supervision of dropping children off in both Gloucester Road and at the Carlisle Park entrance
- Pedestrian and scooter training
- Road safety education
- Promotion and use of public transport
- Encourage a car free day
- Promote the coach scheme used principally by the senior school
- Promote park and stride
- Promote car sharing
- Regular reminders to parents to promote considerate parking and alternative transport modes

9. In addition the range of campaigns and initiatives run by the Junior Safety Officer have been recognised on a London-wide basis.

10. The travel plans for the next academic year will soon need to be prepared, however it is important for the points being made below to be taken into account in preparing it.

Public and other representations:

11. Letters were sent to 306 addresses where residents had expressed an interest in the original application. Objections have been received from 14 properties, the majority being in Gloucester Road with three from Wensleydale Gardens and one from Wensleydale Road. In addition a petition has been received from the residents of eleven properties in Scotts Drive objecting to parking in that road. The full letters are available on the Council website, however the grounds for objection are summarized as follows:

- There has been no progress in reducing car numbers
- *Officer comment – The figures below show this not to be the case*
- The parking survey is unrealistic and is disputed
- *Officer comment – Comments below are based on the survey together with information received from residents and is based on a worst case scenario*
- There has been an increase in traffic
- *Officer comment – In relation to the school, the figures below show this not to be the case*
- There is no comparison in the travel plan with previous figures
- *Officer comment – The figures below are based on the current travel plan and take into account data from previous travel plans*
- Illegal and inconsiderate parking takes place
- *Officer comment – Inconsiderate parking is acknowledged and is a problem relating to all schools across the borough, however the school is considered to be taking measures to respond to this problem.*
- There is a lack of cycle parking
- *Officer comment – Cycle parking is more than sufficient to meet current demand. If demand increases (which is the aspiration) more spaces should be provided.*
- The use of a large coach is unnecessary
- *Officer comment – Using a smaller vehicle would add to traffic on Wensleydale Road as the coach already uses this route. A dedicated parking bay is currently under consideration.*

12. The Friends of Carlisle Park have made the following points:

- The park closes at dusk and therefore cannot be used to exit the school after dark in the winter
- *Officer comment – The park closes at 4.30pm at the earliest, by which time most children will have left.*
- There has been increased use of the pedestrian gate to the park from the school.
- *Officer comment – It is not clear why this would cause a problem.*
- The access road to the car park within the park is narrow and not appropriate for increased use by parents at peak times.
- *Officer comment – This has been noted, but is not considered to be causing a significant problem at this time.*
- There should be better residents representation in preparing the travel plan
- *Officer comment – Residents have been consulted on the current application and comments made will need to be taken into consideration in preparing the next travel plan. New travel plans are required on a yearly and a liaison group has been created.*

13. Councillor Nicholson encourages the use of park and stride, and has suggested that a better location for coach parking should be considered. Parking in inappropriate places should be discouraged. Staff should be encouraged not to drive to school.

14. Two letters of support were received, with one of these coming from an address some distance from the site.

Professional comments:

Pupil numbers

15. The school travel plan (STP) does not relate to any increase in pupils for the Gloucester Road site and there is a condition restricting pupil numbers of 144. Any intention to

increase the number of pupils in the future would be subject to a further planning application and a separate travel plan and surveys that would be considered in relation to it. In the event of a proposal to increase numbers the Council would also expect a performance related bond to be imposed through a S106 agreement to ensure targets are met and that the STP (School Travel Plan) is continued to be submitted to the Council until such time as the targets and conditions of the bond are suitably met and the modal shift away from the car has been successfully achieved.

Carlisle Park

16. The access into Carlisle Park for drop off and pick up is considered an acceptable use of the park. The Parks and Leisure team of the Council have been consulted and have no objection to this activity. The car park has ample area for manoeuvring and is open to the public meaning parents are also entitled to make use of this facility. Parks and Leisure accept use in this manner, however a residential property or staff using it for regular long-term parking purposes would not be acceptable. The use of the park car park and the access to the school from the park diversifies modes of arrival/departure reducing the emphasis on access from Gloucester Road and the impact on residents who live in it.

Shuttle service from Senior Schools

17. Currently, some Prep School children use the network of coaches which take children from various points to Hampton School/LEH (Lady Eleanor Holles School) in Hanworth Road. They are then ferried by one of the coaches from Hanworth Road to the Wensleydale Road entrance to Carlisle Park and walk from there to the school. By advertisement and encouragement, it is hoped and expected that there will be an increase in the numbers of pupils using the coach system in the academic year 2017-2018. Residents are keen that a smaller vehicle be used for this purpose as, at the time of the submission only eight children were being ferried. This has risen to 14, based on information submitted to TFL. It has been pointed out that the coach would use this route in any case to return to the depot in Upper Sunbury Road. The school will continue to monitor the situation and seek to devise and use the most sustainable method of delivering to and collecting pupils from the school site and the Council is considering a dedicated parking bay for the coach.

Scotts Drive/Carlisle Road/Wensleydale Gardens

18. It is not considered that Scotts Drive is acceptable for school parking and neither are Carlisle Road or Wensleydale Gardens. The school has stated that whilst it recognises that it cannot prevent a parent from parking in those roads (it is not illegal to do so), it can and does seek to discourage and will seek to discourage parents from using those roads for drop off and/or pick up. It has done so by publishing requests in communications from the School and will continue that policy and will, additionally, periodically provide parking marshals in high visibility clothing to seek to speak to parents who do park there in order to dissuade them from doing so in future. Regular leaflets and posters from the school have indicated more appropriate park and stride locations and discouraged parents from parking in these roads.

Parking survey

19. Usually STP's are not accompanied by on street parking surveys, however that information has been included with this application. Although the raw data has not been provided the survey information has been considered in conjunction with figures suggested by residents to assume the worst case scenario. The applicant survey has used 5.5m length for an individual parking bay, however recently the Council amended its own policy following an independent study to allow 5m per bay and 80% stress (previously 90%). The applicants assessment will therefore yield a lower capacity than

the method used by the Council would consider to be available on street. The residents and the school wish to stop parents parking in Carlisle Road/Scotts Drive/Wensleydale Gardens. Removing the school assumed traffic (the difference between the 7.15am and the maximum capacity figures) and adding them to the two through roads (Wensleydale Road and Gloucester Road) does not increase on-street parking coverage to over 80% on these through roads and school related traffic was shown mostly to be fairly low in the cul-de-sacs.

Extract from the travel plan showing on street parking take-up

Street Name	Morning Peak Survey			
	07.15 Start	School Maximum	School Start 08.30	09.00 End
Carlisle Road (Un)	64%	70%	58%	76%
Gloucester Road (Un)	58%	70%	70%	64%
Scotts Drive (Un)	37%	47%	37%	37%
Wensleydale Gardens (Un)	67%	72%	56%	61%
Wensleydale Road (Un)	25%	43%	38%	41%
Wensleydale Road Car Park (Demarcated Parking Bays)	13%	32%	21%	34%

Buses

20. A resident rightly pointed out that the R70 has been omitted from the spider diagram. This route has however been noted in the text.

Catchment

21. The plan indicates that almost all children living within 3km travel actively (walking or cycling). 39 travel actively out of 40. The Council would encourage an increase in active travelling for the prep school for children living within 4 or 5km (around 20-30min cycling) for those who have undergone cycle training. However it is recognised that not all will be able to travel actively/sustainably. 71 prep school pupils live within 5km and the survey shows that 52 travel sustainably. The Council offers cycle, pedestrian and scooter training at the school. The cycle store can accommodate 20 cycles and in the case of the numbers of cycle users increasing could be expanded.

22. Safety is, of course, a consideration, but one can always dismount to cross a busy road and the Council would also recommend www.walkit.com as this provides details of quieter and less polluted routes which are often very well suited to cycling. It is recognised that work needs to be done with parents and the school needs a strong sustainability ethos from induction and even as part of their prospectus so that prospective parents are aware of the aims of the STP and the targets. It is noted that over the past 3 years progress has slowed slightly where pupils are concerned.. The same exercise can be done with staff, of whom only 9 travel sustainably and 22 live within 5km of the school. Panniers/wheeled totes can be offered to those wishing to make the switch (20 have expressed interest in doing so). No parking zones for staff, car share clubs and car share priority bays are other considerations. Although 3kms appears to be the general current cut off for active travel, this could be extended through cycling clubs, events in parks etc to build pupils stamina and confidence.
23. Some residents do not feel the park and stride (P/S) is working, and it has been suggested that the school develop a specific park and stride zone. However the aim of P/S is to disperse the congestion not relocate it and for this reason there needs to be opportunity from all directions - Ormond Drive, Broad Lane, Wensleydale Road/Carlisle Park and further afield. It is suggested that at least a 5 or 10 minute walk would be acceptable. This is quite specific travel planning and the Council will help develop this and recommends continued neighbours input.
24. The school is happy to work with the school travel advisor to seek to find new areas (and to work with residents of those areas) where the school can encourage those parents who have to drive pupils to school to park away from the immediate area so that the pupils can undertake a 5 to 10 minutes walk to cover the final distance so that the spread of parking is greater than at present.

Hands Up survey

25. The school uses the TFL STARS (Sustainable Travel: Active, Responsible, Safe) accreditation scheme. However the information provided in relation to this scheme combines the Prep and Pre Prep schools with the senior school in Hanworth Road. Looking at the last 3 years of STARS figures, there has not been a major shift towards public transport, although the school has put together a large variety of initiatives. The school will be seeking to renew their accreditation to meet the gold standard by the end of the 17/18 year. They will need to further tackle car numbers and to drive this a more personal travel plan will need to be developed. This should target specific staff and pupils and work out the obstacles and how to remove those to promote sustainable travel. Pre prep and prep figures below (pupils and staff) show that active travel has increased 5% over the past couple of years, eceeding TfL's expectation. Sadly public transport use has reduced although school bus travel has increased. Car figures have decreased slowly. Whilst car share improved slightly, a boost would be welcomed.
26. Since the STP's registration on STARS (07/08) there has been an overall car reduction for pupils and staff of 2% per annum (meeting TfL expectations).

Hampton Pre Prep and Prep Comparative Travel Plan Figures: Percentages

	Hampton Pre-Prep and Prep School 20/09/2017	Hampton Pre-Prep & Prep Hands Up Survey 17/11/2016	2015/2016 Survey 24/09/2015
Active travel	24%	20%	19%
Walking	16%	12%	9%
Scooting	2%	6%	7%
Buggy	0%	0%	0%
Cycling	6%	2%	3%
Public transport	9%	8%	9%
Rail/Overground	2%	1%	2%
Tube	0%	0%	0%
DLR	0%	0%	0%
Tram	0%	0%	0%
Public bus	2%	3%	1%
School bus/Taxi	5%	3%	6%
River	0%	0%	0%
Car	67%	72%	72%
Car/Motorcycle	41%	46%	41%
Car share	7%	9%	6%
Park and stride	19%	17%	25%

Numbers:

	Hampton Pre-Prep and Prep School 20/09/2017	Hampton Pre-Prep & Prep Hands Up Survey 17/11/2016	2015/2016 Survey 24/09/2015
Active travel	62	46	48
Walking	41	27	23
Scooting	5	15	18
Buggy	0	0	0
Cycling	16	4	7
Public transport	23	18	22
Rail/Overground	5	3	4
Tube	0	0	0
DLR	0	0	0
Tram	0	0	0
Public bus	4	7	3
School bus/Taxi	14	8	15
River	0	0	0
Car	175	168	179
Car/Motorcycle	107	106	102
Car share	18	22	15
Park and stride	50	40	62

On site car parking

27. The figures indicate that at least 10 cars used by staff are parked on street. Although a number of spaces are still available in Gloucester Road after 9.15am, the Council wishes to see this reduced and will encourage incentives for staff to car share or use other means. The school will need to consider measures such as car share priority bays on site, a no parking zone for staff, provision of panniers and wheeled tote bags to allow cycle/walk/public transport access and season ticket loans to encourage the use of public transport.

Targets

28. As is mentioned above, the STP (which relates to the Pre-Prep and Prep schools) contains the following targets:

	Travel Mode to and from School %				
	Walking/ scooting	Cycling	Park + Stride	Car Sharing	Car (Including Motorcycle)
Current %	18	2	17	10	46
Target %	20	4	20	12	39
Planned	November 2017	November 2017	November 2017	November 2017	November 2017

29. TFL suggests that a 2% car reduction shift is realistic. The Council would also suggest the following targets in percentage terms:

Pupils

school bus 5% to 7%

Staff

Car share 0% to 2%

All school

Single occupancy car reduction
41% to 39%

30. The results will need to be incorporated within the next STP.
31. Since the submission of this travel plan the targets for cars, park and stride and cycling have been met.

Action Plan

32. STARS gold accreditation requires: 8 completed consultations, 40 completed and evidenced activities, a hands up survey, updating of the information, targets and issues pages and a shift from their baseline survey away from car travel of at least 6% OR 90% sustainable travel. Gold is valid for 3 years and they are due a renewal in 17/18. These are intended for inclusion in the next STP. This will require significant changes to meet the challenge of gold STARS accreditation and this should ideally target the areas which are discussed above. It should be noted that the school has achieved a 20% reduction in car travel since the baseline travel plan from 10 years ago.
33. Overall it is considered that the level of activities the school plans annually is impressive and the work undertaken by the Junior Safety Officers is commendable and highly regarded by the Council and TfL. It is noted that the school received an award for pupil led projects relating to travel from TFL in December 2017 (one of only three schools in London to receive this award).
34. **Conclusion:** The application relates to compliance with a condition requiring the submission and approval of a school travel plan following redevelopment of the Hampton Prep School site. The development did not involve an increase in pupil numbers. The submitted travel plan is considered to be acceptable in terms of the information provided relating to the current situation and proposed targets are noted. The applicant has been advised of future targets and provisions which the Council propose should be integral to future travel plans (required on a yearly basis) and will work towards achieving them.

Recommendation:
Approval

Standard Informative:

IL05 Approved items – School Travel Plan received on 26th May 2017

Background papers:

Application forms and drawings
Neighbour letters of objection and petition
Councillor Nicholson comments
Previous application – Ref 13/2102/FUL

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PLANNING COMMITTEE

Minutes of the meeting held on Wednesday 21 February 2018.

PRESENT: Councillor Gemma Curran (Chairman), Councillor Jennifer Churchill, Councillor Martin Elengorn, Councillor Annie Hambidge, Councillor David Linnette, Councillor Geraldine Locke, Councillor Brian Marcel, Councillor Thomas O'Malley and Councillor Sarah Tippett

51. APOLOGIES

There were no apologies on this occasion.

52. DECLARATIONS

16/4553/FUL 63 - 71 High Street, Hampton Hill

Councillor Locke said she'd received a phone call regarding this item but hadn't discussed the item and had asked not to be contacted further. She added that she'd also been sent two emails regarding this item but hadn't responded.

Councillor Elengorn said that he knew one of the speakers but had not discussed the application with them.

Councillor Linette said he'd been sent representation regarding this item.

17/4238/FUL 105 Queens Road, Teddington

Councillor Elengorn said that some residents had been in contact with him with regards to the application. He said that he'd given some procedural advice but had informed them that he hadn't formed a view on the application.

17/2240/FUL AND 17/2241/LBC 5 Hill Street Richmond

Councillor Linette said that he'd been sent representation regarding this item.

53. MINUTES

RESOLVED that the minutes of the meeting held on Wednesday 31 January 2018 be agreed and signed by the Chairman.

54. APPLICATIONS FOR DEVELOPMENT PERMISSION; LISTED BUILDING CONSENT; AND ENFORCEMENT OF PLANNING CONTROL

A. 17/2240/FUL AND 17/2241/LBC 5 HILL STREET, RICHMOND

The development management officer introduced the application and made amendments to the report as set out in the published addendum.

The committee heard representations against the application from Manoj Bhardwaj (local resident), AJ Singh (local resident) and Rose Constantine (local resident).

Members considered the points raised by speakers and the information provided by officers in conjunction with the report. Members considered the potential impact of any change of use on the local community. Members discussed the application in view of the building's listed heritage status. Members were of the view that further clarity was needed as to whether policy guidance on heritage statements

had been updated since permission was granted on the site in 2011 before coming to a decision.

It was **RESOLVED** to **DEFER** decision on the application to a future meeting for further information to be obtained on the heritage statement.

B. 17/2073/FUL RICHMOND ATHLETIC ASSOCIATION, TWICKENHAM ROAD, RICHMOND

The development management officer introduced the application and made amendments to the report as set out in the published addendum.

The committee heard representation against the application from Jenine Langrish (local resident).

Representation in favour of the application was received from Matthew Lynwood (agent).

Members considered the points raised by speakers and the information provided by officers in conjunction with the report. Members were of view that the application did not constitute appropriate development on Metropolitan Open Land.

It was **RESOLVED** that permission be **REFUSED**.

It was further **RESOLVED** that enforcement action be **GRANTED**. Compliance was due within three calendar months of the notice taking effect.

C. 16/4553/FUL 63 - 71 HIGH STREET, HAMPTON HILL

The development management officer introduced the application and made amendments to the report as set out in the published addendum.

The committee heard representation against the application from John Webb (local resident). Representation in favour of the application was received from Chris Francis (agent), Roger Hitchman (local resident) and Diane Staplehurst (local resident).

Councillor Cardy spoke as an interested councillor.

Members considered the points raised by speakers and the information provided by officers in conjunction with the report. Members discussed the scheme's contribution towards social housing provision off-site and the potential viability of provision on-site. Consideration of the design including its relationship with the surrounding street scene was also discussed.

RESOLVED that permission be **GRANTED** subject to the completion of S106 Agreement securing Head of Terms and conditions and informatives and the additional informative

Construction Logistics Plan: The applicant is reminded that the submission of details of a Construction Logistics Plan (CLP) shall be included as part of the in the Construction Method Statement to comply with the requirement of condition DV49. The CLP shall include the following details:

- (a) Identify the steps that will be taken to minimise the impacts of deliveries and waste transport;
- (b) commitment to avoid deliveries in peak hours;

- (c) demonstrate compliance with Transport for London's guidance on Construction; Logistics Plans and the Borough's Air Quality Supplementary Planning Guidance; and
- (d) special consideration should be given to construction vehicle movements to and from the site during the Hampton Court Flower show, and arrangements shall be identified to minimise the impact during this time.

RESOLVED that permission be **REFUSED**, in the absence of a completed Section 106 Agreement within 6 months of the date of the resolution adopted by recommendation 1 unless otherwise agreed in writing with the Local Planning Authority

D. 13/2102/DD13 HAMPTON PREP SCHOOL, GLOUCESTER ROAD, HAMPTON

The development management officer introduced the application and made amendments to the report as set out in the published addendum.

The committee heard representations against the application from Derek Sanders (residents association representative) and Kay Waddell (neighbour adjoining the site). Representations in favour of the application were received from James Guthrie (agent) and Andrew Munday (applicant)

Members considered the points raised by speakers and the information provided by officers in conjunction with the report. Members discussed the steps made by the school to move towards other modes of transport and whether the use of parking marshalls and parking enforcement could mitigate inconsiderate parking.

It was **RESOLVED** that permission be **GRANTED** with the additional informative:

The School is advised that members of the Planning Committee request that parking marshalls are provided by the School on school days to monitor the Gloucester Road entrance and other pupil drop off points in use by parents at the beginning and end of the school day to help lessen the number of incidents of inconsiderate parking / driving behaviour being reported by neighbours. This measure is to be included in future versions of the School Travel Plan

Separate to the resolution to grant, Members also requested a minuted note be sent to the Head of Parking Enforcement (Jim Marshall) advising that the Planning Committee requests that parking control officers are sent on an ad-hoc basis to patrol roads surrounding Hampton Prep School during school peak times to reduce the number of incidents of inconsiderate parking / driving behaviour being reported by neighbours.

E. 17/4238/FUL 105 QUEENS ROAD, TEDDINGTON

Councillor Churchill was not present during consideration of this item.

The development management officer introduced the application and made amendments to the report as set out in the published addendum.

The committee heard representations against the application from David Teague (neighbour adjoining the site), David Sagar (neighbour adjoining the site) and Ranjit Dhillon (neighbour adjoining the site). Representations in favour of the application were received from Councillor Susan Chappell (Strategic Cabinet

Member for Children's Services and Schools), Ashley Whittaker (AfC Project Manager) and Jason Tait (Architect (Lead) SSA Design Service).

Members considered the points raised by speakers and the information provided by officers in conjunction with the report. Members discussed the impact of a change of use. Members noted the scale and mass was comparable to a previous application on the site which was only refused due to insufficient parking provision. Members also considered the shortage of sufficient accommodation for children in care within the borough. It was suggested that an informative for a standing consultative arrangement could help address neighbour concerns and integration within the community.

RESOLVED that permission be **GRANTED** subject to the conditions and informatives and the following additional informative

Standing consultative arrangement

It is strongly recommended that the applicant be a good neighbour and undertake meaningful and responsive engagement with the residents living in houses surrounding the development site and the wider local community. It is recommended this includes hosting meetings at a location convenient to local residents to discuss concerns they may wish to raise either with the construction process and / or the running of the Children's Home.

CHAIRMAN

The meeting, which started at 7:02pm, and adjourned between 9:03pm and 9:18pm, ended at 10:39pm.