Turing House School

Rail
Buildings
Infrastructure
Transport & Environment

Project Title
Turing House School

Report Title
Car Park and Access Management Plan

Document Reference:
4185/002/03

Prepared For
Bowmer and Kirkland

Date
October 2018

Delta House
175 -177 Borough High Street
London
SE1 1HR

T +44 (0)207 939 9916
F +44 (0)207 939 9909
E london@robertwest.co.uk
W www.robertwest.co.uk

Consulting Engineers

Turing House School

Status	Comments	Date	Author	Checked	Approved
--	-	18/10/2018	SM	ML	DH
Rev A	Updated with comments from the team	24/10/18	SM	ML	DH
Rev B	Updated with comments from the school	26/10/18	SM	ML	DH

CONTENTS

1.0 INTRODUCTION AND BACKGROUND

1.1 This Car Park and Access Management Plan (CPAMP) has been produced to support a planning application for the permanent accommodation of Turing House Free School. From herein Turing House Free School will be referred to as 'the school' within this document.

Development location

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).

1.3 The site is bounded by Hospital Bridge Road to the east and is located to the south of rail track. The location of the proposed development in the wider context is shown in Figure 1.1 and Figure 1.2 provides an aerial view of the immediate area.

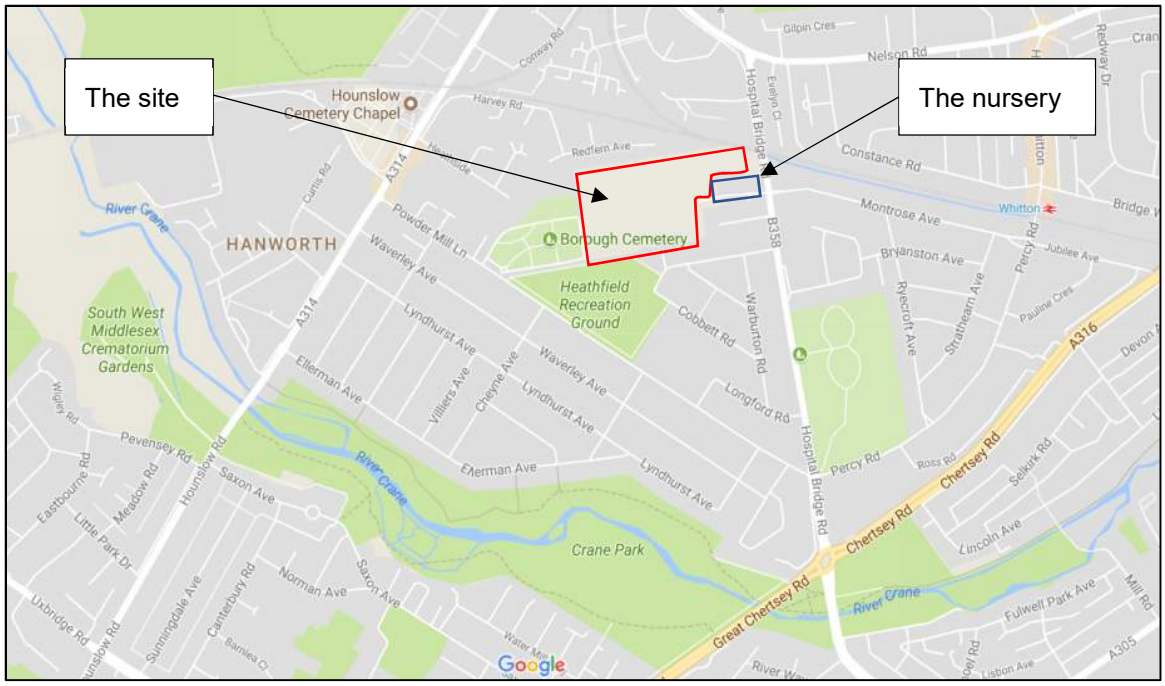


Figure 1.1: Site location

Figure 1.2: Site location

Proposed development

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.

1.6 The Turing House School was opened in temporary accommodation in 2015 on Queens Road, Teddington, TW11 0LR. This Teddington site now operates at capacity (325 students). A secondary 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. The second temporary site has permission to provide 250 student places and operate for two academic years from September 2018

Report Structure

1.7 This CPAMP has been produced to support the planning application for the Turing House School. The document has been produced to outline the access and parking strategies for the school and summarises activities that will be implemented.

1.8 In addition to the CPAMP, a Transport Assessment (TA), a School Travel Plan (STP), and a Delivery and Servicing Plan (DSP) accompany the planning application.

1.9 The remainder of the CPAMP is structured as follows:

i. Section 2.0 summarises the proposed parking provision and access arrangement to the site.

i. Section 3.0 describes the proposed management strategy.

ii. Section 4.0 summarises proposed monitoring and enforcement measures for the proposed management strategy.

iii. Section 5.0 concludes this CPAMP.

2.0 PROPOSED PARKING AND ACCESS ARRANGEMENT

2.1 This section provides a description of the proposed site layout for Turing House Free School. This includes a description of the site access, car parking provision for staff and parking provision for minibuses and coaches.

2.2 A plan showing the site layout and on-site facilities is shown in Figure 2.1 and is also included in Appendix A of this report.

Figure 6.1: Development proposal

Site access

2.3 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 pedestrians and cyclists only.

The main site access

2.1 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.

2.2 The new access is proposed to have a priority junction layout (i.e. T-junction) and it is proposed to be widened to a total width of 14.5m from its current width of 7.2m. This change is required to allow for large vehicles such as refuse vehicles, or coaches to access the school site and at the same time ensure that large vehicles, that arrive to the nursery, can be accommodated. The proposed access design is presented in Appendix B.

2.3 Through stakeholder engagement, during the public consultation events, and further discussion with the nursery, it was suggested that the current access arrangement does not serve the requirements of the nursery and some large deliveries do not access the site in forward gear. As a result, reversing manoeuvres from Hospital Bridge Road occasionally occur. Additionally, there is evidence that vehicles that access the site in forward gear, over-run the kerbs and footway due to the constrains of the existing geometry. As such the proposed new geometry of the junction should be seen as an improvement to the existing condition and operation.

Cycle facility at the junction

2.4 The initial concept design of an access was consulted with a Highways Officer at LBRuT. It was recommended that the design should seek to provide separate, or additional facilities for pedestrians and cyclists to facilitate access to the school for non-car users. In response to this, an internal cycle lane was 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 a dedicated crossing facility. Crossing vehicle paths within the site is considered safer than at the junction as it provides better visibility for approaching drivers.

Pedestrian facility at the junction

2.5 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.

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.

Other measures

2.6 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.

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.

Secondary site access to the school

2.7 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.

2.8 The design of this access and footpath through the site will take into consideration the impact of construction within MOL and the design will seek to reflect the minimum impact through provision of permeable surface, low level lighting provision and sustainable drainage within the design.

Car parking

2.9 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

2.10 The average proportion of cyclists at other secondary schools within the borough is 16%, with the school with the highest proportion of cyclists having 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. Should the school achieve a desirable cycle mode of 20%, it would require 234 cycle parking spaces including; 210 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).

2.11 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 and additional spaces provided if required.

Delivery and servicing

2.12 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 undertake a U-turn to leave the site in forward gear. The school will review its regular deliveries as part of the preparation for moving to the new site to ensure that these activities take place in an effective and safe manner. A DSP is provided.

Drop-off/Pick-up

2.13 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.

2.14 The school will have facilities to accommodate coaches on site that the school may occasionally use for the purpose of school trips.

Coach and minibus parking

2.15 The school will have a coach set down area that is proposed to be located within the car park along the western boundary of the car park. The coach set down area will be 21m long which is sufficient to accommodate one coach at any one time. The coach set down area is located conveniently for students to board, or alight, directly onto the pedestrian route within the site.

2.16 Two minibus parking space is proposed at the southern end of the car park for the school's own minibus.

2.17 The proposed coach set down area and minibus parking spaces provide convenient and safe arrangements for students to board and alight these vehicles. During these activities active staff supervision will be provided.

Community use

2.18 The school will be open for community use outside of school hours. During these times visitors will be able to access the on-site car park from Hospital Bridge Road. The car park is located close to the school building and can be conveniently accessed by community users.

3.0 MANAGEMENT STRATEGY

3.1 This section outlines the management strategy for the site access and car park.

Staff car park management

3.2 The school will have 45 car parking spaces, three of which will be accessible spaces. The accessible car parking spaces will be located east of the school building. These parking spaces will be available for use by staff and visitors.

3.3 It is envisaged that the school will develop a car park permit system for staff, allowing staff to access the car park by prioritising the following users:

i. Disabled drivers.

ii. Carshares.

iii. Those with special caring requirements.

iv. Those that live at greatest distances with no option to use non-car modes.

3.4 The school may consider assigning some of the parking bays as car share priority parking spaces. Thus, some of the parking spaces within the site will be identified and promoted as being spaces for staff members who travel together only.

3.5 Along with the above, the school will have the STP that will include other ‘soft measures’ to encourage car sharing amongst staff through promotional materials, promoting car sharing to staff who are interested in this and assisting in planning suitable routes for those who register their interest.

Access management

3.6 The school access will be used by both the nursery and the school and 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.

3.7 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.

3.8 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 road behaviour.

3.9 The school will implement an operational timetable for this secondary access, so it is available for students' use during the day only. The strategy will be communicated with parents and students within the school. The site manager or assigned members of staff will operate the secondary gate.

Staff management

3.10 Staff members will be on duty as students arrive and leave the site to encourage students to use the appropriate crossings and footpaths close to the school entrances

3.11 The access gates will have control measures in place to prevent unauthorised persons from entering the site and inappropriate use of the on-site car park at restricted times. The site access gates will be monitored and supervised by staff during the school peak periods. Staff will also endeavour to ensure that parents do not attempt to access the site to facilitate the drop off.

3.12 During the main school day, the site manager will be responsible for ensuring that delivery vehicles and refuse vehicles are able to gain access to the layby where deliveries will be unloaded. The school will have the DSP in operation to assist the school in efficient operation.

3.13 The site manager will be responsible for coaches and emergency vehicles access during these periods.

Community Use

3.14 The school will publicise alternative forms of transport to get to and from the school site to groups who may wish to hire facilities. This will be included within the hiring agreement. Hirers of the site should inform those that will be attending the site about the car park and access arrangement.

4.0 MONITORING AND ENFORCEMENT

4.1 This section outlines the monitoring and enforcement measures that will form part of the CPAMP. The Site Manager with the support from staff members will be responsible for the following:

i. The Site Manager will carry out monitoring at the site accesses and their close vicinity. This information should be based on observation and the record updated every other month.

ii. The Site Manager should liaise with staff on duty when students are arriving and leaving the site at peak times and will record any issues identified. Should this be the case, this will be discussed at staff meetings and addressed accordingly.

iii. Parents that do attempt to access the school site, will be reminded by staff member there is no drop off facility except for disabled students.

iv. The Site Manager will be responsible for keeping a file with the monitoring records, lists of concerns raised, list of measures implemented to address these concerns and the record of meetings held.

5.0 SUMMARY

5.1 This CPAMP has been produced to support a planning application and provide management guidance to the proposed permanent site of Turing House School.

5.2 The CPAMP provides a summary of the proposed school site layout and its intended operation that will be maintained through the management strategy. The proposed management strategy includes: “supervision” of students at the site accesses and their close proximity outside the school as well as the management of staff car park use.

5.3 The CPAMP will be implemented and overseen by the site manager, or staff on his/her behalf in their absence.

Appendix A – Proposed site layout

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
The main entrance plaza 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 againist petential conflict

C Car Parking
45no. Total Spaces, 3 Disabled Bays, 10 Active Electric Charging Points, 10 Passive Electric Charging Points, Deliveries / Coach Bay, 10no. Cycle Parking Spaces and a seperate drop off / service/ delivery area. The car park sits 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
A new entrance formed from Hospital Bridge Rd. The entrance will give priority to the Nursery whilst providing a dedicated school entrance off the junction. A gate will seperate 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 pedestrian access route.

J Vistor & Staff Cycle Parking
Secure cycle parking for 10 visitors and 10 staffs

K 6th Form External Area
Social external space for sixth form students only. The space is located directly adjacent the sixth form internal space and acts as an aspirational space

L External Dining Area
Social external space for all years in a south facing courtyard. The space is a flexiable space but the legacy external furniture can spread out to provide an external dining space. The area can also be used for pop-up external food sales by the school

M Car Par 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 elevationof the sports hall creating the ideal location for outdoor table tennis

O Student Cycle Parking
Secure student and staff cycle parking for 132 spaces.

P Habitat Area & Habitat Corridor
This area will provide valuable habitat through diverse planting species and meadow swathes 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 Maintenace Gate Access
Fence from MUGA to boundary with gates for grounds maintenance access.

V Pupil Access
Proposed pupil access from Heathfield Recreation Ground. A low lit self bind gravel path weaving through the habitat area to the school.

W Habitat Creation & Tree Planting
Habitat creation through the use of species rich grass seeding, tree planting and earth forms to encourage bio-diversity and create a learnign resource.

ID	RISK	MITIGATION	Date Mitigated

RESIDUAL PROJECT RISKS

DATE	SUITABILITY	REV	DESCRIPTION OF REVISION	DRAWN BY	APPROVED BY

REVISIONS

SUITABILITY
S2 - For Planning

ares LANDSCAPE ARCHITECTS

Ares Landscape Architects LTD
Gatecrasher
51 Eyre Lane
Sheffield
S1 4RB

t: 0114 276 2000
e: hello@ares.eu.com
w: ares.eu.com

CLIENT :
Bowmer and Kirkland

PROJECT TITLE :
Turing House School

DRAWING TITLE :
Detailed Illustrative Masterplan

DRAWING SCALE :	DRAWN BY :	DRAWN DATE :
1:500	EC	02.03.2018
PAPER SIZE :	APPROVED BY :	
A1	LA	

DRAWING NUMBER :	SUITABILITY :	REVISION :
EFATH-ALA-00-XX-DR-L-0004	S2	P01

Appendix B – Proposed site access

DO NOT SCALE OFF THIS DRAWING

Notes:

1. The contractor is responsible for verifying all site & setting out dimensions before commencing work.
2. This drawing is to be read in conjunction with all relevant Architectural and M & E drawings.
3. All dimensions in millimeters unless stated otherwise.

Key

- Existing footway - slab paving
- Proposed footway - slab footway
- Proposed cycle-way
- Block paving finish
- Tactile paving
- Raised table
- Red line boundary
- 20mph sign
- Visibility Splay (30mph)
- Visibility Splay (20mph)

New zebra crossing

Cycle route to the site (1.8m wide)

Cycle route from the site (1.2m wide)

Raised platform crossover (14.5m wide)

Traffic regulation order to prevent parking in the vicinity of the site

40m x 2.4m

22m x 2.4m

Figure 1

Figure 2

NO ENTRY

Monrose House

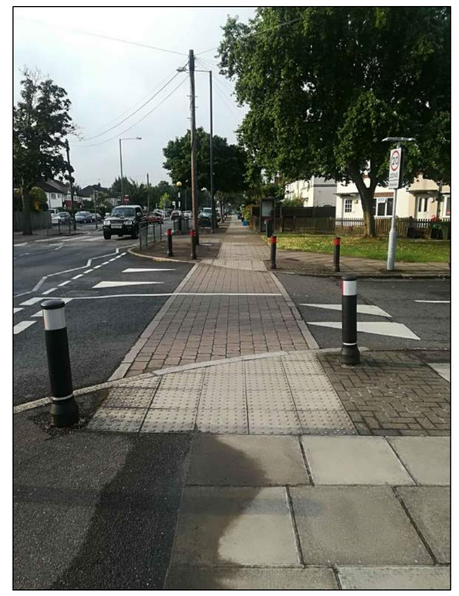
7276

2703

20505

Figure 1

Figure 2



Rev	Date	By	Comment	Chkd	Appr
B	14/08/18	SM	Minor amendments	ML	ML
A	29/06/18	SM	Amendments based on comments	ML	ML

Status

PRELIMINARY

Client

BOWMER & KIRKLAND

Robert West

Delta House
175-177
Borough High St
London SE1 1HR

t: 020 7939 9916
f: 020 7939 9909
www.robertwest.co.uk

Project

TURING HOUSE SCHOOL

Drawing Title

PROPOSED SITE ACCESS DESIGN

Drawn	Checked	Approved	Scale
By SM	By ML	By ML	1:250 @ A1
Date 25/05/18	Date 25/05/18	Date 25/05/18	

Client No.	Project No.	Discipline	Drawing No.	Rev
4185	002	T	007	B