

Mr S Hissett
Development Management
London Borough of Hounslow
Civic Centre
Lampton Road
Hounslow
TW3 4DN

7 September 2015
Ref: P/2015/2516

Dear Stephen,

RE: PLANNING APPLICATION FOR THE ERECTION OF A NEW 'ALL-THROUGH' FREE SCHOOL AT SYON LANE, ISLEWORTH.

We write further to the receipt of responses in respect of highway matters associated with the above planning application. We have undertaken a review of comments received and are seeking to respond to all outstanding matters in a composite manner.

1. TfL queried the quantum of parking proposed and would like to see it reduced.
It was agreed that the quantum could be provided, but should be phased to take account of the growth of the school. This is shown on the revised submission and can be included as a condition, to ensure appropriate delivery.
2. Electric vehicle charging points should be provided commensurate with 20% provision of active and 10% passive points
This is included within the revised submission and shown on the amended plans. It can be conditioned if required.
3. 10% of spaces must be blue badged.
We are proposing 6 spaces
4. We have been asked to demonstrate that the use of Osterley Hotel will not have a detrimental impact on the adjacent highway network.
The location of the Osterley Hotel is shown on the attached drawing 8571/003 for reference. The Osterley Hotel has two vehicular access points, one from Wood Lane and also a Left-in / Left-out access directly to the Great West Road. The centre of the Wood Lane access is approximately 26m from the south bound stop line or 35m from the Channel line of Great West Road. The centre of the access to Great West Road is approximately 100m from the east bound stop line or 55m from the stop line of the pedestrian controlled crossing on the east side of the junction. The speed limit on Great West Road is 40mph and 30mph on Wood Lane. Overall there are 67 marked parking spaces within the Hotel grounds, although 26 are reserved for hotel customers.

Reference to the Travel Plan (section 7, Tables 7.8a & b) predicts that primary aged pupils could give rise to 77 car trips and 30 car trips for secondary aged pupils using the park and stride locations. The predicted traffic distribution for the school is shown on Figure 6 in the Transport Assessment and taking this into account suggests that 51.3% (some 55 vehicles) might find the Osterley Hotel Park and Stride location attractive. These would not all arrive at the same time as 28% (some 15 vehicle trips) are secondary aged pupils who would arrive and depart earlier than primary aged pupils. It is proposed that School Marshalls would be stationed at the Osterley Hotel together with people to escort pupils to the school in groups. This would allow parents to

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move off promptly. The Park and Stride locations would be used at the beginning and end of the school day. Only the morning period would coincide with busier times on the Great West Road.

Reference to data from the traffic survey, the traffic flows on Wood Lane were 296 southbound and 73 northbound (equivalent to 1.2 vehicles per minute) in the AM period 0800-0900 and 141 and 134 (2.2 vehicles per minute) southbound and northbound respectively in the time period 1500 to 1600. It is proposed to provide instructions to parents using the Park and Stride location to enter via the Wood Lane access, with exit being available via either access point, although it is likely that a large proportion of departing parents would do so via the Great West Road in the morning period. The swept path of a large car is shown on drawing 8571-002 entering and exiting the Osterley Hotel and shows that a car can enter whilst a car is waiting to exit.

Accident data has been obtained for local roads and this data is presented in the Transport Assessment section 3 and Appendix C. This shows 6 accidents occurred in the vicinity of the Wood Lane junction and none were associated with the current use of the access points to the Osterley Hotel. Two incidents involved vehicles turning right at the junction (one north and one south to Wood Lane) with three on the westbound carriageway and one involved a pedestrian crossing the end of the Leighton Drive service road on the west side of Wood Lane.

Given that arrivals for primary and secondary pupils would be staggered with an average arrival of 55 vehicles over the hour (equivalent to 1 vehicle 1.1 min) in conjunction with the distance to the channel line of 35m there is some margin for vehicles (circa 5 vehicles) to queue behind a vehicle turning right into the car park.

It is considered that with School Marshals stationed at the Osterley Hotel car park, the predicted times and level of use, the existing traffic flows on Wood Lane and accident record that the drop-off and pick-up could be managed appropriately to minimise concerns.

5. Syon Lane needs to be marshalled to deter illegal parking and the Travel Plan should provide a review programme of its impacts on the public highway.
Marshalling is proposed as part of the Travel Plan and is likely to need to be part of the S106 Agreement, in addition the Action Plan, within the Travel Plan, states that School Marshalls and procedures need to be set up prior to the school opening and reviewed annually.
6. Syon Lane entrance enhancements and Wood Lane footpath etc need to be secured.
These works are proposed as part of the application package and will be undertaken under a S278 Agreement, pursuant to the Highways Act 1980. We therefore consider it appropriate that these works are conditioned as part of any planning permission to ensure delivery prior to the opening of the School.
7. Provision of more formal crossing points on both Wood Lane and Syon Lane should be explored.
Zebra crossings are proposed on Syon Lane and Wood Lane. Both are shown on plan reference 8687/003 Rev C.
8. Cycle parking is insufficient, plus additional visitor spaces are required.
14 visitor spaces are proposed. Phasing of the remainder of cycle parking has been agreed and is to be in line with the growth of the school. A condition can be included within any planning permission to ensure provision. Locations of cycle parking are shown on plan reference LA-WS-L-90-15 Rev D.
9. Showers and lockers are a requirement

Separate staff and pupil showers and lockers are provided on the ground floor and shown on plans 11011 Rev B and 11014 Rev B.

10. Cycle parking shall be secure, fit for purpose and easily accessed.
The cycle parking is proposed to be secure, fit for purpose and easily accessible. Details of the exact parking area are yet to be finalised, however, this detail can be secured by a planning condition attached to any planning permission.
11. The TA refers to TfL Local Cycle Guides, however, these do not provide the information needed to evaluate the suitability of pupils cycling to and from the site. Need to identify and recommend safe cycle routes to and from the school using LCDS guidance.
Further information has been added to the Travel Plan in section 6.5 and reference to the TfL guidance document London Cycle Design Standards (section 2.3.4 Accessibility Classification).

The closest road to the proposed school that could be considered as a 'Red' classification is the Great West Road, however this east – west road is provided with shared pedestrian / cycle paths on both sides separated from the carriageway. There are signalised crossing facilities on the eastern and western arms of the Wood Lane / Great West Road junction which allow north / south crossing of Great West Road. There are also crossing facilities incorporated into the signalised junctions of Great West Road with Thornbury Road and Syon Lane which assist with connectivity by cycle to and from the south of Great West Road. There is also a subway adjacent to Osterley underground station. These factors assist in making the Great West Road seem less intimidating for cyclists. Considering the disposition of streets joining Great West Road these crossing facilities are located on potential desire lines travelling on foot or cycle and additional crossing points are not considered necessary.

12. The LINSIG modelling undertaken suggests the morning peak is operating overcapacity. As the development will put further pressure on the network and in the context of cumulative impact, these impacts should be further identified and any potential effects mitigated at these locations. Particularly a concern at TLRN. It is noted that any proposed cycle/pedestrian facilities could have potential impacts on the already over saturated junctions of the A4 and the impacts of these should be assessed.
Further information has been added to the Travel Plan in section 6.5 and reference to the TfL guidance document London Cycle Design Standards (section 2.3.4 Accessibility Classification).

The Great West Road, is provided with shared pedestrian / cycle paths on both sides separated from the carriageway. There are signalised crossing facilities on the eastern and western arms of the Wood Lane / Great West Road junction which allow north / south crossing of Great West Road. There are also crossing facilities incorporated into the signalised junctions of Great West Road with Thornbury Road and Syon Lane which assist with connectivity on foot and by cycle to and from the south of Great West Road. There is also a subway adjacent to Osterley underground station.

Reference to the proposed travel mode split in the School Travel Plan (section 7, Tables 7.8a & b) predicts that primary and secondary aged pupils could give rise to 329 walking trips increasing to a target of 336 over a five year period. Because of the phased intake the corresponding figure for walking in the first year of opening is predicted as 106 pupils for 450 pupils. Looking at the distribution of pupils on Figure 8A it can be seen that pupils live both north and south off the Great West Road and therefore for those living within say 2km there would be some walking along the northern side of the road and would not need to cross the Great West Road. With regard to those on the southern side of the road, the disposition of streets naturally leads to

several road junctions with controlled crossings incorporated into the junction to allow people to cross the Great West Road. The three main ones are the junctions of Syon Lane, Wood Lane and Thornbury Road. Syon Lane has a controlled crossing on the western arm and a subway on the eastern side, with a further controlled crossing at the junction of Harlequin Avenue. Wood Lane and Thornbury Road have controlled crossings on both sides of the junctions and there is also a subway at Osterley underground station. If the 329 walking trips are split equally over the eight potential crossing points this would be 41 pupils at each crossing point (or 13 each in the first year of opening). The LINSIG analysis takes into account the controlled pedestrian crossing facilities within the junctions such that pedestrians would be able to cross, bearing mind that these would not all wish to cross individually as many pupils walk with friends. It is normal practice for Highway Authorities to periodically review signal timings at signalised junctions to respond to changing circumstances in operational characteristics. Given that the school would take six years from first opening to reach its full roll, signal timings could be reviewed in this time period by the Highway Authority.

13. Vehicles dropping off in close proximity to the site could affect network capacity further.
We are proposing no waiting/loading restrictions adjacent to the site, this could be extended along Syon Lane in the vicinity of the site as appropriate and would complement new waiting restrictions currently being promoted by the Council. In conjunction with this the site marshalling, parent charter etc should further assist in discouraging this activity.. The proposed waiting/loading restrictions are proposed to be included within a S106 Agreement.
14. Without further measures such as a school bus and cycle parking facilities this site could be unsustainable.
We are proposing initially a minimum 3 buses to and from the school and appropriate cycle parking facilities. These can be secured via a S106 Agreement or condition, as appropriate.
15. They do not agree that the junctions can accommodate the school traffic, but recommend that a series of 'soft measures' be considered, these include but are not limited to
 - a. Private school/shuttle bus
 - b. Robust School Travel Plan
 - c. Potential change to traffic signal timings
 - d. Attractive and safe routes for pedestrians and cyclists
 - e. Heavy marshalling of staff, pupils and parents/guardians on both Syon Lane and Wood Lane
 - f. Staggered start times*The Travel Plan has been revised and all of the above considered and in most instances proposed as part of the application package. All aspects proposed can be appropriately conditioned or included within a S106 Agreement to ensure delivery.*
16. The proposed bus routes need to be secured by S106 Agreement and linked to a regular review through the TP.
This is proposed within the Heads of Terms.
17. The H91 is a more frequent double deck service with some spare capacity which might be sufficient to accommodate a certain level of demand. TfL would expect further discussion on this matter.
The provision of the school bus should assist in restraining the impact on scheduled bus services where TfL have advised that there is some spare capacity on the H91 service although service H28 is near capacity. The School Travel Plan assesses the travel mode split for the school bus and public bus services and notes the phased intake of pupils building up to the full school roll in

September 2023. Given the proposals for staggered start times for primary and secondary pupils, the routing of this service (H28) and the school catchment, demand would be spread over buses travelling in both directions.

18. TfL expect a draft delivery and servicing plan to be submitted with proposals.
Early indication document submitted, a detailed plan can be conditioned. Condition has been proposed.
19. A Construction Management Plan and Construction Logistics Plan should be within the TA, but this advice has not been heeded.
A construction management plan has been submitted with the application.
20. A plan showing movement through the site has been provided, however, swept paths and an indication of distance from the nearby southbound bus stop on Wood Lane should be supplied.
Drawing reference 8571-001 showing swept paths has been provided which shows the location of the southbound stop on Wood Lane in relation to the proposed service access on this road. Details of the facilities provided at the two bus stops on Wood Lane and two on the Great West Road were summarised in the Travel Plan section 6.7 and summarised below for reference:-

Wood Lane

<i>Location:</i>	<i>Site Frontage</i>
<i>Direction of travel:</i>	<i>South and North Bound</i>
<i>Facilities:</i>	<i>Pole and timetable information,</i>
<i>Bus services:</i>	<i>H28</i>

A4 Great West Road

<i>Location:</i>	<i>A4 Great West Road (south of site)</i>
<i>Direction of travel:</i>	<i>East and West bound</i>
<i>Facilities:</i>	<i>Shelters with seating and timetable information</i>
<i>Bus services:</i>	<i>H91</i>

21. PERS Audit.

A copy of the PERS Audit is attached. The main area of concern is the route to the Wyevale Garden Centre, Park and Stride location. Reference to the Travel Plan predicts that primary aged pupils could give rise to 77 car trips and 30 car trips for secondary aged pupils using the park and stride locations. Taking this into account the distribution of traffic shown on Figure 6 suggests that 48.7% (some 52 vehicles or 104 pupils taking into account car sharing) might find the Wyevale Garden Centre Park and Stride location attractive.

Having reviewed the Audit, it is considered that some improvements can be offered these include:-

- a. The provision of tactile paving and dropped kerbs at the Builders Merchants access on Syon Lane. (PERS audit link L2)*
- b. Investigate the relocation of a street light (approximately 83m from Jersey Road) that restricts the width of the existing footway width. (PERS audit link L2)*
- c. Adjustment of the dropped kerbs and tactile paving on the existing crossing on the Syon Lane arm of the Jersey Road roundabout. (PERS audit crossing C1)*
- d. In conjunction with the Highway Authority clear vegetation overhanging the footway adjacent to the Piccadilly line on Syon Lane and from 3 trees behind the footway along*

the eastern side of Windmill Lane from Syon Lane to the Wyevale Garden Centre access. (PERS audit links L1 and L2)

- e. *Provide tactile paving across Stags Way at its junction with Syon Lane and across the MacFarlane Lane and Gower Road side streets to Syon Lane. (PERS audit link L6 and crossings C3, C5 and C7)*

In addition highway improvements are shown on drawing 8687-001 rev D which address other items raised in the Audit and include widening the footway on the frontage to Syon Lane north and south of the proposed school access including clearing of overhanging vegetation, promote 20mph speed limit on Syon Lane (between Jersey Road and Macfarlane Lane) and waiting restrictions on Syon Lane and provision of formal zebra crossing points on Syon lane and Wood Lane. These highway improvements primarily address PERS audit issues on Links L2, L3 and L4, crossings C2 & C4.

Other improvements proposed on Wood Lane address PERS audit issues on Link L9 and, crossings C8 and C9.

The PERS audit highlights a number of improvements which it terms 'Quick Wins' which could be implemented to assist in increasing the assessment rating presented in the baseline audit of the local pedestrian environment. Several of these are included above and incorporated into the access proposals. A number of points relate to typical highway maintenance matters such as litter and street cleaning, trimming and pruning of street trees and clearing overhanging foliage and branches where these constitute an obstruction to the footway. However, where these relate to the site frontage, these would be addressed as part of the work to provide the proposed site access. The Applicant would provide litter bins on the school frontage to both Syon Lane and Wood Lane to assist in the disposal of litter.

With regard to the four bus stops considered in the PERS audit a number of points relate to typical maintenance matters which TfL are responsible for. However, the applicant is prepared to fund the provision of walking maps at the two bus stop waiting areas on Wood Lane as well as the provision of a bus shelter on the east side of Wood Lane just south of Braybourne Drive.

22. Travel Plan –3 and 5 year targets.

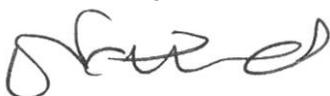
The travel plan has been revised to include 3 and 5 year targets as required by the Attribute assessment.

23. TRICS data assessments

Additional TRICS data assessments were requested and have been previously provided, they are attached again for ease of reference.

If you require anything further, or wish to discuss the points raised, please do not hesitate to contact me.

Yours sincerely



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ASSOCIATE

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