

Project Title
Turing House School

Report Title
School Travel Plan

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Prepared For
Bowmer & Kirkland

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APPENDICES

APPENDIX A – PROPOSED SITE PLAN

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1.0 INTRODUCTION AND BACKGROUND

- 1.1 Robert West were appointed by Bowmer & Kirkland in June 2018 to provide transport planning advice in relation to the development of a new five form of entry (5FE) secondary school with a sixth form, namely Turing Free House School (thereafter; the school).
- 1.2 The school is proposed to be located within Metropolitan Open Land at Hospital Bridge Road, within the London Borough of Richmond upon Thames (LBRuT). The site is located next to Bridge Farm Nursery (thereafter: the nursery).

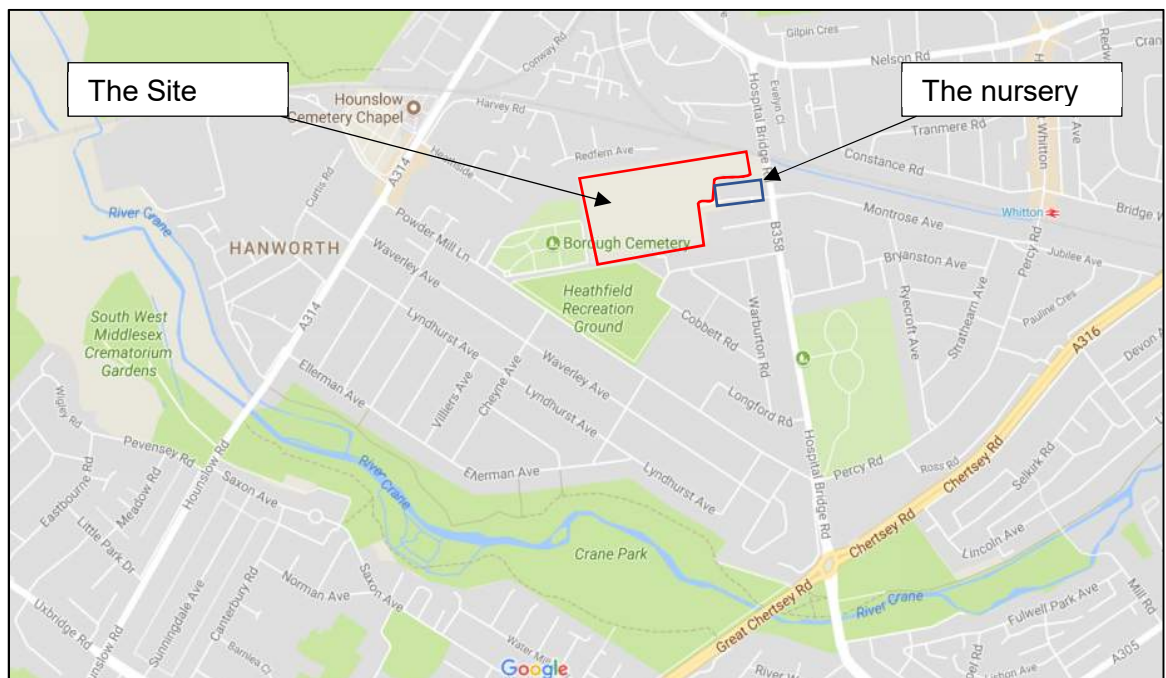


Figure 1.1: Site Location

- 1.3 The site is located to the west of Hospital Bridge Road and adjacent to the nursery. The wider area of the site is residential, with primary schools and a recreation ground.
- 1.4 The proposed school will provide 1,050 places for secondary students aged 11-18. The school is proposed as a 5FE school with 150 students' intake per year and 300 sixth form student places. The school will have 90 full-time equivalent (FTE) staff members at its full occupation.
- 1.5 The proposed development will consist of a single teaching block, a MUGA, playing and sports pitches, as well as other facilities. The site plan layout is presented in Appendix A of this report. The access to the site is currently utilised by the nursery. The existing access is proposed to be re-designed to facilitate a shared use of both the school and the nursery. A secondary pedestrian and cycle access is proposed from the south via Heathfield Recreation Ground.

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- 1.6 Turing House School was opened in temporary accommodation in 2015 on Queen's Road, Teddington, TW11 0LR. This Teddington site now operates at capacity (325 students) A second temporary site was identified by the ESFA to accommodate Year 7 students from Sept 2018 at the ex Clarendon School site, located on Hanworth Road in Hampton. This second temporary site has permission to provide 250 student places and operate for two academic years from September 2018.
- 1.7 This School Travel Plan (STP) forms part of the mitigation strategy and is submitted alongside the TA report in support of the planning application for the permanent site for the Turing House School. This STP has been produced in accordance with the Transport for London (TfL) STARS method.
- 1.8 The TfL STARS System is an on-line system which is designed to take schools step-by-step through the process of producing a STP. It remains on-line and is monitored from that platform, with updates or new measures added to achieve progression through an accreditation scheme on an annual basis.
- 1.9 The school has a STP in place that has received a Gold accreditation in September 2018. This STP has been produced in line with the existing STARS STP, but also considers site specific conditions. The existing STARS STP will be updated by the School Administration onto the STARS system following the relocation of the school to the proposed permanent site.
- 1.10 Survey information on projected travel behaviour of students and staff has been presented based on travel behaviour analysis undertaken within the TA. The survey sections will be updated in the STARS system following first occupation of the proposed school with actual travel behaviour of the first occupants.
- 1.11 Following this introduction, the remainder of the STP is structured as follows:
 - i. A review of the existing conditions of the site and the wider area, including accessibility by non-car modes, are presented in Section 2.0.
 - ii. An outline of the development proposal for the site in transport terms including access, parking, drop-off/pick-up and servicing/delivery arrangements is presented in Section 3.0.
 - iii. The basic information of the school is contained in Section 4.0 of this report.
 - iv. The anticipated travel behaviour of students and staff based on the findings of the TA are contained in Section 5.0 of this report.

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- v. The outcomes of liaison undertaken with the School Operator as part of this exercise is contained in Section 6.0 of this report.
- vi. The perceived transport and travel issues, as identified by the TA, are outlined in Section 7.0 of this report.
- vii. Objectives and Targets have been included in Section 8.0, demonstrating what the Travel Plan will seek to achieve.
- viii. The framework of measures and initiatives that will be used by the school for selection of measures are contained in Section 9.0.
- ix. This Travel Plan is concluded in Section 10.0 with a list of next steps outlining what is anticipated following determination of the planning application.
- x. This document is signed by the school operator in Section 11.0.

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2.0 SITE CONTEXT AND ACCESSIBILITY

2.1 This section describes the existing conditions in the surrounding area and reviews the accessibility of the site by non-car modes including: walking, cycling and public transport. This section was informed by site visit observations undertaken on Wednesday 19 June 2017 and 11 and 12 September 2018 during the morning peak period.

Site location

2.2 The site is located to the west of Hospital Bridge Road and to the south of the railway line, within LBRuT. The nursery is located at the south-east corner of the site and gains access from Hospital Bridge Road. The wider area of the site is predominantly residential with a mix of green land and parks. There are three schools in close proximity of the site i.e. Bishop Perrin C of E Primary School (150m to the south), Heathfield Nursery and Infant and Junior Schools (400m to the south-west), and Twickenham Academy (650m to the south).

Site accessibility

Walking

- 2.3 There is a continuous footway located on the eastern side of Hospital Bridge Road. The footway is approximately 2m wide, which widens to approximately 3.5m further to the south of the site. The footway continues to the north and runs over the rail line via a footbridge. The footway beyond the bridge has a reduced width and is separated from the carriageway by guard railing, which further reduces the effective width of the footway to approximately 1m.
- 2.4 The western footway on Hospital Bridge Road is not continuous. The footway to the south of the site is paved and is in moderate to good condition. The footway is of sufficient width to accommodate the current pedestrian demand. There is no footway for approximately a 180m section along the site frontage and to the north of the site beyond the rail bridge.
- 2.5 Pedestrian connectivity to the north of the site, across the railway track, is possible via the provision of a footway bridge that is in poor condition. The footway is on one side of the road only and has restricted width.
- 2.6 A zebra crossing, in a form of a raised table, is provided across Hospital Bridge Road and is located 140m to the south of the nursery site access. The zebra crossing has tactile paving, flashing beacons and guard railing in place on both sides of the crossing.
- 2.7 Signal controlled crossings are available at the junction with Percy Road and Powder Mill Lane, 640m to the south of the site and at the signalised roundabout with Chertsey Road further to the south.

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- 2.8 Hospital Bridge Road meets Montrose Avenue in the form of an uncontrolled junction, with access and egress lanes from Montrose Avenue being physically separated by a central island with landscaping. As a result of this, pedestrians need to cross access and egress lanes on Montrose Avenue separately, although being able to wait within the central island. Dropped kerbs are only provided to the northern and southern ends of the overall crossing and tactile paving is not provided at this location.
- 2.9 Footways along Hanworth Road (A314) are 2 - 3m wide and of good quality. Pedestrian crossings in the form of uncontrolled crossings with refuge islands, or signal controlled crossings are provided at frequent intervals along the road. These pedestrian facilities are expected to be used by future students that board and alight using the bus stops on Hanworth Road.
- 2.10 Footways along Power Mill Lane are wide enough to accommodate the current demand and are of good quality. It is expected that the northern footway will be more frequently used by students arriving to the school and in particular by those students that use buses on Hanworth Road. This footway connects to a public footpath that runs through Heathfield Recreation Ground. Provision of pedestrian crossings along Power Mill Lane is comprehensive and crossings in the form of uncontrolled crossings, or zebra crossings are provided at frequent intervals.

Cycling

- 2.11 TfL Local Cycling Guide 9 highlights sections of Hospital Bridge Road, Percy Road, Ellerman Avenue, Hanworth Road, Lyndhurst Avenue and Powder Mill Lane as routes which are signed or marked for use by cyclists and comprise a mixture of quiet and busier roads. These routes are marked in blue and are presented in Figure 2.1.
- 2.12 Further cycle routes in the area are described as 'routes which have been recommended by other cyclists' and these include Springfield Road, Nelson Road and Constance Road. These routes are marked in yellow in Figure 2.2.
- 2.13 There are off-road routes (marked in green), these include a route connecting Springfield Road to Powder Mill Lane, routes along Chertsey Road and a route through Crane Park, to the south of the site. The network of off-road routes connects well with marked, signed and recommended cycle routes in the area surrounding the site; providing good cycle connections to wider residential areas.

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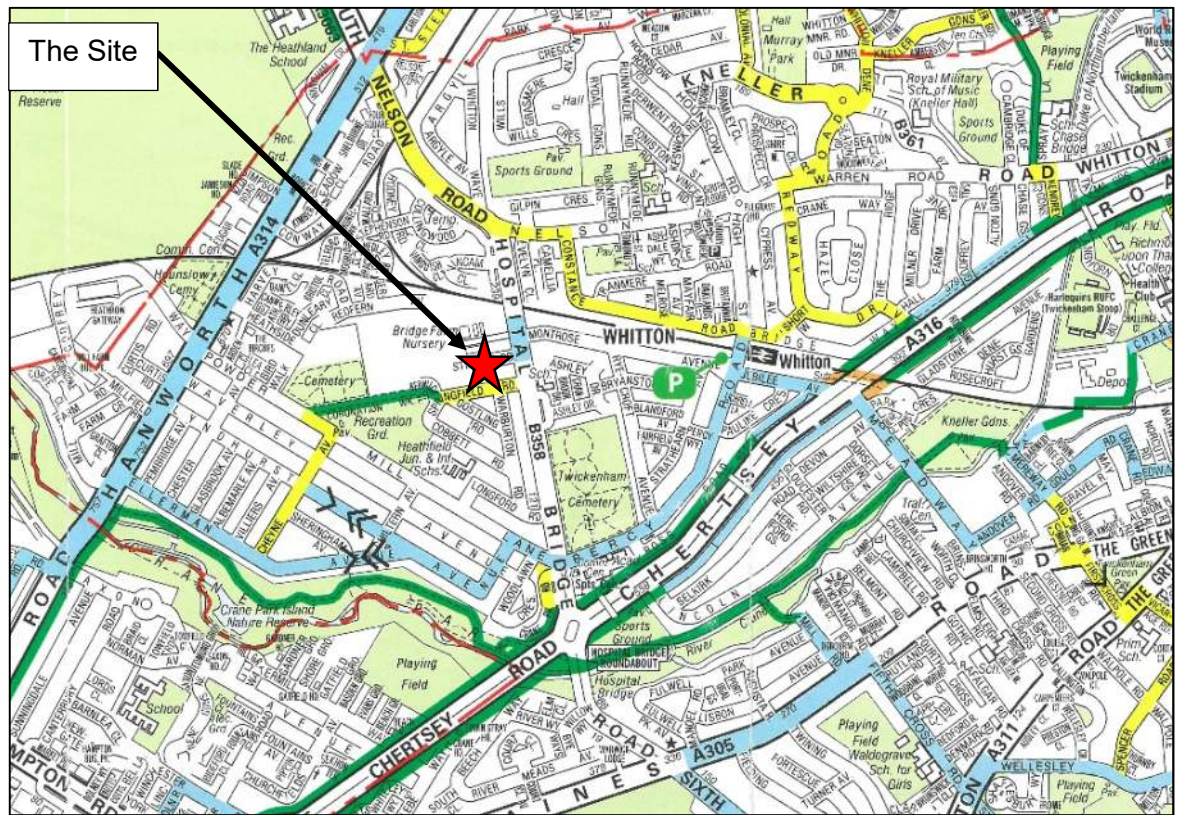


Figure 2.1: Cycle facilities in the area

2.14 The school also undertook their own research on suitable cycle routes to the school and identified the following routes as suitable for students attending the school and these are presented in Figure 2.2.

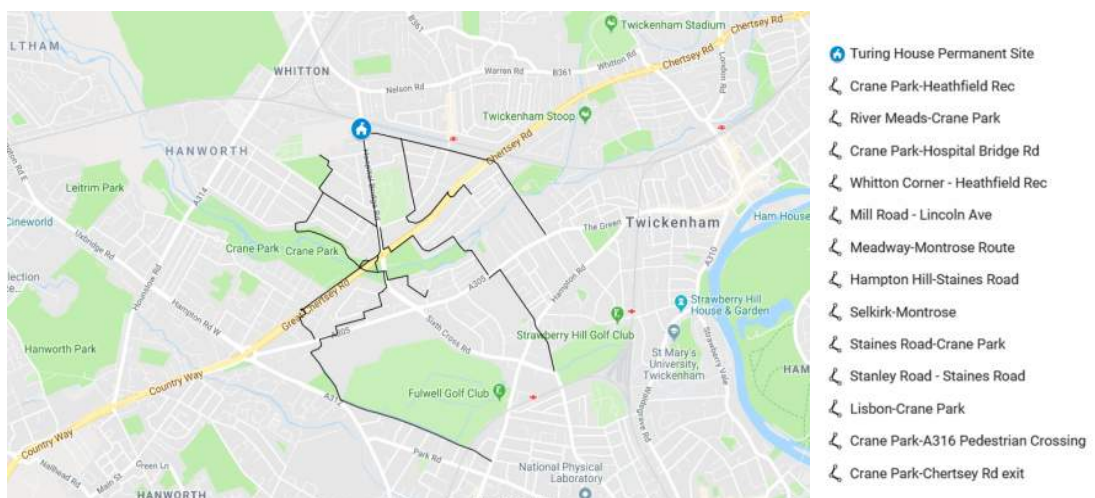


Figure 2.2: Cycle routes to and from the school identified by the school

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Public transport facilities

Public Transport Accessibility Level (PTAL)

2.15 The PTAL assessment of the site was undertaken using the TfL database (www.tfl.gov.uk/webcat). The PTAL value is classified in bands ranging from 1a to 6b where 1a is the lowest level of accessibility (very poor) and 6b is the highest level of accessibility (excellent). A PTAL assessment indicated that the site has a rating of 1b (very poor), measured at the main site access from Hospital Bridge Road.

Bus routes

2.16 Bus stops are located on both sides of Hospital Bridge Road, with the nearest southbound bus stop located 52m to the south of the site (one-minute walk) and the nearest northbound bus stops are located 250m to the north or to the south of the site (four minutes' walk). These stops provide bus cages, timetables and flags. Bus route 481 serves these stops.

2.17 There are further bus routes available within the wider area which have not been considered within the PTAL assessment due to the distance to the bus stop being greater than 640m from the site (eight minutes' walk). These additional bus routes are listed below and it is considered that they could still be used by students traveling to the school:

- i. Route H22 and 110 available from Hospital Bridge Road, to the south of the junction with Percy Road (720m east of the site, up to nine minutes' walk to the main access and 560m to the secondary access from the bus stop on Power Mill Lane for route 110).
- ii. Route 111 available from Haworth Road (1190m west of the site, 15 minutes' walk to the main access and 690m to the secondary access, nine minutes' walk)
- iii. Route H28 available from Haworth Road (1050m north-west of the site, 13 minutes' walk to the main access and 690m to the secondary access, nine minutes' walk).

2.18 Table 2.1 summarises the frequencies of the aforementioned routes during the standard school peak hours.

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Route	Direction	Morning peak frequency	Inter peak frequency
481	Towards West London Mental Health Trust	2	2
	Towards Cromwell Road Bus Station	2	2
H22	Towards Manor Road	4 – 6	4 - 6
	Towards Bell Road / Bell Corner	4 – 6	4 - 6
110	Towards West Middlesex Hospital	3	3
	Towards Hounslow Bus Station	3	3
111	Towards Heathrow Central Bus Station	5 – 8	5 - 8
	Towards Cromwell Road Bus Station	5 – 8	5 - 8
H28	Towards Tesco Osterley	3	3
	Towards Bulls Bridge Tesco	3	2
Total		34 - 44	33-43

Table 2.1: Summary of bus services

2.19 Table 2.1 shows that in the wider area there is a good provision of bus services, with over 30 buses per hour during the school peak periods. These services offer connections to Heathrow Central Bus Station, Cromwell Road Bus Station (Kingston), Hounslow and Richmond.

National Rail

2.20 The nearest national rail station to the site is Whitton Station, located 750m (10 minutes' walk) to the east of the site, which can be reached via Montrose Avenue and Percy Road.

2.21 The station provides services towards Windsor & Eton Riverside and London Waterloo. These services run at approximately half hourly intervals to Windsor & Eton Riverside and Barnes Bridge and more frequent services are available to London Waterloo.

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Summary

- 2.22 The wider area surrounding the site has a comprehensive network of footways. However, the immediate area of the site has some constraints such as: the footway located on one side of Hospital Bridge Road, the footbridge across the rail bridge being in poor condition and the restricted width of the footway on Hospital Bridge Road to the north of the footbridge.
- 2.23 The cycle network in the area of the site is comprehensive; it comprises a combination of on-road, off-road and recommended routes, providing good cycle connectivity to the residential neighbourhoods in the wider area.
- 2.24 The site is located in an area with PTAL rating of 1b, which takes account of one bus service and rail services. However, it is noted that a further four bus services are located within 13 minutes' walk of the site, providing good level of services during the school peak periods.

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3.0 DEVELOPMENT CONTEXT

3.1 This section of the report provides a description of the proposed permanent site for Turing House School.

Proposal overview

3.2 The existing Turing House School is expected to operate from the new permanent site at Hospital Bridge Road from 2020.

Students and staff numbers

3.3 The school is expected to operate from the new permanent site at Hospital Bridge Road from 2020. The school will then increase the student number intake to 150 students per academic year and will open a sixth form. This will result in a gradual increase of the school occupancy, until the school reach the proposed capacity of 1050 students in 2026. The summary of school occupancy, on a yearly basis, is presented in Table 3.1.

Year		Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Total	Staff
2015	Temporary Sites	97							97	
2016		128	100						228	
2017		100	125	103					328	29
2018		125	100	125	103				453	45
2019		125	125	100	125	103			578	60
2020	Permanent Site	150	125	125	100	125	103		728	75
2021		150	150	125	125	100	125	103	878	90
2022		150	150	150	125	125	100	125	925	90
2023		150	150	150	150	125	125	100	950	90
2024		150	150	150	150	150	125	125	1000	90
2025		150	150	150	150	150	150	125	1025	90
2026		150	150	150	150	150	150	150	1050	90

Table 3.1: Student numbers

School timetable

3.4 The school operational hours, including details of before and after school clubs/ activities, are outlined in Table 3.2. The school has been operating the below timetable since opening and the intention is to continue with an unchanged timetable at the new permanent site.

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Session/Group	Number of students	Start	Finish
Site opening	-	07:00	17:00
Staff arrival and departure times		07:00	17:00
Breakfast club	(current 5%, targeted 10%)	08:00	08:25
School day	All students	08:30	15:00
After-school activities	(current 14%, targeted 20%)	15:15	16:15

Table 3.2: School operating times

School Admissions Policy

- 3.5 The school has been operating in temporary accommodation since September 2015 and has an admissions policy which states that all applicants will be admitted if fewer than Published Admission Number (PAN).
- 3.6 Where the number of applications for admission is greater than the places available and after the agreed admission of any children with an Education, Health and Care Plan, the following oversubscription criteria will be applied in the order below:
- i. Looked-after children or children who were previously looked-after.
 - ii. Children who have an exceptional medical or social need requiring attendance at a particular school rather than any other school. Such needs must be supported, at the time of application, by reports or letters from suitable professionals such as GPs, consultants or social workers. Circumstances cannot be taken into account unless information is provided at the time of application and failure to provide such information at that stage may therefore affect whether or not the children are allocated places at the preferred schools. All information submitted will be regarded as confidential.
 - iii. Children whose parents have been granted Founders' Status of the school by the Secretary of State.
 - iv. Children who have siblings (by which is meant full, step-, half- and adopted siblings living in the same household) at the school at the point of admission.

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- v. Children (by which is meant full, step-, half- and adopted children living in the same household) of staff directly employed by Turing House school for two years or more before the admission application and still employed, without having given notice or been given notice that the employment will end, at the time the offer is made.
- vi. After the admission of children with Special Educational Needs and the application criteria 1-5, the remaining places will be allocated as follows:
 - a. 20% of student places will be allocated to those applicants whose home address is closest to the planned permanent site of the school. This point is defined as OS GRID Reference TQ 13577 73596.
 - b. 80% will be allocated to those applicants whose home address is closest to the Admissions Point for the school, TQ 15356 71392 (Somerset Gardens, Teddington).

- 3.7 The admissions number at the current temporary facilities has been consciously adjusted year on year to work within the size limitations of the buildings. Once the school occupies its permanent premises this constraint is lifted and a constant annual admissions number is anticipated.

Site layout design

- 3.8 The new school is proposed to be located on land to the west of Hospital Bridge Road and to the north of the existing nursery. The school building is proposed to be located within the eastern part of the site with the car park located to the front of the building. The remaining part of the land is proposed to be developed as MUGA and other sport and playing fields for the school use.
- 3.9 The new school is proposed to have two access points. The main access point is proposed from Hospital Bridge Road. This access is proposed to be used by vehicles arriving to both the school and the existing nursery, pedestrians and cyclists. The secondary access point is proposed from the south of the site via Heathfield Recreation Ground directly from the public footpath. This secondary access will be dedicated to pedestrian and cyclists only.

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Figure 3.1: Development proposal

Car parking

- 3.10 The proposed car park will be located to the front of the school building and will be accessed from Hospital Bridge Road. The development is proposed with car parking provision of 45 spaces. These will include three accessible car parking spaces, two enlarged car parking spaces, and 40 general car parking spaces for staff use. In addition, nine car parking spaces will have access to active charging points and a further nine car parking spaces will have access to passive charging points. The school will also consider giving parking priority to staff that car share.

Cycle parking

- 3.11 The average proportion of cyclists at other secondary schools within the borough is 16%, while the school with the highest proportion of cyclists recorded 20% of students cycling. The pilot study carried out amongst students at the temporary sites showed that 20.6% of students declared a willingness to cycle.
- 3.1 At the opening of the site, the school will provide 156 cycle spaces, and the utilisation of the cycle spaces will be monitored through the STP. Should demand for cycle parking increase in future years, additional cycle spaces will be provided. The area for future cycle parking provision was identified within the site and is shown in Figure 3.1.

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Delivery and servicing

- 3.2 The school will have an on-site delivery and servicing area sufficient to accommodate delivery and refuse collection. All vehicles will access the internal circulatory road in a clockwise direction and will be able to facilitate U-turn and leave the site in forward gear.
- 3.3 The School will review its regular deliveries as part of the preparation to move to the HBR site and ensure deliveries are managed. A DSP will be produced to provide the school with the management strategy and ensure that these activities take place in an effective and safe manner.

Drop-off/Pick-up

- 3.4 On-site drop-off and pick-up for students is not proposed. The school gates will be managed in the morning and afternoon to prevent unauthorised entry to the school grounds by vehicles. The only on-site drop-off envisaged would be for students with mobility impairments. These students would be dropped within the car park. A management regime associated with such access will be developed by the school if required.
- 3.5 The school will have facilities to accommodate coaches on site that the school may occasionally use for the purpose of school trips.

The main access to the school

- 3.6 The main access to the school is proposed from Hospital Bridge Road. The access at this location already exists and provides access to the nursery. The proposed new access point will be provided at the same location and will serve both the school and the nursery.
- 3.7 The new access is proposed to have a priority junction layout (i.e. T-junction). Internal cycle lanes are proposed within the site. The cycle lane to the site is proposed to be marked with a coloured surface, whilst the cycle lane from the school is proposed to be marked with advisory white lanes. This arrangement allows for cyclists, the majority of which will be arriving from the south, to join the cycle lane directly from Hospital Bridge Road and cross the internal access road to the nursery within the site using dedicated crossing facility. Crossing vehicle paths within the site is considered safer than at the junction as it provides better visibility for approaching drivers.
- 3.8 The junction design also considered pedestrians in the development of the design and the following is proposed:
- i. A new uncontrolled crossing facility in the form of a raised platform (i.e. Copenhagen crossing) across the site access.

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- ii. A new zebra crossing located to the north of the site access, which will also be designed in the form of a raised platform.
 - iii. An improvement to the existing drop kerb facilities on Montrose Avenue and converting them to a new uncontrolled crossing facility with raised platform and tactile paving (i.e. Copenhagen crossing).
 - iv. Provision of a section of new footway on the northern side of the site access to facilitate pedestrian access to the school site and improve connectivity between the site access and the new zebra crossing.
- 3.9 It is recognised that the proposed access design and other facilities aim to ensure that access to the school provides a safe arrangement for all road users including cyclists and pedestrians. To further enhance this, the following measures are proposed:
- i. 20mph zone, through the discussions with LBRuT it was confirmed that this will be implemented regardless of the school proposal, as part of the borough-wide strategy.
 - ii. Double yellow lines on Hospital Bridge Road and Montrose Avenue in the vicinity of the school and beyond the bridge over the rail track.
 - iii. Anti-skid surface on the approach to the proposed zebra crossing on Hospital Bridge Road.
 - iv. Management strategy operated by the school in the form of staff supervision at the site access aiming to ensure that students approach the site using formal crossings and footways where possible. This will form part of a Car Park and Access Management Plan.

Secondary site access to the school

- 3.10 In addition to the main site access from Hospital Bridge Road, a secondary access for pedestrians and cyclists is proposed. The secondary access is proposed from Heathfield Recreation Ground and will lead into the site via an internal path.

Summary

- 3.11 The proposed site will provide a teaching block, various sports facilities, car parking, cycle parking, servicing area and landscaping. The school will have 45 parking spaces, which will be accessed from Hospital Bridge Road. Cycle parking will be provided in line with the standards sought in the Local Plan (i.e. 156 cycle parking spaces).

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- 3.12 The proposed access arrangements will be shared with the nursery and will maintain its current location and priority operation. Pedestrian and cycle facilities are proposed in the vicinity of the site access to enhance safety and efficient operation for all users. Additionally, a secondary access from the south via Heathfield Recreation Ground is proposed. This will improve the accessibility of the school for students that will use buses on Hospital Bridge Road. The second access will also allow for the diffusion of pedestrian and cycle trips between the two locations, reducing the access impact of the main site entrance.

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4.0 BASIC INFORMATION

4.1 The below tables replicate the content of the relevant section in the STARS System page for the Secondary School. It should be noted that due to the proposed temporary accommodation, a number of the details are to be confirmed (TBC) and will be input in due course into the STARS system.

Staff Contact Details	
Lead School Contact Name	Mr Colin Mackinlay
Lead School Contact Email	info@turinghouseschool.org.uk
Optional School Contact Name (1)	TBC
Optional School Contact Email (1)	TBC
School details	
Name of School	Turing House Free School
Telephone Number	TBC
Email Address	info@turinghouseschool.org.uk
Street	Hospital Bridge Road
Town	London
Postcode	TW2 6LH
Borough	Richmond upon Thames Borough Council
Website	https://www.turinghouseschool.org.uk/
DFE Number	318/4001

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School Details	
Type of School	Secondary School and Sixth Form
Category of School	Free School - Mainstream
Age Range	11-18
Number of students	728 in the academic year 2020 1050 in the academic year 2026
Number of staff full time and part time	75 staff in the academic year 2020/2021 90 staff in the academic year 2021/2022
Catchment Area	The catchment area is in accordance with the admissions policy published on the school website
Please provide details of any expansion plans or changes to student school times	N/A
School Opening Times	
School site opening time	07:00
School site closing time	17:00
Breakfast club start time	08:00
Student's official school start time	08:30
Student's official school finish time	15:00
Enrichment / extended school's finish time	16.15
Cycle Parking Facilities	
"Covered Sheffield Stand" cycle parking spaces	146

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"Sheffield Stand" cycle parking spaces	10
"Cycle Racks" cycle parking spaces	0
Cycle Parking Lockers	0
"Cycle-pod" or "Mini-pod"	0
Scooter Parking spaces	0
Other cycle parking spaces	0

Other School Transport Facilities	
Staff parking spaces	45 (including 3 disabled spaces)
Staff car share spaces	Yes
Disabled parking spaces	3
Visitor car-parking spaces	0
Coach parking spaces	1 layby
Student storage lockers	Yes
Staff storage lockers	Yes
Staff shower facilities	2 for staff and 2 for students

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Other School Transport Facilities	
Engineering measures in and around the school site	<p>New zebra crossing on Hospital Bridge Road</p> <p>Improved crossing on Montrose Avenue (Copenhagen Crossing)</p> <p>Improved site access with uncontrolled crossing (Copenhagen crossing)</p> <p>Dedicated cycle lanes from the site access to the school site</p>
Site Working Group Members	
<p>Working Group Members</p> <p>(The roles identified here are those recommended to be involved in the working group. The school should review and complete this list with the names of those involved as part of future updates to the STP.)</p>	<p>STP Champion – Martin O’Sullivan and Charlotte Turner</p> <hr/> <p>Head of School – Colin Mackinlay</p> <hr/> <p>Assistant Head</p> <hr/> <p>Governor from the Local Governing Body</p> <hr/> <p>Administrator</p> <hr/> <p>Premises Manager</p> <hr/> <p>Parent</p> <hr/> <p>Students</p>

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Other Information

The school is proposed to have two access points. The main access point is proposed from Hospital Bridge Road. This access is proposed to be used by vehicles arriving to both the school and the existing nursery, pedestrians and cyclists. The secondary access point is proposed from the south of the site via Heathfield Recreation Ground directly from the public footpath. This secondary access will be dedicated to pedestrians and cyclists only. The site has one vehicular access from Hospital Bridge Road. The vehicular access leads into the on-site car park.

The wider area surrounding the site has a comprehensive network of footways, however, in the immediate area of the site there are some constraints such as: the footway located on one side of Hospital Bridge Road, the footbridge across the rail bridge being in poor condition and the restricted width of the footway on Hospital Bridge Road to the north of the footbridge.

The cycle network in the area of the site is comprehensive; it comprises a combination of on-road, off-road and recommended routes, providing a good cycle connectivity to the residential neighbourhoods in the wider area.

The site is located in an area with PTAL rating of 1b, which takes account of one bus service only and rail services. However, it is noted that a further four bus services are located within 13 minutes' walk of the site, providing a good level of services during the school peak periods.

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5.0 SURVEY RESULTS

5.1 As outlined in the TA, the travel behaviour of future students and staff was estimated based on the travel survey undertaken by the school at the existing temporary site. For the purposes of the planning application, this STP has used the mode share data obtained from the aforementioned sources.

Students travel behaviours

5.2 The school undertook a 'hands up' survey in October 2017 and the survey was repeated in March 2018 for monitoring purposes at the original temporary school site (i.e. Teddington the of the surveys recorded 100% response rates. The school has repeated the survey again in September 2018 at both temporary sites (i.e. Teddington and Hampton) and also run a pilot survey and asked students how they would travel to the proposed permanent site once the school is relocated. The results of these surveys are summarised in Table 5.1.

Mode of travel	Mode share (October 2017)	Mode share (March 2018)	Mode share (September 2018)	Pilot survey for permanent site
	Teddington site	Teddington site	Teddington and Hampton sites	Hospital Bridge Road site
Car/Park and Stride	14.4%	3.8%	11.4%	8.2%
Car Share	0.9%	1.0%	2.6%	0.2%
Rail	4.3%	1.3%	1.9%	1.4%
Public Bus	56.3%	60.5%	55.4%	48.8%
Cycle	9.2%	9.9%	11.2%	20.6%
Scooter	1.2%	0.6%	0.7%	1.2%
Walking	13.9%	22.9%	16.8%	19.6%
Total	100.0%*	100.0%	100.0%	100.0%

Table 5.1: Student travel behaviours (*Rounding has occurred)

5.3 The mode share data recorded in October 2017 showed that 15.1% of student trips were made by car, including car sharing. Of these 15.1% of students will travel by car, including Car (i.e. single occupancy car), Car Share (i.e. minimum two passengers/students in one car), and Park and Stride (i.e. single occupancy car and students that are dropped-off on-street further away from the site).

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- 5.4 The school repeated the survey in March 2018 and the record shows that there is a reduction in the proportion of car trips generated by students. The school has implemented a School Travel Plan (STP) with a set of comprehensive initiatives and measures encouraging non-car travel to the school. This resulted in the school achieving a reduction in car trips from 15.1% to 4.8%.
- 5.5 The survey carried out in September 2018 showed an increase in car travel to 15% (i.e. similar to the proportion recorded at the beginning of the previous academic year). This is not unusual, as at the beginning of an academic year, when Year 7 students join the school, the travel by car is typically higher and this is expected to reduce in the upcoming months when students settle in at the new school. The school has a proven record to effectively reduce car travel and it is expected that a similar trend will be achieved in this academic year and when the school is relocated to the permanent site.
- 5.6 The pilot survey on how students will travel to the permanent site shows that only 8.4% of students will travel by car while the remaining students will travel via sustainable modes of transport. It is also expected that, the school will seek to reduce this proportion in the future years of operation at the permanent site, as part of the STP targets. As such, the proportion of car travel for the opening year at the permanent site will be assessed in accordance with survey results recorded in September 2017 (i.e. 15.1% of car trips). However, by full occupation at the school, the school will aim to achieve a reduction of car trips to 4.8%.
- 5.7 The predicted trip generation for the permanent site has been examined under two scenarios i.e. opening year in 2020, when the school will operate with 728 students on-site and for full occupation of the school with 1050 students on site in 2026. Trip generation for the school is presented in Table 5.2.
- 5.8 Following occupation, the school will input actual 'hands up' travel survey data into the TfL system, and ensure surveys are undertaken with response rates greater than 90%. Thereafter the information will be collected annually and input into the system to facilitate on-going monitoring of travel behaviour.

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Mode of travel	Opening Year (2020)		Full occupation (2026)	
	%	Students	%	Students
Car/Park and Stride	14.4%	103	03.8%	40
Car Share	0.9%	7	1.0%	10
Rail	4.3%	31	1.3%	13
Public Bus	56.3%	410	60.5%	635
Cycle	9.2%	67	9.9%	104
Scooter	1.2%	9	0.6%	7
Walking	13.8%	101	22.9%	241
Total	99.9%*	728	100.0%	1050

Table 5.2: Trip generation for students

- 5.9 It is expected that the school will have 728 students in 2020 when relocated to the permanent site and 15.1% of students will travel by car, including car sharing. This will result in 110 person car trips, that amount to 106 car trips generated by students.
- 5.10 By the time the school achieves full occupation of 1050 students in 2026, car travel is expected to be reduced to 4.8%. The number of students expected to arrive by car is predicted to be 50. This amounts to 45 car trips generated by students.

Staff travel behaviour

- 5.11 A travel survey was undertaken by staff in September 2018 and the results are presented in Table 5.3. At the time of the survey the school had 45FTE staff members. The number of staff anticipated to be required once the school is at full occupation is 90FTE.

Mode of travel	Survey September 2018 (%)	Future staff (90 FTE)
Car/Motorcycle	70.5%	64
Car Share	0.0%	0
Park & Stride	0.0%	0
Rail	0.0%	0
Public Bus	9.1%	8
Cycle	9.0%	8

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Walking	11.4%	10
Total	100.0%	90

Table 5.3: Staff mode share data

- 5.11 Table 5.3 shows that in accordance with the survey undertaken in September 2018, the majority of staff travelled by private car (70.5%). Assuming that staff will follow this travel mode once the school is at its proposed capacity, it is anticipated that a total of 64 car trips will be generated by staff.
- 5.12 Although the staff survey carried out in September 2018 showed that 70.5% of staff travel by car, the school will be expected to reduce car travel among staff. Research shows that staff mode share data at other schools within the borough is circa 50.0% and the school will set up targets to achieve a reduction of car travel at the permanent site.

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6.0 SCHOOL CONSULTATION

6.1 It is necessary to provide evidence of consultations with the school community on an on-going basis as part of the STARS STP. In accordance with the STARS approach, consultations are valid for three years and count towards achievement of higher levels of accreditation.

6.2 The school has been undertaking consultations at the temporary sites and will continue to do so at the permanent site in future years. The list of consultations that the school has been undertaking include the following:

- i. The school has established a STP working group at the existing temporary sites. Once the school is operating at the proposed site, the School will bring together both the temporary STP working groups into one STP working group and with nominees selected from the new Year 7 cohort joining the school in 2020. The STP working group will continue to hold regular meetings to review the hands up survey and consultation results, discuss transport issues, gain opinions on measures, establish how successful they have been and obtain support for new initiatives.
- iv. The school operator will continue to liaise with Third Parties in respect of the STP, including the STP Advisor at LBRuT.
- v. Once the proposed temporary site has been occupied the 'hands up' surveys will be undertaken to record and understand the actual travel behaviour of the proposed temporary site (in comparison to the predicted mode share presented in this STP).
- vi. A 'hands up' survey will be repeated in the second academic year. This is to ensure that the STP remains up to date, achieves maximum improvement and targets high levels of accreditation.
- vii. The Senior Leadership Team (SLT) will continue to liaise with students and parents in regard to parking behaviour, behaviour on public transport etc.
- viii. The school will continue to involve students in the travel plan process, through the curriculum, through assemblies and through participation in the working group.
- ix. The school will continue to keep evidence of all consultations to ensure that these count towards achieving accreditation through the STARS system.

6.3 In addition to the above list of consultations, the school will consider additional consultations in future years. These may include the following:

- i. The school will consider producing welcome packs for parents that include the

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school's travel policy which they shall agree to comply with and undertake a parents' evening to present an overview of the Travel Plan.

- ii. Hold meetings with governors, staff, senior management team and school council to share the targets and initiatives of the STP, gain opinions on measures and find out if they have worked and get support for new initiatives (maintain minute record as evidence).
- iii. Involve the whole school community in an event or travel related activity.
- iv. Involve students in the collection of data for the travel plan.
- v. Raise awareness amongst residents that the school is engaged with travel planning and the initiatives being implemented.

6.4 It should be noted that only completed consultations count towards achieving accreditation through the STARS system. Once the school undertake any of the above consultations, the STARS system needs to be updated as evidence to prove that they were undertaken.

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7.0 TRANSPORT AND TRAVEL ISSUES

7.1 Information on what issues are anticipated in relation to the operation of the school at the permanent site is provided through the results of the Transport Assessment report and summarised in Table 7.1.

Category	Date Identified	Details	How Identified	Travel Plan Solutions
Parking	February 2020	The proposed school will result in increased demand for on-street parking within the vicinity of the site.	TA Report	Promote use of public transport, walking, and cycling. Reduce use of private car. Encourage car sharing. Promote attendance at breakfast and after-school clubs.
Cycle parking	February 2020	The proposed school will result in additional cycle trips generated by the school.	TA Report	The site is proposed to have on-site cycle parking. The school will carry out monitoring on the use of the cycle spaces and additional spaces will be provided should demand increase.
Road safety	February 2020	Increased potential for conflicts between pedestrians and vehicles at the site access and in the wider area	TA Report	Reduce use of private car. Behaviour led measures in the STP in relation to road safety awareness. Provision of secondary site access Staff supervision at the main site access

Table 7.1: Transport and travel issues

7.2 Following occupation of the site, the school should review the above issues and either re-confirm the above issues or provide a new set of issues based on actual operations. These issues should be recorded in the STARS system.

7.3 Through the monitoring, new issues should be added where they arise, and those issues resolved should be input into the STARS system to show continual improvement.

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8.0 OBJECTIVES AND TARGETS

8.1 The objectives and targets of this STP are outlined in this section, in response to the findings of the TS.

Objectives

8.2 The objectives of this STP are as follows:

- i. Retain Gold Accreditation at the permanent site and continue to achieve Gold accreditation in future years.
- ii. Work with LBRuT to support sustainable travel.
- iii. Educate students on road safety.
- iv. Educate both the students and their families as to the benefits and range of travel options available to them; and
- v. Increase the number of students and staff using sustainable travel.

Targets

8.3 This section provides targets for the school aimed at achieving the above objectives and increase sustainability in travel behaviour amongst students/parents and staff.

8.4 Once the first surveys have been undertaken, the 'baseline' mode share outlined in Section 5.0 will be revised in accordance with the actual travel behaviour of students and staff attending the school. Targets are intended to be reviewed annually once annual travel surveys are undertaken. Any proposed changes to targets will be submitted and approved by LBRuT.

8.5 It is noted that TfL STARS System requires the following:

To achieve Bronze accreditation within one academic year; this includes:

- i. Completing 10 different travel activities and 6 supporting activities.
- ii. Set at least two active travel targets to see a movement away from car use.

To achieve Silver accreditation; this includes:

- i. Completing 20 different travel activities and 10 supporting activities.
- ii. Provide evidence for each activity completed (e.g. a photo or meeting minutes).

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- iii. Demonstrate a shift away from car use.
- iv. See students actively involved in the planning and running of travel activities.

To achieve Gold accreditation within three academic years; this includes:

- i. Completing 25 different travel activities and 15 supporting activities.
- ii. Provide evidence for each activity completed (e.g. a photo or meeting minutes);
- iii. Demonstrate at least a 6% modal shift away from the car or at least 90% of students travelling via non-car modes
- iv. See a high level of participation and engagement in active travel across the whole school community

Students Targets

8.6 The targets for students have been set up against the October 2017 'hands up' survey in mode shares. The following targets have been set to try and achieve additional travel by active modes to satisfy the requirements for Gold Accreditation:

- i. Target 1 – Achieve car reduction among students by 10.3% (from 15.1% in 2020 to 4.8%) by 2026.
- ii. Target 2 - Increase cycling among students by 10.8% (from 9.2% to 20.6%) by 2026
- iii. Target 3 – Increase walking among students

8.7 The above targets seek to reduce car use among students, with more reliance on sustainable modes of transport to reduce the number of vehicle trips being made to the school from the time the site is occupied.

Staff Targets

8.8 The following targets have been set up for staff:

- i. Target 1 – Achieve car reduction among staff by 10% (from 70.5% in 2020 to 60.5%) by 2021.
- ii. Target 2 – Achieve car reduction among staff by 10.5% (from 60.5% in 2021 to 50.0%) by 2022.
- iii. Target 3 - Increase car sharing among staff.

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iv. Target 3 - Increase walking, cycling, and use of public transport among staff.

- 8.9 The targets for staff have been set to achieve a net decrease of car trips by 20.0%, whilst increasing car sharing, cycling, walking and use of public bus before the school will be fully occupied by 90FTE staff in 2022.
- 8.10 The shift from car use is substantial and this target will be considered during the recruitment stage and prospective staff will be informed of the nature of the proposal and the school's preference for non-car modes.
- 8.11 With the reduction in car usage, walking, cycling, car sharing and public transport will be promoted to staff as preferred modes of transport via the proposed initiatives included in Section 9.0 of this report.

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9.0 MEASURES AND INITIATIVES

- 9.1 This section details the measures which will be implemented to achieve the targets outlined in Section 8.0. This STP includes a combination of 'hard' and 'soft' measures.
- 9.2 This section provides the summary of measures that the school already operates at the existing temporary site and will continue to do so at the proposed temporary site to achieve the objectives and targets of the STP. The 'soft' STP measures have been presented within the action plan, providing the timescales and persons responsible for each action.
- 9.3 At this stage, most of the responsibilities are assigned to the TPC. However once the school is in operation other staff members will become involved and take responsibility for individual measures. The action plan table will be updated by the school following the first occupation.

Hard measures

Access design and management measures

- 9.4 The main access to the school is proposed from Hospital Bridge Road and is proposed to have a priority junction layout (i.e. T-junction).
- 9.5 Internal cycle lanes are proposed within the site. The cycle lane to the site is proposed to be marked with a coloured surface, whilst the cycle lane from the school is proposed to be marked with advisory white lanes.
- 9.6 The junction design also considered pedestrians in the development of the design and the following is proposed:
- i. A new uncontrolled crossing facility in the form of a raised platform (i.e. Copenhagen crossing) across the site access.
 - v. A new zebra crossing located to the north of the site access, which will also be designed in the form of a raised platform.
 - vi. An improvement to the existing drop kerb facilities on Montrose Avenue and converting them to a new uncontrolled crossing facility with raised platform and tactile paving (i.e. Copenhagen crossing).
 - vii. Provision of a section of new footway on the northern side of the site access to facilitate pedestrian access to the school site and improve connectivity between the site access and the new zebra crossing.

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9.7 It is recognised that the proposed access design and other facilities aim to ensure that access to the school provides a safe arrangement for all road users including cyclists and pedestrians. To further enhance this, the following measures are proposed:

- i. 20mph zone - Through discussions with LBRuT it was confirmed that this will be implemented regardless of the school proposal, as part of the borough-wide strategy.
- ii. Double yellow lines on Hospital Bridge Road and Montrose Avenue in the vicinity of the school, and beyond the bridge over the rail track.
- iii. Anti-skid surface on the approach to the proposed zebra crossing on Hospital Bridge Road.

9.8 The management strategy operated by the school in the form of staff supervision at the site access aims to ensure that students approach the site using formal crossings and footways. This will form part of Car Park and Access Management Plan.

Secondary site access to the school

9.9 In addition to the main site access from Hospital Bridge Road, a secondary access for pedestrians and cyclists is proposed. The secondary access is proposed from Heathfield Recreation Ground and will lead into the site via an internal path.

On-site design measures

9.10 The development is proposed with car parking provision of 45 spaces. These will include three accessible car parking spaces, two enlarged car parking spaces, and 40 general car parking spaces for staff use. In addition, nine car parking spaces will have access to active charging points and a further nine car parking spaces will have access to passive charging points. The school will also consider giving parking priority to staff that car share.

9.11 The school will provide 156 cycle parking spaces including; 132 cycle parking spaces for students (covered and secured), 12 cycle parking spaces for staff (covered and secured) and 12 cycle parking spaces for visitors (secured).

9.12 The school will have an on-site set-down area for coach and two minibus spaces.

9.13 The school will have on-site delivery and servicing area sufficient to accommodate delivery and refuse collection.

Demand Management Measures

Staggering start and finish times

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- 9.14 The timetable for Turing House School ensures sufficient staggering time with the existing schools in the area and ensure that no cumulative impacts occur.

Breakfast club and after school club activities

- 9.15 The school will operate a breakfast club, after-school clubs and activities. It is estimated that 10% of students will attend the breakfast clubs whilst 20% will attend after-school activities. This measure will reduce the number of trips occurring during the school peak periods and spread the demand for travel across longer periods.

Access Management measures

- 9.16 The school access will be used by both the nursery and the school. The nursery may receive deliveries by large vehicles at the same time students will be expected to arrive to the site. A survey at the site access to the nursery was undertaken to understand the level of traffic and the proportion of heavy vehicles. The results showed that the nursery receives low numbers of trips (179 vehicles per day) of which 12% are heavy vehicles.
- 9.17 Nevertheless, it is recognised that the heavy vehicles may occasionally arrive during the school peak periods. To ensure that safety for students is maintained at the access, the school will operate staff supervision at the site access to assist students in safe access to the school site. It is expected that the nursery will do the same if HGV deliveries are expected during this period.
- 9.18 During the morning and afternoon school peak periods, staff will be required to be on-site to supervise students, staff and parents' movements at the site access. The supervision will include the following:
- i. Ensure that parents do not attempt to access the school,
 - ii. Ensure that students use designated cycle lanes, crossings, footways on the approach to the site
 - iii. Ensure that students maintain appropriate highway behaviour.
- 9.19 Further information regarding the operation of staff supervision is included in the CPAMP submitted as part of this planning application.

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STARS Guidance Travel Plan Measures

Silver and Gold Accreditations

- 9.20 The school currently has Gold Accreditation. Once the school is open at the permanent site, these measures will be implemented. Within the first year of occupation at the proposed permanent site, the school will update the STARS database with information in relation to the new site to demonstrate that Gold accreditation applies to the new site.
- 9.21 The tables in the following pages provide a list of measures that the school will implement in the first year at the proposed site during academic year 2020/21 and a list of measures that will be considered in the future years.
- 9.22 Following the undertaking of the baseline travel survey the measures will be reviewed against the proposed targets and will be amended if necessary. This may require some measures being amended or new measures being implemented. The STP Champion will be responsible for this review.

Walking, Cycling and Road Safety

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Initiative	Owner	Actions	Planned Date
WoW/ Step Up/ Free your Feet	STP Champion/Head Teacher	Contact LBRuT travel and transport officer to order resources for the schemes and to promote Walk on Wednesdays and other walking initiatives during assemblies and with parents and carers via newsletters.	Nov 2020
Other walking events/competitions	STP Champion/Head Teacher	STP Champion to research other events and feasibility of participation by the school.	Nov 2020
School travel working group	STP Champion/Head Teacher	Members of this group, with a mix of opinions and ideas relating to Active Travel, Road Safety and Sustainable Transport, are working hard to promote their ideas and campaigns in school and to parents via the newsletter.	Sept 2020
Youth Travel Ambassadors (YTA)	STP Champion/Head Teacher	The school are to establish the Youth Travel Ambassador (YTA) team and launch a programme that aims to provide young people aged 11 to 19 with the skills and confidence to address transport issues affecting their school community.	Oct 2020
Students involvement in YTA	STP Champion/Head Teacher	An assembly led by YTA that aims to promote the scheme, encourage students to discuss issues facing young people relating to transport to and from school.	Jan 2021
Audit and research	STP Champion/Head Teacher	The school are to carry out surveys to gauge interest in a Turing House Cycling Club that is to be set up in the Summer Term and on-going promotion of the club.	March 2021
Other walking reward schemes (Walk to school week)	STP Champion/Head Teacher	Stickers or other rewards internally for the classes or year groups with the most numbers of students walking over a period of a week.	March 2021
Cycle training for adults	STP Champion/Head Teacher	Investigate cycle proficiency training for adults in the school community – Governors, Staff and Parents.	May 2021
Cycle to work	STP Champion/Head Teacher	Encourage staff to participate in the Government Cycle to Work scheme.	March 2021
'Think Save' events	STP Champion/Head Teacher	Investigate (through liaison with the Council) what events are planned and allow students of the relevant age groups to attend.	Sept 2020
Road Safety talks	STP Champion/Head Teacher	Invite speakers to attend assemblies to talk about road safety with students.	Dec 2020

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TfL Big Walking Month	STP Champion/Head Teacher	A month-long focus on getting the school community walking to/ from school (particularly where support for Walk on Wednesday has dropped off).	May 2021
TfL Cycle Club	STP Champion/Head Teacher	A cycle club is an organised group that helps inspire people to cycle, with the objective of increasing the number of students, parents and staff cycling to school.	Sept 2020
Cycling competitions/ schools cycle challenge	STP Champion/Head Teacher	Investigate cycle competitions run by the Borough or other organisations – TfL and Sustrans. Participate in events/ competitions to encourage cycling amongst the school community.	May 2021
Other cycle reward schemes	STP Champion/Head Teacher	Sticker rewards or class rewards for most increase in number of cyclists.	June 2021
Bike week	STP Champion/Head Teacher	A weekly event to promote cycling and cycle initiatives.	April 2021
Bike maintenance sessions	STP Champion/Head Teacher	Provide a 'Dr Bike' facility on a regular basis (once a term) and invite the school community.	April 2021
Cycling lessons	STP Champion/Head Teacher	Provide cycle training to all Year 7 students give the chance to have a cycling lesson in the neighbouring Crane Park, to improve or develop their cycling skills.	April 2021

Smarter Driving

Initiative	Owner	Actions	Planned Date
Promote car sharing/pool	STP Champion /Head Teacher	To promote car sharing amongst students. To promote via posters and newsletters the importance of car sharing between parents if children have to be driven to school.	Sept 2020
Car free days	STP Champion /Head Teacher	Launch a school competition for an annual car free day – this would be linked to a bike week. The students could promote this and with the support of the working party and the school council they could advertise the competition.	Dec 2021
Promote the Highway Code	STP Champion /Head Teacher	Hold assemblies and input into the school newsletter to inform parents on the safety issues.	Nov 2020
TfL Zigzag, Park & Walk Toolkit	STP Champion /Head Teacher	This campaign raises awareness of double yellow line markings, driver behaviour outside the school and the need to keep this place safe and congestion-free.	Oct 2020

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Public Transport

Initiative	Owner	Actions	Planned Date
Use public transport for school trips	STP Champion/Head Teacher	To use the free transport scheme for all educational and cultural school trips. This has links within the curriculum – safety on various modes of transport, personal safety, how to use timetables and reading information signs.	Sept 2020
Safety and Citizenship talk	STP Champion/Head Teacher	To contact TfL to arrange the presentation that promotes safe, responsible and respectful behaviour on and around London's transport network.	Jan 2021
School promotes public transport	STP Champion/Head Teacher	Use of prospectus and school website to promote access by public transport to the school community.	Sept 2020
TfL Safety and Citizenship talk to students	STP Champion/Head Teacher	Invite TfL to give a Safety and Citizen talk to students every year.	Nov2020
School promotes responsible behaviour on public transport	STP Champion/Head Teacher	Behavioural policy to include the journey to school and code of behaviour on public transport.	Sept 2020
Catch the bus week	STP Champion/Head Teacher	Promote 'catch the bus week' during assemblies and newsletters.	Sept 2020

Promotion

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Initiative	Owner	Actions	Planned Date
Newsletter	STP Champion/Head Teacher	To provide information on travel related issues in and around the school. To inform the parents on all walking and cycling activities in the school. To promote 'park and walk' from locations five minutes' walk from the school gates rather than directly outside the school gate.	Sept 2020
Competitions	STP Champion/Head Teacher	Using WoW and other in-house competitions that promote walking, cycling and road safety.	Jan 2021
Assembly	STP Champion/Head Teacher	Students to carry out assemblies that inform and promote WoW road safety, road safety, parking awareness and success at meeting targets in STP.	Feb 2021
Parent/induction evenings	STP Champion/Head Teacher	At new parents evening to stress the importance of finding alternative means of transport rather than the car.	Sept 2020
Give out cycling/ Public transport maps	STP Champion/Head Teacher	Provide up to date information on services and facilities available.	Sept 2020
Notice Board	STP Champion/Head Teacher	To provide information on travel related issues and celebrate achievements.	Sept 2020
Information on the website	STP Champion/Head Teacher	Add TfL journey planner to the school website that gives information on how to get to and from the school.	Sept 2020
Letters from Head Teacher to Parents	STP Champion/Head Teacher	Include references to sustainable travel, smarter driving, individual initiatives and the STP in letters to parents.	Sept 2020
Letter sent to residents	STP Champion/Head Teacher	Address complaints by residents in written form and advise residents of what is being done to promote sustainable travel and smarter driving.	Nov 2020
Senior management and school governor involvement	STP Champion/Head Teacher	The Senior Leadership Team (SLT) to regularly discuss transport, sustainable travel and road safety at the leadership meetings.	Dec 2020

Curriculum

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Initiative	Owner	Actions	Planned Date
Competitions	STP Champion/Head Teacher	Launch competitions that promote road safety, cycling and scooting.	May 2021
Focus on the environment	STP Champion/Head Teacher	Production of a curriculum map to ensure that learning is focused on the environment through assembly, Geography, Science and PSHE lessons.	Nov 2020
Curriculum focus on Active travel and health, and green active travel	STP Champion/Head Teacher/Teachers	Teach the health benefits of active travel.	Sept 2020
Safety	STP Champion/Head Teacher	Geography teacher to determine programme for taking classes through projects within the curriculum to identify 'safe routes' to school by walking and cycling.	Jan 2021
Theatre in education	STP Champion/Head Teacher	Organise road safety events.	Feb 2021
Mapping exercises – route planning	STP Champion/Head Teacher/Teachers	Geography teacher to determine programme for class projects to identify safe and green routes to school.	Sept 2020
Students journey planning	STP Champion/Head Teacher	Geography teacher to programme students engaged with planning their journeys to school by different methods to compare journey times.	April 2021

Partnerships

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Initiative	Owner	Actions	Planned Date
Work with Police/Safer Neighbourhood Team (SNT)	STP Champion/Head Teacher	Invite SNT to ensure safety around the school – reporting any incidents and issues if they arise so that they can support us.	Oct 2021
Healthy Schools status	STP Champion/Head Teacher	Work on improving the Healthy School Status.	Jan 2021
Attendance at TFL/ Borough School Travel workshop	STP Champion/Head Teacher	Keep track of workshop events and ensure school is represented.	Sept 2020
Work with local councillors/Mayor/MPs	STP Champion/Head Teacher	Invite local representatives to events and keep them informed of what the school is doing to encourage sustainable travel and minimise congestion.	Sept 2020
Work with local charities/NGOs linking to sustainable travel	STP Champion/Head Teacher	Investigate whether local charities/ NGOs e.g. Sustrans could provide resource in terms of speakers at assemblies and whether the school can engage and support their events/ programmes.	March 2021

Funding

9.23 Information on what school travel funding and grants have been used should be provided in the STARS version of the STP.

Turing House School**10.0 IMPLEMENTATION AND MONITORING**

- 10.1 This STP will be 'signed-off' by the operator of the proposed school as part of the planning submission to demonstrate commitment to the implementation of measures and achievement of targets, and the overall objective to seek to retain gold accreditation.
- 10.2 The school operator will liaise with the School Travel Advisor at LBRuT in order to update a profile on STARS and upload the content of this STP onto the database.
- 10.3 Following occupation, actual travel surveys will be undertaken within the first three months and these will be updated in the STARS system by the school. The measures that the school sign up to as part of this Travel Plan, as contained in Section 9.0, will be implemented, in accordance with the requirements for retaining Gold accreditation.
- 10.4 A member of staff will be appointed to the role of STP Champion from first occupation and will manage the process of collecting survey data and inputting all details into the STARS system.
- 10.5 The STP Champion would also take on the role of managing any consultation process undertaken to demonstrate achievement of requirements for Gold accreditation.
- 10.6 'Hands up' surveys of students and staff will be undertaken at least annually by the STP Champion and supported by student representatives on the STP working group.
- 10.7 The STP should be reviewed by the STP Champion and STP working group (including local community representatives), the reviews should be undertaken on an annual basis from the time the group is established.
- 10.8 The STP Champion will be responsible for reviewing the STP measures within 3 months of the initial survey so that the measures can be amended or replaced in order to reflect the current travel patterns and issues at the school.
- 10.9 It will be the responsibility of the STP Champion to remain informed and up-to-date with policy and guidance changes related to the current STARS guidance through regular contact with Borough and TfL officers.

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11.0 SCHOOL OPERATOR STP SIGN-OFF

11.1 The School Operator has been consulted in relation to the content of this STP and will implement measures in accordance with the current STP and will consider further measures aimed at retaining Gold accreditation status.

11.2 The below signature demonstrates the Operator's commitment to implementing the STP and uploading it to the TfL STARS database in line with the content of this document.

Signature:

A handwritten signature in black ink, appearing to read "Colin Mackinlay", written over two overlapping oval shapes.

Print Name:

Colin Mackinlay

Appendix A – Proposed Site Plan

Notes

1. Do not scale from this drawing
2. To be read in conjunction with Project Risk Register REF: XXX
3. To be read in conjunction with all other Landscape Architect's drawings

KEY

- A Entrance Plaza**
This area is highlighted by linear paving to reinforce the strong pedestrian access route. The landscape strategy frames the glazed elevation to the entrance creating a welcome approach.
- B Pedestrian Crossing**
Pedestrian priority crossing to mitigate against potential conflicts.
- C Car Parking**
3 Disabled Bays, 10 Active Electric Charging Points, 10 Passive Electric Charging Points, Deliveries / Coach Bay, 10no. Cycle Parking Spaces and a 10no. Cycle Store. The car park is located adjacent to the bin store and substation (D-E).
- D Bin Store**
For easy access from the kitchen and into the car park for refuse collection with the added benefit collections can take place outside of the secure line.
- E Sub-station**
Located within the semi secure carpark area in agreement with utility provider. This location minimises service costs.
- F Mini-bus Parking**
- G Proposed Vehicular Entrance**
The main vehicular entrance to the site off Kings Rd. The entrance will give priority to the Nursery whilst providing a dedicated school entrance off the junction. A gate will separate the flows of traffic and ensure the site can be secured.
- H Pedestrian Boulevard**
The main pedestrian boulevard is emphasised by an avenue of trees and amenity planting and reinforcing the strong flow of traffic.
- J Visitor & Staff Cycle Parking**
Secure cycle parking for 10 visitors and 10 staffs.
- K 8th Form External Area**
This area is reserved for 8th form students only. The space is located directly adjacent to the south form internal space and acts as an aspirational space.
- L External Dining Area**
This area is a flexible space in a south facing courtyard. The space is a flexible space but the legacy external furniture can spread out to provide an external dining area. This area can also be used for pop-up external food sales by the school.
- M Car Park Planting**
Increased green infrastructure to soften the impact of the car park.
- N External Table Tennis Area**
Legacy tennis tables located in the sheltered south courtyard. This area will provide a dedicated location for outdoor table tennis creating the ideal location for a table tennis club.
- O Student Cycle Parking**
Secure student and staff cycle parking for 132 spaces.
- P Habitat Area & Habitat Corridor**
This area will provide suitable habitat through diverse planting species and meadow swatches to enhance biodiversity and local wildlife.
- Q Permeable MUGA**
A three court Sports England size MUGA marked out for sports.
- R Sports Field Access**
Paved route onto the playing field.
- S Vegetated Southern Boundary**
Heavily vegetated southern boundary to provide visual screening.
- T Seating**
Robust plastic external seating used to define group social space and provide a very contemporary and modern external space.
- U Maintenance Gate Access**
Fence from MUGA to boundary with gates for grounds maintenance access.
- V Pupil Access**
Provide direct access from the Habitat Specimen Ground. A paved route will lead from the gate through the Habitat area to the school.
- W Habitat Creation & Tree Planting**
Habitat creation through the use of species rich grasses and shrubs to create a rich and diverse habitat. Encourage biodiversity and create a learning resource.

ID	RISK	MITIGATION	Date Mitigated
RESIDUAL PROJECT RISKS			

DATE	REVISABILITY	REV	DESCRIPTION OF REVISION	DRAWN APPROVED BY
REVISIONS				

SUITABILITY
S2 - For Planning



CLIENT:
Bowmer and Kirkland

PROJECT TITLE:
Turing House School

DRAWING TITLE:
Detailed Illustrative Masterplan

DRAWING SCALE: 1:500
DRAWN BY: EC
CHECKED BY: LA
DRAWN DATE: 02.03.2018

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