

Turing House School – Transport Mitigation Strategy

- 1.1 The Turing House School is currently proposed with the following transport strategy:
- i. The school admission policy to remain as per current arrangement with the school catchment area primarily located to the south of the site.
 - ii. Promotion of breakfast club and after-school clubs / activities that will result in staggered arrival and departure times of students across longer periods.
 - iii. Staff arrivals/ departures at different times to students that will result in separation of car movements generated by staff and pedestrian/cycle movements generated by students.
 - iv. A secondary access to the school site from the south via Heathfield Recreation Ground.
 - v. Improvements to public transport service in the vicinity of the site. This was discussed with TfL and information on the predicted demand generated by the school was sent to TfL.
 - vi. Improvements to the existing site access that will serve both the nursery farm and the school. This will include widening of the existing site access that allows accommodate large vehicles and implementation of an uncontrolled pedestrian crossing in form of raised platform. The operation of the site access will be supervised by the school during the school peak periods.
 - vii. A new pedestrian crossing on Hospital Bridge Road to ensure safe and convenient crossing movements for future users.
 - viii. An extension of the existing 20mph zone on Hospital Bridge Road (currently in operation outside the Bishop Perrin Primary School) to the north and beyond the footbridge.
 - ix. Improvements to pedestrian facility across Montrose Avenue through implementation of tactile pavings.
 - x. Implementation of TROs on Hospital Bridge Road and Montrose Avenue in the vicinity of the site to prevent on-street parking.
 - xi. A Car Park and Access Management Plan (CPAMP) will be prepared to provide the school with the strategy to manage the site access during the school peak periods, to prevent unauthorised vehicle entry to the school site, and to discourage drop-off and collection on

Hospital Bridge Road. The document will also provide management measures for the school car park on-site.

- xii. The school will provide an on-site delivery and servicing area that allows vehicles to access and egress the site in forward gear and the physical arrangement will be supported by the DSP to ensure deliveries and servicing activities are managed.
- xiii. A STP with robust targets to achieve mode shift from car travel and seeking silver/gold accreditation through the TfL STARS system.
- xiv. A reduced car park provision (below the maximum standards) will be proposed for staff within the school site. This will include accessible parking spaces, parking spaces with access to active and passive charging point. A further measures such as implementation of dedicated car parking spaces for 'car share users' can be considered and manage through the STP and CPAMP.
- xv. The cycle parking spaces are proposed in accordance with London Plan standards and in line with the predicted demand. A recommendation from LBRuT to increase this provision is noted and can be considered.