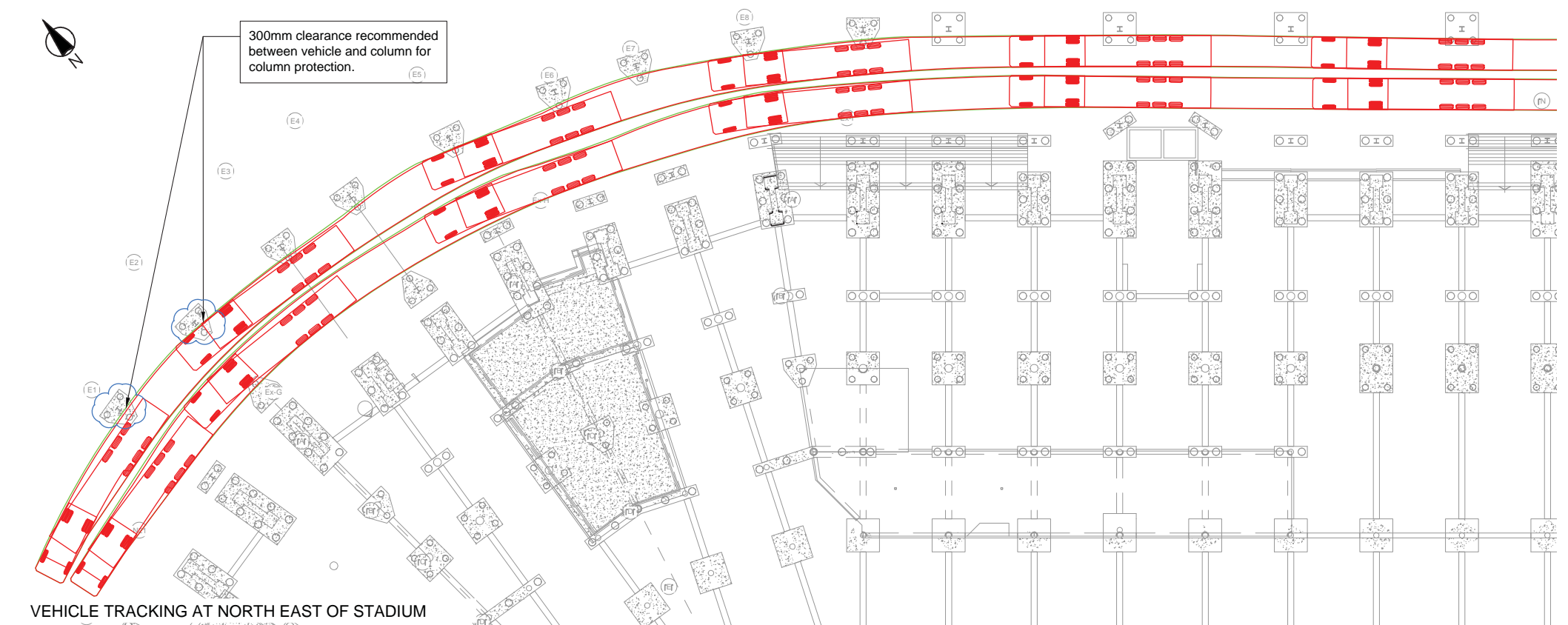
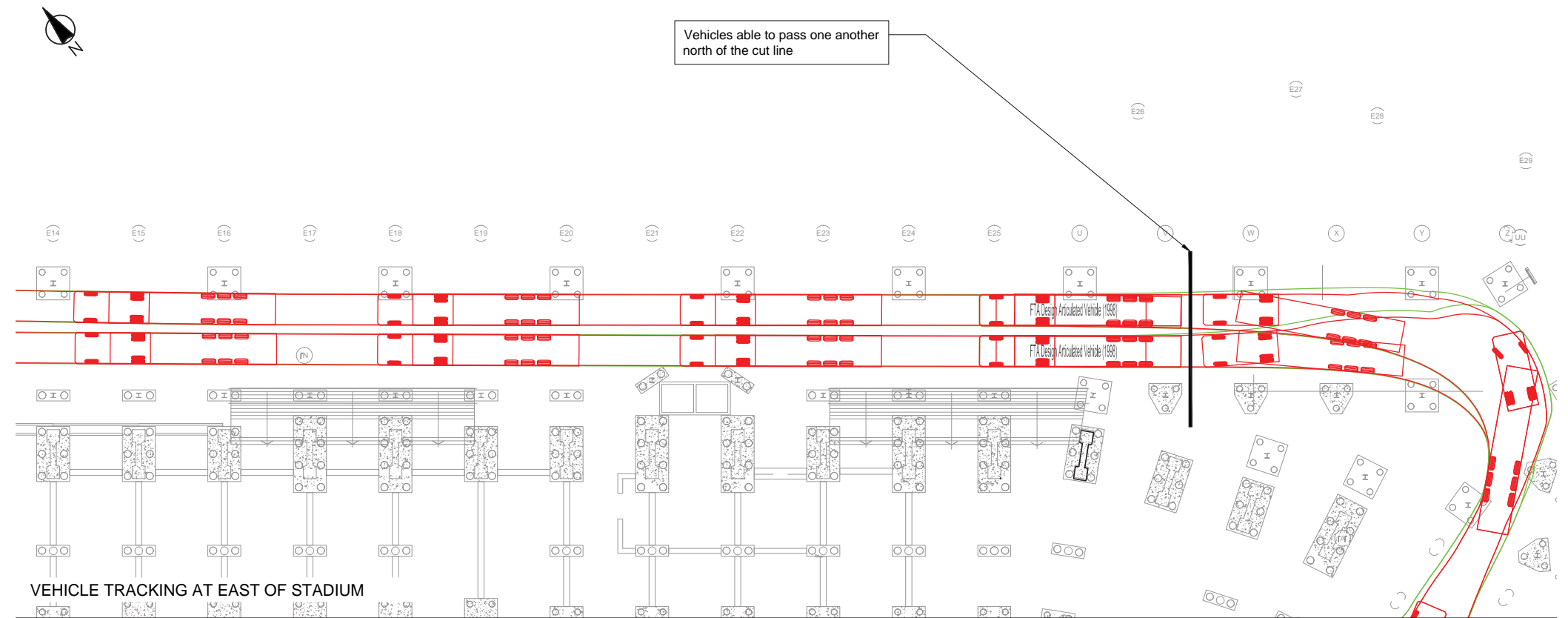


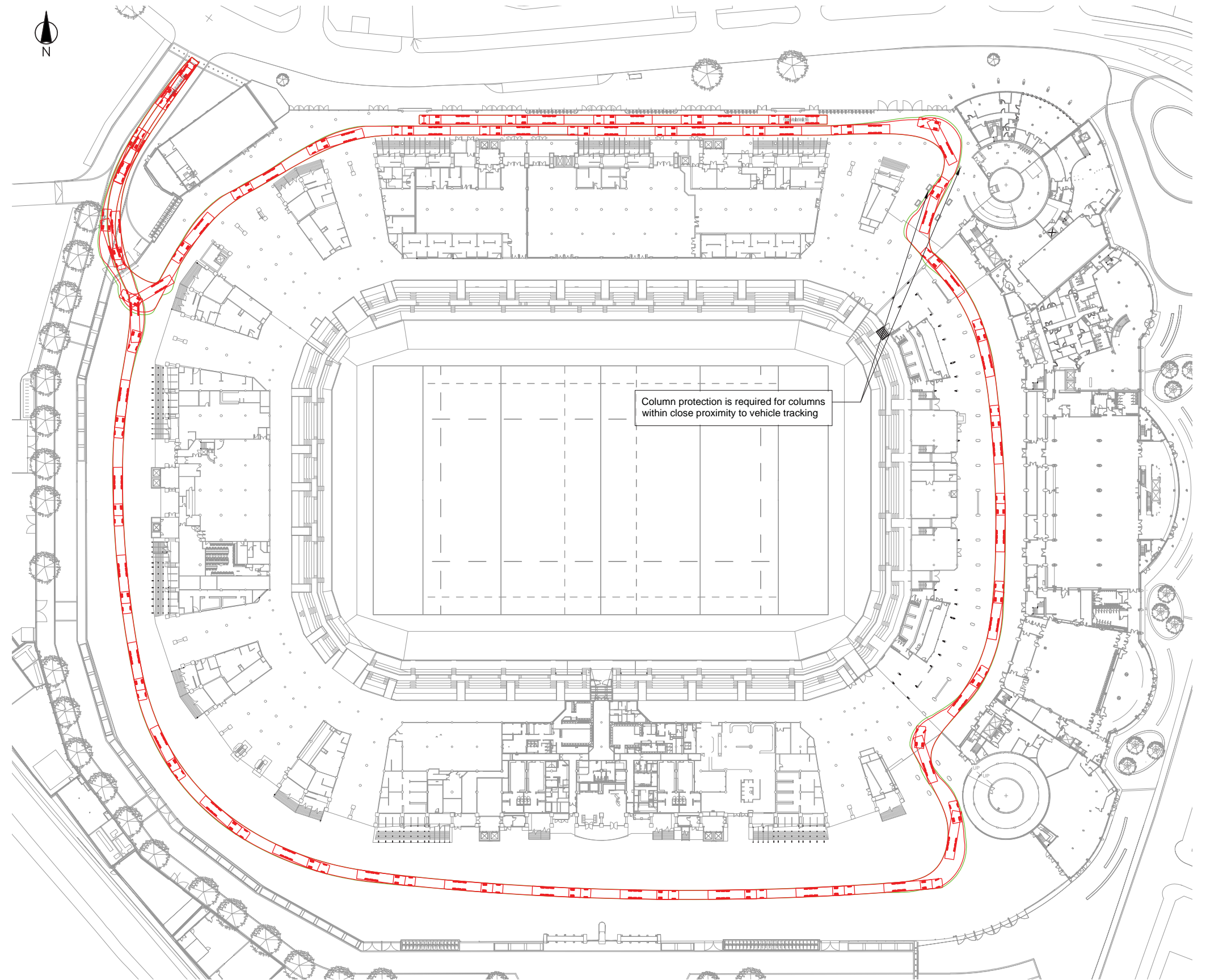


The following tracking diagrams indicate how the detail of the site works in terms of vehicular access in and around the concourses:

(circular elements are pile foundations)



Vehicle tracking diagram to inner concourse



Vehicle tracking diagram to Rugby Road



5.3 Spectator access

It is important to note that there will be no spectator capacity changes as a result of this planning application. By bringing the hospitality guests whose facilities are currently provided by the OLOs off-site into the stadium a number of hours prior to a kick off, the number of spectators arriving within the critical 30 minutes before kick-off will be significantly reduced thus reducing pressure on the perimeter turnstiles at this period of time.

However, as part of the East Stand Extension plan for Twickenham, there are a number of changes proposed both to the external perimeter and internal concourses for the stadium.

Movement Strategies has undertaken a review of design proposals from a people movement perspective, in particular around the fence line on Rugby Road (turnstiles and gates). The review has played a large part in assessing what needs to be addressed in the new east stand refurbishment to improve movement around the ground from the street to individual's seat and back again.

Spectators currently access the stadium on the East side via two turnstile blocks along Rugby Road (gate E & gate F). There are a total of 45 turnstiles; 25 to gate F and 20 to gate E. The majority of spectators are known to arrive from the South side of the stadium; with the peak 30-minute slot of ingress being distributed across both of the turnstile blocks.

Using observations and the turnstile data provided by the RFU, it was identified that the majority of customers seek the shortest route into the ground from their direction of arrival. (NB: Their destination within the ground may not necessarily be their seat in the first instance).

At Twickenham, customers have historically chosen their point of entry to the ground without being directed to a specific entrance. In Rugby Road, where the main observation took place, this does not cause any issues, particularly with the road closures in place. In fact, the freedom of choice for customers is one of the features that characterises a visit to Twickenham, particularly during Rugby matches where most attendees are repeat visitors.

In order to aid the process of facilitating efficient ingress signage above each turnstile will be replaced with clear indications of:

- No Bag
- Bag
- VIP/Corporate
- Accessible

The design has incorporated a signage above turnstiles that can highlight this particular information at any given location and be able to change position depending on demand and time of arrivals. This will greatly improve access to the stadium and reduce large queues around turnstile areas. The design has also allowed a different split of turnstile distribution to improve

the flows into the stadium. This helps cross flows and reduces congestion points.

The design for the new fence line matches the aggregate emergency exit gate width along the East fence line. There will be no reduction in gates but what this project has allowed is a total reconsideration of where the gates are located, tied in with the analysis of where people are flowing from and to. The repositioning improves the general flows both in and out of the stadium.

The facilities have been designed with the aspects of 'Design for Maximum Access - Design guidelines for people with restricted mobility' firmly in mind.

Both fire strategy and wheelchair access has been discussed with the London Borough of Richmond Building Control Officer.



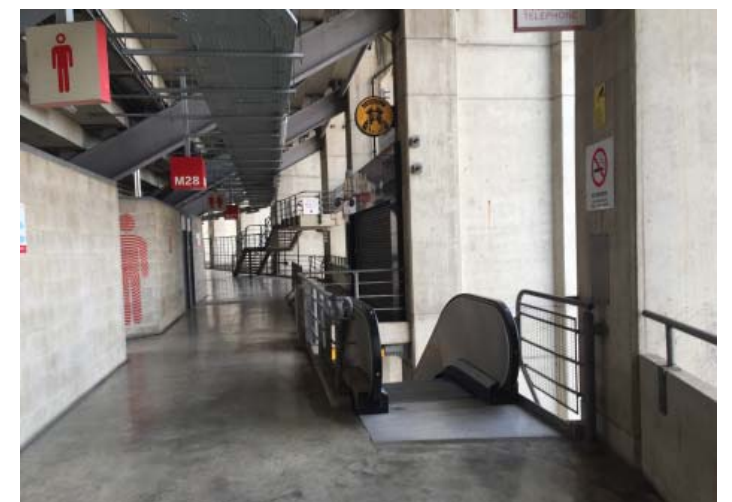
Arrival from the west gates



East turnstiles on Rugby Road



West village and concourse



Escalators on level 04



5.4 Inclusive design

The new extension will tie in with the overall stadium wide policy on accessibility whilst aiming to enhance access generally at the east side of the stadium.

Twickenham Stadium provides 336 wheelchair bays of which 64 are located in 3 covered wheelchair terraces and all are managed by match day stewards. 272 bays can also be used for those who require non-wheelchair disabled access and in total, 7000 stadium seats are suitable for non-wheelchair easy access, in the lower tiers of the stadium. Lift access is provided to all three covered terraces and low counter bars are available at the North-East and North-West corners of the stadium, at ground level. Disabled toilets are located at all four corners of the Stadium and within easy access of the 3 wheelchair terraces. The stadium utilises the Universal RADAR key system to ensure the facilities are available exclusively to only those who require them.

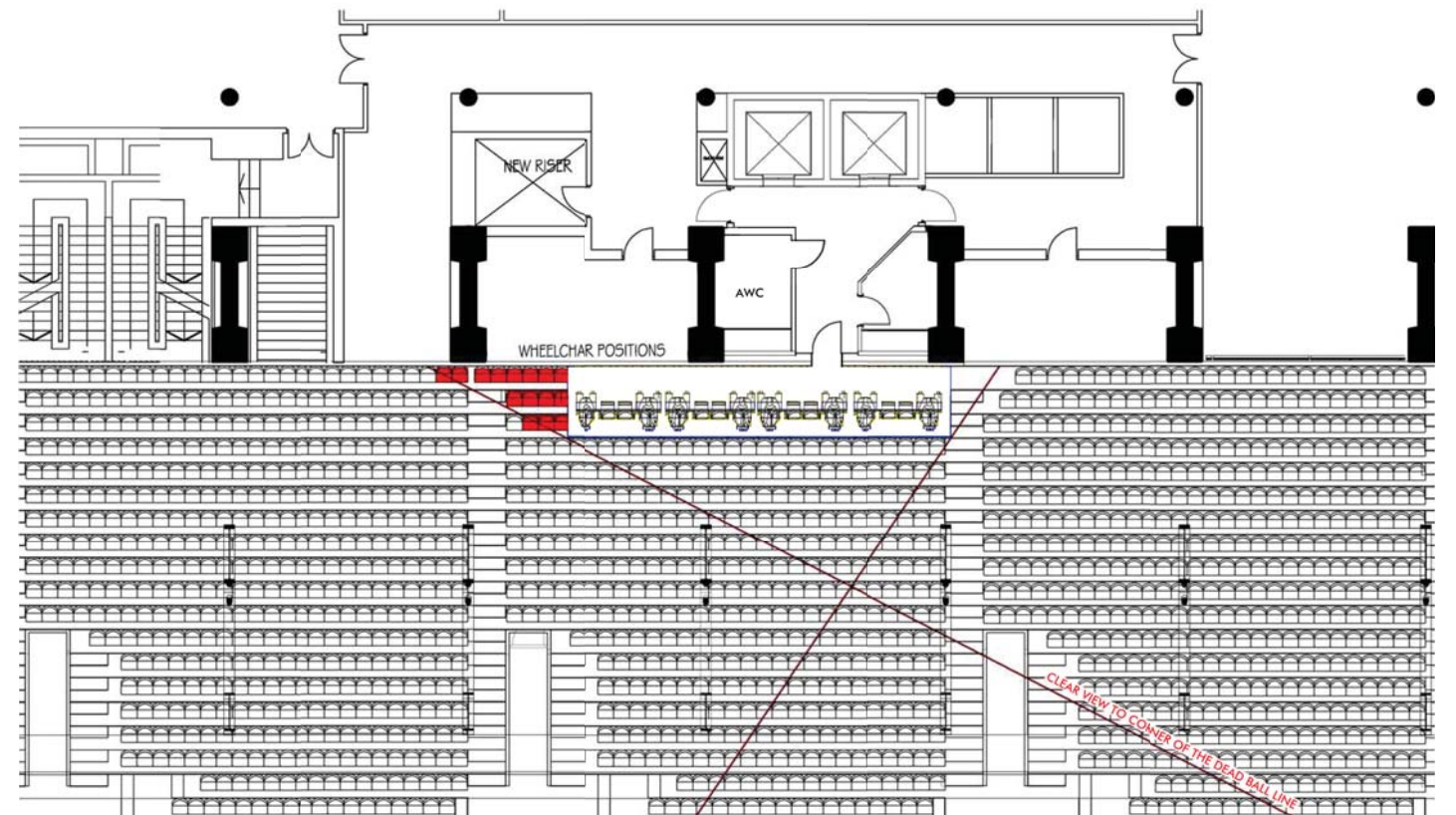
Safe Access

The proposals have been designed with the Building Regulations 2015 Part M: Access to and Use of Buildings fully considered. The design also addresses British Standard 8300:2009 Design of buildings and their approaches to meet the needs of disabled people – Code of Practice. Both these statutory regulations govern the design of access and use of buildings within the UK.

Some of the key points taken into consideration

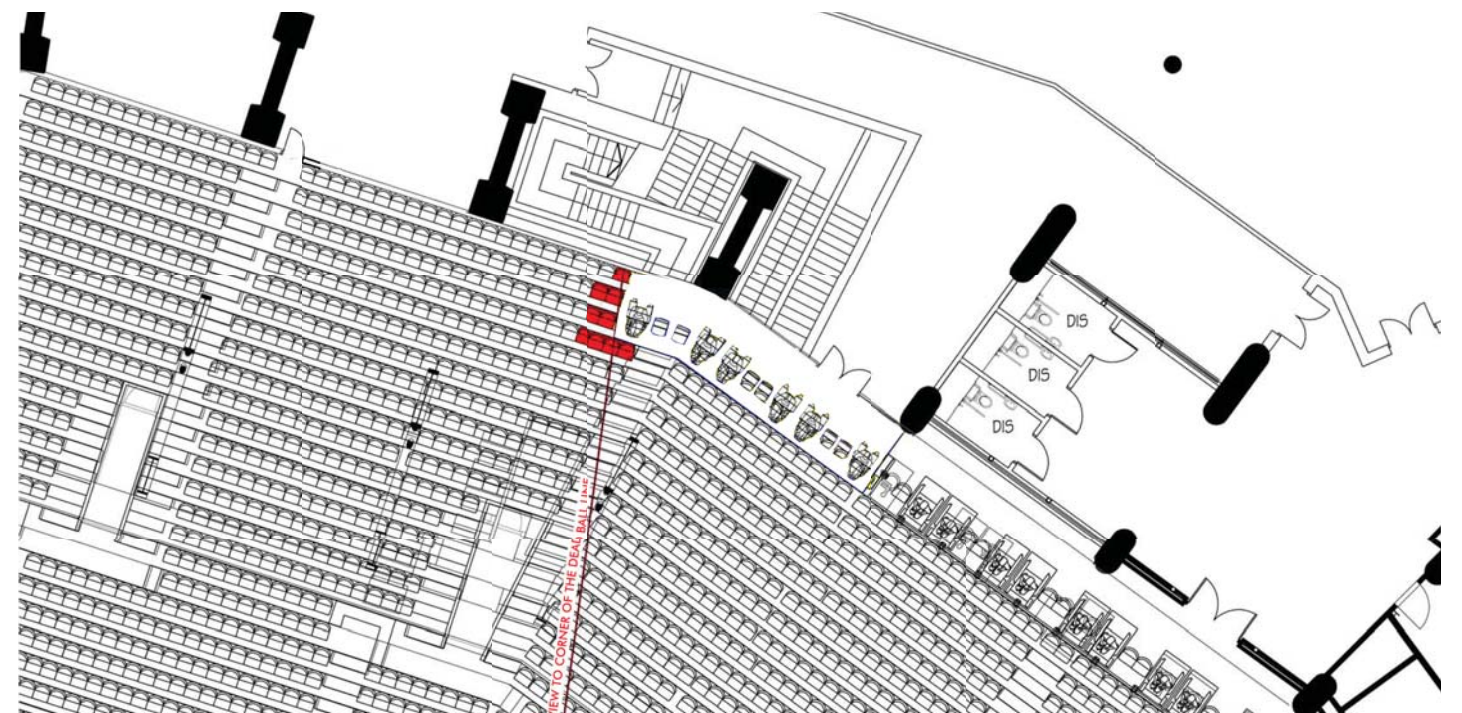
in the design have included:

- Provide a designated wheelchair access point in each bank of turnstiles
- Include 14 additional wheelchair viewing positions within the bowl, each with companion seats and access to an accessible WC
- Ensuring each new space created is fully accessible by wheelchairs with step free access to lifts
- Provide accessible WC facilities to all new hospitality areas
- Allowing enough floor space to accommodate a stationary wheelchair and also enough room for a smooth U-turn: at least 1500 mm by 1500 mm
- Including tables or counters that are a variety of heights to accommodate standing, seating, and a range of different tasks
- Making sure entry doors to rooms are at least 815 mm wide throughout
- Mounting AWC sinks no higher than 865 mm from the floor
- Install grab bars beside the toilet
- Provide a full-length mirror in each AWC that can be viewed by all people, including children
- Avoiding thick carpets, uneven brick floors, and other floor surfaces that could pose slipping and tripping hazards



Wheelchair positions L4A east

Wheelchairs access the flat platform from the same level on exiting the lift.



Wheelchair positions L4A south east



5.5 Waste and recycling

Delivery, servicing and waste access is to be retained by Gate D, at the north boundary of the site, via the Perimeter Road. Consolidation at this point will decrease impact on other residents / community as the access route is bound to the south by the stadium and to the north by the north car park.

New waste storage provision has been provided at ground floor level adjacent to lift 5. This will tie in with the waste strategy across the site.

Waste collection will take place when there are no spectators on site.

5.6 Servicing

Deliveries to the Stadium will arrive via Gate D and navigate anti-clockwise around the internal servicing road. The servicing road can cater for articulated vehicles up to 16.5 metres in length and 2.5 metres in width. Two vehicles will be able to pass side by side at the East Stand. The delivery area will be adjacent to the entry point for each of the Stadium Stands. The circulation of lorries around the stadium along the eastern stand are as illustrated in the swept path analysis illustrated in Section 5.1.

The Delivery Service Plan is likely to involve pre-booked vehicle details and an allocated delivery time. Deliveries to take place within the site boundary and so will not impact on the highway network. These activities are to take place when there are no spectators at the venue.

There will be no changes to the road / parking operation. No external infrastructure changes are required. No new signage is required other than that pertaining to changes in pedestrian access to the East Stand.

On non-match days delivery, servicing and waste access is to be retained by Gate D, at the north boundary of the site, via the Perimeter Road, with improved servicing facilities on site.

Please refer to the Transport Assessment submitted with this planning application for more information.





Document verification

Revision number	Date	Description	Issued by	Approved by
P01	24:06:2016	Planning Application Issue	KSS	PY
P02	08:07:2016	Minor amendment made	KSS	PY
P03	13:07:2016	Amendments made	KSS	PY



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