



**To:** Tefera Tibebe, GLA  
**From:** Jon Canty  
TfL Land Use Planning Team

**Our Ref:** 11/0197

**Phone:** 0207 126 4577

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## **West London Academy – Stage 1**

The site is located to the south of the A40 and to the west of A312 Church Road, both of which form part of the Transport for London Road Network (TLRN). Vehicular access to the site is taken indirectly from Church Road via Bengarth Road.

The site is served by 5 local bus services and is located 1.5km southwest of Northolt Underground Station which is served by the Central Line.

### **Car parking**

TfL support the reduction in car parking at the site from 119 to 98 spaces with the retention of 8 spaces assigned for disabled use. Whilst there is no specific standards within the Replacement London Plan, provision of electric vehicle charging points is suggested at 10% of the spaces provided.

### **Cycle parking**

The Replacement London Plan standards require the provision of one cycle parking space per 10 staff or students. The total number of staff and students will be circa 1600 so this would equate to a requirement for 160 cycle parking spaces. The provision of 122 cycle parking spaces is above the current demand stated within the Transport Assessment of 110 so falls short of the requirement and should be increased to allow for a higher uptake of cycling in the future.

### **Impact on the transport network**

The proposed extension to the school would result in an increase of 210 students and 20 staff. This increase would not result in a noticeable impact on the operation of the TLRN, Underground Services or upon the local bus network.

The Transport Assessment provides an assessment of the pedestrian links to and from the school which is of good quality and given the scale of the proposals there would not be the necessity for improvements to be secured to the pedestrian route network in addition to any measures that the Borough will be securing.

The Travel Plan is considered to be broadly acceptable in the context of the proposed extension to the school and would provide a suitable means for discouraging single car trips to the school in tandem with the reduction in car parking.

### **Construction**

It is proposed to utilise an existing pedestrian access onto Church Road to the north of Bishops Drive as a temporary access for construction vehicles. TfL is not opposed to this in principle but will require further consultation to agree the restrictions on the use of this access both generally and during the 2012 Olympic and Paralympic Games. TfL oppose the use of this access for permanent vehicular use.

TfL requests submission of a Construction Logistics Plan (CLP), which should seek to minimise highway and traffic impact to the highway network during the course of construction. These plans should be agreed by LB Ealing and secured through condition. The CLP should include:

- booking systems
- consolidated or re-timed trips
- secure, off-street loading and drop-off facilities
- using operators committed to best practice, demonstrated by membership of TfL's Freight Operator Recognition Scheme (FORS), or similar.

### **Traffic Management Act**

Should this application be granted planning permission, the developer and their representatives are reminded that this does not discharge the requirements under the Traffic Management Act 2004. Formal notifications and approval may be needed for both the permanent highway scheme and any temporary highway works required during the construction phase of the development.

### **Olympic Games 2012**

The Olympic Route Network (ORN) and Paralympic Route Network (PRN) will operate during the Olympic and Paralympic Games period between June and September 2012. During this period, there will be an impact on construction works, utility works and highway licensed activities (for example, skips and building materials) if they affect the roads designated as a part of

the ORN/PRN and some of the surrounding streets. Other routes might also be affected and will also be required to be clear of any kinds of obstruction. These are not yet finalised, but will be advised as further information becomes available.

Given proximity to the ORN, highway works and licences could therefore be affected on occasions during the Games period. Requests to utility providers to provide any additional water, gas, electricity or telecommunications connections should also be made sufficiently well in advance of this period.

This note is for information only and is provided without prejudice to the legal rights of the ODA or any other relevant authority whether under the London Olympic Games and Paralympic Games Act 2006, planning, traffic or highway legislation or otherwise. Further information and the latest news on the ORN and PRN can be found on the London 2012 website at <http://www.london2012.com/olympic-route-network/home.html>.

## **Summary**

The proposed extension to the school is supported by TfL in principle and would not result in a noticeable impact on the local transport network. The proposed reduction in car parking is supported but the cycle parking should be increase slightly to match the Replacement London Plan standards. The principle of a temporary construction access onto Church Road is not opposed but TfL will require further consultation on the appropriate restrictions applied for its use.

Jon Canty  
**Principal Planner**

