



Dukes Education Group Ltd

Kneller Hall, Twickenham

Pupil Travel Plan

September 2022

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1 INTRODUCTION

1.1 Caneparo Associates Limited is retained by Dukes Education Group ('the Applicant') to provide traffic and transportation advice for the proposed redevelopment of Kneller Hall, Twickenham ('the Site'), within the London Borough of Richmond upon Thames ('LBRuT').

1.1 The Site comprises the Grade II listed Kneller Hall, various ancillary buildings, open space, playing fields and services area, which was previously occupied by the Royal Military Music School for teaching with associated residential accommodation.

1.2 The description of development is as follows:

"The demolition of existing modern buildings on the site and the conversion of Kneller Hall and other ancillary buildings associated with the Royal Military Music School to a day school (use Class F1), together with the construction of associated new purpose-built buildings including teaching space, indoor sports facilities and sporting pavilion, and other ancillary works including landscaping, access and energy centre."

1.3 The proposed development comprises the following core elements:

- Use of the main Grade II listed Kneller Hall for Education Use (Use Class F1);
- Use of Guard Room and Band Practice Hall for Education Use (Class F1);
- Demolition of existing modern buildings on the site and the conversion of other existing single storey modern buildings to use as an energy centre and for maintenance storage, ancillary to the main school use (Use Class F1);
- New build development to provide new purpose-built buildings for school use including, teaching space and classrooms, an indoor sports facility with a swimming pool and sporting pavilion (Use Class F1);
- Upgrading and enhancing the existing playing fields and outside sports pitches at the Site;
- Ancillary works to facilitate the use of the Site as a school to include high quality sports facilities and a Forest School programme; and
- Facilitation of managed local school and local community group access to the sports and forest school facilities.



- 1.4 The Site will be used as a day school and will initially provide circa 510 pupils, which will grow up to a potential 1,000 pupils by its 7th year or more. The Site will accommodate pupils between the ages of 11-18, equivalent to Year 7 through to Sixth Form. The Site will not provide boarding or residential accommodation.
- 1.5 This Pupil Travel Plan ('PTP') puts in place the management tools that are necessary to enable pupils and parents at Kneller Hall to make informed decisions when considering travel options to and from school.
- 1.6 The main purposes of a PTP are to; reduce the number of vehicle trips by encouraging alternative travel options, to raise awareness about travel issues such as air pollution and road safety and to move away from public transport use and utilise school provided transport modes or active modes of travel where possible. These are achieved through information dissemination and setting out targets for eliminating the barriers to sustainable modes of travel.
- 1.7 This PTP has been prepared in line with TfL's travel planning guidance (November 2013), as well as TfL's STARS accreditation scheme.

Pupil Travel Plan Benefits

- 1.8 The benefits of implementing a PTP are:
- 1) Reduce vehicle congestion around the school and improve air quality.
 - 2) Contribute to a safer environment for walking and cycling.
 - 3) Remove both perceived and actual barriers to walking, cycling and taking public transport to / from school.
 - 4) Encourage healthier travel behaviours and habits.
 - 5) Encourage positive travel behaviour change in parents / carers and local residents.

Kneller Hall School

- 1.9 The Site will become a new school but from year 1, the majority of pupils (410 pupils) will be decanted from the existing Radnor House School. As such, the current details for Radnor House School are summarised below and will assist in monitoring and reviewing the Travel Plan:



- School Name: Radnor House School (Site will be Kneller Hall School)
- School DfE Number: 318/6006
- Borough: London Borough of Richmond upon Thames
- Head teacher: Darryl Wideman
- Telephone number: 020 8891 6264
- Email address: info@radnorhouse.org
- Development Address: Kneller Hall, Kneller Road, Twickenham TW2 7DN
- School Type: Prep School, Senior School and Sixth Form
- School Website: <https://www.radnor-twickenham.org/>
- Number of pupils: 455
- Number of staff: 100

BREEAM Travel Assessment Checklist

1.10 As a minimum, the measures outlined in **Table 1.1** have been considered when developing the BREEAM Travel Plan and considered both employees and visitors travel.

Table 1.1: BREEAM 2014 Refurbishment Checklist		
Measures	Checklist	Comment
Where relevant, existing travel patterns and opinions of existing building or site users towards cycling and walking so that constraints and opportunities can be identified.	✓	Existing travel patterns outlined within Section 3
Travel patterns and transport impact of future building users.	✓	Outlined within Section 3 – Transport Impact of Future Building Users
Current local environment for walkers and cyclists (accounting for visitors who may be accompanied by young children).	✓	Outlined within Section 3 – Access on Foot & Access by Cycle
Disabled access (accounting for varying levels of disability and visual impairment).	✓	Outlined within Section 3 – Disabled Access
Public transport links serving the site	✓	Outlined within Section 3 – Public Transport
Current facilities for cyclists	✓	Outlined within Section 6 – Cycling



The travel plan includes a package of measures to encourage the use of sustainable modes of transport and movement of people and goods during the building's operation and use.	✓	See Section 6
If the occupier is known, they must be involved in the development of the travel plan and they must confirm that the travel plan will be implemented post refurbishment or fit-out and be supported by the building's management in operation	✓	The staff at Kneller Hall are willing to be involved in the development of the travel plan and they confirm the travel plan will be implemented post development, refurbishment or fit-out and will be supported by the School's management.

This Document

1.11 This PTP has been written as a standalone document and contains all the information needed to effectively implement and monitor the PTP at the redevelopment of Kneller Hall. This PTP is accompanied by a Staff Travel Plan (STP), which sets out the measures and initiatives to be implemented at the Site with regard to staff activity.

1.12 The remainder of this PTP is structured as follows:

- Section 2 - The school's characteristics, accessibility and existing travel patterns;
- Section 3 - Sets out the objectives and targets of the PTP;
- Section 4 - Outlines the PTP strategy, management and marketing;
- Section 5 - Sets out the measures that will be implemented;
- Section 6 - Outlines the monitoring and review programme;
- Section 7 - Lists contacts and useful information; and
- Section 8 - Sets out an Action Plan for the school.

2 SITE CHARACTERISTICS

Background

The Site and Surrounding Area

- 2.1 The existing Site is comprised of Kneller Hall, a Grade II listed building which lies alongside a Guard Room and Band Practice Hall, as well as accommodation buildings, open space and playing fields, measuring 9.7ha in total. The existing Site was used as residential accommodation that served the Royal Military School of Music. It was used by regiments who came to stay at the Site for music training courses. The Site is also associated with rugby training connected to Twickenham Stadium.
- 2.2 Kneller Hall is accessed from Kneller Road via two priority junctions, one to the south and one to the west, with Kneller Road also routing along the southern boundary. The Site is bound to the north by Kneller Gardens and Amberside Close, predominantly residential streets as well as a tennis club, the Site is bound to the east by Duke of Cambridge Close, a private residential road, the Site is bound to the south by Kneller Road and is bound to the west by Kneller Road and Whitton Dene. A Site location plan is included in **Figure 2.1** below.

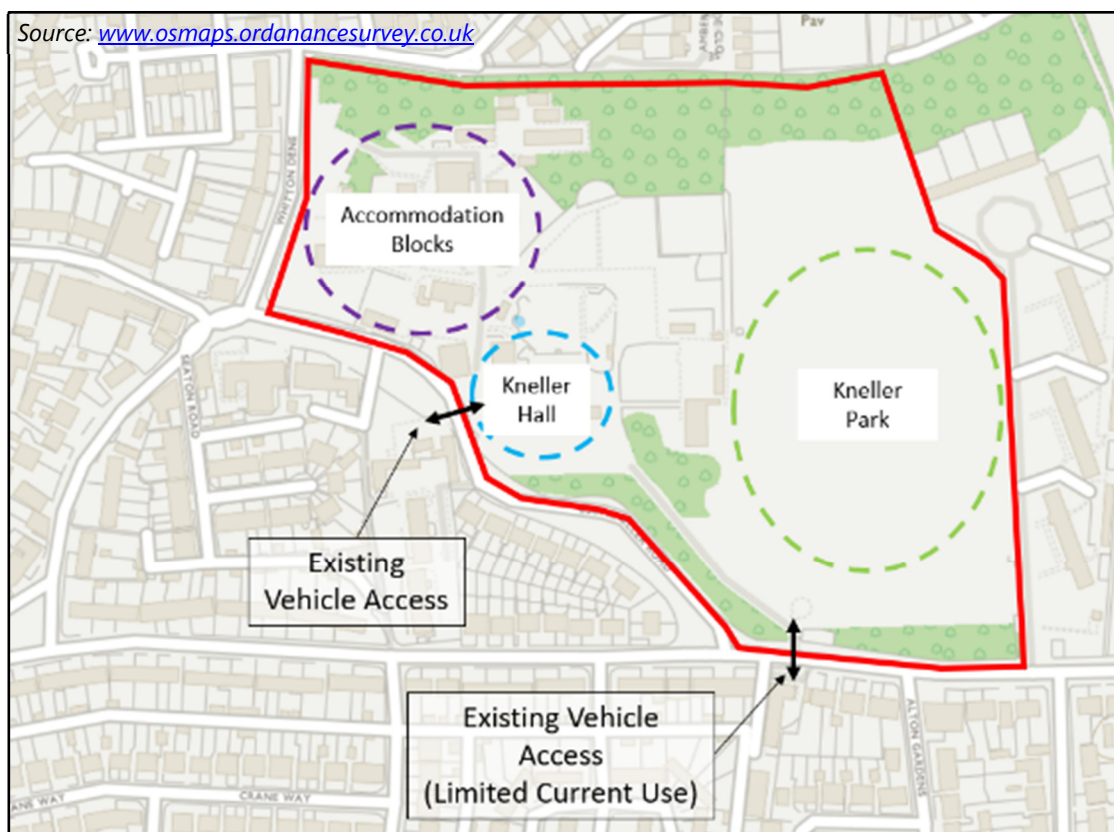


Figure 2.1: Site Location Plan



Local Highway Network

- 2.3 Kneller Road is a two-way single carriageway road which operates in a broadly east to west orientation between Warren Road to the east and Hounslow Road to the west, and forms part of the B361. In the vicinity of the Site along its western boundary, the carriageway is circa 5m in width with single yellow lines present on both sides with the exception of two rows of parking bays. There are footways on both sides with street lighting also present. Traffic is subject to a 30mph speed limit.
- 2.4 Warren Road (known as Kneller Road along the Site boundary to the south) is a two-way single carriageway road operating in an east to west orientation connecting to Whitton Road to the east and Nelson Road to the west. Warren Road also forms part of the B361 which provides access to the A316 to the south and the A314 to the north. Warren Road provides access into Kneller Road through a ghosted right-turn lane. In the vicinity, Warren Road measures circa 7.3m in width with cars able to park half-on / half-off the footway when driveways/vehicle crossovers are not present. Traffic is subject to a 20mph speed limit.
- 2.5 Operating to the northwest of the Site on the west and north boundaries of the Site respectively are Whitton Dene and Kneller Gardens. These roads are both primarily residential in nature, with kerbside controls and a mix of single yellow line and resident parking bays. The Site historically provided a vehicle access into the Site from Whitton Dene, now infilled but with dropped kerbs with tactile paving still present.
- 2.6 The A316 is a two-way dual carriageway operating in a broadly north-east to south-west orientation between the A4 to the north-east and to the M3 to the south-west. In the vicinity of the Site, the carriageway measures circa 19m in width, with a 2.5m central margin separating traffic. There are a mixture of signalised crossings, pedestrian footbridges and underpasses to allow pedestrians to cross safely. Traffic is subject to a 40mph speed limit.

Controlled Parking Zone

- 2.7 The Site is located within a Controlled Parking Zone ('CPZ') 'R' which is only in operation on days when an event is occurring at Twickenham Stadium. Therefore, for the majority of time, the parking bays are unrestricted.

Accessibility by Active Travel Modes

Access by Foot

- 2.8 The surrounding area benefits from excellent pedestrian footway links, well paved footways provided on all desire lines in the vicinity of the Site. A footway of circa 1.6m wide is provided on the northern side of Kneller Road along the western boundary of the Site, which provides a walking route towards the bus stops on Nelson Road and on the B361.
- 2.9 Dropped kerbs are in place at the majority of crossing locations with refuge islands also present providing opportunities to cross, which are suitable for children, disabled users and the visually impaired. The nearest signalised crossings on Kneller Road and High Street Whitton are also provided with rotating cones suitable for visually impaired users.
- 2.10 There is an extensive network of Public Rights of Way (PRoW) in the vicinity of the Site, with the location and reference included in **Figure 3.2**.



Figure 2.2: Map of Public Rights of Way (LBRuT)

Source: gisrichmond.gov.uk

2.11 **Table 2.1** below summarises local amenities available for future users of the proposed development. This summarises the location of each amenity and provides approximate walking distances (measured from the southern Site access on Kneller Road), as well as approximate walking times, assuming an average walking speed of 80 metres per minute.

Table 2.1: Approximate Distances to local amenities			
Amenity	Location	Distance (metres)	Approximate Walking Time (minutes)
Public Transport Opportunities			
'Kneller Hall' Bus Stop A		50	<1
'Kneller Hall' Bus Stop Q		120	1
'Warren Road' Bus Stop V		250	3
'Warren Road' Bus Stop T		290	4
Whitton Rail Station		1,100	14
Hounslow Rail Station		1,600	20
Twickenham Rail Station		1,600	20
Facilities and Amenities			
Duke of Cambridge Pub	Kneller Road	50	1
Alton Convenience Store	Kneller Road	250	3
Chase Bridge Primary School	Kneller Road	350	4
Murray Park	Kneller Road	500	6
Minal Pharmacy	High Street Whitton	700	9
Caribbean Restaurant	Hounslow Road	750	10
Lidl Supermarket	High Street Whitton	750	10
Starbucks	High Street Whitton	800	10
Murray Park Community Hall	Murray Park	850	11
Sainsbury's Bank ATM	High Street Whitton	850	11
Post Office	High Street Whitton	850	11
Londis	Whitton Road	1,200	15
Maswell Park Health Centre	Hounslow Avenue	1,300	16
Anytime Fitness	London Road	1,600	21

2.12 The above table highlights that several local amenities and services, including several public transport nodes, are available within walking distance of the Site.

Access by Bicycle

2.13 As defined by TfL within the Healthy Streets guidance, a 20-minute cycle from the Site represents a suitable distance for staff / visitors to travel to / from the Site by bicycle. Therefore, there is scope for the uptake of this sustainable mode by users of the Site.

2.14 **Figure 2.3** shows a 20-minute cycle isochrone around the Site including areas such as Hampton, Teddington, Richmond, Osterley and Lampton.

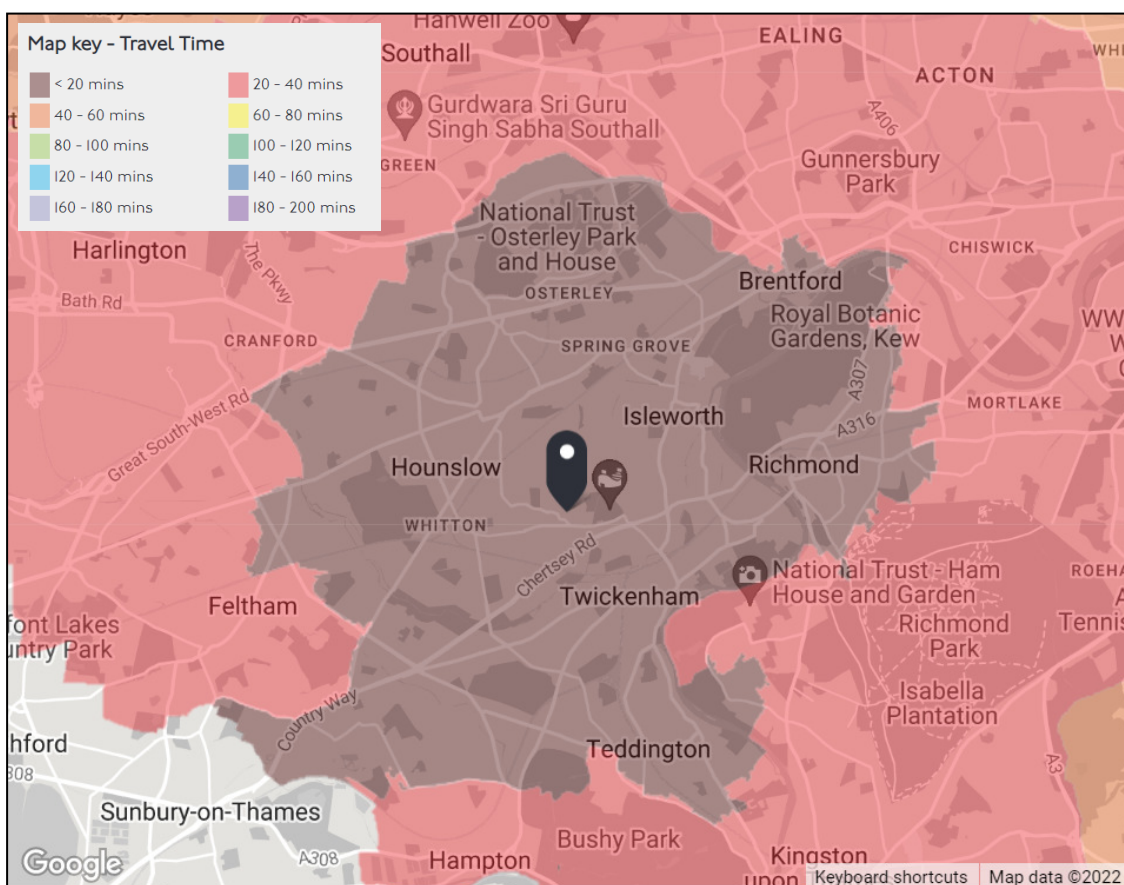


Figure 2.3: 20-minute Cycle Isochrone (Source: TfL)

2.15 Despite the lack of dedicated on-road cycle lanes in the vicinity of the Site, Richmond upon Thames Cycle Network Map (RuTCNP) highlights roads that are suitable for cycling on-road, as well as off-road routes.

2.16 Nelson Road and Whitton Dene are classified as 'main road cycle routes' within the RuRCNP, with Chertsey Road being classified as 'off-road and quiet cycle routes suitable for family groups'. An extract has been provided in **Figure 2.4** with a copy of the map included in **Appendix A**.

2.17 National Cycle Network Route 4 is located approximately 4.8km (19-minute cycle) to the southeast of the Site on the eastern side of the River Thames. This provides a route between London and Fishguard via Reading.



Figure 2.4: Richmond upon Thames Cycle Network Map

Source: www.richmondlcc.co.uk

2.18 A Brompton Bike Hire Station is provided approximately 125m to the south of Twickenham Station, where folding Brompton Bikes can be hired for 24 hours for £5 a day.

Accessibility by Public Transport

Public Transport Accessibility Level (PTAL)

2.19 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walking time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.

2.20 The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. The PTAL levels 1 and 6 are further subdivided into 'a' and 'b' levels, with level 'a' indicating the location is rated towards the lower end of the PTAL category and 'b' towards the higher end.

2.21 The Site achieves a PTAL rating of between 1b and 2, which suggests there is a 'poor' level of access to public transport facilities surrounding the Site.



Bus Services

- 2.22 Several bus stops are located within a short walking distance of the Site, including the nearest stop located on Kneller Road ('Kneller Hall' Stop A & Q) and Warren Road ('Warren Road' Stop V & T) near the Site.
- 2.23 **Table 2.2** provides a summary of frequencies and routes of bus services available within the vicinity of the Site.

Table 2.2: Bus Services and Frequencies				
Bus No.	Route	Frequency (Every 'x' Minutes)		
		Weekday	Saturday	Sunday
110	School Road – Hammersmith Bus Station	14 – 15	14 – 15	20
281	Hounslow Bus Station – Tolworth Tower	8 – 12	9 – 12	10 – 13
481	Cromwell Rd Bus Station – West Middlesex Hospital	30	30	60
H22	Hounslow High Street – West Middlesex Hospital	10 – 14	11 – 13	19 – 20

Rail Services

- 2.24 Whitton Rail Station is located approximately 1.1km from the Site (14 minutes' walk) which provides access to services operated by South Western Railway towards London Waterloo and Windsor & Eton Riverside. Two services operate in each direction each hour (off-peak).
- 2.25 In terms of station facilities, Whitton provides step-free access to all platforms. A total of 32 cycle parking spaces are also available at the booking hall entrance.
- 2.26 Twickenham Rail Station is located circa 1.6km from the Site (20 minutes' walk). The station is the following / preceding stop after Whitton for services towards London Waterloo and Windsor & Eton Riverside. Other South Western Railway services also operate to / from Twickenham, with 8 services towards London Waterloo and 2 services to Reading in addition to the aforementioned 2 services per hour towards Windsor & Eton Riverside (off-peak).
- 2.27 In terms of station facilities, Twickenham has step-free access to all platforms, with 78 cycle parking spaces also provided.



2.28 Hounslow Rail Station is also located approximately 1.6km from the Site (20 minutes' walk). The station is also served by South Western Railway trains on a different branch to the other aforementioned nearby stations. Services towards London Waterloo (via Chiswick) operate from the station every 30 mins, with services towards Weybridge also operating every 30 mins (off-peak). Cycle parking facilities are provided at the station, with 40 storage spaces available.

School Proposals

2.29 The proposal is for a private school which has the capability of accommodating up to 1,000 pupils (including sixth form). The proposals also include the addition of ancillary sports facilities on-site, pick-up/drop-off facilities accessed via the existing vehicle access on Kneller Road to the south, the closure of the western access onto Kneller Road to vehicles (pedestrian and cyclist access only) and the re-opening of the existing infilled access onto Whitton Dene to the northwest of the Site to facilitate access to staff parking and for servicing activity. The site will also include a new pedestrian access adjacent to the vehicle access at the south of the site onto Kneller Road.

Pupil and Staff Annual Growth

2.30 Upon occupation of the school, existing pupils in Years 7 – 13 at Radnor House School will move to the Kneller Hall Site. This will be approximately 410 pupils (330 pupils Years 7-11 and 80 Sixth Form students) and circa 90 staff members. This decanting of pupils and staff ensures that from the outset, the proposed School will primarily relocate and transfer existing staff and pupils in the locality, as opposed to generating an entirely new and additional demand on the transport and highway network in the Twickenham area.

2.31 Through the provision of additional school forms for Year 7 and some new pupils, the first year of operation of Kneller Hall is expected to receive 500-520 pupils. This will grow each year as new pupils are brought up through the school and intake capacities for each year group increase. **Table 2.3** below summarises the anticipated annual growth of the school by year group.

Table 2.3: Annual Anticipated Growth in Pupils at the School		
Year From	Form Groups per Year	Total Expected Pupils
Year 1 (Opening Year)	Year 7 = 144 pupils (6 x 24); Year 8 = 72 pupils (3 x 24); Year 9 = 72 pupils (3 x 24); Year 10 = 66 pupils (3 x 22); Year 11 = 66 pupils (3 x 22); Year 12 = 50 pupils (5 x 10); Year 13 = 50 pupils (5 x 10).	Circa 500 (to 520)
Year 2	Year 7 = 144 pupils (6 x 24); Year 8 = 144 pupils (6 x 24); Year 9 = 72 pupils (3 x 24); Year 10 = 72 pupils (3 x 24); Year 11 = 72 pupils (3 x 24); Year 12 = 50 pupils (5 x 10); Year 13 = 50 pupils (5 x 10).	Circa 600
Year 3	Year 7 = 144 pupils (6 x 24); Year 8 = 144 pupils (6 x 24); Year 9 = 144 pupils (6 x 24); Year 10 = 72 pupils (3 x 24); Year 11 = 72 pupils (3 x 24); Year 12 = 50 pupils (5 x 10); Year 13 = 50 pupils (5 x 10).	Circa 680
Year 4	Year 7 = 144 pupils (6 x 24); Year 8 = 144 pupils (6 x 24); Year 9 = 144 pupils (6 x 24); Year 10 = 144 pupils (6 x 24); Year 11 = 72 pupils (3 x 24); Year 12 = 50 pupils (5 x 10); Year 13 = 50 pupils (5 x 10).	Circa 750
Year 5	Year 7 = 144 pupils (6 x 24); Year 8 = 144 pupils (6 x 24); Year 9 = 144 pupils (6 x 24); Year 10 = 144 pupils (6 x 24); Year 11 = 144 pupils (6 x 24); Year 12 = 75 pupils (5 x 15); Year 13 = 75 pupils (5 x 15).	Circa 870
Year 6	Year 7 = 144 pupils (6 x 24); Year 8 = 144 pupils (6 x 24); Year 9 = 144 pupils (6 x 24); Year 10 = 144 pupils (6 x 24); Year 11 = 144 pupils (6 x 24); Year 12 = 90 pupils (6 x 15);	Circa 900



	Year 13 = 90 pupils (6 x 15).	
<i>Future Years</i>	<i>Year 7 – 160 pupils (8x20)</i> <i>Year 8 – 160 pupils (8x20)</i> <i>Year 9 – 160 pupils (8x20)</i> <i>Year 10 – 160 pupils (8x20)</i> <i>Year 11 – 160 pupils (8x20)</i> <i>Year 12 (Sixth Form) – 100 pupils (5x20)</i> <i>Year 13 (Sixth Form) – 100 pupils (5x20)</i>	<i>Circa 1,000 pupils*</i>
*Capacity Sought for up to 1,000 pupils but future split unknown at this stage. Split assumed aligning with prior year		

2.32 It is anticipated that once pupil numbers reach 750, the school would employ approximately 150 full-time staff at a staff to pupil ratio of 1 staff member for every 5 pupils, which is similar to other Duke’s Education schools. Should the school be expanded to 1,000 pupils, the staffing level would likely increase to approximately 160-170 full-time staff. Whilst the school would initially be occupied by fewer staff and pupils as outlined above, numbers would increase year on year until the upper limit is reached.

School Travel Information

2.33 Survey data from the Radnor House Independent School covered all year groups from Year 5 – 13. Data recognised as part of a study that a significantly higher percentage of car driver trips occur for younger pupils, with Years 7 – 9 descending in car mode share from 25% down to 7%, and Years 10 – 13 at 8% car trips. Based on the known information on car driver trips, the modal split across all years (which presents a 23% car trip profile) and the Applicants’ commitment to promote active and sustainable means of travel to the Site, including through the provision of 6 additional school bus routes, the mode share for private car has been reduced.

2.34 Similarly, through the provision of additional school bus routes from Year 1 at the Site, the modal share for public buses has been reduced and reapportioned to school bus, as public bus routes will be covered by school bus routes from Year 1 at the Site. **Table 2.4** below details the 2013 pupil travel data and the adjusted travel data.



Table 2.4: Pupil Method of Travel to School			
Mode	2013 Radnor House Pupil Survey (Percentage)	Mode Splits Used (Reducing Car %)	
		Lower Forms	Upper and Sixth Form
Train	11%	11%	13%
Bus (Public)	26%	16%	18%
Bus (School)	15%	30%	35%
Taxi	0%	0%	0%
Motorcycle	0%	0%	0%
Car (Passenger or Driver)	23%	18%	5%
Bicycle	7%	7%	8%
On Foot	14%	14%	16%
Other	4%	4%	5%
Total	100%	100%	100%



3 OBJECTIVES AND TARGETS

Introduction

3.1 This section sets out the overarching objectives for the PTP, as well as targets for the short and medium term. It includes indicators through which progress towards meeting these targets will be measured. Further information on the monitoring and review system for the Travel Plan can be found in **Chapter 6**.

- **Objectives** are the specific high-level results which the Travel Plan aims to achieve. They help to give the Travel Plan direction and provide a clear focus.
- **Targets** are the measurable goals by which progress will be assessed. The Travel Plan sets out targets which the school will seek to reach within the period covered by this Travel Plan. In addition, interim targets have been set.

Objectives

3.2 The PTP's overriding objective is:

To engage with and encourage pupils and parents to use sustainable ways of travelling to / from the school through both more effective promotion of active modes and journey sharing. This will minimise the impact of the development on the surrounding highway network.

3.3 The sub-objectives are:

- **Sub-objective 1:** To increase pupil awareness of the advantages and availability of sustainable / active modes of transport;
- **Sub-objective 2:** To promote the health and fitness benefits of active travel to all users;
- **Sub-objective 3:** To introduce a package of physical and management measures that will facilitate pupil travel by sustainable modes; and therefore,
- **Sub-objective 4:** To reduce unnecessary use of the car for the journey to and from the school.

Targets

3.4 Targets are measurable goals by which the progress of the travel plan will be assessed. Targets are essential for monitoring the progress and success of the Travel Plan. Targets should be 'SMART' – specific, measurable, achievable, realistic and time-related.

3.5 Targets come in two forms – Action and Aim Targets. Action Targets are non-quantifiable actions that need to be achieved by a certain time, while Aim Targets are quantifiable and generally relate to the degree of modal shift the plan is seeking to achieve.

Action Targets

3.6 The targets for Kneller Hall are set out below:

- To achieve STARS accreditation;
- Active use of a journey sharing application, such as 'HomeRun';
- Implementation and continued monitoring of additional school bus routes;
- Provision and monitoring of cycle parking for pupils, staff and visitor use;
- A progress report will be completed in Years 1, 3 and 5 which will include repeat travel surveys to be completed by pupils;
- Each monitoring survey will occur within one month of the anniversary of the previous survey, i.e. in each survey year; and
- The PTP will be reviewed and updated during the first and third years from occupation.

Aim Targets

3.7 The aim targets of this PTP are focused on travel undertaken by pupils.

3.8 The key overall target of this PTP will be to ensure that a degree of modal shift away from car use and public bus use.

3.9 **Table 3.1** outlines the Aim Targets set out for Kneller Hall. The targets are set to measure progress towards the main objectives over five years. These targets are to be achieved within five years of the launch of this PTP. The baseline figures are taken from Section 2 of this report.

Table 3.1: Travel Plan AIM Targets

Target	Indicator	Mode Split			
		Baseline	Year 1	Year 3	Ongoing (Year 5)
Lower School Pupils					
Reduce Car mode share by 5%	Modal Split monitoring surveys	18%	16%	14%	13%
Increase School Bus mode share by 2%	Modal Split monitoring surveys for School Bus	30%	31%	31%	32%
Increase Active Travel (Walk and Cycle) mode share by 3%	Modal Split surveys for Walking and Cycling	21%	22%	23%	24%
Upper School and Sixth Form Pupils					
Reduce Car mode share by 2%	Modal Split monitoring surveys for Car	5%	4%	4%	3%
Reduce Public Bus mode share by 3%	Modal Split monitoring surveys for Public Bus	18%	17%	16%	15%
Increase School Bus mode share by 2%	Modal Split monitoring surveys for School Bus	35%	36%	36%	37%
Increase Active Travel (Walk and Cycle) mode share by 3%	Modal Split surveys for Walking and Cycling	24%	25%	26%	27%



4 TRAVEL PLAN STRATEGY

Travel Plan Management

4.1 The final Travel Plan Coordinator (TPC) details will be confirmed within the final PTP but below are the details of the anticipated TPC at the School.

Name: Huma Ali

Position: Director of Operations – Radnor House School

Email: Hali@radnorhouse.org

Phone: 020 8891 6264

4.2 The TPC will be responsible for overseeing the management, development, implementation, monitoring and review of this PTP.

Travel Plan Coordinator Responsibilities

4.3 The TPC will be responsible for overseeing the PTP. The primary responsibilities of this role include:

- The implementation of measures as set out in the PTP.
- Managing the development and implementation of the PTP measures;
- Promoting the objectives and benefits of the PTP;
- Monitoring the success of the PTP against the agreed targets;
- Reporting the results of the PTP to Council Travel Plan Officers;
- Acting as a point of contact for all staff / pupils / parents regarding travel and the Travel Plan; and
- Overseeing the school's overall sustainability framework.

4.4 Regular updating of the PTP document is part of the responsibility of the nominated person.



5 MEASURES AND INITIATIVES

- 5.1 This section of the PTP outlines the specific physical and management measures to be implemented at Kneller Hall.

Pick-up / Drop-off Routine

- 5.2 The School, through information dissemination in the form of newsletters, the School website, noticeboards and direct dialogue in parent meetings, will encourage parents to seek alternative means of travel for their children to reach the School. Where this cannot be avoided, parents will also be advised of opportunities to car-share with other parents to reduce vehicle activity associated with the Site, moving towards a more sustainable way of living.
- 5.3 Notwithstanding this, there will be a requirement for some parents to drop their children off at school and as such, an on-site pick-up / drop-off facility will be provided for the school. This will ensure that pupils can be dropped-off and/or picked-up without vehicles waiting and potentially causing congestion on-street.
- 5.4 The proposed pick-up / drop-off facility will make use of the parade grounds at the frontage of the Site, with vehicles accessing and egressing the Site from the retained access to the south on Kneller Road. Pupils will be dropped-off/picked-up outside the building in a circular arrangement to assist the flow of vehicles and minimise the potential for queuing and delay.
- 5.5 The proposals include two banks of 'pull-in' parallel pick-up/drop-off areas, with a central zone free of vehicles to limit the area afforded to vehicles. The arrangement allows vehicles to circulate around waiting vehicles, as well as enabling on-site vehicle stacking should it occur, the advantage being that it prevents vehicles blocking back on to the public highway/Kneller Road.
- 5.6 Parents and pupils will be made aware of the pick-up / drop-off arrangements at open days, as well as within school newsletters and on the school website, to ensure all parents and visitors are aware of the pick-up strategy for the school.



Coach and Minibus Travel

- 5.7 The existing Radnor House School currently operates three minibus routes for the school, operating pupil collection and drop-off services in the morning and at the end of the school day to Chelsea, Ealing, Richmond and Wimbledon areas. Included at **Appendix B** is a copy of the existing Radnor House School coach and public transport guide, providing information to parents and pupils on how to reach the site by the provided school coaches and local public transport opportunities.
- 5.8 It is currently envisaged that coach/minibus travel will be utilised by the proposed school, with the school retaining the existing Radnor House School routes initially. As the school expands in future, it is proposed that amended and/or additional routes will become available. The Radnor House School has already confirmed that 6 additional minibus routes could be provided in addition to the existing routes. These routes have been investigated as the school has ambitions to increase its current transport offering to more areas, the benefit being that it helps to remove travel and distance as a barrier for new pupils joining the school. The additional planned routes are as follows:
- A.** Uxbridge – Hillingdon – Hayes – West Drayton – Cranford – Hounslow
 - B.** Northolt – Greenford – Hanwell – Southall – Heston – Osterley – Isleworth
 - C.** Shepherds Bush – Hammersmith – Turnham Green – Chiswick – Kew – Richmond – St Margarets
 - D.** Egham - Staines - Ashford – Bedford – Feltham
 - E.** Ewell – Surbiton – Thames Ditton – East Molesey – West Molesey – Hampton Hill – Teddington
 - F.** Chertsey – Weybridge – Walton – Shepperton – Sunbury – Hampton - Hanworth
- 5.9 These routes are not set and will allow the opportunity for routes to be tuned to meet the demand of the growing school pupil catchment, with routes altered to ensure the largest catchment of pupils can be reached by school bus services.



- 5.10 Minibuses/Coaches will be managed on-site, with vehicles entering/exiting from the south on Kneller Road. Should minibuses (or coaches) need to park in between journeys, as noted previously there will be a suitable area of hardstanding to the northeast of the Kneller Hall building.
- 5.11 It is anticipated that at year 1 of the school being operational, the above routes are expected to operate minibuses to collect pupils. As year-on-year growth occurs, each route will be actively managed to ensure that there is always capacity for pupils to travel on bus routes and as such, routes will become operate as coaches once capacities of minibuses are met.
- 5.12 Parents and pupils will be actively encouraged to make use of these bus routes to reduce the number of pupils travelling to the school by car and also by public transport, to ensure the local public transport is not impacted by school travel.
- 5.13 Parents and pupils will be informed of the school bus provisions at open days, within regular newsletters, on the school website and information will also be provided on school noticeboards.

Car Sharing Application (e.g. HomeRun Database)

- 5.14 The school will engage with a car sharing application such as HomeRun, which will form a bespoke service which allows users (parents and staff) to connect with other application users whose children attend the same school and who work at the same school. Typical features of the application include:
- Connects parents who live in the same area or have children at multiple schools to encourage journey sharing. This helps integrate all year groups to expand the parent / school community.
 - Parents can track the location of their children on their trip to / from school through an app on a mobile device. This also saves historical journey data which the school can use to identify issues on pupil's journeys to the school as well as to share carbon offsetting goals / statistics.
 - A buddy system can be set-up with a number of pupils walking home together with a single parent or older senior or sixth form pupils. This can be tracked through their mobile devices.



- Offers a secure mobile messaging service for parents to raise issues they have around school commutes. This can be issued to LBRuT to further assist with identifying barriers parents may face with using sustainable modes of transport to the school.

5.15 This car sharing opportunity will reduce the number of cars travelling to the Site where car travel cannot be avoided. This will be promoted to staff, pupils and parents through newsletters, on the school website, on open days and on noticeboards.

Car Parking

5.16 The proposals seek to provide 40 on-site staff car parking spaces, to be provided on-site on existing amended hardstanding areas to the northwest corner of the Site. The car park will be accessed through the re-opened access onto Whitton Dene, and will be for use by staff only. The Site will provide 3 disabled visitor parking spaces at the front Kneller Hall to enable disabled visitors to park.

5.17 The school is committed to moving staff away from private car use and towards using sustainable and active modes of travel where possible. The proposed car parking of 40 spaces aligns with LBRuT parking standards for schools and takes into account the existing parking demand at the Radnor House School for staff, as well as the PTAL rating of the Site.

5.18 A key element to travel planning at the School will be to make it absolutely clear that no pupils are allowed to travel to and park at the Site by car (driving) and are strongly advised to avoid parking on local streets, through strict monitoring of pupil activity. The School will regularly inform parents and pupils that they are to not park on the local highway network and that pupils should not make use of their own personal vehicles for travel as no parking is available for their use.

Cycle Parking

5.19 Cycle parking will be provided in accordance with London Plan 2021 standards for all staff and pupils, as these standards are greater than LBRuT, standards, therefore providing increased opportunities for sustainable travel by bicycle. The long-stay spaces will be provided within cycle stores across the Site, with locations provided relevant to each school year and a separated secure store for staff cycle parking to the northwest of the Site.



5.20 The main pupil cycle store will be provided adjacent to the pedestrian and cycle access to the west of the Site, within a sheltered and secure store provided as Sheffield stand spaces for 80 cycles. The second pupil cycle store is to be located to the north of the new teaching block, providing 64 Sheffield stand spaces within a secure and sheltered store. The staff cycle store is located adjacent to the access from Whitton Dene, with 28 Sheffield stand spaces provided. Short-stay cycle parking is accommodated adjacent to the main pupil cycle store at the west access, with 10 spaces provided in the form of Sheffield stands.

5.21 As part of the Travel Plan, the school will continue to monitor the number of pupils and staff who cycle and consequently seek to provide additional facilities, where possible, as the need arises. Kneller Hall will provide cycle parking to encourage pupils to cycle to school.

School Website

5.22 The school website, will be updated regularly to include comprehensive detail on how to access the school through sustainable and particularly active modes. Advice will include:

- Public transport information, including routes to the school from local public transport access points.
- Information on cycling, including details such as safe routes to the school and the availability of secure cycle parking.
- Information on car sharing opportunities with other pupils and staff.
- Approach to pick-up/drop-off arrangements at the Site.
- School bus routes information and promotional information.
- Safe walking routes to / from local residential neighbourhoods.
- Any events being held by the school to promote sustainable travel.

Active Measures - Pupils

Walking

5.23 The TPC will report the results of the travel survey through the TfL STARS website and will liaise with the relevant local School Travel Planning Officer to establish the potential for improvements to existing off-site facilities, if necessary / appropriate.



- 5.24 A number of walking-based initiatives will be implemented by the school, as follows:
- Engaging with TfL's Safety & Citizenship team to promote safe, responsible and respectful behaviour on and around London's transport system;
 - Environmental and health benefits of active travel discussed in tutor time;
 - Walk to School Week;
 - Pupils in annual whole school walk;
 - Competitions to create road safety initiatives;
 - Visit from Police to discuss road safety and other matters; and,
 - Sponsored walks.
- 5.25 As part of the police road safety discussions, consideration of gangs, violence, knife crime and safe travelling will be emphasised for discussions with sixth form pupils.

Cycling

- 5.26 Pupils, parents and staff will be provided with information and advice concerning cycle suitable routes upon request.
- 5.27 A number of cycling-based initiatives will be implemented, as follows:
- Bike maintenance sessions;
 - Promotion of Bike to School Week; and
 - Continual monitoring of cycle storage facilities.

Sustainable Education

- 5.28 Pupils will be informed about sustainable transport and the effect of carbon dioxide on the environment as part of the curriculum.

Sustainable Schools and Eco-School Status

- 5.29 Promoting walking and cycling to pupils is recommended for schools focusing on healthy living. Travel and transport have a key role in the initiatives and the PTP can help to fulfil the criteria to gain Eco-Schools status and become a Sustainable School.



5.30 Specific Measures that will be promoted by the TPC, including:

- Cycle Parking; and
- Walk on Wednesday / Walk to School Week.

Public Transport

5.31 Public transport use is a fundamental aspect of the Government's sustainable transport strategy. It is important to recognise that, where possible, walking and cycling are usually favourable to public transport because they have fewer environmental impacts and offer health benefits. Nevertheless, public transport remains important, particularly for journeys of more than 5 miles (8km).

5.32 Up-to-date details of bus, rail and taxi services, including route information and service frequencies, will be permanently on display on a Sustainable Travel Notice Board, located in a prominent position in Kneller Hall.

5.33 National rail planner websites and enquiry phone numbers will also be promoted through all relevant means.

5.34 The TPC will promote sustainable travel for general travel as part of a healthier way of life, not only for travel to and from school.

5.35 The following public transport related initiatives will be implemented:

- Use of TfL School Travel Party Scheme for all trips undertaken by public transport; and
- The use of public transport for visits and trips across London.

5.36 Discussions will be held with TfL and the relevant highway authorities on pupil safety and appropriate bus stop facilities if appropriate and subject to interest/sufficient uptake.

Parents Evening

5.37 The TPC, or a sixth form pupil assistant, will be present at parent's evenings. Advice will be given to parents on sustainable ways to travel to / from school.



Parent and Community Consultation

- 5.38 Parents will be consulted on matters relating to the school, pick-up / drop-off changes, local highway matters of relevance and promotions relating to sustainable and active travel modes via newsletter parent forum. This will also allow parents to speak with other parents to discuss school related matters.
- 5.39 The school will inform local neighbours of any events taking place outside of the normal school operating hours, at least two weeks in advance. No events will run beyond the permitted times. Neighbours will also be informed of any of any maintenance works (unless an emergency breakdown) at least four weeks in advance.

Provision for People with Disabilities and Visual Impairment

- 5.40 The TPC, through dialogue with LBRuT (if necessary / appropriate), will seek to ensure that routes to / from public transport access points and local walking routes have appropriate provision for people with disabilities and people with visual impairment. Specifically provision should include:
- All dropped kerbs to contain tactile paving of the appropriate colour; and
 - Rotating cones on signalised pedestrian crossings.
- 5.41 The Site will provide ramped or level access throughout the school, ensuring that wheelchair users can access the whole school. In addition, lifts will be provided for upper floor access and stairs will provide refuge points.
- 5.42 The landscaping of the Site has been designed to be level throughout to ensure wheelchair users can access the Site from pedestrian accesses and travel between school buildings.



6 MONITORING AND REVIEW

Monitoring

- 6.1 This PTP is part of a continuous process for improvement, requiring monitoring, review, and revision to ensure it remains relevant. The PTP will be monitored continually and reviewed as and when updates may be required resulting from any relevant changes to the school over a 5-year monitoring period. This may be extended subject to discussions with LBRuT to continue until the school reaches maximum 1,000 pupil capacity, however.
- 6.2 The five-year monitoring programme will begin from the date the school is occupied and operational. The Travel Plan will then be monitored on an ongoing basis to track progress towards any targets and ensure the school is continually promoting sustainable and healthy travel.
- 6.3 Full travel surveys will be undertaken in Years 1, 3 and 5 on the anniversary of the initial baseline travel survey. The results of the survey will be used to prepare a monitoring report, which will outline the effectiveness of the Travel Plan, any issues that have been identified and set out any proposed changes to improve the effectiveness of the Plan. The reports will be submitted to LBRuT for approval.
- 6.4 An example travel survey is provided at **Appendix C**. The survey will be completed by pupils of the school.
- 6.5 Additional monitoring will be useful to judge whether the implementation or proportion of certain measures needs to be modified. The following factors should be monitored on an ongoing basis:
- The increase in active travel (e.g. walking and cycling);
 - The level of usage of cycle stands;
 - The level of usage of school buses; and,
 - Proportion of pupils that travel by car.
- 6.6 If demand for cycle parking exceeds supply the school will seek to find opportunities to add additional stands. Similarly, if demand for school buses exceeds certain route capacities, the school will implement larger buses or assess the potential for additional bus routes.



- 6.7 Information gathered through the monitoring process will be recorded for input to review undertaken in Years 1, 3 and 5.

STARS

- 6.8 Schools in Richmond upon Thames and across London are encouraged to use the STARS (Sustainable Travel: Active, Responsible, Safe) accreditation scheme through the TfL STARS website. STARS provides a framework and guidance for nurseries, schools, colleges and academies to help them put an accredited travel plan in place. The scheme helps schools to identify issues, set targets, monitor progress and celebrate success.
- 6.9 The STARS system will continue be used to update the PTP online, particularly in Years 1, 3 and 5 when a full review will take place for the preparation of the PTP report.

Reporting

- 6.10 Once the Travel Plan has been completed using the STARS system, it will be sent to the Council's PTP Team who can access it online and check it. The TPC will be responsible for carrying this out in Years 1, 3 and 5, including the results of the travel surveys.
- 6.11 Each year the PTP will incorporate the results of any on-going monitoring throughout the preceding period.



7 CONTACTS AND USEFUL INFORMATION

Contacts

- Travel Plan Coordinator (TPC) – Huma Ali (Hali@radnorhouse.org)
- School Travel Plan Borough Officers: TBC

Useful Websites

- School Travel Plans – https://www.richmond.gov.uk/school_travel_planning
- TfL School Travel Plans – <https://stars.tfl.gov.uk/PublicPages/Home.aspx>
- TfL Safety & Citizenship Scheme - <https://tfl.gov.uk/info-for/schools-and-young-people/safety-and-citizenship?intcmp=5611>
- Department for Transport (DfT) – www.dft.gov.uk
- Home-Run Car Sharing – <https://www.homerun-app.com/schools>
- London Cycling Campaign (LCC) – www.lcc.org.uk
- National Rail – www.nationalrail.co.uk
- Transport for London (TfL) Journey Planner – www.tfl.gov.uk
- Living Streets - www.livingstreets.org.uk



8 ACTION PLAN

- 8.1 The Action Plan outlined in the following pages at **Table 8.1** set out the measures included within the PTP that are directed at influencing pupil travel.

- 8.2 The Action Plan will be revised following each Travel Plan Review in Years 1, 3 and 5.

Table 8.1 Action Plan for Travel Plan Measures – Pupils				
Measures	Notes	Status/ Target Date	Method of Monitoring	Responsibility
General				
Appointment of Travel Plan Coordinator (TPC)	To be in place 1 month before the occupation of Kneller Hall	1 month prior to occupation	Evidence that the TPC has been appointed.	School
Review of PTP	Using travel surveys and other relevant survey data to monitor the success of the PTP	Years 1, 3 and 5	Travel Surveys	TPC with the help of class teachers and / or teaching assistants
Information Provision				
Sustainable Travel Notice Board, the School's website and newsletters	The Sustainable Travel Notice Board and the website and newsletters will outline the sustainable options for travelling to the school and any travel updates	Upon occupation	N/A	TPC
Consultation with Parents and Local Community	The TPC will consult with parents via newsletters and parent forum, and will speak with the Council about matters relating to school travel	Ongoing	N/A	TPC
Cycling				
Provide cycle route maps and other information relating to cycle facilities	OSmaps, and Open Street Map websites / TfL website	Ongoing	TPC to monitor uptake	TPC
Cycle Training	Participate in Bikeability	Ongoing	TPC to monitor participation levels and interest	TPC
Walking				
Walk once a Week and Walk to School Month.	School will participate in these Schemes	Annual events	TPC to monitor uptake	TPC
Staff and pupils to be provided with information related to safe walking routes.	As part of sustainable transport education for pupils	Ongoing through lessons	NA	TPC
Vehicles				
Discouraging car travel for pick-up / drop-off routines	School to actively discourage car travel to the school through site supervision, newsletters, provision of a school car sharing scheme and campaigns	Ongoing	TPC	TPC
Public Transport				

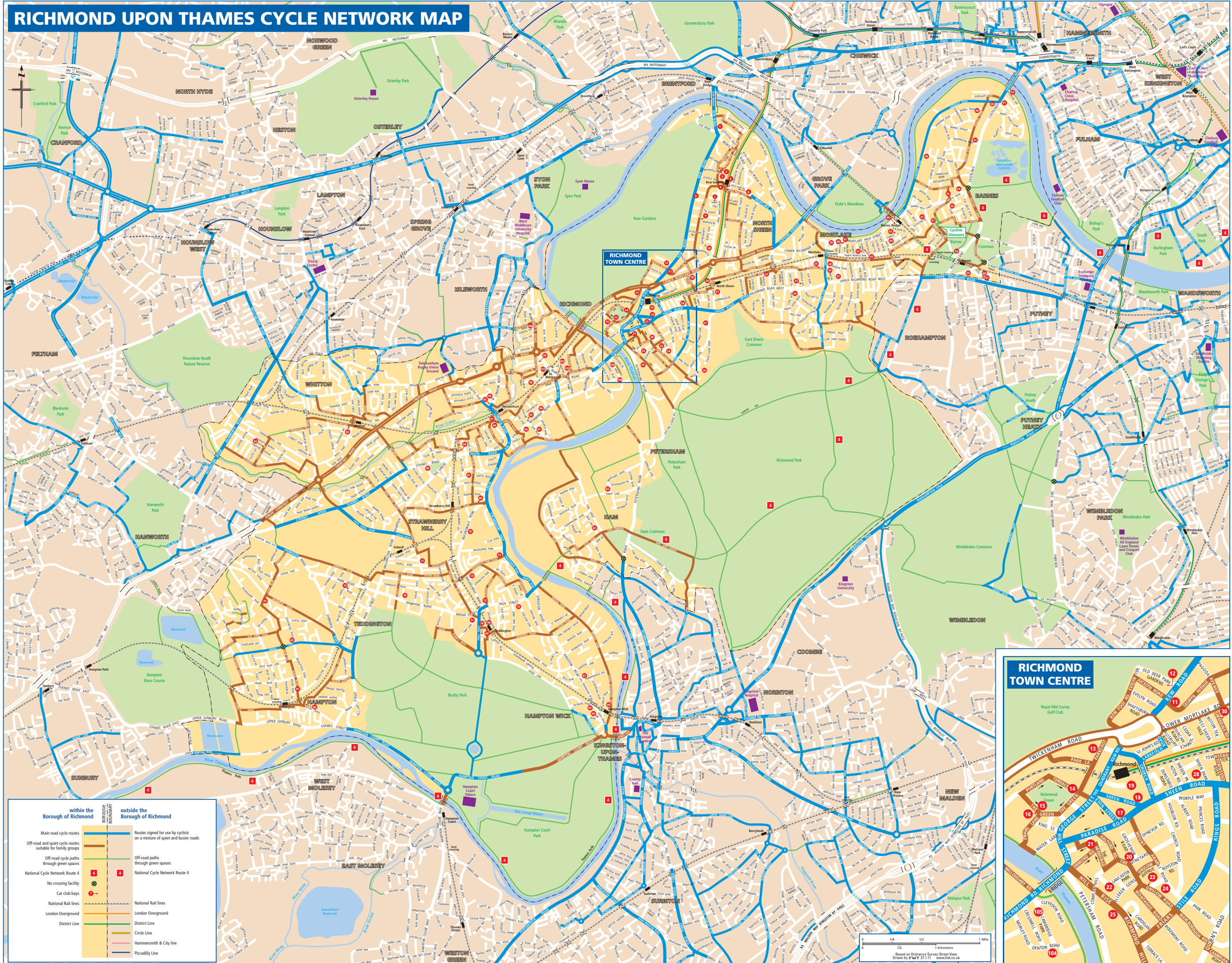


Table 8.1 Action Plan for Travel Plan Measures – Pupils

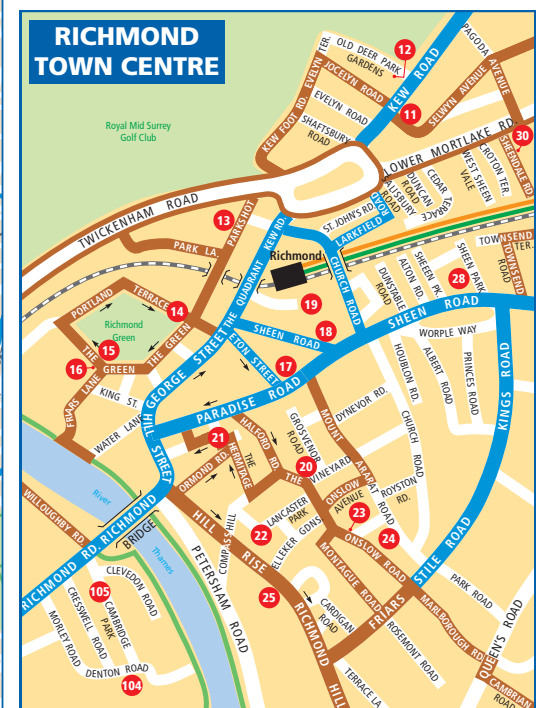
Sustainable Travel Notice Board and School website with timetable information (or online links to timetables) for pupils and parents	Located in visible public areas	Upon occupation	TPC	TPC
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Appendix A

RICHMOND UPON THAMES CYCLE NETWORK MAP



within the Borough of Richmond	outside the Borough of Richmond
Main road cycle routes	Routes signed for use by cyclists on a mixture of quiet and busier roads
Off-road and quiet cycle routes suitable for family groups	Off-road paths through green spaces
Off-road cycle paths through green spaces	Off-road paths through green spaces
National Cycle Network Route 4	National Cycle Network Route 4
No crossing facility	
Car club bays	
National Rail lines	National Rail lines
London Overground	London Overground
District Line	District Line
	Circle Line
	Hammersmith & City line
	Piccadilly Line



Scale: 0 100 200 300 400 500 600 700 800 900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 2400 2500 2600 2700 2800 2900 3000 3100 3200 3300 3400 3500 3600 3700 3800 3900 4000 4100 4200 4300 4400 4500 4600 4700 4800 4900 5000 5100 5200 5300 5400 5500 5600 5700 5800 5900 6000 6100 6200 6300 6400 6500 6600 6700 6800 6900 7000 7100 7200 7300 7400 7500 7600 7700 7800 7900 8000 8100 8200 8300 8400 8500 8600 8700 8800 8900 9000 9100 9200 9300 9400 9500 9600 9700 9800 9900 10000
 Based on Ordnance Survey Street View
 Drawn by FWT 27.1.11 www.fwt.co.uk

Appendix B



Radnor House
— TWICKENHAM —
celebrating every individual

Travelling *to Radnor House*



Coach



Train



Bus



Getting to Radnor House Twickenham is easy, with a wide range of transport options.

Radnor House is well served by public transport, with buses stopping either directly outside the school on Cross Deep, or on Heath Rd which is a five minute walk away. Trains run regularly to Twickenham and Strawberry Hill stations, which are a 10 minute or a 8 minute walk respectively.




Coach Routes


Private for Radnor Pupils

Radnor House also runs three coaches which are operated for Radnor House pupils by Gallagher's Travels. The coach routes can vary slightly each year depending on the home location of the children travelling. There is a termly charge for this service. The coaches depart from Radnor House at 17:00 each day, allowing pupils to participate fully in our co-curricular programme. Example timetables are below:


ROUTE A Ealing

1	Pick up	Corner of Blondin Avenue and Northfields Avenue, W5 4UL	Return	18:15
2	Pick up	Corner of The Avenue and Blandford Rd, W4 1HB	Return	17:55
3	Pick up	Bus Terminus on South Parade, W4 1JU	Return	17:50
4	Pick up	Chiswick High Rd and Dukes Avenue, W4 4PU	Return	17:45
5	Pick up	Junction of Sutton Court Rd and Elmwood Rd, W4 3EJ	Return	17:40
6	Pick up	Junction of Kew Rd and Walpole Avenue, TW9 2AS	Return	17:25
	The coach arrives at Radnor House at 08:15 (traffic permitting) and departure time is 17:00			

ROUTE B Chelsea

1	Pick up	07:10	Loading Bay by bus stop F on Fulham Rd – outside HSBC bank, SW6 2DF
2	Pick up	07:15	Junction of Chiddingtong Street and New King's Rd (Stop W), SW6 3TQ
3	Pick up	07:25	Junction of Rigault Rd and Fulham High Street, SW6 4NF
4	Pick up	07:30	Junction of Erpingham Rd and Lower Richmond Rd (Stop K), SW15 1BE
5	Pick up	07:37	Junction of Glebe Rd and Church Rd, SW13 9EH
6	Pick up	07:55	Corner of Lower Mortlake Rd and Stanmore Gardens, TW9 2DU
	The coach arrives at Radnor House at 08:15 (traffic permitting) and departure time is 17:00		

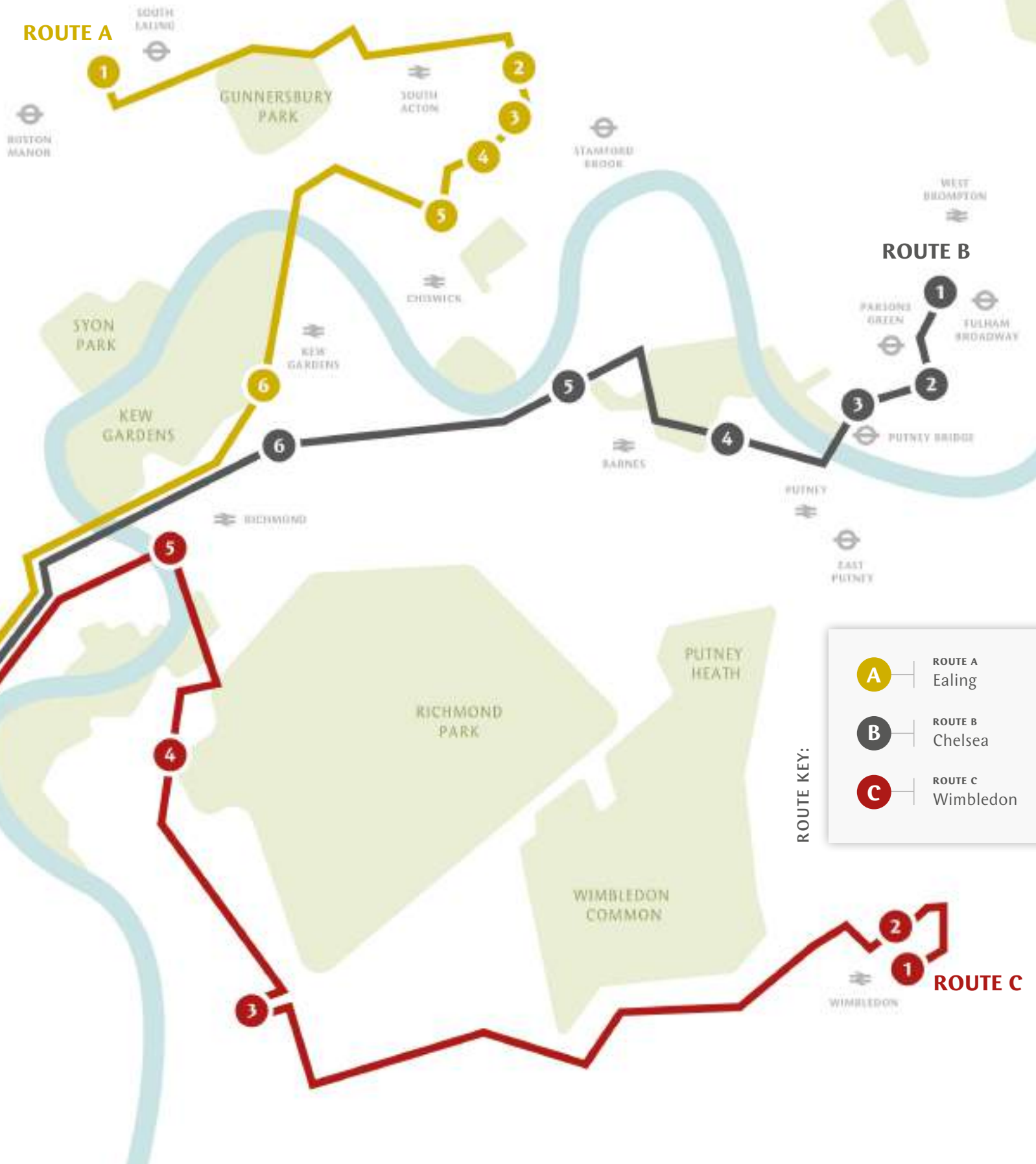
ROUTE C Wimbledon

1	Pick up	07:10	Junction of Pirbright Rd and Wimbledon Park Rd, SW18 5NB
2	Pick up	07:25	Parkwood Rd, SW19 7AQ
3	Pick up	07:40	Corner of Shortlands Rd and Cross Rd, KT2 6HG
4	Pick up	07:55	Sandy Lane Bus Stop, TW10 7EN
5	Pick up	08:05	Ormond Rd, TW10 6TH
	The coach arrives at Radnor House at 08:15 (traffic permitting) and departure time is 17:00		

ROUTE A

Return 18:10
Return 18:00
Return 17:50
Return 17:45
Return 17:35
Return 17:20

Return 18:15
Return 18:00
Return 17:40
Return 17:35
Return 17:25



ROUTE B

ROUTE C

ROUTE KEY:

- A** | ROUTE A
Ealing
- B** | ROUTE B
Chelsea
- C** | ROUTE C
Wimbledon



Local bus services run regularly to and from Twickenham. Routes 33 and R68 stop directly outside Radnor House and routes R70, 290, 490, 110, 267, 281, H22 stop on Heath Rd, only a five minute walk away.

The tables below give an indication of the travel times to Radnor House from various stops along these routes.

**Note below times are subject to change; please check the TFL or City Mapper websites. Timings correct at time of production.*

Approx walk between stop and school

POPE'S GROTTTO = 1 min

HEATH RD = 5 mins

Route R70

Manor Rd to Hampton

Runs every 10 Minutes (07:00-19:00)

- 32mins Nurserylands
- 26 mins Hampton Lane
- 18 min Percy Rd
- END** Heath Rd

Route 290

Staines to Twickenham

Check TFL or City Mapper websites for times

- 27 mins Sunbury Cross
- 12 mins Twickenham Health Centre
- 6 mins Sixth Cross Rd
- END** Heath Rd

Route 490

Heathrow to Richmond

Runs every 12-13 Minutes (07:00-19:00)

- 34 mins Hatton Cross
- 24 mins Feltham Station
- 16 mins Hounslow Rd
- END** Heath Rd

Use the TFL Oyster app to top up and track travel and spend



Route R68

Kew to Hampton

Check TFL or City Mapper websites for times

- 27 mins Kew Retail Park
- 19 mins Manor Circus
- 15 mins Richmond Station
- END** Pope's Grotto
- 9 mins Broad Street
- 18 mins Uxbridge Rd
- 27 mins Hampton Court

Route 33

Hammersmith - Fulwell

Runs every 7-10 Minutes (06:00-19:00)

- 37 mins Hammersmith
- 26 mins Barnes Station
- 18 mins East Sheen
- END** Pope's Grotto
- 1 mins Strawberry Vale
- 2 mins Southfield Gardens
- 5mins Teddington Library
- 9 mins Fulwell

Route 110

West Middlesex - Hounslow

Check TFL or City Mapper websites for times

- 14 mins West Middlesex Hospital
- 10 mins Isleworth Library
- 6 mins Chertsey Rd
- 3 mins Twickenham Street
- END** Pope's Grotto
- 9 mins Willow Way
- 13 mins Cheyne Avenue
- 19 mins Nelson Rd
- 25 mins School Rd



Use the City Mapper App to plan your route and for live travel timings and updates

Route 267

Hammersmith to Fulwell

Runs every 10-13 Minutes (07:00-21:00)

- 31 mins Chiswick Rd
- 25 mins Kew Bridge
- 21 mins Brentford County Court
- 11 mins Teesdale Gardens
- END** Heath Rd

Route 281

Tolworth to Hounslow

Runs every 7-12 Minutes (06:00-22:00)

- 34 mins Surbiton Station
- 25 mins Kingston Station
- 20 mins Hampton Wick
- 14 mins Teddington Lock
- END** Heath Rd

Route H22

Hounslow to Richmond

Check TFL or City Mapper websites for times

- 24 mins Hounslow Bus Station
- 14 mins Whitton High St
- 9 mins Willow Way
- 5 mins Meadway
- END** Heath Rd



Trains run regularly to Twickenham every 10 minute or a 10 minute walk away.

An example of just a few of the routes below, along with recommended registration at 8:30am.

**Note below times are subject to change; please check the TFL or City Mapper websites. Timings correct at time of production.*

Approx walk between station and school

STRAWBERRY HILL = 8 mins

TWICKENHAM = 10 mins

Wimbledon to Strawberry Hill

Duration 25 Minutes

- 07:43 Wimbledon
- 07:46 Raynes Park
- 07:49 New Malden
- 07:52 Norbiton
- 07:59 Kingston
- 08:01 Hampton Wick
- 08:05 Teddington
- 08:08 Strawberry Hill
- END** 08:16 Radnor House

Wandsworth Town to Twickenham

Duration 18 Minutes

- 07:45 Wandsworth
- 07:49 Putney
- 07:52 Barnes
- 07:54 Mortlake
- 07:56 North Sheen
- 07:59 Richmond
- 08:01 St Margarets
- 08:03 Twickenham
- END** 08:13 Radnor House

Chiswick to Twickenham

Duration 23 Minutes

- 07:43 Chiswick
- 07:31 Chiswick
- 07:34 Chiswick
- 07:37 Chiswick
- 07:42 Chiswick
- 07:48 Chiswick
- 07:51 Chiswick
- END** 08:01 Twickenham

Chiswick to Twickenham

Duration 33 Minutes

- 07:43 Chiswick
- 07:46 Chiswick
- 07:49 Chiswick
- 08:05 Chiswick
- 08:07 Chiswick
- 08:09 Chiswick
- 08:12 Chiswick
- 08:14 Chiswick
- 08:16 Chiswick
- END** 08:26 Twickenham

Clapham Junction to Twickenham

Duration 12 Minutes

- 07:46 Clapham Junction
- 07:54 Clapham Junction
- 07:58 Clapham Junction
- END** 08:08 Twickenham

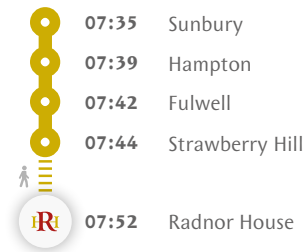
Twickenham and Strawberry Hill stations, which are a 13
walk respectively.

of the train routes that our pupils take to school are shown
recommended departure times that enable arrival for morning

subject to change; please check the TFL or City Mapper websites.
of production.

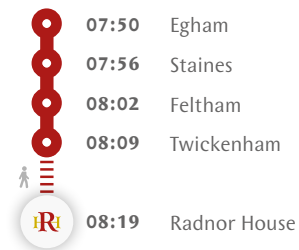
Sunbury to Strawberry Hill

Duration 9 Minutes



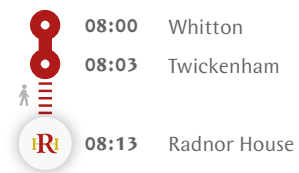
Egham to Twickenham

Duration 19 Minutes



Whitton to Twickenham

Duration 3 Minutes



For further information, contact
the Admissions Department
by email:
admissions@radnorhouse.org
or call: 020 8891 6264



Appendix C

Pupil Travel Survey Questionnaire

Kneller Hall School is undertaking a travel survey so we can understand your travel patterns and we would appreciate your assistance by completing this questionnaire.

The information you provide will be treated in the strictest confidence with no reference to individuals. Please give your completed questionnaire to your teacher once completed. Thank you in advance for your help.

1. What time do you normally arrive at the School?

07:00 – 08:00 (01) 08:00 – 12:00 (02) 12:00 – 16:00 (03) After 16:00 (04)

2. What time do you normally leave the School?

07:00 – 08:00 (01) 08:00 – 12:00 (02) 12:00 – 16:00 (03) After 16:00 (04)

3. On average, how long does your journey take?

0 – 15min (01) 16 – 30min (02) 31 – 45min (03) 46 – 60min (04)

61 – 75min (05) 76 – 90min (06) Over 90min (07)

4. Approximately how far is your journey?

0 – 1 mile (01) 1 – 2 miles (02) 2 – 5 miles (03) >5 miles (04)

5. What is your MAIN mode of transport (i.e. the longest part of your journey)?

Drive alone (01) Car share - driver (02) Car passenger (03) Bus (04)

Train (05) Underground (06) Walk (07) Cycle (08)

Motorbike (09) Taxi (10) Other (11)

6. What alternative mode of transport would you consider if your usual mode wasn't available?

Drive alone (01) Car share -driver (02) Car passenger (03) Bus (04)

Train (05) Underground (06) Walk (07) Cycle (08)

Motorbike (09) Taxi (10) Other (11)

7. What would encourage you to use an alternative mode of travel?

More frequent bus services (01) Better pedestrian / cycle routes (02)

A cleaner walking / cycling environment (03) A friend to walk / cycle with (04)

A safer walking / cycling environment (05) Cycle training (06)

Better information on alternatives (07) Nothing (08)

8. In what age category do you fall?

Under 25 (01) 26 – 40 (02) 41 – 60 (03) Over 60 (04)